
TRAFFIC IMPACT STUDY

For

**Montefiore Health System Nyack Campus
Village of Nyack
Rockland County, New York**

Prepared For:

**Montefiore Health System Nyack Campus
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LANGAN

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100754201**

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EXECUTIVE SUMMARY

Montefiore Health System Nyack Campus has retained Langan Engineering and Environmental Services to prepare a traffic impact study for the proposed development of a new parking garage and reconfiguration of the main parking lot, consisting of 547 spaces, to replace the existing main parking lot at Montefiore Nyack Hospital. The project is located in the Village of Nyack, Rockland County, New York.

The proposed improvements include the construction of a new parking garage. There is no proposed expansion of the hospital as part of this project, with no new beds being contemplated. The existing surface parking lot, providing 191 parking spaces, is proposed to be replaced by a parking deck containing 482 parking spaces and a reconfiguration of the surface parking lot to provide an additional 65 parking spaces, for a total of 547 spaces. The parking garage is anticipated to reduce the parking demand on the surrounding streets and the existing off-site lots. The parking garage site is bounded by North Midland Avenue on the east, North Highland Avenue (U.S. Highway 9W) on the west, Sickles Avenue on the south and the Hospital on the north. Access will be provided via the existing full movement connections to North Highland Avenue and North Midland Avenue.

We prepared rerouted site trips for the proposed garage. The improvement will not add any additional beds to the hospital, therefore only a redistribution of existing traffic is expected. The existing traffic was redistributed to reflect the increased parking capacity at the site of the parking garage. We assumed one-third of the vehicles parking at the offsite parking lot on North Highland Avenue will instead use the parking garage. We reviewed videos from the traffic counts to estimate the number of employees that park on the street during peak hours. Although these employees may choose to park in the doctor or offsite lots in the future, we conservatively rerouted all estimated on-street parking employees will park at the parking garage.

We conducted capacity analyses at the following intersections:

- North Midland Avenue and Fifth Avenue
- North Highland Avenue and Offsite Parking Lot
- North Highland Avenue and Fifth Avenue
- North Highland Avenue and South Driveway
- North Highland Avenue and Sickles Avenue
- Fifth Avenue and Front Street / Doctor Lot
- North Midland Avenue and Center Driveway / School Driveway

- North Midland Avenue and Haven Court / South Driveway
- North Midland Avenue and Sickles Avenue

Based upon a review of the analyses, it is determined that the proposed parking garage will not significantly alter traffic operations in the study area during peak hours. The traffic associated with the Hospital is already on the roadway network. Providing additional on-campus parking will only reduce the amount of Hospital-related vehicles on the surrounding local streets during peak hours.

INTRODUCTION

Montefiore Health System Nyack Campus has retained Langan Engineering and Environmental Services to prepare a traffic impact study for the proposed development of a new parking garage and reconfiguration of the main parking lot, consisting of 547 spaces, to replace the existing main parking lot at Montefiore Nyack Hospital. The project is located in the Village of Nyack, Rockland County, New York.

Project Description

The proposed improvements include the construction of a new parking garage. There is no proposed expansion of the hospital as part of this project, with no new beds being contemplated. The existing surface parking lot, providing 191 parking spaces, is proposed to be replaced by a parking deck containing 482 parking spaces and a reconfiguration of the surface parking lot to provide an additional 65 parking spaces, for a total of 547 spaces. The parking garage is anticipated to reduce the parking demand on the surrounding streets and the existing off-site lots. The site location is shown in Figure 1.

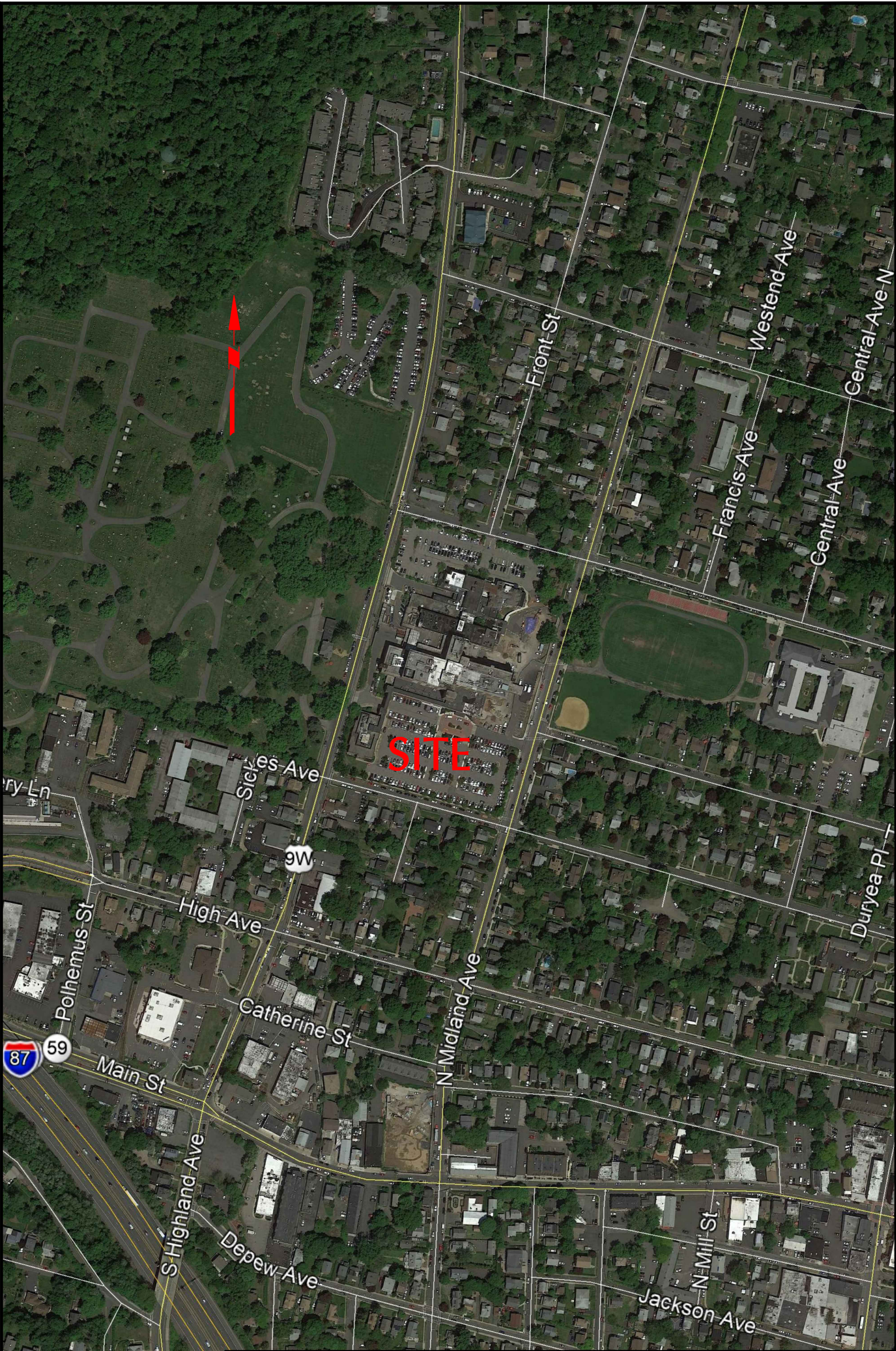
The parking garage site is bounded by North Midland Avenue on the east, North Highland Avenue (U.S. Highway 9W) on the west, Sickles Avenue on the south and the Hospital on the north. Access will be provided via the existing full movement connections to North Highland Avenue and North Midland Avenue.

Study Area

We conducted capacity analyses at the following intersections:

- North Midland Avenue and Fifth Avenue
- North Highland Avenue and Offsite Parking Lot
- North Highland Avenue and Fifth Avenue
- North Highland Avenue and South Driveway
- North Highland Avenue and Sickles Avenue
- Fifth Avenue and Front Street / Doctor Lot
- North Midland Avenue and Center Driveway / School Driveway
- North Midland Avenue and Haven Court / South Driveway
- North Midland Avenue and Sickles Avenue

An inventory of the physical road conditions is presented in the section “Description of Existing Conditions.”



<div><div>LANGAN</div><div>Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C. 300 Kimball Drive Parsippany, NJ 07054 T: 973.560.4900 F: 973.560.4901 www.langan.com NJ Certificate of Authorization No.24GA27996400</div></div>		<div>Project</div> <div>NYACK HOSPITAL PARKING GARAGE</div> <div>VILLAGE OF NYACK ROCKLAND COUNTY NEW YORK</div>	<div>Drawing Title</div> <div>SITE LOCATION MAP</div>	<div>Project No.</div> <div>100754201</div> <div>Date</div> <div>3/16/2020</div> <div>Drawn By</div> <div>JEG</div> <div>Checked By</div> <div>AWL</div>	<div>Drawing No.</div> <div>FIGURE 1</div> <div>Sheet 1 of 7</div>
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Scope of Study

Langan undertook the following steps to prepare this study in accordance with standard traffic engineering methodologies:

1. Conducted a field examination of the site and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Conducted a series of turning movement traffic counts at intersections in the study area. We conducted counts on a typical weekday from 6:00 AM to 10:00 AM and from 2:00 PM to 6:00 PM. We then identified the existing weekday morning and evening peak hour traffic volumes based on the traffic count data.
3. Established 2019 Existing traffic volumes using the turning movement traffic counts.
4. Established 2021 Base traffic volumes by applying a conservative growth factor of 1.0 percent per year to the existing traffic volumes.
5. Assigned rerouted infusion center trips to the hospital's north and center driveways on North Midland Avenue and the surrounding road network based on the likely travel routes motorists will use to travel to and from the various destinations. Established future 2021 No-Build traffic volumes by adding the total rerouted infusion center parking traffic volumes to the 2021 Base traffic volumes.
6. Assigned rerouted offsite parking trips to the Hospital's south driveways and surrounding road network based on the likely travel routes motorists will use to travel to and from the various destinations. Established future 2021 Build traffic volumes by adding the total rerouted offsite parking traffic volumes to the 2021 No-Build traffic volumes.
7. Performed intersection capacity analyses for the weekday morning and evening peak hours using Synchro software.

DESCRIPTION OF EXISTING CONDITIONS

This section describes the roads, intersections and traffic volumes in the area of the hospital in the Village of Nyack, Rockland County, New York.

Roads

North Highland Avenue (U.S. Highway 9W)

North Highland Avenue is classified as a minor arterial and is under New York State Department of Transportation (NYSDOT) jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit in the immediate study area is 30 mph.

North Midland Avenue

North Midland Avenue is classified as a major collector and is under municipal jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit in the immediate study area is 25 mph.

Fifth Avenue

Fifth Avenue is classified as a local road and is under municipal jurisdiction. The roadway has a general east-west orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit in the immediate study area is 25 mph.

Sickles Avenue

Sickles Avenue is classified as a local road and is under municipal jurisdiction. The roadway has a general east-west orientation. East of North Midland Avenue, the roadway provides one travel lane in each direction in the immediate study area. West of North Midland Avenue, the roadway is one-way and provides one eastbound lane. The posted speed limit in the immediate study area is 25 mph.

Front Street

Front Street is classified as a local road and is under municipal jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit in the immediate study area is 25 mph.

Haven Court

Haven Court is classified as a local road and is under municipal jurisdiction. The roadway has a general east-west orientation and provides one travel lane in each direction in the immediate study area. The speed limit in the immediate study area is not posted.

Intersections

North Midland Avenue and Fifth Avenue

Fifth Avenue intersects North Midland Avenue to form a four-leg intersection under signal control. The eastbound and westbound Fifth Avenue approaches each provide one shared left-turn/thru/right-turn lane. The northbound and southbound North Midland Avenue approaches each provide one shared left-turn/thru/right-turn lane. The signal operates under two phases with a 55-second cycle length.

North Highland Avenue (U.S. Highway 9W) and Offsite Parking Lot

Montefiore Nyack Hospital's offsite parking lot intersects North Highland Avenue to form a T-shaped intersection under stop control. The eastbound parking lot approach provides one shared left-turn/right-turn lane and is stop-controlled. The northbound North Highland Avenue approach provides one shared left-turn/thru lane. The southbound North Highland Avenue approach provides one shared thru/right-turn lane.

North Highland Avenue (U.S. Highway 9W) and Fifth Avenue

Fifth Avenue intersects North Highland Avenue to form a T-shaped intersection under stop control. The westbound Fifth Avenue approach provides one shared left-turn/right-turn lane and is stop-controlled. The northbound North Highland Avenue approach provides one shared thru/right-turn lane. The southbound North Highland Avenue approach provides one shared left-turn/thru lane.

North Highland Avenue (U.S. Highway 9W) and South Driveway

Montefiore Nyack Hospital's south driveway intersects North Highland Avenue to form a T-shaped intersection under stop control. The westbound driveway approach provides one shared left-turn/right-turn lane and is stop-controlled. The northbound North Highland Avenue approach provides one shared thru/right-turn lane. The southbound North Highland Avenue approach provides one shared left-turn/thru lane.

North Highland Avenue (U.S. Highway 9W) and Sickles Avenue

Sickles Avenue intersects North Highland Avenue to form a four-way intersection under stop control. East of North Highland Avenue, Sickles Avenue is an eastbound-only roadway. The

eastbound Sickles Avenue approach provides one shared left-turn/thru/right-turn lane and is stop-controlled. The northbound and southbound North Highland Avenue approaches each provide one shared left-turn/thru/right-turn lane.

Fifth Avenue and Front Street / Doctor Lot

Front Street and the Montefiore Nyack Hospital's doctor parking lot intersect Fifth Avenue to form a four-way intersection under stop control. The eastbound and westbound Fifth Avenue approaches each provide one shared left-turn/thru/right-turn lane. The northbound parking lot approach provides one shared left-turn/thru/right-turn lane and is stop-controlled. The southbound Front Street approach provides one shared left-turn/thru/right-turn lane and is stop-controlled.

North Midland Avenue and Center Driveway / School Driveway

Montefiore Nyack Hospital's center driveway and a school driveway intersection North Midland Avenue to form a four-way intersection under stop control. The eastbound driveway approach is exit-only and provides one shared left-turn/thru/right-turn lane and is stop-controlled. The westbound school driveway approach provides one shared left-turn/right-turn lane and is stop-controlled. The northbound North Midland Avenue approach provides one shared thru/right-turn lane. The southbound North Midland Avenue approach provides one shared left-turn/thru lane.

North Midland Avenue and Haven Court / South Driveway

Haven Court and Montefiore Nyack Hospital's south driveway intersection North Midland Avenue to form a four-way intersection under stop-control. The eastbound driveway approach provides one shared left-turn/thru/right-turn lane and is stop-controlled. The westbound Haven Court approach provides one shared left-turn/thru/right-turn lane and is stop-controlled. The northbound and southbound North Midland Avenue approaches each provide one shared left-turn/thru/right-turn lane.

North Midland Avenue and Sickles Avenue

Sickles Avenue intersects North Midland Avenue to form a four-way intersection under stop-control. The eastbound Sickles Avenue approach is exit-only and provides one shared left-turn/thru/right-turn lane and is stop-controlled. The westbound Sickles Avenue approach provides one shared left-turn/right-turn lane and is stop-controlled. The northbound North Midland Avenue approach provides one shared thru/right-turn lane. The southbound North Midland Avenue approach provides one shared left-turn/thru lane.

Traffic Volumes

We arranged for turning movement traffic counts to be conducted during the weekday morning and evening peak periods on a typical weekday at the study intersections to examine traffic conditions near Montefiore Nyack Hospital. Specifically, manual turning movement counts were conducted on Wednesday, 6 November 2019 from 6:00 AM to 10:00 AM and from 2:00 PM to 6:00 PM.

The manual traffic counts identify distinct times during the weekday morning and evening when traffic experienced its highest levels. According to the traffic count data collected, the weekday morning peak hour occurs from 7:45 AM to 8:45 AM and the weekday evening peak hour occurs from 4:00 PM to 5:00 PM. Additionally, Montefiore Nyack Hospital experiences a weekday morning peak hour from 6:45 AM to 7:45 AM. The hospital's weekday evening peak hour run concurrent with the roadway network peak hour.

Figure 2 illustrates the existing weekday generator morning, network morning, and evening peak hour traffic volumes. Summaries of the traffic counts are contained in Appendix A.

ESTIMATE OF FUTURE CONDITIONS

This section of the report covers background traffic growth, rerouted trips, and future traffic volumes. We anticipate the proposed Montefiore Nyack Hospital parking garage will be complete by the end of 2021. Accordingly, we projected traffic volumes to include existing traffic and new traffic created by background growth to derive the 2021 Base traffic volumes. We rerouted trips destined for the Infusion Center, which are diverted due to construction scheduled for completion prior to the parking garage to derive the 2021 No-Build traffic volumes. We then added the anticipated rerouted trips, as a result of the proposed parking garage, to the 2021 No-Build traffic volumes to derive the 2021 Build traffic volumes.

Background Traffic Growth

We increased the existing peak hour traffic volumes by a conservative annual growth rate of 1.0 percent to derive the 2021 Base traffic volumes. Historical traffic count data made available by the New York State Department of Transportation (NYSDOT) shows actual regional growth is less than 1.0 percent. Figure 3 illustrates the 2021 Base traffic volumes.

Rerouted Infusion Center Trips

While collecting turning movement count data, construction detoured traffic destined for the infusion center from the north and center driveways on North Midland Avenue to the doctor lot on Fifth Avenue. We estimated the number of infusion center trips and rerouted them to the north and center driveways on North Midland Avenue. Figure 4 illustrates the rerouted infusion center trips. The rerouted trips were added to the 2021 Base traffic volumes to derive the 2021 No-Build traffic volumes, shown on Figure 5.

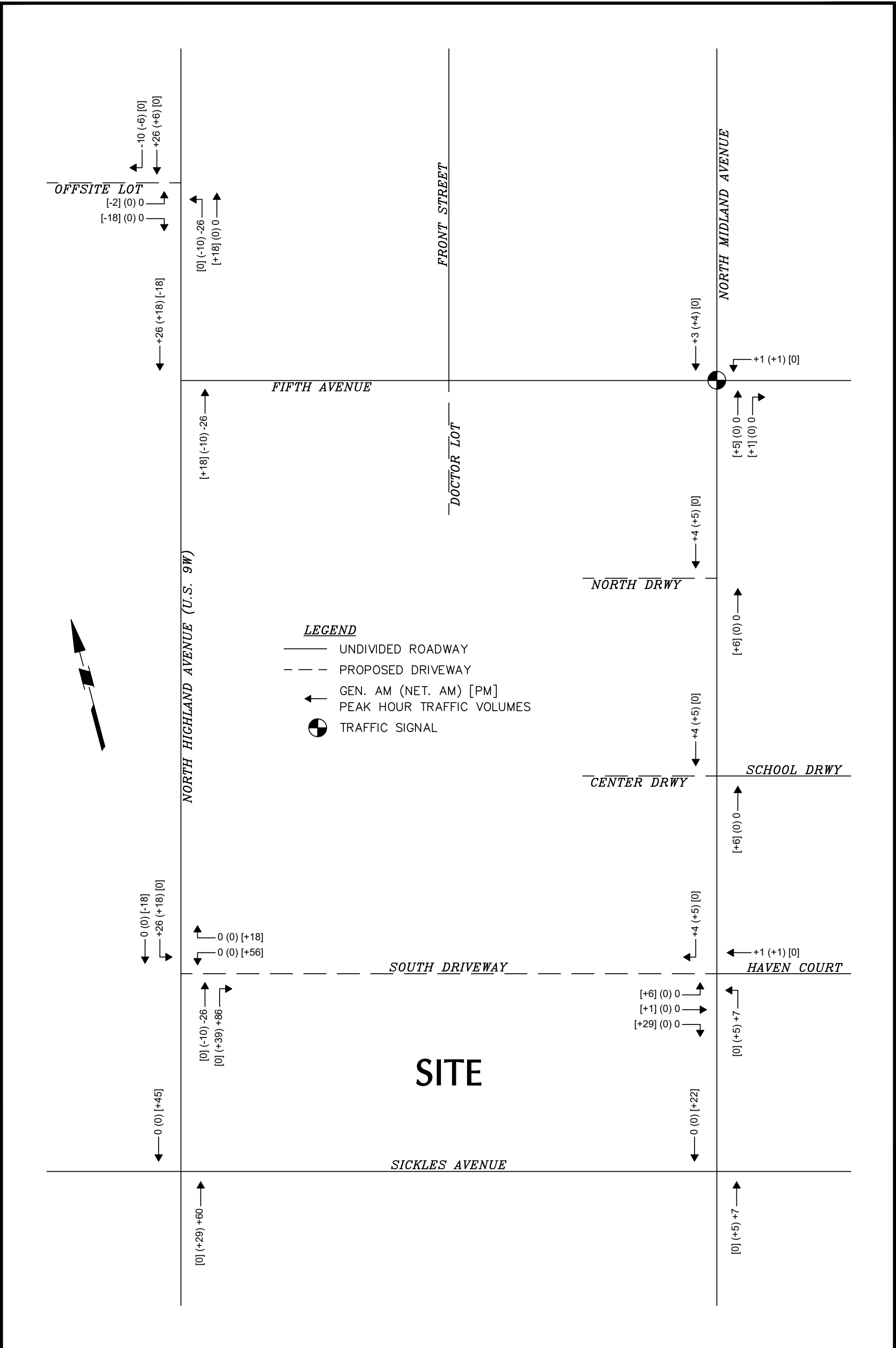
Rerouted Offsite Parking Trips

We prepared rerouted site trips for the proposed garage. The improvement will not add any additional beds to the hospital, therefore only a redistribution of existing traffic is expected. In addition to the construction of a parking garage, the hospital is planning to implement parking fees at their lots. The Village of Nyack is proposing metered short-term parking in the immediate vicinity of the hospital and resident-only street parking in the neighborhoods near the hospital.

The existing traffic was redistributed to reflect the increased parking capacity at the site of the parking garage. We assumed one-third of the vehicles parking at the offsite parking lot on North Highland Avenue will instead use the parking garage. We reviewed videos from the traffic counts to estimate the number of employees that park on the street during peak hours. Although these employees may choose to park in the doctor or offsite lots in the future, we conservatively rerouted all estimated on-street parking employees will park at the parking garage. Figure 6 illustrates the rerouted offsite parking traffic volumes.

Build Traffic Volumes

The 2021 Build traffic volumes were derived by adding the total rerouted offsite parking traffic to the 2021 No-Build traffic volumes. Figure 7 illustrates the 2021 Build weekday generator morning, network morning, and evening peak hour traffic volumes.



<div><div>LANGAN</div><div>Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C. 300 Kimball Drive Parsippany, NJ 07054 T: 973.560.4900 F: 973.560.4901 www.langan.com NJ Certificate of Authorization No.24GA27996400</div></div>	Project NYACK HOSPITAL PARKING GARAGE VILLAGE OF NYACK ROCKLAND COUNTY NEW YORK	Drawing Title OFFSITE PARKING REROUTED TRAFFIC VOLUMES	Project No. 100754201	Drawing No. FIGURE 6
			Date 3/16/2020	
			Drawn By JEG	
			Checked By AWL	
			Sheet 6 of 7	

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ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis we conducted to assess traffic operations for the No-Build and Build conditions. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

Level of Service Criteria

Level of Service (LOS) is the term used to denote different operating conditions that occur on a given road segment under various traffic volume demands. LOS is a qualitative measure that considers a number of factors including road geometry, speed, travel delay and freedom to maneuver. LOS designations range from A to F and provide an index of operational qualities of a road segment or an intersection. LOS A represents the best operating conditions; LOS F represents the worst.

LOS designations are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection. For unsignalized intersections, the analysis considers the operation of all movements that conflict with other movements, such as main-line left turns and traffic exiting a side street. The evaluation criteria used to analyze the study area intersections are based on the Highway Capacity Manual, 6th edition, (HCM), published by the Transportation Research Board and the latest version, associated with the HCM, of the Synchro software.

The HCM defines LOS for signalized intersections as follows:

<u>LOS</u>	<u>Control Delay per Vehicle</u>
A	≤ 10 sec
B	> 10 and ≤ 20 sec
C	> 20 and ≤ 35 sec
D	> 35 and ≤ 55 sec
E	> 55 and ≤ 80 sec
F	> 80 sec

The HCM defines LOS for unsignalized intersections as follows:

<u>LOS</u>	<u>Delay Range (sec/veh)</u>
A	≤ 10 sec
B	> 10 and ≤ 15 sec
C	> 15 and ≤ 25 sec
D	> 25 and ≤ 35 sec
E	> 35 and ≤ 50 sec
F	> 50 sec

Capacity Analyses

We conducted capacity analyses for the intersections in the study area and found that the proposed Hospital improvements will not significantly alter traffic operations in the study area. Table 1 summarizes the 2022 No-Build and Build levels of service (LOS) at each relevant study intersection during the weekday generator morning, roadway network morning, and evening peak hours. The following are discussions pertaining to each of the intersections analyzed for the development. Note that all capacity analyses worksheets are contained in Appendix B.

Table 1 – Intersection Capacity Analysis Summary

Location	Movement		2021 No-Build Condition			2021 Build Condition		
			Generator AM Peak	Network AM Peak	Network PM Peak	Generator AM Peak	Network AM Peak	Network PM Peak
Signalized Intersection								
North Midland Avenue and Fifth Avenue	EB	L,T,R	B (13.6)	B (18.2)	B (13.2)	B (13.6)	B (18.2)	B (13.2)
	WB	L,T,R	B (14.6)	B (14.7)	B (14.0)	B (14.7)	B (14.8)	B (14.0)
	NB	L,T,R	A (8.5)	A (9.4)	A (8.7)	A (8.5)	A (9.4)	A (8.8)
	SB	L,T,R	A (9.5)	A (9.4)	A (8.5)	A (9.6)	A (9.5)	A (8.5)
	Overall		B (10.9)	B (12.7)	B (10.5)	B (10.9)	B (12.7)	B (10.5)
Unsignalized Intersections								
North Highland Avenue and Offsite Parking Lot	EB	L,R	B (13.0)	B (14.7)	B (12.0)	B (13.3)	B (14.8)	B (11.7)
	NB	L	A (9.4)	A (8.8)	A (8.0)	A (9.3)	A (8.8)	A (8.0)
North Highland Avenue and Fifth Avenue	WB	L,R	C (22.7)	D (32.4)	D (31.9)	C (22.5)	D (32.8)	D (32.3)
	SB	L	A (8.8)	A (9.3)	A (9.5)	A (8.7)	A (9.3)	A (9.6)
North Highland Avenue and South Driveway	WB	L,R	D (25.8)	D (26.1)	E (45.3)	D (30.7)	D (28.8)	F (99.0)
	SB	L	A (8.7)	A (9.0)	A (9.5)	A (9.0)	A (9.2)	A (9.5)
North Highland Avenue and Sickles Avenue	EB	L,T,R	C (16.1)	C (18.3)	B (11.3)	C (16.6)	C (18.7)	B (11.8)
	NB	L	A (9.1)	A (8.6)	A (8.4)	A (9.1)	A (8.6)	A (8.5)
	SB	L	A (8.9)	A (9.4)	A (9.6)	A (9.2)	A (9.5)	A (9.6)
Fifth Avenue and Front Street / Doctor Parking Lot	EB	L	A (7.4)	A (7.4)	A (7.4)	A (7.4)	A (7.4)	A (7.4)
	WB	L	A (7.6)	A (7.8)	A (7.4)	A (7.6)	A (7.8)	A (7.4)
	NB	L,T,R	B (10.6)	B (11.2)	A (9.6)	B (10.6)	B (11.2)	A (9.6)
	SB	L,T,R	B (10.1)	B (10.4)	A (9.2)	B (10.1)	B (10.4)	A (9.2)
North Midland Avenue and Center Driveway / School Driveway	EB	L,T,R	B (10.7)	B (10.5)	B (10.7)	B (10.8)	B (10.5)	B (10.7)
	WB	L,T,R	B (12.0)	B (12.3)	A (0.0)	B (12.1)	B (12.4)	A (0.0)
	SB	L	A (0.0)	A (0.0)	A (7.6)	A (0.0)	A (0.0)	A (7.6)
North Midland Avenue and Haven Court / South Driveway	EB	L,T,R	B (10.4)	B (10.2)	B (10.1)	B (10.5)	B (10.3)	B (10.4)
	WB	L,T,R	B (13.1)	B (12.7)	B (12.0)	B (13.5)	B (13.0)	B (12.5)
	NB	L	A (7.7)	A (7.7)	A (7.7)	A (7.8)	A (7.7)	A (7.7)
	SB	L	A (7.8)	A (7.8)	A (7.6)	A (7.8)	A (7.8)	A (7.6)
North Midland Avenue and Sickles Avenue	EB	L,T,R	B (14.3)	B (14.0)	B (12.0)	B (14.5)	B (14.1)	B (12.3)
	WB	L,T,R	B (11.1)	B (12.8)	B (10.8)	B (11.1)	B (12.9)	B (10.9)
	SB	L	A (7.6)	A (7.7)	A (7.6)	A (7.6)	A (7.7)	A (7.6)

Based on Synchro Software *Level of Service (Average vehicle delay [seconds per vehicle])

North Midland Avenue and Fifth Avenue

The signalized intersection is expected to operate at an overall LOS B during the weekday generator morning, network morning, and evening peak hours under the No-Build condition. Under the Build condition, the intersection is expected to continue to operate at an overall LOS B during all three peak hours.

North Highland Avenue and Offsite Parking Lot

All movements at the stop-controlled intersection are expected to operate at LOS B or better during the weekday generator morning, network morning, and evening peak hours under the No-Build condition. Under the Build condition, all movements are expected to continue to operate at LOS B or better during all three peak hours.

North Highland Avenue and Fifth Avenue

All movements at the stop-controlled intersection are expected to operate at LOS C or better during the weekday generator morning peak hour and at LOS D or better during the weekday network morning and evening peak hours under the No-Build condition. Under the Build condition, all movements are expected to continue to operate at similar LOS and delays as under the No-Build condition.

North Highland Avenue and South Driveway

All movements at the stop-controlled intersection are expected to operate at LOS D or better during the weekday morning peak hours and at LOS E or better during the weekday evening peak hour under the No-Build condition. Under the Build condition, all movements are expected to operate at LOS D or better during all three peak hours, with the exception of the westbound south driveway approach, which is expected to operate at LOS F. There will be no significant impact to the North Highland Avenue approaches to the intersection, and the hospital driveway has adequate storage to accommodate the anticipated queue of vehicles.

North Highland Avenue and Sickles Avenue

All movements at the stop-controlled intersection are expected to operate at LOS C or better during the weekday morning peak hours and at LOS B or better during the weekday evening peak hour under the No-Build condition. Under the Build condition, all movements are expected to continue to operate at similar LOS and delays as under the No-Build condition.

Fifth Avenue and Front Street / Doctor Parking Lot

All movements at the stop-controlled intersection are expected to operate at LOS B or better during the weekday morning peak hours and at LOS A or better during the weekday evening peak hour under the No-Build condition. Under the Build condition, all movements are expected to continue to operate at similar LOS and delays as under the No-Build condition.

North Midland Avenue and Center Driveway / School Driveway

All movements at the stop-controlled intersection are expected to operate at LOS B or better during the weekday generator morning, network morning, and evening peak hours under the

No-Build condition. Under the Build condition, all movements are expected to continue to operate at LOS B or better during all three peak hours.

North Midland Avenue and Haven Court / South Driveway

All movements at the stop-controlled intersection are expected to operate at LOS B or better during the weekday generator morning, network morning, and evening peak hours under the No-Build condition. Under the Build condition, all movements are expected to continue to operate at LOS B or better during all three peak hours.

North Midland Avenue and Sickles Avenue

All movements at the stop-controlled intersection are expected to operate at LOS B or better during the weekday generator morning, network morning, and evening peak hours under the No-Build condition. Under the Build condition, all movements are expected to continue to operate at LOS B or better during all three peak hours.

CONCLUSIONS

Langan finds that the proposed parking garage, and subsequent increase in on-campus parking capacity, at the Montefiore Nyack Hospital main parking lot will not significantly impact traffic operations in the study area during peak hours. The traffic associated with the Hospital is already on the roadway network. Providing additional on-campus parking will only reduce the amount of Hospital-related vehicles on the surrounding local streets during peak hours.

\\langan.com\data\PAR\data2\100754201\Project Data_Discipline\Traffic\Reports\2020-03 TIS Nyack Hospital.docx

APPENDIX A

TRAFFIC COUNTS

North Midland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Wednesday, 6 November 2019

File Name : 1 North Midland & Fifth
 Site Code : 00000000
 Start Date : 11/6/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound				FIFTH AVENUE Westbound				NORTH MIDLAND AVENUE Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	12	3	15	1	1	0	2	3	3	2	8	2	11	2	15	40
06:15 AM	0	17	1	18	2	1	0	3	5	2	3	10	1	3	3	7	38
06:30 AM	1	18	1	20	4	3	1	8	4	7	4	15	1	7	8	16	59
06:45 AM	2	16	2	20	5	5	0	10	3	12	3	18	5	8	6	19	67
Total	3	63	7	73	12	10	1	23	15	24	12	51	9	29	19	57	204
07:00 AM	0	30	1	31	1	8	4	13	6	23	2	31	3	9	9	21	96
07:15 AM	5	31	0	36	3	3	3	9	7	26	5	38	2	20	12	34	117
07:30 AM	2	47	1	50	6	8	0	14	6	19	9	34	11	16	11	38	136
07:45 AM	2	51	1	54	7	11	3	21	8	37	9	54	9	23	8	40	169
Total	9	159	3	171	17	30	10	57	27	105	25	157	25	68	40	133	518
08:00 AM	3	39	3	45	11	7	5	23	20	40	11	71	7	24	7	38	177
08:15 AM	2	47	1	50	6	9	2	17	5	45	7	57	3	32	15	50	174
08:30 AM	6	39	2	47	7	16	8	31	12	42	6	60	5	35	8	48	186
08:45 AM	4	55	4	63	10	11	4	25	7	34	9	50	5	25	10	40	178
Total	15	180	10	205	34	43	19	96	44	161	33	238	20	116	40	176	715
09:00 AM	4	38	8	50	5	13	2	20	5	28	5	38	1	19	10	30	138
09:15 AM	2	30	3	35	3	9	1	13	4	14	3	21	2	16	4	22	91
09:30 AM	5	20	3	28	4	7	2	13	2	17	3	22	4	7	8	19	82
09:45 AM	0	24	3	27	5	14	0	19	6	19	4	29	0	14	8	22	97
Total	11	112	17	140	17	43	5	65	17	78	15	110	7	56	30	93	408
*** BREAK ***																	
02:00 PM	0	40	3	43	4	7	4	15	12	22	7	41	5	4	9	18	117
02:15 PM	2	37	3	42	4	9	3	16	7	26	1	34	7	9	13	29	121
02:30 PM	3	30	1	34	12	15	2	29	11	23	4	38	0	5	6	11	112
02:45 PM	1	34	5	40	9	18	1	28	14	33	13	60	7	10	4	21	149
Total	6	141	12	159	29	49	10	88	44	104	25	173	19	28	32	79	499

North Midland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Wednesday, 6 November 2019

File Name : 1 North Midland & Fifth
 Site Code : 00000000
 Start Date : 11/6/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound				FIFTH AVENUE Westbound				NORTH MIDLAND AVENUE Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	4	34	4	42	2	13	1	16	10	29	2	41	3	6	7	16	115
03:15 PM	5	60	6	71	7	14	5	26	7	22	8	37	3	11	12	26	160
03:30 PM	3	42	1	46	5	10	4	19	10	41	1	52	2	10	5	17	134
03:45 PM	3	31	3	37	6	6	5	17	10	28	2	40	1	10	16	27	121
Total	15	167	14	196	20	43	15	78	37	120	13	170	9	37	40	86	530
04:00 PM	3	47	2	52	8	14	6	28	9	33	7	49	6	6	8	20	149
04:15 PM	3	42	5	50	6	11	4	21	6	38	5	49	1	16	6	23	143
04:30 PM	1	41	3	45	6	9	3	18	10	31	5	46	6	11	5	22	131
04:45 PM	0	41	3	44	8	6	9	23	8	20	3	31	4	13	6	23	121
Total	7	171	13	191	28	40	22	90	33	122	20	175	17	46	25	88	544
05:00 PM	7	46	3	56	6	13	6	25	11	29	7	47	5	15	6	26	154
05:15 PM	2	40	1	43	5	7	6	18	7	30	8	45	2	16	5	23	129
05:30 PM	1	28	2	31	3	9	2	14	5	28	6	39	6	13	4	23	107
05:45 PM	10	44	1	55	5	13	6	24	8	28	6	42	2	27	5	34	155
Total	20	158	7	185	19	42	20	81	31	115	27	173	15	71	20	106	545
Grand Total	86	1151	83	1320	176	300	102	578	248	829	170	1247	121	451	246	818	3963
Apprch %	6.5	87.2	6.3		30.4	51.9	17.6		19.9	66.5	13.6		14.8	55.1	30.1		
Total %	2.2	29	2.1	33.3	4.4	7.6	2.6	14.6	6.3	20.9	4.3	31.5	3.1	11.4	6.2	20.6	
Lights	83	1109	81	1273	171	297	101	569	226	783	160	1169	117	421	231	769	3780
% Lights	96.5	96.4	97.6	96.4	97.2	99	99	98.4	91.1	94.5	94.1	93.7	96.7	93.3	93.9	94	95.4
Trucks	0	11	1	12	3	2	0	5	4	14	0	18	0	2	3	5	40
% Trucks	0	1	1.2	0.9	1.7	0.7	0	0.9	1.6	1.7	0	1.4	0	0.4	1.2	0.6	1
Buses	3	31	1	35	2	1	1	4	18	32	10	60	4	28	12	44	143
% Buses	3.5	2.7	1.2	2.7	1.1	0.3	1	0.7	7.3	3.9	5.9	4.8	3.3	6.2	4.9	5.4	3.6

North Midland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Wednesday, 6 November 2019

File Name : 1 North Midland & Fifth
 Site Code : 00000000
 Start Date : 11/6/2019
 Page No : 3

	NORTH MIDLAND AVENUE Southbound				FIFTH AVENUE Westbound				NORTH MIDLAND AVENUE Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	2	16	2	20	5	5	0	10	3	12	3	18	5	8	6	19	67
07:00 AM	0	30	1	31	1	8	4	13	6	23	2	31	3	9	9	21	96
07:15 AM	5	31	0	36	3	3	3	9	7	26	5	38	2	20	12	34	117
07:30 AM	2	47	1	50	6	8	0	14	6	19	9	34	11	16	11	38	136
Total Volume	9	124	4	137	15	24	7	46	22	80	19	121	21	53	38	112	416
% App. Total	6.6	90.5	2.9		32.6	52.2	15.2		18.2	66.1	15.7		18.8	47.3	33.9		
PHF	.450	.660	.500	.685	.625	.750	.438	.821	.786	.769	.528	.796	.477	.663	.792	.737	.765
Lights	7	118	4	129	15	24	7	46	19	75	17	111	19	48	35	102	388
% Lights	77.8	95.2	100	94.2	100	100	100	100	86.4	93.8	89.5	91.7	90.5	90.6	92.1	91.1	93.3
Trucks	0	2	0	2	0	0	0	0	1	2	0	3	0	0	1	1	6
% Trucks	0	1.6	0	1.5	0	0	0	0	4.5	2.5	0	2.5	0	0	2.6	0.9	1.4
Buses	2	4	0	6	0	0	0	0	2	3	2	7	2	5	2	9	22
% Buses	22.2	3.2	0	4.4	0	0	0	0	9.1	3.8	10.5	5.8	9.5	9.4	5.3	8.0	5.3
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	51	1	54	7	11	3	21	8	37	9	54	9	23	8	40	169
08:00 AM	3	39	3	45	11	7	5	23	20	40	11	71	7	24	7	38	177
08:15 AM	2	47	1	50	6	9	2	17	5	45	7	57	3	32	15	50	174
08:30 AM	6	39	2	47	7	16	8	31	12	42	6	60	5	35	8	48	186
Total Volume	13	176	7	196	31	43	18	92	45	164	33	242	24	114	38	176	706
% App. Total	6.6	89.8	3.6		33.7	46.7	19.6		18.6	67.8	13.6		13.6	64.8	21.6		
PHF	.542	.863	.583	.907	.705	.672	.563	.742	.563	.911	.750	.852	.667	.814	.633	.880	.949
Lights	13	161	7	181	31	42	18	91	42	143	29	214	24	95	35	154	640
% Lights	100	91.5	100	92.3	100	97.7	100	98.9	93.3	87.2	87.9	88.4	100	83.3	92.1	87.5	90.7
Trucks	0	2	0	2	0	0	0	0	0	6	0	6	0	1	1	2	10
% Trucks	0	1.1	0	1.0	0	0	0	0	0	3.7	0	2.5	0	0.9	2.6	1.1	1.4
Buses	0	13	0	13	0	1	0	1	3	15	4	22	0	18	2	20	56
% Buses	0	7.4	0	6.6	0	2.3	0	1.1	6.7	9.1	12.1	9.1	0	15.8	5.3	11.4	7.9

North Midland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Wednesday, 6 November 2019

File Name : 1 North Midland & Fifth
 Site Code : 00000000
 Start Date : 11/6/2019
 Page No : 4

	NORTH MIDLAND AVENUE Southbound				FIFTH AVENUE Westbound				NORTH MIDLAND AVENUE Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	47	2	52	8	14	6	28	9	33	7	49	6	6	8	20	149
04:15 PM	3	42	5	50	6	11	4	21	6	38	5	49	1	16	6	23	143
04:30 PM	1	41	3	45	6	9	3	18	10	31	5	46	6	11	5	22	131
04:45 PM	0	41	3	44	8	6	9	23	8	20	3	31	4	13	6	23	121
Total Volume	7	171	13	191	28	40	22	90	33	122	20	175	17	46	25	88	544
% App. Total	3.7	89.5	6.8		31.1	44.4	24.4		18.9	69.7	11.4		19.3	52.3	28.4		
PHF	.583	.910	.650	.918	.875	.714	.611	.804	.825	.803	.714	.893	.708	.719	.781	.957	.913
Lights	7	169	13	189	25	39	21	85	30	120	20	170	17	46	24	87	531
% Lights	100	98.8	100	99.0	89.3	97.5	95.5	94.4	90.9	98.4	100	97.1	100	100	96.0	98.9	97.6
Trucks	0	0	0	0	3	1	0	4	1	0	0	1	0	0	0	0	5
% Trucks	0	0	0	0	10.7	2.5	0	4.4	3.0	0	0	0.6	0	0	0	0	0.9
Buses	0	2	0	2	0	0	1	1	2	2	0	4	0	0	1	1	8
% Buses	0	1.2	0	1.0	0	0	4.5	1.1	6.1	1.6	0	2.3	0	0	4.0	1.1	1.5

North Highland Ave & Offsite Parking Lot
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 2 North Highland & Offsite Parking Lot
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	NORTH HIGHLAND AVENUE Southbound			NORTH HIGHLAND AVENUE Northbound			OFFSITE PARKING LOT Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
06:00 AM	71	1	72	12	30	42	0	2	2	116
06:15 AM	91	10	101	14	37	51	0	2	2	154
06:30 AM	95	10	105	32	39	71	0	2	2	178
06:45 AM	100	18	118	36	59	95	0	2	2	215
Total	357	39	396	94	165	259	0	8	8	663
07:00 AM	135	3	138	13	71	84	0	3	3	225
07:15 AM	164	8	172	18	85	103	0	1	1	276
07:30 AM	160	2	162	10	72	82	0	1	1	245
07:45 AM	136	3	139	13	97	110	0	0	0	249
Total	595	16	611	54	325	379	0	5	5	995
08:00 AM	108	1	109	7	99	106	0	1	1	216
08:15 AM	148	0	148	5	111	116	1	0	1	265
08:30 AM	161	2	163	5	99	104	0	2	2	269
08:45 AM	118	2	120	8	91	99	0	1	1	220
Total	535	5	540	25	400	425	1	4	5	970
09:00 AM	122	2	124	4	76	80	0	1	1	205
09:15 AM	101	0	101	1	67	68	0	0	0	169
09:30 AM	81	0	81	3	62	65	0	0	0	146
09:45 AM	96	0	96	1	64	65	1	0	1	162
Total	400	2	402	9	269	278	1	1	2	682
*** BREAK ***										
02:00 PM	72	0	72	2	81	83	0	1	1	156
02:15 PM	123	0	123	5	90	95	0	6	6	224
02:30 PM	69	1	70	1	106	107	1	7	8	185
02:45 PM	91	1	92	1	114	115	1	0	1	208
Total	355	2	357	9	391	400	2	14	16	773

North Highland Ave & Offsite Parking Lot
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 2 North Highland & Offsite Parking Lot
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	NORTH HIGHLAND AVENUE Southbound			NORTH HIGHLAND AVENUE Northbound			OFFSITE PARKING LOT Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
03:00 PM	89	0	89	4	139	143	2	17	19	251
03:15 PM	89	0	89	5	129	134	0	14	14	237
03:30 PM	104	0	104	6	102	108	4	23	27	239
03:45 PM	74	0	74	0	115	115	3	6	9	198
Total	356	0	356	15	485	500	9	60	69	925
04:00 PM	89	1	90	2	179	181	2	18	20	291
04:15 PM	81	2	83	0	171	171	1	11	12	266
04:30 PM	87	1	88	1	166	167	0	16	16	271
04:45 PM	80	1	81	0	184	184	2	10	12	277
Total	337	5	342	3	700	703	5	55	60	1105
05:00 PM	88	2	90	0	156	156	2	7	9	255
05:15 PM	80	1	81	0	160	160	0	10	10	251
05:30 PM	78	0	78	2	163	165	1	5	6	249
05:45 PM	100	0	100	2	180	182	3	2	5	287
Total	346	3	349	4	659	663	6	24	30	1042
Grand Total	3281	72	3353	213	3394	3607	24	171	195	7155
Apprch %	97.9	2.1		5.9	94.1		12.3	87.7		
Total %	45.9	1	46.9	3	47.4	50.4	0.3	2.4	2.7	
Lights	3106	71	3177	213	3207	3420	24	171	195	6792
% Lights	94.7	98.6	94.8	100	94.5	94.8	100	100	100	94.9
Trucks	111	1	112	0	128	128	0	0	0	240
% Trucks	3.4	1.4	3.3	0	3.8	3.5	0	0	0	3.4
Buses	64	0	64	0	59	59	0	0	0	123
% Buses	2	0	1.9	0	1.7	1.6	0	0	0	1.7

North Highland Ave & Offsite Parking Lot
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 2 North Highland & Offsite Parking Lot
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 3

	NORTH HIGHLAND AVENUE Southbound			NORTH HIGHLAND AVENUE Northbound			OFFSITE PARKING LOT Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	100	18	118	36	59	95	0	2	2	215
07:00 AM	135	3	138	13	71	84	0	3	3	225
07:15 AM	164	8	172	18	85	103	0	1	1	276
07:30 AM	160	2	162	10	72	82	0	1	1	245
Total Volume	559	31	590	77	287	364	0	7	7	961
% App. Total	94.7	5.3		21.2	78.8		0	100		
PHF	.852	.431	.858	.535	.844	.883	.000	.583	.583	.870
Lights	526	31	557	77	271	348	0	7	7	912
% Lights	94.1	100	94.4	100	94.4	95.6	0	100	100	94.9
Trucks	18	0	18	0	14	14	0	0	0	32
% Trucks	3.2	0	3.1	0	4.9	3.8	0	0	0	3.3
Buses	15	0	15	0	2	2	0	0	0	17
% Buses	2.7	0	2.5	0	0.7	0.5	0	0	0	1.8
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	136	3	139	13	97	110	0	0	0	249
08:00 AM	108	1	109	7	99	106	0	1	1	216
08:15 AM	148	0	148	5	111	116	1	0	1	265
08:30 AM	161	2	163	5	99	104	0	2	2	269
Total Volume	553	6	559	30	406	436	1	3	4	999
% App. Total	98.9	1.1		6.9	93.1		25	75		
PHF	.859	.500	.857	.577	.914	.940	.250	.375	.500	.928
Lights	511	6	517	30	372	402	1	3	4	923
% Lights	92.4	100	92.5	100	91.6	92.2	100	100	100	92.4
Trucks	25	0	25	0	16	16	0	0	0	41
% Trucks	4.5	0	4.5	0	3.9	3.7	0	0	0	4.1
Buses	17	0	17	0	18	18	0	0	0	35
% Buses	3.1	0	3.0	0	4.4	4.1	0	0	0	3.5

North Highland Ave & Offsite Parking Lot
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 2 North Highland & Offsite Parking Lot
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 4

	NORTH HIGHLAND AVENUE Southbound			NORTH HIGHLAND AVENUE Northbound			OFFSITE PARKING LOT Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	89	1	90	2	179	181	2	18	20	291
04:15 PM	81	2	83	0	171	171	1	11	12	266
04:30 PM	87	1	88	1	166	167	0	16	16	271
04:45 PM	80	1	81	0	184	184	2	10	12	277
Total Volume	337	5	342	3	700	703	5	55	60	1105
% App. Total	98.5	1.5		0.4	99.6		8.3	91.7		
PHF	.947	.625	.950	.375	.951	.955	.625	.764	.750	.949
Lights	326	5	331	3	681	684	5	55	60	1075
% Lights	96.7	100	96.8	100	97.3	97.3	100	100	100	97.3
Trucks	7	0	7	0	13	13	0	0	0	20
% Trucks	2.1	0	2.0	0	1.9	1.8	0	0	0	1.8
Buses	4	0	4	0	6	6	0	0	0	10
% Buses	1.2	0	1.2	0	0.9	0.9	0	0	0	0.9

North Highland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 3 North Highland & Fifth
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	NORTH HIGHLAND AVENUE Southbound			FIFTH AVENUE Westbound			NORTH HIGHLAND AVENUE Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
06:00 AM	3	70	73	5	5	10	37	12	49	132
06:15 AM	8	92	100	4	1	5	54	22	76	181
06:30 AM	5	95	100	9	5	14	68	12	80	194
06:45 AM	7	95	102	9	8	17	91	29	120	239
Total	23	352	375	27	19	46	250	75	325	746
07:00 AM	14	126	140	16	7	23	81	28	109	272
07:15 AM	17	154	171	8	5	13	102	34	136	320
07:30 AM	19	149	168	6	12	18	79	38	117	303
07:45 AM	16	126	142	9	13	22	97	47	144	308
Total	66	555	621	39	37	76	359	147	506	1203
08:00 AM	15	99	114	8	7	15	107	30	137	266
08:15 AM	30	124	154	17	8	25	110	46	156	335
08:30 AM	23	139	162	21	11	32	90	31	121	315
08:45 AM	17	110	127	18	15	33	89	22	111	271
Total	85	472	557	64	41	105	396	129	525	1187
09:00 AM	20	108	128	14	6	20	82	29	111	259
09:15 AM	9	99	108	15	15	30	63	20	83	221
09:30 AM	7	78	85	14	8	22	60	34	94	201
09:45 AM	7	92	99	12	6	18	63	24	87	204
Total	43	377	420	55	35	90	268	107	375	885
*** BREAK ***										
02:00 PM	4	67	71	14	7	21	75	16	91	183
02:15 PM	12	117	129	15	9	24	83	22	105	258
02:30 PM	10	65	75	30	9	39	91	27	118	232
02:45 PM	7	81	88	23	8	31	110	20	130	249
Total	33	330	363	82	33	115	359	85	444	922

North Highland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 3 North Highland & Fifth
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	NORTH HIGHLAND AVENUE Southbound			FIFTH AVENUE Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	11	89	100	20	7	27	128	22	150	277
03:15 PM	13	89	102	18	15	33	121	13	134	269
03:30 PM	8	117	125	16	15	31	90	15	105	261
03:45 PM	7	74	81	19	17	36	100	18	118	235
Total	39	369	408	73	54	127	439	68	507	1042
04:00 PM	6	106	112	14	10	24	174	19	193	329
04:15 PM	7	82	89	16	10	26	161	16	177	292
04:30 PM	7	93	100	13	14	27	152	13	165	292
04:45 PM	8	83	91	17	16	33	165	13	178	302
Total	28	364	392	60	50	110	652	61	713	1215
05:00 PM	4	93	97	18	14	32	135	15	150	279
05:15 PM	7	83	90	17	12	29	147	20	167	286
05:30 PM	11	74	85	21	21	42	145	18	163	290
05:45 PM	28	73	101	10	19	29	167	15	182	312
Total	50	323	373	66	66	132	594	68	662	1167
Grand Total	367	3142	3509	466	335	801	3317	740	4057	8367
Apprch %	10.5	89.5		58.2	41.8		81.8	18.2		
Total %	4.4	37.6	41.9	5.6	4	9.6	39.6	8.8	48.5	
Lights	351	3002	3353	449	328	777	3158	702	3860	7990
% Lights	95.6	95.5	95.6	96.4	97.9	97	95.2	94.9	95.1	95.5
Trucks	2	92	94	1	1	2	102	6	108	204
% Trucks	0.5	2.9	2.7	0.2	0.3	0.2	3.1	0.8	2.7	2.4
Buses	14	48	62	16	6	22	57	32	89	173
% Buses	3.8	1.5	1.8	3.4	1.8	2.7	1.7	4.3	2.2	2.1

North Highland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 3 North Highland & Fifth
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 3

	NORTH HIGHLAND AVENUE Southbound			FIFTH AVENUE Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	7	95	102	9	8	17	91	29	120	239
07:00 AM	14	126	140	16	7	23	81	28	109	272
07:15 AM	17	154	171	8	5	13	102	34	136	320
07:30 AM	19	149	168	6	12	18	79	38	117	303
Total Volume	57	524	581	39	32	71	353	129	482	1134
% App. Total	9.8	90.2		54.9	45.1		73.2	26.8		
PHF	.750	.851	.849	.609	.667	.772	.865	.849	.886	.886
Lights	53	494	547	37	32	69	337	122	459	1075
% Lights	93.0	94.3	94.1	94.9	100	97.2	95.5	94.6	95.2	94.8
Trucks	1	19	20	1	0	1	14	3	17	38
% Trucks	1.8	3.6	3.4	2.6	0	1.4	4.0	2.3	3.5	3.4
Buses	3	11	14	1	0	1	2	4	6	21
% Buses	5.3	2.1	2.4	2.6	0	1.4	0.6	3.1	1.2	1.9
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	16	126	142	9	13	22	97	47	144	308
08:00 AM	15	99	114	8	7	15	107	30	137	266
08:15 AM	30	124	154	17	8	25	110	46	156	335
08:30 AM	23	139	162	21	11	32	90	31	121	315
Total Volume	84	488	572	55	39	94	404	154	558	1224
% App. Total	14.7	85.3		58.5	41.5		72.4	27.6		
PHF	.700	.878	.883	.655	.750	.734	.918	.819	.894	.913
Lights	76	455	531	53	38	91	369	137	506	1128
% Lights	90.5	93.2	92.8	96.4	97.4	96.8	91.3	89.0	90.7	92.2
Trucks	1	23	24	0	0	0	16	2	18	42
% Trucks	1.2	4.7	4.2	0	0	0	4.0	1.3	3.2	3.4
Buses	7	10	17	2	1	3	19	15	34	54
% Buses	8.3	2.0	3.0	3.6	2.6	3.2	4.7	9.7	6.1	4.4

North Highland Avenue & Fifth Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 3 North Highland & Fifth
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 4

	NORTH HIGHLAND AVENUE Southbound			FIFTH AVENUE Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	106	112	14	10	24	174	19	193	329
04:15 PM	7	82	89	16	10	26	161	16	177	292
04:30 PM	7	93	100	13	14	27	152	13	165	292
04:45 PM	8	83	91	17	16	33	165	13	178	302
Total Volume	28	364	392	60	50	110	652	61	713	1215
% App. Total	7.1	92.9		54.5	45.5		91.4	8.6		
PHF	.875	.858	.875	.882	.781	.833	.937	.803	.924	.923
Lights	28	356	384	57	50	107	639	59	698	1189
% Lights	100	97.8	98.0	95.0	100	97.3	98.0	96.7	97.9	97.9
Trucks	0	4	4	0	0	0	7	0	7	11
% Trucks	0	1.1	1.0	0	0	0	1.1	0	1.0	0.9
Buses	0	4	4	3	0	3	6	2	8	15
% Buses	0	1.1	1.0	5.0	0	2.7	0.9	3.3	1.1	1.2

North Highland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 4 North Highland & South Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

	NORTH HIGHLAND AVENUE Southbound			SOUTH HOSPITAL DRIVEWAY Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	4	71	75	5	1	6	45	5	50	131
06:15 AM	6	81	87	1	2	3	73	6	79	169
06:30 AM	5	97	102	3	2	5	75	10	85	192
06:45 AM	6	95	101	11	2	13	109	24	133	247
Total	21	344	365	20	7	27	302	45	347	739
07:00 AM	6	127	133	21	17	38	90	14	104	275
07:15 AM	6	151	157	9	2	11	135	20	155	323
07:30 AM	4	153	157	10	8	18	106	23	129	304
07:45 AM	4	130	134	8	1	9	142	28	170	313
Total	20	561	581	48	28	76	473	85	558	1215
08:00 AM	7	96	103	15	4	19	127	14	141	263
08:15 AM	8	131	139	9	5	14	152	14	166	319
08:30 AM	9	148	157	7	3	10	116	15	131	298
08:45 AM	7	116	123	6	2	8	107	14	121	252
Total	31	491	522	37	14	51	502	57	559	1132
09:00 AM	9	111	120	9	5	14	95	14	109	243
09:15 AM	3	103	106	4	8	12	69	17	86	204
09:30 AM	7	81	88	11	5	16	83	19	102	206
09:45 AM	2	97	99	11	4	15	81	13	94	208
Total	21	392	413	35	22	57	328	63	391	861
*** BREAK ***										
02:00 PM	3	79	82	11	4	15	89	15	104	201
02:15 PM	3	127	130	14	7	21	98	20	118	269
02:30 PM	6	91	97	24	5	29	115	18	133	259
02:45 PM	6	104	110	15	5	20	125	13	138	268
Total	18	401	419	64	21	85	427	66	493	997

North Highland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 4 North Highland & South Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	NORTH HIGHLAND AVENUE Southbound			SOUTH HOSPITAL DRIVEWAY Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	6	107	113	14	7	21	154	12	166	300
03:15 PM	3	111	114	15	2	17	132	11	143	274
03:30 PM	8	127	135	8	5	13	99	12	111	259
03:45 PM	7	87	94	14	5	19	116	19	135	248
Total	24	432	456	51	19	70	501	54	555	1081
04:00 PM	11	108	119	21	9	30	181	14	195	344
04:15 PM	5	95	100	19	5	24	168	8	176	300
04:30 PM	7	100	107	24	6	30	164	9	173	310
04:45 PM	7	95	102	15	2	17	174	12	186	305
Total	30	398	428	79	22	101	687	43	730	1259
05:00 PM	3	108	111	18	5	23	150	12	162	296
05:15 PM	3	98	101	16	4	20	165	9	174	295
05:30 PM	3	94	97	9	7	16	158	12	170	283
05:45 PM	3	80	83	9	3	12	180	9	189	284
Total	12	380	392	52	19	71	653	42	695	1158
Grand Total	177	3399	3576	386	152	538	3873	455	4328	8442
Apprch %	4.9	95.1		71.7	28.3		89.5	10.5		
Total %	2.1	40.3	42.4	4.6	1.8	6.4	45.9	5.4	51.3	
Lights	176	3228	3404	379	151	530	3654	450	4104	8038
% Lights	99.4	95	95.2	98.2	99.3	98.5	94.3	98.9	94.8	95.2
Trucks	1	107	108	6	0	6	132	5	137	251
% Trucks	0.6	3.1	3	1.6	0	1.1	3.4	1.1	3.2	3
Buses	0	64	64	1	1	2	87	0	87	153
% Buses	0	1.9	1.8	0.3	0.7	0.4	2.2	0	2	1.8

North Highland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 4 North Highland & South Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 3

	NORTH HIGHLAND AVENUE Southbound			SOUTH HOSPITAL DRIVEWAY Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:45 AM										
06:45 AM	6	95	101	11	2	13	109	24	133	247
07:00 AM	6	127	133	21	17	38	90	14	104	275
07:15 AM	6	151	157	9	2	11	135	20	155	323
07:30 AM	4	153	157	10	8	18	106	23	129	304
Total Volume	22	526	548	51	29	80	440	81	521	1149
% App. Total	4	96		63.8	36.2		84.5	15.5		
PHF	.917	.859	.873	.607	.426	.526	.815	.844	.840	.889
Lights	22	494	516	51	29	80	416	80	496	1092
% Lights	100	93.9	94.2	100	100	100	94.5	98.8	95.2	95.0
Trucks	0	19	19	0	0	0	18	1	19	38
% Trucks	0	3.6	3.5	0	0	0	4.1	1.2	3.6	3.3
Buses	0	13	13	0	0	0	6	0	6	19
% Buses	0	2.5	2.4	0	0	0	1.4	0	1.2	1.7
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	4	130	134	8	1	9	142	28	170	313
08:00 AM	7	96	103	15	4	19	127	14	141	263
08:15 AM	8	131	139	9	5	14	152	14	166	319
08:30 AM	9	148	157	7	3	10	116	15	131	298
Total Volume	28	505	533	39	13	52	537	71	608	1193
% App. Total	5.3	94.7		75	25		88.3	11.7		
PHF	.778	.853	.849	.650	.650	.684	.883	.634	.894	.935
Lights	28	470	498	39	13	52	486	70	556	1106
% Lights	100	93.1	93.4	100	100	100	90.5	98.6	91.4	92.7
Trucks	0	24	24	0	0	0	18	1	19	43
% Trucks	0	4.8	4.5	0	0	0	3.4	1.4	3.1	3.6
Buses	0	11	11	0	0	0	33	0	33	44
% Buses	0	2.2	2.1	0	0	0	6.1	0	5.4	3.7

North Highland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 4 North Highland & South Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 4

	NORTH HIGHLAND AVENUE Southbound			SOUTH HOSPITAL DRIVEWAY Westbound			NORTH HIGHLAND AVENUE Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	11	108	119	21	9	30	181	14	195	344
04:15 PM	5	95	100	19	5	24	168	8	176	300
04:30 PM	7	100	107	24	6	30	164	9	173	310
04:45 PM	7	95	102	15	2	17	174	12	186	305
Total Volume	30	398	428	79	22	101	687	43	730	1259
% App. Total	7	93		78.2	21.8		94.1	5.9		
PHF	.682	.921	.899	.823	.611	.842	.949	.768	.936	.915
Lights	30	387	417	79	22	101	666	43	709	1227
% Lights	100	97.2	97.4	100	100	100	96.9	100	97.1	97.5
Trucks	0	4	4	0	0	0	13	0	13	17
% Trucks	0	1.0	0.9	0	0	0	1.9	0	1.8	1.4
Buses	0	7	7	0	0	0	8	0	8	15
% Buses	0	1.8	1.6	0	0	0	1.2	0	1.1	1.2

North Highland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 5 North Highland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

	NORTH HIGHLAND AVENUE Southbound				SICKLES AVENUE Westbound				NORTH HIGHLAND AVENUE Northbound				SICKLES AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	78	0	78	0	0	0	0	0	50	9	59	1	0	2	3	140
06:15 AM	3	79	0	82	0	0	0	0	5	77	8	90	0	0	2	2	174
06:30 AM	3	98	0	101	0	0	0	0	1	85	6	92	0	0	2	2	195
06:45 AM	4	101	0	105	0	0	0	0	0	137	16	153	0	0	1	1	259
Total	10	356	0	366	0	0	0	0	6	349	39	394	1	0	7	8	768
07:00 AM	2	150	0	152	0	0	0	0	2	103	12	117	1	0	2	3	272
07:15 AM	9	145	1	155	0	0	0	0	2	150	17	169	2	0	10	12	336
07:30 AM	3	158	1	162	0	0	0	0	3	127	13	143	1	0	3	4	309
07:45 AM	8	132	0	140	0	0	1	1	4	162	17	183	2	1	6	9	333
Total	22	585	2	609	0	0	1	1	11	542	59	612	6	1	21	28	1250
08:00 AM	4	108	1	113	0	0	0	0	2	141	12	155	3	1	6	10	278
08:15 AM	7	130	2	139	0	0	0	0	2	164	13	179	1	1	3	5	323
08:30 AM	3	150	1	154	0	0	0	0	1	124	10	135	2	3	3	8	297
08:45 AM	8	116	2	126	0	0	0	0	2	122	13	137	0	1	5	6	269
Total	22	504	6	532	0	0	0	0	7	551	48	606	6	6	17	29	1167
09:00 AM	8	113	0	121	0	0	1	1	1	108	19	128	0	1	5	6	256
09:15 AM	7	97	2	106	0	0	0	0	1	86	10	97	0	0	2	2	205
09:30 AM	6	90	0	96	0	0	0	0	4	97	12	113	1	1	3	5	214
09:45 AM	13	98	1	112	0	0	0	0	1	95	12	108	1	0	3	4	224
Total	34	398	3	435	0	0	1	1	7	386	53	446	2	2	13	17	899
*** BREAK ***																	
02:00 PM	3	89	0	92	1	0	0	1	1	104	13	118	1	0	0	1	212
02:15 PM	10	129	1	140	0	0	0	0	2	118	14	134	2	0	4	6	280
02:30 PM	6	109	1	116	0	0	0	0	3	134	10	147	0	1	1	2	265
02:45 PM	4	117	2	123	0	0	0	0	1	140	13	154	2	0	4	6	283
Total	23	444	4	471	1	0	0	1	7	496	50	553	5	1	9	15	1040

North Highland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 5 North Highland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	NORTH HIGHLAND AVENUE Southbound				SICKLES AVENUE Westbound				NORTH HIGHLAND AVENUE Northbound				SICKLES AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	116	2	123	0	0	0	0	3	168	9	180	0	2	3	5	308
03:15 PM	7	115	1	123	0	0	0	0	3	141	17	161	0	1	4	5	289
03:30 PM	2	131	1	134	0	0	0	0	3	109	6	118	1	2	2	5	257
03:45 PM	8	95	0	103	0	0	0	0	3	137	11	151	0	0	0	0	254
Total	22	457	4	483	0	0	0	0	12	555	43	610	1	5	9	15	1108
04:00 PM	8	122	1	131	0	0	0	0	2	193	10	205	0	1	5	6	342
04:15 PM	3	112	0	115	0	0	0	0	3	179	10	192	0	0	3	3	310
04:30 PM	8	114	0	122	0	0	0	0	2	176	12	190	0	0	1	1	313
04:45 PM	5	112	1	118	0	0	0	0	6	185	11	202	0	0	1	1	321
Total	24	460	2	486	0	0	0	0	13	733	43	789	0	1	10	11	1286
05:00 PM	5	122	0	127	0	0	0	0	3	157	8	168	1	1	2	4	299
05:15 PM	3	110	0	113	0	0	0	0	3	175	15	193	0	0	1	1	307
05:30 PM	4	101	2	107	0	0	0	0	6	172	10	188	1	0	2	3	298
05:45 PM	5	85	0	90	0	0	0	0	3	185	6	194	1	1	4	6	290
Total	17	418	2	437	0	0	0	0	15	689	39	743	3	2	9	14	1194
Grand Total	174	3622	23	3819	1	0	2	3	78	4301	374	4753	24	18	95	137	8712
Apprch %	4.6	94.8	0.6		33.3	0	66.7		1.6	90.5	7.9		17.5	13.1	69.3		
Total %	2	41.6	0.3	43.8	0	0	0	0	0.9	49.4	4.3	54.6	0.3	0.2	1.1	1.6	
Lights	167	3450	22	3639	1	0	2	3	77	4076	366	4519	24	18	93	135	8296
% Lights	96	95.3	95.7	95.3	100	0	100	100	98.7	94.8	97.9	95.1	100	100	97.9	98.5	95.2
Trucks	1	111	1	113	0	0	0	0	1	139	5	145	0	0	2	2	260
% Trucks	0.6	3.1	4.3	3	0	0	0	0	1.3	3.2	1.3	3.1	0	0	2.1	1.5	3
Buses	6	61	0	67	0	0	0	0	0	86	3	89	0	0	0	0	156
% Buses	3.4	1.7	0	1.8	0	0	0	0	0	2	0.8	1.9	0	0	0	0	1.8

North Highland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 5 North Highland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 3

	NORTH HIGHLAND AVENUE Southbound				SICKLES AVENUE Westbound				NORTH HIGHLAND AVENUE Northbound				SICKLES AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	4	101	0	105	0	0	0	0	0	137	16	153	0	0	1	1	259
07:00 AM	2	150	0	152	0	0	0	0	2	103	12	117	1	0	2	3	272
07:15 AM	9	145	1	155	0	0	0	0	2	150	17	169	2	0	10	12	336
07:30 AM	3	158	1	162	0	0	0	0	3	127	13	143	1	0	3	4	309
Total Volume	18	554	2	574	0	0	0	0	7	517	58	582	4	0	16	20	1176
% App. Total	3.1	96.5	0.3		0	0	0		1.2	88.8	10		20	0	80		
PHF	.500	.877	.500	.886	.000	.000	.000	.000	.583	.862	.853	.861	.500	.000	.400	.417	.875
Lights	18	522	2	542	0	0	0	0	6	491	57	554	4	0	16	20	1116
% Lights	100	94.2	100	94.4	0	0	0	0	85.7	95.0	98.3	95.2	100	0	100	100	94.9
Trucks	0	18	0	18	0	0	0	0	1	19	0	20	0	0	0	0	38
% Trucks	0	3.2	0	3.1	0	0	0	0	14.3	3.7	0	3.4	0	0	0	0	3.2
Buses	0	14	0	14	0	0	0	0	0	7	1	8	0	0	0	0	22
% Buses	0	2.5	0	2.4	0	0	0	0	0	1.4	1.7	1.4	0	0	0	0	1.9
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	132	0	140	0	0	1	1	4	162	17	183	2	1	6	9	333
08:00 AM	4	108	1	113	0	0	0	0	2	141	12	155	3	1	6	10	278
08:15 AM	7	130	2	139	0	0	0	0	2	164	13	179	1	1	3	5	323
08:30 AM	3	150	1	154	0	0	0	0	1	124	10	135	2	3	3	8	297
Total Volume	22	520	4	546	0	0	1	1	9	591	52	652	8	6	18	32	1231
% App. Total	4	95.2	0.7		0	0	100		1.4	90.6	8		25	18.8	56.2		
PHF	.688	.867	.500	.886	.000	.000	.250	.250	.563	.901	.765	.891	.667	.500	.750	.800	.924
Lights	20	488	4	512	0	0	1	1	9	538	50	597	8	6	17	31	1141
% Lights	90.9	93.8	100	93.8	0	0	100	100	100	91.0	96.2	91.6	100	100	94.4	96.9	92.7
Trucks	0	23	0	23	0	0	0	0	0	21	1	22	0	0	1	1	46
% Trucks	0	4.4	0	4.2	0	0	0	0	0	3.6	1.9	3.4	0	0	5.6	3.1	3.7
Buses	2	9	0	11	0	0	0	0	0	32	1	33	0	0	0	0	44
% Buses	9.1	1.7	0	2.0	0	0	0	0	0	5.4	1.9	5.1	0	0	0	0	3.6

North Highland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 5 North Highland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 4

	NORTH HIGHLAND AVENUE Southbound				SICKLES AVENUE Westbound				NORTH HIGHLAND AVENUE Northbound				SICKLES AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	122	1	131	0	0	0	0	2	193	10	205	0	1	5	6	342
04:15 PM	3	112	0	115	0	0	0	0	3	179	10	192	0	0	3	3	310
04:30 PM	8	114	0	122	0	0	0	0	2	176	12	190	0	0	1	1	313
04:45 PM	5	112	1	118	0	0	0	0	6	185	11	202	0	0	1	1	321
Total Volume	24	460	2	486	0	0	0	0	13	733	43	789	0	1	10	11	1286
% App. Total	4.9	94.7	0.4		0	0	0		1.6	92.9	5.4		0	9.1	90.9		
PHF	.750	.943	.500	.927	.000	.000	.000	.000	.542	.949	.896	.962	.000	.250	.500	.458	.940
Lights	24	449	2	475	0	0	0	0	13	712	42	767	0	1	10	11	1253
% Lights	100	97.6	100	97.7	0	0	0	0	100	97.1	97.7	97.2	0	100	100	100	97.4
Trucks	0	4	0	4	0	0	0	0	0	13	1	14	0	0	0	0	18
% Trucks	0	0.9	0	0.8	0	0	0	0	0	1.8	2.3	1.8	0	0	0	0	1.4
Buses	0	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
% Buses	0	1.5	0	1.4	0	0	0	0	0	1.1	0	1.0	0	0	0	0	1.2

Fifth Ave & Front St-Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 6 Fifth & Front-Hospital Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

	FRONT STREET Southbound				FIFTH AVENUE Westbound				HOSPITAL DRIVEWAY Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	1	0	6	1	7	3	0	0	3	0	12	3	15	26
06:15 AM	2	0	1	3	0	2	0	2	1	0	0	1	4	21	2	27	33
06:30 AM	1	0	2	3	0	8	0	8	3	0	0	3	4	7	6	17	31
06:45 AM	2	0	2	4	2	9	1	12	5	0	0	5	3	18	14	35	56
Total	5	0	6	11	2	25	2	29	12	0	0	12	11	58	25	94	146
07:00 AM	0	0	2	2	2	16	0	18	6	0	1	7	3	22	15	40	67
07:15 AM	2	0	1	3	1	8	2	11	3	0	0	3	6	28	16	50	67
07:30 AM	4	1	1	6	1	13	1	15	5	0	3	8	5	41	15	61	90
07:45 AM	4	2	2	8	0	17	3	20	3	0	0	3	7	36	19	62	93
Total	10	3	6	19	4	54	6	64	17	0	4	21	21	127	65	213	317
08:00 AM	2	0	1	3	4	13	0	17	3	0	2	5	1	32	10	43	68
08:15 AM	2	0	1	3	3	17	3	23	4	1	2	7	0	61	17	78	111
08:30 AM	1	0	4	5	2	22	1	25	7	0	1	8	2	40	12	54	92
08:45 AM	2	0	1	3	5	23	0	28	6	1	0	7	0	27	10	37	75
Total	7	0	7	14	14	75	4	93	20	2	5	27	3	160	49	212	346
09:00 AM	2	0	2	4	1	15	0	16	3	0	0	3	0	37	10	47	70
09:15 AM	2	0	3	5	1	19	2	22	6	0	1	7	2	22	8	32	66
09:30 AM	1	0	1	2	4	13	0	17	7	1	2	10	2	30	7	39	68
09:45 AM	2	0	1	3	1	14	2	17	4	0	3	7	1	22	7	30	57
Total	7	0	7	14	7	61	4	72	20	1	6	27	5	111	32	148	261
*** BREAK ***																	
02:00 PM	0	0	0	0	2	14	2	18	7	1	0	8	4	13	5	22	48
02:15 PM	4	0	0	4	1	23	2	26	9	0	0	9	0	29	8	37	76
02:30 PM	2	0	3	5	3	31	3	37	6	0	2	8	3	21	12	36	86
02:45 PM	1	0	0	1	2	21	0	23	7	0	1	8	1	23	5	29	61
Total	7	0	3	10	8	89	7	104	29	1	3	33	8	86	30	124	271

Fifth Ave & Front St-Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 6 Fifth & Front-Hospital Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	FRONT STREET Southbound				FIFTH AVENUE Westbound				HOSPITAL DRIVEWAY Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	0	1	2	0	17	2	19	11	0	1	12	1	20	10	31	64
03:15 PM	1	0	2	3	1	24	1	26	7	1	2	10	0	19	7	26	65
03:30 PM	0	0	4	4	0	15	1	16	13	0	2	15	4	17	3	24	59
03:45 PM	2	0	0	2	1	20	0	21	14	1	2	17	3	20	5	28	68
Total	4	0	7	11	2	76	4	82	45	2	7	54	8	76	25	109	256
04:00 PM	3	0	2	5	0	16	0	16	8	1	4	13	1	19	3	23	57
04:15 PM	2	1	1	4	1	16	0	17	9	0	3	12	0	19	2	21	54
04:30 PM	0	0	2	2	0	16	1	17	8	0	6	14	0	17	5	22	55
04:45 PM	1	0	2	3	1	24	0	25	7	0	0	7	1	18	1	20	55
Total	6	1	7	14	2	72	1	75	32	1	13	46	2	73	11	86	221
05:00 PM	1	0	0	1	1	21	0	22	10	1	2	13	1	15	3	19	55
05:15 PM	0	0	0	0	0	20	3	23	7	0	1	8	3	19	5	27	58
05:30 PM	0	0	3	3	0	35	0	35	4	0	0	4	2	25	3	30	72
05:45 PM	2	0	0	2	0	26	1	27	7	0	1	8	0	39	3	42	79
Total	3	0	3	6	1	102	4	107	28	1	4	33	6	98	14	118	264
Grand Total	49	4	46	99	40	554	32	626	203	8	42	253	64	789	251	1104	2082
Apprch %	49.5	4	46.5		6.4	88.5	5.1		80.2	3.2	16.6		5.8	71.5	22.7		
Total %	2.4	0.2	2.2	4.8	1.9	26.6	1.5	30.1	9.8	0.4	2	12.2	3.1	37.9	12.1	53	
Lights	48	4	46	98	40	524	31	595	201	8	41	250	61	735	247	1043	1986
% Lights	98	100	100	99	100	94.6	96.9	95	99	100	97.6	98.8	95.3	93.2	98.4	94.5	95.4
Trucks	0	0	0	0	0	8	0	8	2	0	1	3	2	9	4	15	26
% Trucks	0	0	0	0	0	1.4	0	1.3	1	0	2.4	1.2	3.1	1.1	1.6	1.4	1.2
Buses	1	0	0	1	0	22	1	23	0	0	0	0	1	45	0	46	70
% Buses	2	0	0	1	0	4	3.1	3.7	0	0	0	0	1.6	5.7	0	4.2	3.4

Fifth Ave & Front St-Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 6 Fifth & Front-Hospital Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 3

	FRONT STREET Southbound				FIFTH AVENUE Westbound				HOSPITAL DRIVEWAY Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	2	0	2	4	2	9	1	12	5	0	0	5	3	18	14	35	56
07:00 AM	0	0	2	2	2	16	0	18	6	0	1	7	3	22	15	40	67
07:15 AM	2	0	1	3	1	8	2	11	3	0	0	3	6	28	16	50	67
07:30 AM	4	1	1	6	1	13	1	15	5	0	3	8	5	41	15	61	90
Total Volume	8	1	6	15	6	46	4	56	19	0	4	23	17	109	60	186	280
% App. Total	53.3	6.7	40		10.7	82.1	7.1		82.6	0	17.4		9.1	58.6	32.3		
PHF	.500	.250	.750	.625	.750	.719	.500	.778	.792	.000	.333	.719	.708	.665	.938	.762	.778
Lights	7	1	6	14	6	44	4	54	19	0	4	23	16	100	60	176	267
% Lights	87.5	100	100	93.3	100	95.7	100	96.4	100	0	100	100	94.1	91.7	100	94.6	95.4
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% Trucks	0	0	0	0	0	2.2	0	1.8	0	0	0	0	0	2.8	0	1.6	1.4
Buses	1	0	0	1	0	1	0	1	0	0	0	0	1	6	0	7	9
% Buses	12.5	0	0	6.7	0	2.2	0	1.8	0	0	0	0	5.9	5.5	0	3.8	3.2
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	4	2	2	8	0	17	3	20	3	0	0	3	7	36	19	62	93
08:00 AM	2	0	1	3	4	13	0	17	3	0	2	5	1	32	10	43	68
08:15 AM	2	0	1	3	3	17	3	23	4	1	2	7	0	61	17	78	111
08:30 AM	1	0	4	5	2	22	1	25	7	0	1	8	2	40	12	54	92
Total Volume	9	2	8	19	9	69	7	85	17	1	5	23	10	169	58	237	364
% App. Total	47.4	10.5	42.1		10.6	81.2	8.2		73.9	4.3	21.7		4.2	71.3	24.5		
PHF	.563	.250	.500	.594	.563	.784	.583	.850	.607	.250	.625	.719	.357	.693	.763	.760	.820
Lights	9	2	8	19	9	65	6	80	17	1	5	23	10	145	57	212	334
% Lights	100	100	100	100	100	94.2	85.7	94.1	100	100	100	100	100	85.8	98.3	89.5	91.8
Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	2	1	3	4
% Trucks	0	0	0	0	0	1.4	0	1.2	0	0	0	0	0	1.2	1.7	1.3	1.1
Buses	0	0	0	0	0	3	1	4	0	0	0	0	0	22	0	22	26
% Buses	0	0	0	0	0	4.3	14.3	4.7	0	0	0	0	0	13.0	0	9.3	7.1

Fifth Ave & Front St-Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 6 Fifth & Front-Hospital Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 4

	FRONT STREET Southbound				FIFTH AVENUE Westbound				HOSPITAL DRIVEWAY Northbound				FIFTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	0	2	5	0	16	0	16	8	1	4	13	1	19	3	23	57
04:15 PM	2	1	1	4	1	16	0	17	9	0	3	12	0	19	2	21	54
04:30 PM	0	0	2	2	0	16	1	17	8	0	6	14	0	17	5	22	55
04:45 PM	1	0	2	3	1	24	0	25	7	0	0	7	1	18	1	20	55
Total Volume	6	1	7	14	2	72	1	75	32	1	13	46	2	73	11	86	221
% App. Total	42.9	7.1	50		2.7	96	1.3		69.6	2.2	28.3		2.3	84.9	12.8		
PHF	.500	.250	.875	.700	.500	.750	.250	.750	.889	.250	.542	.821	.500	.961	.550	.935	.969
Lights	6	1	7	14	2	69	1	72	31	1	13	45	2	71	9	82	213
% Lights	100	100	100	100	100	95.8	100	96.0	96.9	100	100	97.8	100	97.3	81.8	95.3	96.4
Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	2	3
% Trucks	0	0	0	0	0	0	0	0	3.1	0	0	2.2	0	0	18.2	2.3	1.4
Buses	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% Buses	0	0	0	0	0	4.2	0	4.0	0	0	0	0	0	2.7	0	2.3	2.3

North Midland Ave & Center Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 7 North Midland & Center-School Driveways
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound				SCHOOL DRIVEWAY Westbound				NORTH MIDLAND AVENUE Northbound				CENTER HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0	19
06:15 AM	0	17	0	17	0	0	0	0	0	10	0	10	0	0	1	1	28
06:30 AM	0	23	0	23	0	0	0	0	0	8	1	9	0	0	0	0	32
06:45 AM	0	30	0	30	0	0	0	0	0	24	0	24	0	0	0	0	54
Total	0	80	0	80	0	0	0	0	0	51	1	52	0	0	1	1	133
07:00 AM	0	35	0	35	1	0	0	1	0	31	0	31	0	0	2	2	69
07:15 AM	0	50	0	50	0	0	0	0	0	48	0	48	0	0	0	0	98
07:30 AM	0	79	0	79	0	0	0	0	1	28	1	30	0	0	0	0	109
07:45 AM	0	61	0	61	1	0	0	1	0	52	0	52	0	0	0	0	114
Total	0	225	0	225	2	0	0	2	1	159	1	161	0	0	2	2	390
08:00 AM	0	54	0	54	0	0	0	0	0	31	0	31	1	0	4	5	90
08:15 AM	0	54	0	54	0	0	0	0	0	55	0	55	0	0	0	0	109
08:30 AM	0	55	0	55	0	0	0	0	0	58	0	58	1	0	1	2	115
08:45 AM	0	75	0	75	0	0	0	0	0	41	1	42	1	0	0	1	118
Total	0	238	0	238	0	0	0	0	0	185	1	186	3	0	5	8	432
09:00 AM	0	48	0	48	0	0	0	0	0	50	0	50	1	0	1	2	100
09:15 AM	0	34	0	34	0	0	0	0	0	21	0	21	0	0	0	0	55
09:30 AM	0	39	0	39	0	0	0	0	0	32	0	32	1	0	1	2	73
09:45 AM	2	45	0	47	0	0	1	1	0	37	0	37	0	0	0	0	85
Total	2	166	0	168	0	0	1	1	0	140	0	140	2	0	2	4	313
*** BREAK ***																	
02:00 PM	0	25	0	25	0	0	0	0	0	42	0	42	1	0	0	1	68
02:15 PM	0	53	0	53	0	0	0	0	0	34	0	34	1	0	1	2	89
02:30 PM	0	49	0	49	0	0	0	0	0	41	0	41	0	0	1	1	91
02:45 PM	0	51	1	52	0	0	0	0	0	37	0	37	0	0	0	0	89
Total	0	178	1	179	0	0	0	0	0	154	0	154	2	0	2	4	337

North Midland Ave & Center Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 7 North Midland & Center-School Driveways
 Site Code : 00000000
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Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound				SCHOOL DRIVEWAY Westbound				NORTH MIDLAND AVENUE Northbound				CENTER HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	0	51	0	51	0	0	0	0	0	49	0	49	0	0	1	1	101
03:15 PM	1	60	0	61	0	0	0	0	0	34	1	35	0	0	0	0	96
03:30 PM	1	62	0	63	0	0	0	0	0	30	0	30	1	0	2	3	96
03:45 PM	0	40	0	40	0	0	1	1	0	44	2	46	1	0	0	1	88
Total	2	213	0	215	0	0	1	1	0	157	3	160	2	0	3	5	381
04:00 PM	0	59	0	59	0	0	0	0	0	38	0	38	2	0	1	3	100
04:15 PM	1	40	0	41	0	0	0	0	0	40	0	40	1	0	1	2	83
04:30 PM	1	36	0	37	0	0	0	0	0	25	0	25	3	0	1	4	66
04:45 PM	0	44	0	44	0	0	0	0	0	37	0	37	1	0	1	2	83
Total	2	179	0	181	0	0	0	0	0	140	0	140	7	0	4	11	332
05:00 PM	1	55	0	56	0	0	0	0	0	51	0	51	0	0	1	1	108
05:15 PM	0	43	0	43	0	0	0	0	0	40	0	40	1	0	2	3	86
05:30 PM	0	60	0	60	4	1	4	9	0	31	0	31	0	0	0	0	100
05:45 PM	3	50	0	53	1	0	1	2	0	40	1	41	0	0	2	2	98
Total	4	208	0	212	5	1	5	11	0	162	1	163	1	0	5	6	392
Grand Total	10	1487	1	1498	7	1	7	15	1	1148	7	1156	17	0	24	41	2710
Apprch %	0.7	99.3	0.1		46.7	6.7	46.7		0.1	99.3	0.6		41.5	0	58.5		
Total %	0.4	54.9	0	55.3	0.3	0	0.3	0.6	0	42.4	0.3	42.7	0.6	0	0.9	1.5	
Lights	10	1413	1	1424	7	1	7	15	1	1059	7	1067	17	0	24	41	2547
% Lights	100	95	100	95.1	100	100	100	100	100	92.2	100	92.3	100	0	100	100	94
Trucks	0	25	0	25	0	0	0	0	0	25	0	25	0	0	0	0	50
% Trucks	0	1.7	0	1.7	0	0	0	0	0	2.2	0	2.2	0	0	0	0	1.8
Buses	0	49	0	49	0	0	0	0	0	64	0	64	0	0	0	0	113
% Buses	0	3.3	0	3.3	0	0	0	0	0	5.6	0	5.5	0	0	0	0	4.2

North Midland Ave & Center Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
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File Name : 7 North Midland & Center-School Driveways
 Site Code : 00000000
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	NORTH MIDLAND AVENUE Southbound				SCHOOL DRIVEWAY Westbound				NORTH MIDLAND AVENUE Northbound				CENTER HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	0	30	0	30	0	0	0	0	0	24	0	24	0	0	0	0	54
07:00 AM	0	35	0	35	1	0	0	1	0	31	0	31	0	0	2	2	69
07:15 AM	0	50	0	50	0	0	0	0	0	48	0	48	0	0	0	0	98
07:30 AM	0	79	0	79	0	0	0	0	1	28	1	30	0	0	0	0	109
Total Volume	0	194	0	194	1	0	0	1	1	131	1	133	0	0	2	2	330
% App. Total	0	100	0		100	0	0		0.8	98.5	0.8		0	0	100		
PHF	.000	.614	.000	.614	.250	.000	.000	.250	.250	.682	.250	.693	.000	.000	.250	.250	.757
Lights	0	184	0	184	1	0	0	1	1	119	1	121	0	0	2	2	308
% Lights	0	94.8	0	94.8	100	0	0	100	100	90.8	100	91.0	0	0	100	100	93.3
Trucks	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
% Trucks	0	1.5	0	1.5	0	0	0	0	0	5.3	0	5.3	0	0	0	0	3.0
Buses	0	7	0	7	0	0	0	0	0	5	0	5	0	0	0	0	12
% Buses	0	3.6	0	3.6	0	0	0	0	0	3.8	0	3.8	0	0	0	0	3.6
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	61	0	61	1	0	0	1	0	52	0	52	0	0	0	0	114
08:00 AM	0	54	0	54	0	0	0	0	0	31	0	31	1	0	4	5	90
08:15 AM	0	54	0	54	0	0	0	0	0	55	0	55	0	0	0	0	109
08:30 AM	0	55	0	55	0	0	0	0	0	58	0	58	1	0	1	2	115
Total Volume	0	224	0	224	1	0	0	1	0	196	0	196	2	0	5	7	428
% App. Total	0	100	0		100	0	0		0	100	0		28.6	0	71.4		
PHF	.000	.918	.000	.918	.250	.000	.000	.250	.000	.845	.000	.845	.500	.000	.313	.350	.930
Lights	0	203	0	203	1	0	0	1	0	165	0	165	2	0	5	7	376
% Lights	0	90.6	0	90.6	100	0	0	100	0	84.2	0	84.2	100	0	100	100	87.9
Trucks	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
% Trucks	0	0.9	0	0.9	0	0	0	0	0	3.1	0	3.1	0	0	0	0	1.9
Buses	0	19	0	19	0	0	0	0	0	25	0	25	0	0	0	0	44
% Buses	0	8.5	0	8.5	0	0	0	0	0	12.8	0	12.8	0	0	0	0	10.3

North Midland Ave & Center Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
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File Name : 7 North Midland & Center-School Driveways
 Site Code : 00000000
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	NORTH MIDLAND AVENUE Southbound				SCHOOL DRIVEWAY Westbound				NORTH MIDLAND AVENUE Northbound				CENTER HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	59	0	59	0	0	0	0	0	38	0	38	2	0	1	3	100
04:15 PM	1	40	0	41	0	0	0	0	0	40	0	40	1	0	1	2	83
04:30 PM	1	36	0	37	0	0	0	0	0	25	0	25	3	0	1	4	66
04:45 PM	0	44	0	44	0	0	0	0	0	37	0	37	1	0	1	2	83
Total Volume	2	179	0	181	0	0	0	0	0	140	0	140	7	0	4	11	332
% App. Total	1.1	98.9	0		0	0	0		0	100	0		63.6	0	36.4		
PHF	.500	.758	.000	.767	.000	.000	.000	.000	.000	.875	.000	.875	.583	.000	1.00	.688	.830
Lights	2	175	0	177	0	0	0	0	0	135	0	135	7	0	4	11	323
% Lights	100	97.8	0	97.8	0	0	0	0	0	96.4	0	96.4	100	0	100	100	97.3
Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0.6	0	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Buses	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% Buses	0	1.7	0	1.7	0	0	0	0	0	3.6	0	3.6	0	0	0	0	2.4

North Midland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 8 North Midland & Haven-South Driveway
 Site Code : 00000000
 Start Date : 10/29/2019
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Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound				HAVEN COURT Westbound				NORTH MIDLAND AVENUE Northbound				SOUTH HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	8	1	10	3	0	2	5	1	7	1	9	0	0	1	1	25
06:15 AM	2	15	1	18	3	0	1	4	3	14	0	17	1	0	0	1	40
06:30 AM	2	21	1	24	1	0	3	4	2	7	0	9	0	0	2	2	39
06:45 AM	3	28	0	31	5	0	2	7	1	19	2	22	1	0	5	6	66
Total	8	72	3	83	12	0	8	20	7	47	3	57	2	0	8	10	170
07:00 AM	4	30	1	35	6	1	3	10	3	25	2	30	3	0	5	8	83
07:15 AM	9	45	0	54	4	0	4	8	3	44	10	57	0	0	5	5	124
07:30 AM	5	68	4	77	6	0	2	8	3	33	12	48	0	0	9	9	142
07:45 AM	5	57	2	64	7	0	0	7	5	50	11	66	2	0	6	8	145
Total	23	200	7	230	23	1	9	33	14	152	35	201	5	0	25	30	494
08:00 AM	2	53	5	60	7	0	3	10	3	31	9	43	0	0	3	3	116
08:15 AM	4	47	4	55	4	1	3	8	2	55	9	66	0	0	2	2	131
08:30 AM	3	52	1	56	2	1	6	9	4	56	9	69	1	0	4	5	139
08:45 AM	3	66	6	75	3	0	2	5	4	40	9	53	1	0	4	5	138
Total	12	218	16	246	16	2	14	32	13	182	36	231	2	0	13	15	524
09:00 AM	3	42	4	49	8	0	3	11	4	41	4	49	5	1	3	9	118
09:15 AM	7	24	3	34	3	3	2	8	3	19	3	25	0	0	3	3	70
09:30 AM	4	34	4	42	4	2	4	10	1	28	5	34	2	0	5	7	93
09:45 AM	4	37	7	48	1	2	3	6	7	31	5	43	3	0	7	10	107
Total	18	137	18	173	16	7	12	35	15	119	17	151	10	1	18	29	388
*** BREAK ***																	
02:00 PM	0	23	1	24	3	0	1	4	1	38	9	48	3	0	6	9	85
02:15 PM	3	47	3	53	1	0	1	2	6	33	4	43	2	0	7	9	107
02:30 PM	4	53	2	59	27	0	6	33	5	38	2	45	1	0	7	8	145
02:45 PM	2	47	4	53	6	0	0	6	6	36	2	44	2	0	4	6	109
Total	9	170	10	189	37	0	8	45	18	145	17	180	8	0	24	32	446

North Midland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
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File Name : 8 North Midland & Haven-South Driveway
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Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound				HAVEN COURT Westbound				NORTH MIDLAND AVENUE Northbound				SOUTH HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	51	2	54	4	0	2	6	6	47	4	57	1	0	9	10	127
03:15 PM	4	56	1	61	3	0	2	5	4	31	5	40	2	1	3	6	112
03:30 PM	5	59	0	64	7	0	3	10	5	24	7	36	4	0	1	5	115
03:45 PM	1	40	0	41	3	0	3	6	2	35	4	41	5	0	10	15	103
Total	11	206	3	220	17	0	10	27	17	137	20	174	12	1	23	36	457
04:00 PM	2	55	1	58	5	0	4	9	3	36	5	44	1	1	5	7	118
04:15 PM	1	38	4	43	2	0	0	2	2	36	4	42	2	0	4	6	93
04:30 PM	1	33	5	39	10	0	1	11	3	25	7	35	2	0	9	11	96
04:45 PM	1	42	1	44	1	0	1	2	2	34	4	40	1	0	9	10	96
Total	5	168	11	184	18	0	6	24	10	131	20	161	6	1	27	34	403
05:00 PM	1	54	4	59	2	0	7	9	2	40	4	46	2	0	9	11	125
05:15 PM	2	42	1	45	3	0	3	6	0	36	12	48	2	0	4	6	105
05:30 PM	5	57	0	62	1	0	4	5	4	26	7	37	2	0	4	6	110
05:45 PM	11	42	3	56	1	0	4	5	1	36	16	53	4	0	1	5	119
Total	19	195	8	222	7	0	18	25	7	138	39	184	10	0	18	28	459
Grand Total	105	1366	76	1547	146	10	85	241	101	1051	187	1339	55	3	156	214	3341
Apprch %	6.8	88.3	4.9		60.6	4.1	35.3		7.5	78.5	14		25.7	1.4	72.9		
Total %	3.1	40.9	2.3	46.3	4.4	0.3	2.5	7.2	3	31.5	5.6	40.1	1.6	0.1	4.7	6.4	
Lights	103	1297	76	1476	138	8	77	223	101	972	182	1255	55	3	155	213	3167
% Lights	98.1	94.9	100	95.4	94.5	80	90.6	92.5	100	92.5	97.3	93.7	100	100	99.4	99.5	94.8
Trucks	0	23	0	23	3	0	3	6	0	20	4	24	0	0	1	1	54
% Trucks	0	1.7	0	1.5	2.1	0	3.5	2.5	0	1.9	2.1	1.8	0	0	0.6	0.5	1.6
Buses	2	46	0	48	5	2	5	12	0	59	1	60	0	0	0	0	120
% Buses	1.9	3.4	0	3.1	3.4	20	5.9	5	0	5.6	0.5	4.5	0	0	0	0	3.6

North Midland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 8 North Midland & Haven-South Driveway
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	NORTH MIDLAND AVENUE Southbound				HAVEN COURT Westbound				NORTH MIDLAND AVENUE Northbound				SOUTH HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45 AM																	
06:45 AM	3	28	0	31	5	0	2	7	1	19	2	22	1	0	5	6	66
07:00 AM	4	30	1	35	6	1	3	10	3	25	2	30	3	0	5	8	83
07:15 AM	9	45	0	54	4	0	4	8	3	44	10	57	0	0	5	5	124
07:30 AM	5	68	4	77	6	0	2	8	3	33	12	48	0	0	9	9	142
Total Volume	21	171	5	197	21	1	11	33	10	121	26	157	4	0	24	28	415
% App. Total	10.7	86.8	2.5		63.6	3	33.3		6.4	77.1	16.6		14.3	0	85.7		
PHF	.583	.629	.313	.640	.875	.250	.688	.825	.833	.688	.542	.689	.333	.000	.667	.778	.731
Lights	19	164	5	188	19	1	10	30	10	111	24	145	4	0	23	27	390
% Lights	90.5	95.9	100	95.4	90.5	100	90.9	90.9	100	91.7	92.3	92.4	100	0	95.8	96.4	94.0
Trucks	0	3	0	3	1	0	1	2	0	5	2	7	0	0	1	1	13
% Trucks	0	1.8	0	1.5	4.8	0	9.1	6.1	0	4.1	7.7	4.5	0	0	4.2	3.6	3.1
Buses	2	4	0	6	1	0	0	1	0	5	0	5	0	0	0	0	12
% Buses	9.5	2.3	0	3.0	4.8	0	0	3.0	0	4.1	0	3.2	0	0	0	0	2.9
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	57	2	64	7	0	0	7	5	50	11	66	2	0	6	8	145
08:00 AM	2	53	5	60	7	0	3	10	3	31	9	43	0	0	3	3	116
08:15 AM	4	47	4	55	4	1	3	8	2	55	9	66	0	0	2	2	131
08:30 AM	3	52	1	56	2	1	6	9	4	56	9	69	1	0	4	5	139
Total Volume	14	209	12	235	20	2	12	34	14	192	38	244	3	0	15	18	531
% App. Total	6	88.9	5.1		58.8	5.9	35.3		5.7	78.7	15.6		16.7	0	83.3		
PHF	.700	.917	.600	.918	.714	.500	.500	.850	.700	.857	.864	.884	.375	.000	.625	.563	.916
Lights	14	189	12	215	18	1	11	30	14	161	38	213	3	0	15	18	476
% Lights	100	90.4	100	91.5	90.0	50.0	91.7	88.2	100	83.9	100	87.3	100	0	100	100	89.6
Trucks	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
% Trucks	0	0.5	0	0.4	0	0	0	0	0	2.6	0	2.0	0	0	0	0	1.1
Buses	0	19	0	19	2	1	1	4	0	26	0	26	0	0	0	0	49
% Buses	0	9.1	0	8.1	10.0	50.0	8.3	11.8	0	13.5	0	10.7	0	0	0	0	9.2

North Midland Ave & South Hospital Drwy
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 8 North Midland & Haven-South Driveway
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	NORTH MIDLAND AVENUE Southbound				HAVEN COURT Westbound				NORTH MIDLAND AVENUE Northbound				SOUTH HOSPITAL DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	55	1	58	5	0	4	9	3	36	5	44	1	1	5	7	118
04:15 PM	1	38	4	43	2	0	0	2	2	36	4	42	2	0	4	6	93
04:30 PM	1	33	5	39	10	0	1	11	3	25	7	35	2	0	9	11	96
04:45 PM	1	42	1	44	1	0	1	2	2	34	4	40	1	0	9	10	96
Total Volume	5	168	11	184	18	0	6	24	10	131	20	161	6	1	27	34	403
% App. Total	2.7	91.3	6		75	0	25		6.2	81.4	12.4		17.6	2.9	79.4		
PHF	.625	.764	.550	.793	.450	.000	.375	.545	.833	.910	.714	.915	.750	.250	.750	.773	.854
Lights	5	164	11	180	18	0	6	24	10	125	19	154	6	1	27	34	392
% Lights	100	97.6	100	97.8	100	0	100	100	100	95.4	95.0	95.7	100	100	100	100	97.3
Trucks	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
% Trucks	0	0.6	0	0.5	0	0	0	0	0	0.8	5.0	1.2	0	0	0	0	0.7
Buses	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
% Buses	0	1.8	0	1.6	0	0	0	0	0	3.8	0	3.1	0	0	0	0	2.0

North Midland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 9 North Midland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 1

Groups Printed- Lights - Trucks - Buses

Start Time	NORTH MIDLAND AVENUE Southbound			SICKLES AVENUE Westbound			NORTH MIDLAND AVENUE Northbound			SICKLES AVENUE Eastbound				Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:00 AM	0	13	13	2	0	2	4	1	5	7	0	1	8	28
06:15 AM	4	13	17	4	2	6	9	0	9	5	3	3	11	43
06:30 AM	2	24	26	4	5	9	3	1	4	3	5	2	10	49
06:45 AM	2	36	38	4	2	6	12	1	13	10	2	3	15	72
Total	8	86	94	14	9	23	28	3	31	25	10	9	44	192
07:00 AM	3	37	40	1	4	5	19	3	22	9	4	4	17	84
07:15 AM	6	40	46	1	7	8	36	1	37	13	8	3	24	115
07:30 AM	8	78	86	5	3	8	34	0	34	7	3	6	16	144
07:45 AM	4	63	67	8	5	13	44	1	45	13	7	9	29	154
Total	21	218	239	15	19	34	133	5	138	42	22	22	86	497
08:00 AM	4	62	66	6	4	10	31	5	36	4	6	7	17	129
08:15 AM	4	48	52	11	6	17	45	4	49	11	7	6	24	142
08:30 AM	8	46	54	5	9	14	51	0	51	8	6	3	17	136
08:45 AM	5	69	74	5	7	12	36	4	40	10	8	4	22	148
Total	21	225	246	27	26	53	163	13	176	33	27	20	80	555
09:00 AM	5	47	52	5	10	15	32	0	32	7	9	8	24	123
09:15 AM	3	28	31	3	5	8	16	6	22	3	12	5	20	81
09:30 AM	1	41	42	7	4	11	24	2	26	6	12	3	21	100
09:45 AM	5	38	43	7	7	14	28	2	30	8	12	4	24	111
Total	14	154	168	22	26	48	100	10	110	24	45	20	89	415
*** BREAK ***														
02:00 PM	3	31	34	8	6	14	38	1	39	6	2	5	13	100
02:15 PM	3	47	50	5	4	9	28	2	30	10	6	5	21	110
02:30 PM	5	86	91	2	5	7	28	0	28	10	4	8	22	148
02:45 PM	5	49	54	2	5	7	28	2	30	10	7	5	22	113
Total	16	213	229	17	20	37	122	5	127	36	19	23	78	471

North Midland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 9 North Midland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 2

Groups Printed- Lights - Trucks - Buses

	NORTH MIDLAND AVENUE Southbound			SICKLES AVENUE Westbound			NORTH MIDLAND AVENUE Northbound			SICKLES AVENUE Eastbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	3	60	63	7	5	12	48	2	50	5	5	5	15	140
03:15 PM	4	64	68	5	7	12	31	1	32	4	10	8	22	134
03:30 PM	7	60	67	2	5	7	26	0	26	3	5	5	13	113
03:45 PM	5	47	52	2	10	12	32	3	35	2	8	8	18	117
Total	19	231	250	16	27	43	137	6	143	14	28	26	68	504
04:00 PM	3	61	64	7	11	18	22	4	26	10	6	6	22	130
04:15 PM	1	44	45	4	7	11	30	3	33	6	2	6	14	103
04:30 PM	4	46	50	4	6	10	25	6	31	4	7	6	17	108
04:45 PM	0	49	49	5	10	15	31	1	32	2	9	8	19	115
Total	8	200	208	20	34	54	108	14	122	22	24	26	72	456
05:00 PM	8	56	64	2	3	5	43	6	49	0	8	5	13	131
05:15 PM	0	52	52	6	5	11	39	3	42	5	5	8	18	123
05:30 PM	4	57	61	6	6	12	28	8	36	4	4	6	14	123
05:45 PM	3	41	44	3	7	10	45	5	50	2	6	4	12	116
Total	15	206	221	17	21	38	155	22	177	11	23	23	57	493
Grand Total	122	1533	1655	148	182	330	946	78	1024	207	198	169	574	3583
Apprch %	7.4	92.6		44.8	55.2		92.4	7.6		36.1	34.5	29.4		
Total %	3.4	42.8	46.2	4.1	5.1	9.2	26.4	2.2	28.6	5.8	5.5	4.7	16	
Lights	117	1457	1574	139	172	311	872	69	941	202	194	161	557	3383
% Lights	95.9	95	95.1	93.9	94.5	94.2	92.2	88.5	91.9	97.6	98	95.3	97	94.4
Trucks	0	29	29	0	2	2	24	3	27	2	1	4	7	65
% Trucks	0	1.9	1.8	0	1.1	0.6	2.5	3.8	2.6	1	0.5	2.4	1.2	1.8
Buses	5	47	52	9	8	17	50	6	56	3	3	4	10	135
% Buses	4.1	3.1	3.1	6.1	4.4	5.2	5.3	7.7	5.5	1.4	1.5	2.4	1.7	3.8

North Midland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

File Name : 9 North Midland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 3

	NORTH MIDLAND AVENUE Southbound			SICKLES AVENUE Westbound			NORTH MIDLAND AVENUE Northbound			SICKLES AVENUE Eastbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 07:30 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 06:45 AM														
06:45 AM	2	36	38	4	2	6	12	1	13	10	2	3	15	72
07:00 AM	3	37	40	1	4	5	19	3	22	9	4	4	17	84
07:15 AM	6	40	46	1	7	8	36	1	37	13	8	3	24	115
07:30 AM	8	78	86	5	3	8	34	0	34	7	3	6	16	144
Total Volume	19	191	210	11	16	27	101	5	106	39	17	16	72	415
% App. Total	9	91		40.7	59.3		95.3	4.7		54.2	23.6	22.2		
PHF	.594	.612	.610	.550	.571	.844	.701	.417	.716	.750	.531	.667	.750	.720
Lights	18	181	199	11	16	27	90	4	94	39	14	16	69	389
% Lights	94.7	94.8	94.8	100	100	100	89.1	80.0	88.7	100	82.4	100	95.8	93.7
Trucks	0	5	5	0	0	0	6	0	6	0	1	0	1	12
% Trucks	0	2.6	2.4	0	0	0	5.9	0	5.7	0	5.9	0	1.4	2.9
Buses	1	5	6	0	0	0	5	1	6	0	2	0	2	14
% Buses	5.3	2.6	2.9	0	0	0	5.0	20.0	5.7	0	11.8	0	2.8	3.4
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	4	63	67	8	5	13	44	1	45	13	7	9	29	154
08:00 AM	4	62	66	6	4	10	31	5	36	4	6	7	17	129
08:15 AM	4	48	52	11	6	17	45	4	49	11	7	6	24	142
08:30 AM	8	46	54	5	9	14	51	0	51	8	6	3	17	136
Total Volume	20	219	239	30	24	54	171	10	181	36	26	25	87	561
% App. Total	8.4	91.6		55.6	44.4		94.5	5.5		41.4	29.9	28.7		
PHF	.625	.869	.892	.682	.667	.794	.838	.500	.887	.692	.929	.694	.750	.911
Lights	19	197	216	25	24	49	142	7	149	34	25	22	81	495
% Lights	95.0	90.0	90.4	83.3	100	90.7	83.0	70.0	82.3	94.4	96.2	88.0	93.1	88.2
Trucks	0	2	2	0	0	0	5	0	5	2	0	1	3	10
% Trucks	0	0.9	0.8	0	0	0	2.9	0	2.8	5.6	0	4.0	3.4	1.8
Buses	1	20	21	5	0	5	24	3	27	0	1	2	3	56
% Buses	5.0	9.1	8.8	16.7	0	9.3	14.0	30.0	14.9	0	3.8	8.0	3.4	10.0

North Midland Avenue & Sickles Avenue
 Turning Movement Count
 Weekday AM & PM Peak Hours
 Tuesday, 29 October 2019

















File Name : 9 North Midland & Sickles
 Site Code : 00000000
 Start Date : 10/29/2019
 Page No : 4

	NORTH MIDLAND AVENUE Southbound			SICKLES AVENUE Westbound			NORTH MIDLAND AVENUE Northbound			SICKLES AVENUE Eastbound				
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:00 PM														
04:00 PM	3	61	64	7	11	18	22	4	26	10	6	6	22	130
04:15 PM	1	44	45	4	7	11	30	3	33	6	2	6	14	103
04:30 PM	4	46	50	4	6	10	25	6	31	4	7	6	17	108
04:45 PM	0	49	49	5	10	15	31	1	32	2	9	8	19	115
Total Volume	8	200	208	20	34	54	108	14	122	22	24	26	72	456
% App. Total	3.8	96.2		37	63		88.5	11.5		30.6	33.3	36.1		
PHF	.500	.820	.813	.714	.773	.750	.871	.583	.924	.550	.667	.813	.818	.877
Lights	7	197	204	20	31	51	103	11	114	22	24	26	72	441
% Lights	87.5	98.5	98.1	100	91.2	94.4	95.4	78.6	93.4	100	100	100	100	96.7
Trucks	0	1	1	0	1	1	2	2	4	0	0	0	0	6
% Trucks	0	0.5	0.5	0	2.9	1.9	1.9	14.3	3.3	0	0	0	0	1.3
Buses	1	2	3	0	2	2	3	1	4	0	0	0	0	9
% Buses	12.5	1.0	1.4	0	5.9	3.7	2.8	7.1	3.3	0	0	0	0	2.0

APPENDIX B
CAPACITY ANALYSIS PRINTOUTS













Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday AM Generator Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	58	52	15	29	7	26	92	21	9	142	3
Future Volume (vph)	22	58	52	15	29	7	26	92	21	9	142	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.982			0.980			0.997	
Flt Protected		0.992			0.986			0.991			0.997	
Satd. Flow (prot)	0	1641	0	0	1840	0	0	1704	0	0	1783	0
Flt Permitted		0.935			0.875			0.918			0.980	
Satd. Flow (perm)	0	1547	0	0	1633	0	0	1579	0	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			9			22			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		288			678			160			844	
Travel Time (s)		7.9			18.5			4.4			23.0	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	9%	8%	0%	0%	0%	14%	6%	11%	22%	5%	0%
Adj. Flow (vph)	29	75	68	19	38	9	34	119	27	12	184	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	66	0	0	180	0	0	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.0			15.0			26.0			26.0	
Actuated g/C Ratio		0.27			0.27			0.47			0.47	
v/c Ratio		0.37			0.15			0.24			0.24	
Control Delay		13.6			14.6			8.5			9.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.6			14.6			8.5			9.5	
LOS		B			B			A			A	
Approach Delay		13.6			14.6			8.5			9.5	

Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday AM Generator Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		29			14			28			36	
Queue Length 95th (ft)		57			32			48			57	
Internal Link Dist (ft)		208			598			80			764	
Turn Bay Length (ft)												
Base Capacity (vph)		464			451			758			830	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.15			0.24			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 10.9

Intersection LOS: B

Intersection Capacity Utilization 39.5%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 1: North Midland Avenue & Fifth Avenue















Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday AM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	122	48	32	42	18	39	138	28	13	159	5
Future Volume (vph)	25	122	48	32	42	18	39	138	28	13	159	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.974			0.982			0.996	
Flt Protected		0.994			0.983			0.991			0.996	
Satd. Flow (prot)	0	1620	0	0	1803	0	0	1655	0	0	1744	0
Flt Permitted		0.947			0.821			0.915			0.972	
Satd. Flow (perm)	0	1544	0	0	1506	0	0	1528	0	0	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			19			19			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		288			678			160			844	
Travel Time (s)		7.9			18.5			4.4			23.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	17%	8%	0%	2%	0%	7%	13%	12%	0%	9%	0%
Adj. Flow (vph)	26	128	51	34	44	19	41	145	29	14	167	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	97	0	0	215	0	0	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.0			15.0			26.0			26.0	
Actuated g/C Ratio		0.27			0.27			0.47			0.47	
v/c Ratio		0.46			0.23			0.29			0.23	
Control Delay		18.2			14.7			9.4			9.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.2			14.7			9.4			9.4	
LOS		B			B			A			A	
Approach Delay		18.2			14.7			9.4			9.4	

Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday AM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		47			20			36			33	
Queue Length 95th (ft)		98			50			73			65	
Internal Link Dist (ft)		208			598			80			764	
Turn Bay Length (ft)												
Base Capacity (vph)		442			424			732			806	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.23			0.29			0.23	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 12.7

Intersection LOS: B

Intersection Capacity Utilization 45.8%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 1: North Midland Avenue & Fifth Avenue















Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday PM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	51	27	29	37	22	34	111	17	7	130	12
Future Volume (vph)	16	51	27	29	37	22	34	111	17	7	130	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.967			0.986			0.989	
Flt Protected		0.991			0.984			0.990			0.998	
Satd. Flow (prot)	0	1789	0	0	1703	0	0	1796	0	0	1859	0
Flt Permitted		0.935			0.866			0.916			0.985	
Satd. Flow (perm)	0	1688	0	0	1499	0	0	1662	0	0	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			24			15			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		288			678			160			844	
Travel Time (s)		7.9			18.5			4.4			23.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	4%	11%	3%	5%	9%	2%	0%	0%	1%	0%
Adj. Flow (vph)	18	56	30	32	41	24	37	122	19	8	143	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	97	0	0	178	0	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.0			15.0			26.0			26.0	
Actuated g/C Ratio		0.27			0.27			0.47			0.47	
v/c Ratio		0.22			0.23			0.22			0.19	
Control Delay		13.2			14.0			8.7			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.2			14.0			8.7			8.5	
LOS		B			B			A			A	
Approach Delay		13.2			14.0			8.7			8.5	

Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday PM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		18			18			29			27	
Queue Length 95th (ft)		49			49			60			55	
Internal Link Dist (ft)		208			598			80			764	
Turn Bay Length (ft)												
Base Capacity (vph)		482			426			793			873	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.23			0.22			0.19	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.23

Intersection Signal Delay: 10.5

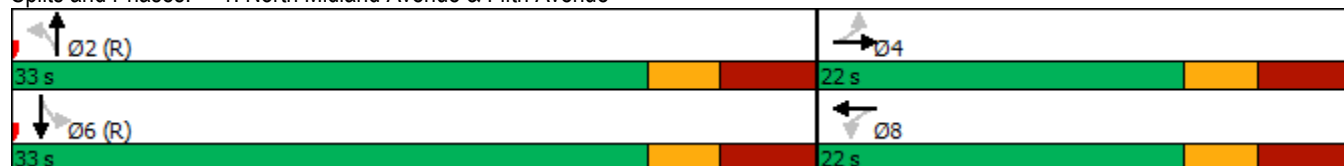
Intersection LOS: B

Intersection Capacity Utilization 44.9%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 1: North Midland Avenue & Fifth Avenue















Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday AM Generator Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	58	52	16	29	7	26	92	21	9	145	3
Future Volume (vph)	22	58	52	16	29	7	26	92	21	9	145	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947			0.982			0.980			0.997	
Flt Protected		0.992			0.985			0.991			0.997	
Satd. Flow (prot)	0	1641	0	0	1838	0	0	1704	0	0	1783	0
Flt Permitted		0.935			0.865			0.917			0.980	
Satd. Flow (perm)	0	1547	0	0	1614	0	0	1577	0	0	1753	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		59			9			22			2	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		288			678			160			844	
Travel Time (s)		7.9			18.5			4.4			23.0	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	10%	9%	8%	0%	0%	0%	14%	6%	11%	22%	5%	0%
Adj. Flow (vph)	29	75	68	21	38	9	34	119	27	12	188	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	172	0	0	68	0	0	180	0	0	204	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.0			15.0			26.0			26.0	
Actuated g/C Ratio		0.27			0.27			0.47			0.47	
v/c Ratio		0.37			0.15			0.24			0.25	
Control Delay		13.6			14.7			8.5			9.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.6			14.7			8.5			9.6	
LOS		B			B			A			A	
Approach Delay		13.6			14.7			8.5			9.6	

Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday AM Generator Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		29			15			28			36	
Queue Length 95th (ft)		57			33			48			58	
Internal Link Dist (ft)		208			598			80			764	
Turn Bay Length (ft)												
Base Capacity (vph)		464			446			757			829	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.15			0.24			0.25	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 10.9

Intersection LOS: B

Intersection Capacity Utilization 39.6%

ICU Level of Service A

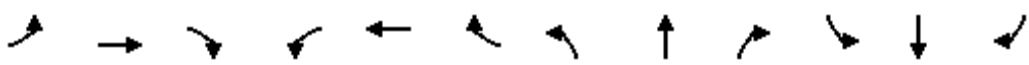




Analysis Period (min) 15

Splits and Phases: 1: North Midland Avenue & Fifth Avenue















Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday AM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	122	48	33	42	18	39	138	28	13	163	5
Future Volume (vph)	25	122	48	33	42	18	39	138	28	13	163	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.974			0.982			0.996	
Flt Protected		0.994			0.982			0.991			0.996	
Satd. Flow (prot)	0	1620	0	0	1801	0	0	1655	0	0	1744	0
Flt Permitted		0.947			0.818			0.915			0.972	
Satd. Flow (perm)	0	1544	0	0	1500	0	0	1528	0	0	1702	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			19			19			3	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		288			678			160			844	
Travel Time (s)		7.9			18.5			4.4			23.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	17%	8%	0%	2%	0%	7%	13%	12%	0%	9%	0%
Adj. Flow (vph)	26	128	51	35	44	19	41	145	29	14	172	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	98	0	0	215	0	0	191	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.0			15.0			26.0			26.0	
Actuated g/C Ratio		0.27			0.27			0.47			0.47	
v/c Ratio		0.46			0.23			0.29			0.24	
Control Delay		18.2			14.8			9.4			9.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.2			14.8			9.4			9.5	
LOS		B			B			A			A	
Approach Delay		18.2			14.8			9.4			9.5	

Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday AM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		47			20			36			34	
Queue Length 95th (ft)		98			51			73			67	
Internal Link Dist (ft)		208			598			80			764	
Turn Bay Length (ft)												
Base Capacity (vph)		442			422			732			806	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.23			0.29			0.24	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.46

Intersection Signal Delay: 12.7

Intersection LOS: B

Intersection Capacity Utilization 45.8%

ICU Level of Service A

















Analysis Period (min) 15

Splits and Phases: 1: North Midland Avenue & Fifth Avenue















Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday PM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	51	27	29	37	22	34	116	18	7	130	12
Future Volume (vph)	16	51	27	29	37	22	34	116	18	7	130	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.967			0.985			0.989	
Flt Protected		0.991			0.984			0.990			0.998	
Satd. Flow (prot)	0	1789	0	0	1703	0	0	1796	0	0	1859	0
Flt Permitted		0.935			0.866			0.918			0.985	
Satd. Flow (perm)	0	1688	0	0	1499	0	0	1665	0	0	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			24			15			11	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		288			678			160			844	
Travel Time (s)		7.9			18.5			4.4			23.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	4%	11%	3%	5%	9%	2%	0%	0%	1%	0%
Adj. Flow (vph)	18	56	30	32	41	24	37	127	20	8	143	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	104	0	0	97	0	0	184	0	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (s)	22.0	22.0		22.0	22.0		33.0	33.0		33.0	33.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	15.0	15.0		15.0	15.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		15.0			15.0			26.0			26.0	
Actuated g/C Ratio		0.27			0.27			0.47			0.47	
v/c Ratio		0.22			0.23			0.23			0.19	
Control Delay		13.2			14.0			8.8			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.2			14.0			8.8			8.5	
LOS		B			B			A			A	
Approach Delay		13.2			14.0			8.8			8.5	

Lanes, Volumes, Timings
1: North Midland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday PM Network Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		18			18			30			27	
Queue Length 95th (ft)		49			49			62			55	
Internal Link Dist (ft)		208			598			80			764	
Turn Bay Length (ft)												
Base Capacity (vph)		482			426			795			873	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.23			0.23			0.19	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 55

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

Maximum v/c Ratio: 0.23

Intersection Signal Delay: 10.5

Intersection LOS: B

Intersection Capacity Utilization 45.1%

ICU Level of Service A




Analysis Period (min) 15

Splits and Phases: 1: North Midland Avenue & Fifth Avenue

			
Ø2 (R)			Ø4
33 s			22 s
			
Ø6 (R)			Ø8
33 s			22 s

HCM 6th TWSC
2: North Highland Avenue & Offsite Parking Lot

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	77	301	570	31
Future Vol, veh/h	0	7	77	301	570	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	0	8	89	346	655	36




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1197	673	691	0	-	0
Stage 1	673	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	207	459	913	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	459	913	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	598	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	913	-	459	-	-
HCM Lane V/C Ratio	0.097	-	0.018	-	-
HCM Control Delay (s)	9.4	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	-	-




HCM 6th TWSC
2: North Highland Avenue & Offsite Parking Lot

2021 No-Build Condition
Weekday AM Network Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	30	421	570	6
Future Vol, veh/h	1	3	30	421	570	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	8	0
Mvmt Flow	1	3	32	453	613	6
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1133	616	619	0	-	0
Stage 1	616	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	494	971	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	494	971	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.7	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	971	-	374	-	-	
HCM Lane V/C Ratio	0.033	-	0.012	-	-	
HCM Control Delay (s)	8.8	0	14.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	




HCM 6th TWSC
2: North Highland Avenue & Offsite Parking Lot

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	55	3	714	355	5
Future Vol, veh/h	5	55	3	714	355	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	5	58	3	752	374	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1135	377	379	0	-	0
Stage 1	377	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	674	1191	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	225	674	1191	-	-	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1191	-	578	-	-	
HCM Lane V/C Ratio	0.003	-	0.109	-	-	
HCM Control Delay (s)	8	0	12	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

HCM 6th TWSC
2: North Highland Avenue & Offsite Parking Lot

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	7	51	301	596	21
Future Vol, veh/h	0	7	51	301	596	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	6	6	0
Mvmt Flow	0	8	59	346	685	24




Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1161	697	709	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	218	444	899	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	444	899	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	899	-	444	-	-
HCM Lane V/C Ratio	0.065	-	0.018	-	-
HCM Control Delay (s)	9.3	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-




HCM 6th TWSC
2: North Highland Avenue & Offsite Parking Lot

2021 Rerouted Condition
Weekday AM Network Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	20	421	588	0
Future Vol, veh/h	1	3	20	421	588	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	8	8	0
Mvmt Flow	1	3	22	453	632	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1129	632	632	0	-	0
Stage 1	632	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	228	484	960	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	221	484	960	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.8	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	960	-	373	-	-	
HCM Lane V/C Ratio	0.022	-	0.012	-	-	
HCM Control Delay (s)	8.8	0	14.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	




HCM 6th TWSC
2: North Highland Avenue & Offsite Parking Lot

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	37	3	732	355	5
Future Vol, veh/h	3	37	3	732	355	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	3	39	3	771	374	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1154	377	379	0	-	0
Stage 1	377	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	220	674	1191	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	219	674	1191	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1191	-	583	-	-	
HCM Lane V/C Ratio	0.003	-	0.072	-	-	
HCM Control Delay (s)	8	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC
3: North Highland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	33	347	122	58	519
Future Vol, veh/h	37	33	347	122	58	519
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	0	5	5	7	6
Mvmt Flow	42	37	390	137	65	583
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1172	459	0	0	527	0
Stage 1	459	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	210	606	-	-	1015	-
Stage 1	630	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	190	606	-	-	1015	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.7	0	0.9			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	281	1015	-	
HCM Lane V/C Ratio	-	-	0.28	0.064	-	
HCM Control Delay (s)	-	-	22.7	8.8	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	




HCM 6th TWSC
3: North Highland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday AM Network Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	52	40	412	147	86	488
Future Vol, veh/h	52	40	412	147	86	488
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	3	9	11	10	7
Mvmt Flow	57	44	453	162	95	536
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1260	534	0	0	615	0
Stage 1	534	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	6.44	6.23	-	-	4.2	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	-	-	2.29	-
Pot Cap-1 Maneuver	186	544	-	-	927	-
Stage 1	584	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	159	544	-	-	927	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.4	0	1.4			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	230	927	-	
HCM Lane V/C Ratio	-	-	0.44	0.102	-	
HCM Control Delay (s)	-	-	32.4	9.3	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.1	0.3	-	




HCM 6th TWSC
3: North Highland Avenue & Fifth Avenue

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	52	665	59	29	383
Future Vol, veh/h	57	52	665	59	29	383
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	62	57	723	64	32	416
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1235	755	0	0	787	0
Stage 1	755	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	194	407	-	-	828	-
Stage 1	462	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	407	-	-	828	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	31.9	0	0.7			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	249	828	-	
HCM Lane V/C Ratio	-	-	0.476	0.038	-	
HCM Control Delay (s)	-	-	31.9	9.5	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-	




HCM 6th TWSC
3: North Highland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	33	321	122	58	545
Future Vol, veh/h	37	33	321	122	58	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	0	5	5	7	6
Mvmt Flow	42	37	361	137	65	612
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1172	430	0	0	498	0
Stage 1	430	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	210	629	-	-	1041	-
Stage 1	650	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	190	629	-	-	1041	-
Mov Cap-2 Maneuver	190	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.5	0	0.8			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	283	1041	-	
HCM Lane V/C Ratio	-	-	0.278	0.063	-	
HCM Control Delay (s)	-	-	22.5	8.7	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	




HCM 6th TWSC
3: North Highland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday AM Network Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	40	402	147	86	506
Future Vol, veh/h	52	40	402	147	86	506
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	3	9	11	10	7
Mvmt Flow	57	44	442	162	95	556
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1269	523	0	0	604	0
Stage 1	523	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Critical Hdwy	6.44	6.23	-	-	4.2	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.327	-	-	2.29	-
Pot Cap-1 Maneuver	184	552	-	-	936	-
Stage 1	591	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	552	-	-	936	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.8	0	1.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	228	936	-	
HCM Lane V/C Ratio	-	-	0.443	0.101	-	
HCM Control Delay (s)	-	-	32.8	9.3	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.1	0.3	-	




HCM 6th TWSC
3: North Highland Avenue & Fifth Avenue

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	52	683	59	29	365
Future Vol, veh/h	57	52	683	59	29	365
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	62	57	742	64	32	397
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1235	774	0	0	806	0
Stage 1	774	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	194	397	-	-	814	-
Stage 1	453	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	397	-	-	814	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	430	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.3	0	0.7			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	247	814	-	
HCM Lane V/C Ratio	-	-	0.48	0.039	-	
HCM Control Delay (s)	-	-	32.3	9.6	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-	




HCM 6th TWSC
4: North Highland Avenue & South Driveway

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	29	439	81	22	534
Future Vol, veh/h	51	29	439	81	22	534
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	6	1	0	6
Mvmt Flow	57	33	493	91	25	600
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1189	539	0	0	584	0
Stage 1	539	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	210	546	-	-	1001	-
Stage 1	589	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	202	546	-	-	1001	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	25.8	0	0.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	262	1001	-	
HCM Lane V/C Ratio	-	-	0.343	0.025	-	
HCM Control Delay (s)	-	-	25.8	8.7	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-	




HCM 6th TWSC
4: North Highland Avenue & South Driveway

2021 No-Build Condition
Weekday AM Network Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	13	546	71	28	511
Future Vol, veh/h	39	13	546	71	28	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	10	1	0	7
Mvmt Flow	41	14	581	76	30	544
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1223	619	0	0	657	0
Stage 1	619	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	200	492	-	-	940	-
Stage 1	541	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	191	492	-	-	940	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	26.1	0	0.5			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	225	940	-	
HCM Lane V/C Ratio	-	-	0.246	0.032	-	
HCM Control Delay (s)	-	-	26.1	9	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-	




HCM 6th TWSC
4: North Highland Avenue & South Driveway

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	22	702	43	30	409
Future Vol, veh/h	79	22	702	43	30	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	86	24	763	47	33	445
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1298	787	0	0	810	0
Stage 1	787	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	180	395	-	-	825	-
Stage 1	452	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	170	395	-	-	825	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	45.3	0	0.7			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	194	825	-	
HCM Lane V/C Ratio	-	-	0.566	0.04	-	
HCM Control Delay (s)	-	-	45.3	9.5	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	3	0.1	-	




HCM 6th TWSC
4: North Highland Avenue & South Driveway

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	51	29	413	167	48	534
Future Vol, veh/h	51	29	413	167	48	534
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	6	1	0	6
Mvmt Flow	57	33	464	188	54	600
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1266	558	0	0	652	0
Stage 1	558	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	188	533	-	-	944	-
Stage 1	577	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	172	533	-	-	944	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	30.7	0		0.7		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	228	944	-	
HCM Lane V/C Ratio	-	-	0.394	0.057	-	
HCM Control Delay (s)	-	-	30.7	9	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	1.8	0.2	-	




HCM 6th TWSC
4: North Highland Avenue & South Driveway

2021 Rerouted Condition
Weekday AM Network Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	13	536	110	46	511
Future Vol, veh/h	39	13	536	110	46	511
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	10	1	0	7
Mvmt Flow	41	14	570	117	49	544
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1271	629	0	0	687	0
Stage 1	629	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	187	486	-	-	916	-
Stage 1	535	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	486	-	-	916	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	528	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	28.8	0	0.8			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	206	916	-	
HCM Lane V/C Ratio	-	-	0.269	0.053	-	
HCM Control Delay (s)	-	-	28.8	9.2	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	1	0.2	-	

HCM 6th TWSC
4: North Highland Avenue & South Driveway

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection						
Int Delay, s/veh	13.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	40	702	43	30	391
Future Vol, veh/h	135	40	702	43	30	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	147	43	763	47	33	425
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1278	787	0	0	810	0
Stage 1	787	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	185	395	-	-	825	-
Stage 1	452	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	175	395	-	-	825	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	99	0	0.7			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	201	825	-	
HCM Lane V/C Ratio	-	-	0.946	0.04	-	
HCM Control Delay (s)	-	-	99	9.5	0	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q(veh)	-	-	7.8	0.1	-	

HCM 6th TWSC
5: North Highland Avenue & Sickles Avenue

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	4	0	16	0	0	0	7	517	69	18	565	2
Future Vol, veh/h	4	0	16	0	0	0	7	517	69	18	565	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	14	5	2	0	6	0
Mvmt Flow	5	0	18	0	0	0	8	588	78	20	642	2
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1326	1365	643				644	0	0	666	0	0
Stage 1	683	683	-				-	-	-	-	-	-
Stage 2	643	682	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	173	149	477				886	-	-	933	-	-
Stage 1	505	452	-				-	-	-	-	-	-
Stage 2	527	453	-				-	-	-	-	-	-
Platoon blocked, %									-	-	-	-
Mov Cap-1 Maneuver	165	0	477				886	-	-	933	-	-
Mov Cap-2 Maneuver	165	0	-				-	-	-	-	-	-
Stage 1	481	0	-				-	-	-	-	-	-
Stage 2	527	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	16.1						0.1		0.3			
HCM LOS	C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	886	-	-	346	933	-	-					
HCM Lane V/C Ratio	0.009	-	-	0.066	0.022	-	-					
HCM Control Delay (s)	9.1	0	-	16.1	8.9	0	-					
HCM Lane LOS	A	A	-	C	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-	-					

HCM 6th TWSC
5: North Highland Avenue & Sickles Avenue

2021 No-Build Condition
Weekday AM Network Peak Hour

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	6	18	0	0	0	9	610	63	22	524	4
Future Vol, veh/h	8	6	18	0	0	0	9	610	63	22	524	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	3	3	3	0	9	4	9	6	0
Mvmt Flow	9	7	20	0	0	0	10	663	68	24	570	4

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1337	1371	572	574	0	0	731	0	0
Stage 1	620	620	-	-	-	-	-	-	-
Stage 2	717	751	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.26	4.1	-	-	4.19	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.354	2.2	-	-	2.281	-	-
Pot Cap-1 Maneuver	171	147	512	1009	-	-	842	-	-
Stage 1	540	483	-	-	-	-	-	-	-
Stage 2	487	421	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	161	0	512	1009	-	-	842	-	-
Mov Cap-2 Maneuver	161	0	-	-	-	-	-	-	-
Stage 1	509	0	-	-	-	-	-	-	-
Stage 2	487	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	0.1	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	306	842	-	-
HCM Lane V/C Ratio	0.01	-	-	0.114	0.028	-	-
HCM Control Delay (s)	8.6	0	-	18.3	9.4	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	-	-

HCM 6th TWSC
5: North Highland Avenue & Sickles Avenue

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	1	10	0	0	0	13	746	47	24	463	2
Future Vol, veh/h	0	1	10	0	0	0	13	746	47	24	463	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	3	2	0	2	0
Mvmt Flow	0	1	11	0	0	0	14	794	50	26	493	2
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1393	1418	494				495	0	0	844	0	0
Stage 1	546	546	-				-	-	-	-	-	-
Stage 2	847	872	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	158	138	579				1079	-	-	801	-	-
Stage 1	584	521	-				-	-	-	-	-	-
Stage 2	424	371	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	147	0	579				1079	-	-	801	-	-
Mov Cap-2 Maneuver	147	0	-				-	-	-	-	-	-
Stage 1	544	0	-				-	-	-	-	-	-
Stage 2	424	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	11.3						0.1		0.5			
HCM LOS	B											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1079	-	-	579	801	-	-					
HCM Lane V/C Ratio	0.013	-	-	0.02	0.032	-	-					
HCM Control Delay (s)	8.4	0	-	11.3	9.6	0	-					
HCM Lane LOS	A	A	-	B	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	-	-					




HCM 6th TWSC
5: North Highland Avenue & Sickles Avenue

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	4	0	16	0	0	0	7	577	69	18	565	2
Future Vol, veh/h	4	0	16	0	0	0	7	577	69	18	565	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	14	5	2	0	6	0
Mvmt Flow	5	0	18	0	0	0	8	656	78	20	642	2
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1394	1433	643				644	0	0	734	0	0
Stage 1	683	683	-				-	-	-	-	-	-
Stage 2	711	750	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2				4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3				2.326	-	-	2.2	-	-
Pot Cap-1 Maneuver	158	135	477				886	-	-	880	-	-
Stage 1	505	452	-				-	-	-	-	-	-
Stage 2	490	422	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	150	0	477				886	-	-	880	-	-
Mov Cap-2 Maneuver	150	0	-				-	-	-	-	-	-
Stage 1	480	0	-				-	-	-	-	-	-
Stage 2	490	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	16.6						0.1		0.3			
HCM LOS	C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	886	-	-	332	880	-	-					
HCM Lane V/C Ratio	0.009	-	-	0.068	0.023	-	-					
HCM Control Delay (s)	9.1	0	-	16.6	9.2	0	-					
HCM Lane LOS	A	A	-	C	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	-	-					

HCM 6th TWSC
5: North Highland Avenue & Sickles Avenue

2021 Rerouted Condition
Weekday AM Network Peak Hour

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	6	18	0	0	0	9	639	63	22	524	4
Future Vol, veh/h	8	6	18	0	0	0	9	639	63	22	524	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	3	3	3	0	9	4	9	6	0
Mvmt Flow	9	7	20	0	0	0	10	695	68	24	570	4
Major/Minor	Minor2						Major1		Major2			
Conflicting Flow All	1369	1403	572				574	0	0	763	0	0
Stage 1	620	620	-				-	-	-	-	-	-
Stage 2	749	783	-				-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.26				4.1	-	-	4.19	-	-
Critical Hdwy Stg 1	5.4	5.5	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-				-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.354				2.2	-	-	2.281	-	-
Pot Cap-1 Maneuver	163	141	512				1009	-	-	819	-	-
Stage 1	540	483	-				-	-	-	-	-	-
Stage 2	471	407	-				-	-	-	-	-	-
Platoon blocked, %							-	-		-	-	
Mov Cap-1 Maneuver	153	0	512				1009	-	-	819	-	-
Mov Cap-2 Maneuver	153	0	-				-	-	-	-	-	-
Stage 1	508	0	-				-	-	-	-	-	-
Stage 2	471	0	-				-	-	-	-	-	-
Approach	EB						NB		SB			
HCM Control Delay, s	18.7						0.1		0.4			
HCM LOS	C											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1009	-	-	297	819	-	-					
HCM Lane V/C Ratio	0.01	-	-	0.117	0.029	-	-					
HCM Control Delay (s)	8.6	0	-	18.7	9.5	0	-					
HCM Lane LOS	A	A	-	C	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	-	-					

HCM 6th TWSC
5: North Highland Avenue & Sickles Avenue

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	0	1	10	0	0	0	13	746	47	24	508	2
Future Vol, veh/h	0	1	10	0	0	0	13	746	47	24	508	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	0	3	2	0	2	0
Mvmt Flow	0	1	11	0	0	0	14	794	50	26	540	2

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1440	1465	541	542	0	0	844	0	0
Stage 1	593	593	-	-	-	-	-	-	-
Stage 2	847	872	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	148	129	545	1037	-	-	801	-	-
Stage 1	556	497	-	-	-	-	-	-	-
Stage 2	424	371	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	137	0	545	1037	-	-	801	-	-
Mov Cap-2 Maneuver	137	0	-	-	-	-	-	-	-
Stage 1	517	0	-	-	-	-	-	-	-
Stage 2	424	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.1	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	1037	-	-	545	801	-	-
HCM Lane V/C Ratio	0.013	-	-	0.021	0.032	-	-
HCM Control Delay (s)	8.5	0	-	11.8	9.6	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	-	-





HCM 6th TWSC
6: Driveway/Front Street & Fifth Avenue

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	121	40	4	50	4	13	0	3	8	1	6
Future Vol, veh/h	17	121	40	4	50	4	13	0	3	8	1	6
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	6	8	0	0	4	0	0	0	0	13	0	0
Mvmt Flow	22	155	51	5	64	5	17	0	4	10	1	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	69	0	0	206	0	0	306	304	181	304	327	67
Stage 1	-	-	-	-	-	-	225	225	-	77	77	-
Stage 2	-	-	-	-	-	-	81	79	-	227	250	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.23	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.617	4	3.3
Pot Cap-1 Maneuver	1507	-	-	1377	-	-	650	613	867	627	595	1002
Stage 1	-	-	-	-	-	-	782	721	-	905	835	-
Stage 2	-	-	-	-	-	-	932	833	-	752	704	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1507	-	-	1377	-	-	634	600	867	614	583	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	600	-	614	583	-
Stage 1	-	-	-	-	-	-	769	709	-	890	832	-
Stage 2	-	-	-	-	-	-	920	830	-	736	692	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			10.6			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	668	1507	-	-	1377	-	-	723				
HCM Lane V/C Ratio	0.031	0.014	-	-	0.004	-	-	0.027				
HCM Control Delay (s)	10.6	7.4	0	-	7.6	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				





HCM 6th TWSC
6: Driveway/Front Street & Fifth Avenue

2021 No-Build Condition
Weekday AM Network Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	182	39	6	72	7	11	1	3	9	2	8
Future Vol, veh/h	10	182	39	6	72	7	11	1	3	9	2	8
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	14	2	0	6	14	0	0	0	0	0	0
Mvmt Flow	12	222	48	7	88	9	13	1	4	11	2	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	270	0	0	383	381	246	380	401	93
Stage 1	-	-	-	-	-	-	270	270	-	107	107	-
Stage 2	-	-	-	-	-	-	113	111	-	273	294	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1509	-	-	1305	-	-	579	555	798	581	541	970
Stage 1	-	-	-	-	-	-	740	690	-	903	811	-
Stage 2	-	-	-	-	-	-	897	807	-	737	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1509	-	-	1305	-	-	565	547	798	571	533	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	547	-	571	533	-
Stage 1	-	-	-	-	-	-	733	684	-	895	806	-
Stage 2	-	-	-	-	-	-	880	802	-	726	667	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			11.2			10.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	599	1509	-	-	1305	-	-	684				
HCM Lane V/C Ratio	0.031	0.008	-	-	0.006	-	-	0.034				
HCM Control Delay (s)	11.2	7.4	0	-	7.8	0	-	10.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
6: Driveway/Front Street & Fifth Avenue

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	79	7	2	79	1	22	1	9	6	1	7
Future Vol, veh/h	2	79	7	2	79	1	22	1	9	6	1	7
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	18	0	4	0	3	0	0	0	0	0
Mvmt Flow	2	81	7	2	81	1	23	1	9	6	1	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	88	0	0	179	175	85	180	178	82
Stage 1	-	-	-	-	-	-	89	89	-	86	86	-
Stage 2	-	-	-	-	-	-	90	86	-	94	92	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1528	-	-	1520	-	-	781	722	980	786	719	983
Stage 1	-	-	-	-	-	-	916	825	-	927	827	-
Stage 2	-	-	-	-	-	-	915	827	-	918	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1520	-	-	773	721	980	777	718	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	721	-	777	718	-
Stage 1	-	-	-	-	-	-	915	824	-	926	826	-
Stage 2	-	-	-	-	-	-	906	826	-	907	822	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			9.6			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	820	1528	-	-	1520	-	-	862				
HCM Lane V/C Ratio	0.04	0.001	-	-	0.001	-	-	0.017				
HCM Control Delay (s)	9.6	7.4	0	-	7.4	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
6: Driveway/Front Street & Fifth Avenue

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	121	40	4	50	4	13	0	3	8	1	6
Future Vol, veh/h	17	121	40	4	50	4	13	0	3	8	1	6
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	6	8	0	0	4	0	0	0	0	13	0	0
Mvmt Flow	22	155	51	5	64	5	17	0	4	10	1	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	69	0	0	206	0	0	306	304	181	304	327	67
Stage 1	-	-	-	-	-	-	225	225	-	77	77	-
Stage 2	-	-	-	-	-	-	81	79	-	227	250	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.23	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.23	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.23	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.617	4	3.3
Pot Cap-1 Maneuver	1507	-	-	1377	-	-	650	613	867	627	595	1002
Stage 1	-	-	-	-	-	-	782	721	-	905	835	-
Stage 2	-	-	-	-	-	-	932	833	-	752	704	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1507	-	-	1377	-	-	634	600	867	614	583	1002
Mov Cap-2 Maneuver	-	-	-	-	-	-	634	600	-	614	583	-
Stage 1	-	-	-	-	-	-	769	709	-	890	832	-
Stage 2	-	-	-	-	-	-	920	830	-	736	692	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.5			10.6			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	668	1507	-	-	1377	-	-	723				
HCM Lane V/C Ratio	0.031	0.014	-	-	0.004	-	-	0.027				
HCM Control Delay (s)	10.6	7.4	0	-	7.6	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
6: Driveway/Front Street & Fifth Avenue

2021 Rerouted Condition
Weekday AM Network Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<div>↕</div>			<div>↕</div>			<div>↕</div>			<div>↕</div>	
Traffic Vol, veh/h	10	182	39	6	72	7	11	1	3	9	2	8
Future Vol, veh/h	10	182	39	6	72	7	11	1	3	9	2	8
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	14	2	0	6	14	0	0	0	0	0	0
Mvmt Flow	12	222	48	7	88	9	13	1	4	11	2	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	97	0	0	270	0	0	383	381	246	380	401	93
Stage 1	-	-	-	-	-	-	270	270	-	107	107	-
Stage 2	-	-	-	-	-	-	113	111	-	273	294	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1509	-	-	1305	-	-	579	555	798	581	541	970
Stage 1	-	-	-	-	-	-	740	690	-	903	811	-
Stage 2	-	-	-	-	-	-	897	807	-	737	673	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1509	-	-	1305	-	-	565	547	798	571	533	970
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	547	-	571	533	-
Stage 1	-	-	-	-	-	-	733	684	-	895	806	-
Stage 2	-	-	-	-	-	-	880	802	-	726	667	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.5			11.2			10.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	599	1509	-	-	1305	-	-	684				
HCM Lane V/C Ratio	0.031	0.008	-	-	0.006	-	-	0.034				
HCM Control Delay (s)	11.2	7.4	0	-	7.8	0	-	10.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
6: Driveway/Front Street & Fifth Avenue

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<div>↕</div>			<div>↕</div>			<div>↕</div>			<div>↕</div>	
Traffic Vol, veh/h	2	79	7	2	79	1	22	1	9	6	1	7
Future Vol, veh/h	2	79	7	2	79	1	22	1	9	6	1	7
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, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	3	18	0	4	0	3	0	0	0	0	0
Mvmt Flow	2	81	7	2	81	1	23	1	9	6	1	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	88	0	0	179	175	85	180	178	82
Stage 1	-	-	-	-	-	-	89	89	-	86	86	-
Stage 2	-	-	-	-	-	-	90	86	-	94	92	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1528	-	-	1520	-	-	781	722	980	786	719	983
Stage 1	-	-	-	-	-	-	916	825	-	927	827	-
Stage 2	-	-	-	-	-	-	915	827	-	918	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1528	-	-	1520	-	-	773	721	980	777	718	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	773	721	-	777	718	-
Stage 1	-	-	-	-	-	-	915	824	-	926	826	-
Stage 2	-	-	-	-	-	-	906	826	-	907	822	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			9.6			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	820	1528	-	-	1520	-	-	862				
HCM Lane V/C Ratio	0.04	0.001	-	-	0.001	-	-	0.017				
HCM Control Delay (s)	9.6	7.4	0	-	7.4	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
7: North Midland Avenue & Center Driveway/School Driveway

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	5	1	0	0	0	147	1	0	198	0
Future Vol, veh/h	4	0	5	1	0	0	0	147	1	0	198	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	0	0	0	0	9	0	0	5	0
Mvmt Flow	5	0	7	1	0	0	0	193	1	0	261	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	455	455	261	459	455	194	-	0	0	194	0	0
Stage 1	261	261	-	194	194	-	-	-	-	-	-	-
Stage 2	194	194	-	265	261	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	519	504	783	516	504	853	0	-	-	1391	-	0
Stage 1	748	696	-	812	744	-	0	-	-	-	-	0
Stage 2	812	744	-	745	696	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	519	504	783	512	504	853	-	-	-	1391	-	-
Mov Cap-2 Maneuver	519	504	-	512	504	-	-	-	-	-	-	-
Stage 1	748	696	-	812	744	-	-	-	-	-	-	-
Stage 2	812	744	-	739	696	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		12		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	-		-		639		512		1391		-	
HCM Lane V/C Ratio	-		-		0.019		0.003		-		-	
HCM Control Delay (s)	-		-		10.7		12		0		-	
HCM Lane LOS	-		-		B		B		A		-	
HCM 95th %tile Q(veh)	-		-		0.1		0		0		-	

HCM 6th TWSC
7: North Midland Avenue & Center Driveway/School Driveway

2021 No-Build Condition
Weekday AM Network Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	10	1	0	0	0	210	0	0	228	0
Future Vol, veh/h	5	0	10	1	0	0	0	210	0	0	228	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	16	0	0	9	0
Mvmt Flow	5	0	11	1	0	0	0	226	0	0	245	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	471	245	477	471	226	-	0	0	226	0	0
Stage 1	245	245	-	226	226	-	-	-	-	-	-	-
Stage 2	226	226	-	251	245	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	506	494	799	502	494	818	0	-	-	1354	-	0
Stage 1	763	707	-	781	721	-	0	-	-	-	-	0
Stage 2	781	721	-	758	707	-	0	-	-	-	-	0
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	506	494	799	495	494	818	-	-	-	1354	-	-
Mov Cap-2 Maneuver	506	494	-	495	494	-	-	-	-	-	-	-
Stage 1	763	707	-	781	721	-	-	-	-	-	-	-
Stage 2	781	721	-	748	707	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.5		12.3		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL	SBT				
Capacity (veh/h)	-		-		670		495	1354				
HCM Lane V/C Ratio	-		-		0.024		0.002	-				
HCM Control Delay (s)	-		-		10.5		12.3	0				
HCM Lane LOS	-		-		B		B	A				
HCM 95th %tile Q(veh)	-		-		0.1		0	0				

HCM 6th TWSC
7: North Midland Avenue & Center Driveway/School Driveway

2021 No-Build Condition
Weekday PM Network Peak Hour

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	13	0	12	0	0	0	0	152	0	2	182	0
Future Vol, veh/h	13	0	12	0	0	0	0	152	0	2	182	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	16	0	14	0	0	0	0	183	0	2	219	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	406	406	219	413	406	183	-	0	0	183	0	0
Stage 1	223	223	-	183	183	-	-	-	-	-	-	-
Stage 2	183	183	-	230	223	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	559	537	826	553	537	865	0	-	-	1404	-	0
Stage 1	784	723	-	823	752	-	0	-	-	-	-	0
Stage 2	823	752	-	777	723	-	0	-	-	-	-	0
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	558	536	826	542	536	865	-	-	-	1404	-	-
Mov Cap-2 Maneuver	558	536	-	542	536	-	-	-	-	-	-	-
Stage 1	784	722	-	823	752	-	-	-	-	-	-	-
Stage 2	823	752	-	762	722	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.7		0		0		0.1					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBT		NBR EBLn1WBLn1		SBL SBT							
Capacity (veh/h)	-		661		1404		-					
HCM Lane V/C Ratio	-		0.046		0.002		-					
HCM Control Delay (s)	-		10.7		0		7.6					
HCM Lane LOS	-		B		A		A					
HCM 95th %tile Q(veh)	-		0.1		0		-					

HCM 6th TWSC
7: North Midland Avenue & Center Driveway/School Driveway

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	5	1	0	0	0	147	1	0	202	0
Future Vol, veh/h	4	0	5	1	0	0	0	147	1	0	202	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	76	76	76	76	76	76	76	76	76	76	76	76
Heavy Vehicles, %	0	0	0	0	0	0	0	9	0	0	5	0
Mvmt Flow	5	0	7	1	0	0	0	193	1	0	266	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	460	460	266	464	460	194	-	0	0	194	0	0
Stage 1	266	266	-	194	194	-	-	-	-	-	-	-
Stage 2	194	194	-	270	266	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	515	501	778	512	501	853	0	-	-	1391	-	0
Stage 1	744	692	-	812	744	-	0	-	-	-	-	0
Stage 2	812	744	-	740	692	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	515	501	778	508	501	853	-	-	-	1391	-	-
Mov Cap-2 Maneuver	515	501	-	508	501	-	-	-	-	-	-	-
Stage 1	744	692	-	812	744	-	-	-	-	-	-	-
Stage 2	812	744	-	734	692	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		12.1		0		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	-	-	634 508	1391	-
HCM Lane V/C Ratio	-	-	0.019 0.003	-	-
HCM Control Delay (s)	-	-	10.8 12.1	0	-
HCM Lane LOS	-	-	B B	A	-
HCM 95th %tile Q(veh)	-	-	0.1 0	0	-

HCM 6th TWSC
7: North Midland Avenue & Center Driveway/School Driveway

2021 Rerouted Condition
Weekday AM Network Peak Hour

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	10	1	0	0	0	210	0	0	233	0
Future Vol, veh/h	5	0	10	1	0	0	0	210	0	0	233	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	16	0	0	9	0
Mvmt Flow	5	0	11	1	0	0	0	226	0	0	251	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	477	477	251	483	477	226	-	0	0	226	0	0
Stage 1	251	251	-	226	226	-	-	-	-	-	-	-
Stage 2	226	226	-	257	251	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	502	490	793	497	490	818	0	-	-	1354	-	0
Stage 1	758	703	-	781	721	-	0	-	-	-	-	0
Stage 2	781	721	-	752	703	-	0	-	-	-	-	0
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	502	490	793	490	490	818	-	-	-	1354	-	-
Mov Cap-2 Maneuver	502	490	-	490	490	-	-	-	-	-	-	-
Stage 1	758	703	-	781	721	-	-	-	-	-	-	-
Stage 2	781	721	-	742	703	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.5		12.4		0		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL	SBT				
Capacity (veh/h)	-		-		665		490	1354				
HCM Lane V/C Ratio	-		-		0.024		0.002	-				
HCM Control Delay (s)	-		-		10.5		12.4	0				
HCM Lane LOS	-		-		B		B	A				
HCM 95th %tile Q(veh)	-		-		0.1		0	0				

HCM 6th TWSC
7: North Midland Avenue & Center Driveway/School Driveway

2021 Rerouted Condition
Weekday PM Network Peak Hour

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	13	0	12	0	0	0	0	158	0	2	182	0
Future Vol, veh/h	13	0	12	0	0	0	0	158	0	2	182	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	16	0	14	0	0	0	0	190	0	2	219	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	413	413	219	420	413	190	-	0	0	190	0	0
Stage 1	223	223	-	190	190	-	-	-	-	-	-	-
Stage 2	190	190	-	230	223	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	553	532	826	547	532	857	0	-	-	1396	-	0
Stage 1	784	723	-	816	747	-	0	-	-	-	-	0
Stage 2	816	747	-	777	723	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	552	531	826	537	531	857	-	-	-	1396	-	-
Mov Cap-2 Maneuver	552	531	-	537	531	-	-	-	-	-	-	-
Stage 1	784	722	-	816	747	-	-	-	-	-	-	-
Stage 2	816	747	-	762	722	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.7	0	0	0.1
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	-	-	657	-	1396
HCM Lane V/C Ratio	-	-	0.046	-	0.002
HCM Control Delay (s)	-	-	10.7	0	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	-	0

HCM 6th TWSC
8: North Midland Avenue & South Driveway/Haven Court

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	0	24	21	1	11	10	133	27	21	177	5
Future Vol, veh/h	4	0	24	21	1	11	10	133	27	21	177	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	4	10	0	9	0	8	8	10	4	0
Mvmt Flow	5	0	33	29	1	15	14	182	37	29	242	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	541	551	246	549	536	201	249	0	0	219	0	0
Stage 1	304	304	-	229	229	-	-	-	-	-	-	-
Stage 2	237	247	-	320	307	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.2	6.5	6.29	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.59	4	3.381	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	455	445	788	434	454	822	1328	-	-	1304	-	-
Stage 1	710	667	-	756	718	-	-	-	-	-	-	-
Stage 2	771	706	-	675	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	433	428	788	404	437	822	1328	-	-	1304	-	-
Mov Cap-2 Maneuver	433	428	-	404	437	-	-	-	-	-	-	-
Stage 1	701	650	-	747	709	-	-	-	-	-	-	-
Stage 2	746	698	-	630	648	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		13.1		0.5		0.8					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1328	-	-	705	488	1304	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.054	0.093	0.022	-	-				
HCM Control Delay (s)	7.7	0	-	10.4	13.1	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0.1	-	-				





HCM 6th TWSC
8: North Midland Avenue & South Driveway/Haven Court

2021 No-Build Condition
Weekday AM Network Peak Hour

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	3	0	15	20	2	12	14	195	39	14	212	12
Future Vol, veh/h	3	0	15	20	2	12	14	195	39	14	212	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	10	50	8	0	16	0	0	10	0
Mvmt Flow	3	0	16	22	2	13	15	212	42	15	230	13
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	538	551	237	538	536	233	243	0	0	254	0	0
Stage 1	267	267	-	263	263	-	-	-	-	-	-	-
Stage 2	271	284	-	275	273	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	7	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.45	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	457	445	807	442	390	791	1335	-	-	1323	-	-
Stage 1	743	692	-	725	611	-	-	-	-	-	-	-
Stage 2	739	680	-	714	605	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	439	433	807	424	380	791	1335	-	-	1323	-	-
Mov Cap-2 Maneuver	439	433	-	424	380	-	-	-	-	-	-	-
Stage 1	733	683	-	716	603	-	-	-	-	-	-	-
Stage 2	715	671	-	690	597	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.2		12.7			0.4			0.5			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1335	-	-	708	503	1323	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.028	0.073	0.012	-	-				
HCM Control Delay (s)	7.7	0	-	10.2	12.7	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

HCM 6th TWSC
8: North Midland Avenue & South Driveway/Haven Court

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	27	18	0	6	10	140	20	5	177	11
Future Vol, veh/h	6	1	27	18	0	6	10	140	20	5	177	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	10	50	8	0	16	0	0	10	0
Mvmt Flow	7	1	32	21	0	7	12	165	24	6	208	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	432	440	215	444	434	177	221	0	0	189	0	0
Stage 1	227	227	-	201	201	-	-	-	-	-	-	-
Stage 2	205	213	-	243	233	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	7	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.45	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	537	514	830	511	450	851	1360	-	-	1397	-	-
Stage 1	780	720	-	783	654	-	-	-	-	-	-	-
Stage 2	802	730	-	743	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	526	506	830	485	443	851	1360	-	-	1397	-	-
Mov Cap-2 Maneuver	526	506	-	485	443	-	-	-	-	-	-	-
Stage 1	772	716	-	775	647	-	-	-	-	-	-	-
Stage 2	787	723	-	710	628	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.1		12		0.5		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1360	-	-	741	543	1397	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.054	0.052	0.004	-	-				
HCM Control Delay (s)	7.7	0	-	10.1	12	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-				

HCM 6th TWSC
8: North Midland Avenue & South Driveway/Haven Court

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	24	21	2	11	17	133	27	21	177	9
Future Vol, veh/h	4	0	24	21	2	11	17	133	27	21	177	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	0	0	4	10	0	9	0	8	8	10	4	0
Mvmt Flow	5	0	33	29	3	15	23	182	37	29	242	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	562	571	248	570	559	201	254	0	0	219	0	0
Stage 1	306	306	-	247	247	-	-	-	-	-	-	-
Stage 2	256	265	-	323	312	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.2	6.5	6.29	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.59	4	3.381	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	441	434	786	420	440	822	1323	-	-	1304	-	-
Stage 1	708	665	-	739	706	-	-	-	-	-	-	-
Stage 2	753	693	-	672	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	416	414	786	389	420	822	1323	-	-	1304	-	-
Mov Cap-2 Maneuver	416	414	-	389	420	-	-	-	-	-	-	-
Stage 1	694	648	-	724	692	-	-	-	-	-	-	-
Stage 2	722	679	-	627	644	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.5		13.5		0.7		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1323	-	-	697	471	1304	-
HCM Lane V/C Ratio	0.018	-	-	0.055	0.099	0.022	-
HCM Control Delay (s)	7.8	0	-	10.5	13.5	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0.1	-

HCM 6th TWSC
8: North Midland Avenue & South Driveway/Haven Court

2021 Rerouted Condition
Weekday AM Network Peak Hour

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	3	0	15	20	3	12	19	195	39	14	212	17
Future Vol, veh/h	3	0	15	20	3	12	19	195	39	14	212	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	10	50	8	0	16	0	0	10	0
Mvmt Flow	3	0	16	22	3	13	21	212	42	15	230	18
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	552	565	239	552	553	233	248	0	0	254	0	0
Stage 1	269	269	-	275	275	-	-	-	-	-	-	-
Stage 2	283	296	-	277	278	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	7	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.45	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	447	437	805	432	381	791	1330	-	-	1323	-	-
Stage 1	741	690	-	714	603	-	-	-	-	-	-	-
Stage 2	728	672	-	712	601	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	426	423	805	413	369	791	1330	-	-	1323	-	-
Mov Cap-2 Maneuver	426	423	-	413	369	-	-	-	-	-	-	-
Stage 1	728	681	-	701	592	-	-	-	-	-	-	-
Stage 2	699	660	-	689	593	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.3		13			0.6			0.4			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1330	-	-	701	488	1323	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.028	0.078	0.012	-	-				
HCM Control Delay (s)	7.7	0	-	10.3	13	7.8	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

HCM 6th TWSC
8: North Midland Avenue & South Driveway/Haven Court

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<div>↕</div>			<div>↕</div>			<div>↕</div>			<div>↕</div>	
Traffic Vol, veh/h	12	2	56	18	0	6	10	140	20	5	177	11
Future Vol, veh/h	12	2	56	18	0	6	10	140	20	5	177	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	10	50	8	0	16	0	0	10	0
Mvmt Flow	14	2	66	21	0	7	12	165	24	6	208	13
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	432	440	215	462	434	177	221	0	0	189	0	0
Stage 1	227	227	-	201	201	-	-	-	-	-	-	-
Stage 2	205	213	-	261	233	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.2	7	6.28	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.2	6	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.59	4.45	3.372	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	537	514	830	497	450	851	1360	-	-	1397	-	-
Stage 1	780	720	-	783	654	-	-	-	-	-	-	-
Stage 2	802	730	-	727	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	526	506	830	451	443	851	1360	-	-	1397	-	-
Mov Cap-2 Maneuver	526	506	-	451	443	-	-	-	-	-	-	-
Stage 1	772	716	-	775	647	-	-	-	-	-	-	-
Stage 2	787	723	-	664	628	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.4		12.5		0.5		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1360	-	-	743	511	1397	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.111	0.055	0.004	-	-				
HCM Control Delay (s)	7.7	0	-	10.4	12.5	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-				

HCM 6th TWSC
9: North Midland Avenue & Sickles Avenue

2021 No-Build Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	50	17	16	11	0	16	0	104	5	19	204	0
Future Vol, veh/h	50	17	16	11	0	16	0	104	5	19	204	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	18	0	0	3	0	3	11	20	5	5	3
Mvmt Flow	69	24	22	15	0	22	0	144	7	26	283	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	494	486	283	506	483	148	-	0	0	151	0	0
Stage 1	335	335	-	148	148	-	-	-	-	-	-	-
Stage 2	159	151	-	358	335	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.68	6.2	7.1	6.53	6.2	-	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.68	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.68	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.162	3.3	3.5	4.027	3.3	-	-	-	2.245	-	-
Pot Cap-1 Maneuver	489	459	761	480	482	904	0	-	-	1412	-	0
Stage 1	683	615	-	859	773	-	0	-	-	-	-	0
Stage 2	848	743	-	664	641	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	469	449	761	440	471	904	-	-	-	1412	-	-
Mov Cap-2 Maneuver	469	449	-	440	471	-	-	-	-	-	-	-
Stage 1	683	601	-	859	773	-	-	-	-	-	-	-
Stage 2	827	743	-	606	627	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.3		11.1		0		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	-		-		502 632 1412		-					
HCM Lane V/C Ratio	-		-		0.23 0.059 0.019		-					
HCM Control Delay (s)	-		-		14.3 11.1 7.6		0					
HCM Lane LOS	-		-		B B A		A					
HCM 95th %tile Q(veh)	-		-		0.9 0.2 0.1		-					

HCM 6th TWSC
9: North Midland Avenue & Sickles Avenue

2021 No-Build Condition
Weekday AM Network Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	27	26	31	0	24	0	176	10	20	227	0
Future Vol, veh/h	47	27	26	31	0	24	0	176	10	20	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	6	4	12	17	3	0	3	17	30	5	10	3
Mvmt Flow	52	30	29	34	0	26	0	193	11	22	249	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	505	497	249	522	492	199	-	0	0	204	0	0
Stage 1	293	293	-	199	199	-	-	-	-	-	-	-
Stage 2	212	204	-	323	293	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.54	6.32	7.27	6.53	6.2	-	-	-	4.15	-	-
Critical Hdwy Stg 1	6.16	5.54	-	6.27	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.54	-	6.27	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.036	3.408	3.653	4.027	3.3	-	-	-	2.245	-	-
Pot Cap-1 Maneuver	471	472	766	442	476	847	0	-	-	1350	-	0
Stage 1	707	667	-	770	735	-	0	-	-	-	-	0
Stage 2	781	729	-	659	668	-	0	-	-	-	-	0
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	450	463	766	399	467	847	-	-	-	1350	-	-
Mov Cap-2 Maneuver	450	463	-	399	467	-	-	-	-	-	-	-
Stage 1	707	654	-	770	735	-	-	-	-	-	-	-
Stage 2	757	729	-	594	655	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14		12.8		0		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	-		-		508 519		1350		-			
HCM Lane V/C Ratio	-		-		0.216 0.116		0.016		-			
HCM Control Delay (s)	-		-		14 12.8		7.7		0			
HCM Lane LOS	-		-		B B		A A					
HCM 95th %tile Q(veh)	-		-		0.8 0.4		0.1		-			

HCM 6th TWSC
9: North Midland Avenue & Sickles Avenue

2021 No-Build Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	24	27	20	0	35	0	110	14	8	215	0
Future Vol, veh/h	25	24	27	20	0	35	0	110	14	8	215	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	17	3	0	3	5	21	13	2	3
Mvmt Flow	28	27	31	23	0	40	0	125	16	9	244	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	415	403	244	424	395	133	-	0	0	141	0	0
Stage 1	262	262	-	133	133	-	-	-	-	-	-	-
Stage 2	153	141	-	291	262	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.53	6.2	-	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4.027	3.3	-	-	-	2.317	-	-
Pot Cap-1 Maneuver	551	539	800	515	540	922	0	-	-	1377	-	0
Stage 1	747	695	-	836	784	-	0	-	-	-	-	0
Stage 2	854	784	-	686	690	-	0	-	-	-	-	0
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	524	535	800	473	536	922	-	-	-	1377	-	-
Mov Cap-2 Maneuver	524	535	-	473	536	-	-	-	-	-	-	-
Stage 1	747	689	-	836	784	-	-	-	-	-	-	-
Stage 2	817	784	-	629	684	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12		10.8		0		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL	SBT				
Capacity (veh/h)	-		-		602 685		1377	-				
HCM Lane V/C Ratio	-		-		0.143 0.091		0.007	-				
HCM Control Delay (s)	-		-		12 10.8		7.6	0				
HCM Lane LOS	-		-		B B		A	A				
HCM 95th %tile Q(veh)	-		-		0.5 0.3		0	-				

HCM 6th TWSC
9: North Midland Avenue & Sickles Avenue

2021 Rerouted Condition
Weekday AM Generator Peak Hour

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↵			↕	
Traffic Vol, veh/h	50	17	16	11	0	16	0	111	5	19	204	0
Future Vol, veh/h	50	17	16	11	0	16	0	111	5	19	204	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	18	0	0	3	0	3	11	20	5	5	3
Mvmt Flow	69	24	22	15	0	22	0	154	7	26	283	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	504	496	283	516	493	158	-	0	0	161	0	0
Stage 1	335	335	-	158	158	-	-	-	-	-	-	-
Stage 2	169	161	-	358	335	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.68	6.2	7.1	6.53	6.2	-	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.68	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.68	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.162	3.3	3.5	4.027	3.3	-	-	-	2.245	-	-
Pot Cap-1 Maneuver	482	453	761	473	476	893	0	-	-	1400	-	0
Stage 1	683	615	-	849	765	-	0	-	-	-	-	0
Stage 2	838	735	-	664	641	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	462	443	761	433	466	893	-	-	-	1400	-	-
Mov Cap-2 Maneuver	462	443	-	433	466	-	-	-	-	-	-	-
Stage 1	683	601	-	849	765	-	-	-	-	-	-	-
Stage 2	817	735	-	606	627	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.5		11.1		0		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT						
Capacity (veh/h)	-	-	495	623	1400	-						
HCM Lane V/C Ratio	-	-	0.233	0.06	0.019	-						
HCM Control Delay (s)	-	-	14.5	11.1	7.6	0						
HCM Lane LOS	-	-	B	B	A	A						
HCM 95th %tile Q(veh)	-	-	0.9	0.2	0.1	-						

HCM 6th TWSC
9: North Midland Avenue & Sickles Avenue

2021 Rerouted Condition
Weekday AM Network Peak Hour

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	27	26	31	0	24	0	181	10	20	227	0
Future Vol, veh/h	47	27	26	31	0	24	0	181	10	20	227	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	6	4	12	17	3	0	3	17	30	5	10	3
Mvmt Flow	52	30	29	34	0	26	0	199	11	22	249	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	511	503	249	528	498	205	-	0	0	210	0	0
Stage 1	293	293	-	205	205	-	-	-	-	-	-	-
Stage 2	218	210	-	323	293	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.54	6.32	7.27	6.53	6.2	-	-	-	4.15	-	-
Critical Hdwy Stg 1	6.16	5.54	-	6.27	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.54	-	6.27	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.036	3.408	3.653	4.027	3.3	-	-	-	2.245	-	-
Pot Cap-1 Maneuver	467	468	766	438	472	841	0	-	-	1343	-	0
Stage 1	707	667	-	764	730	-	0	-	-	-	-	0
Stage 2	775	725	-	659	668	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	446	459	766	395	463	841	-	-	-	1343	-	-
Mov Cap-2 Maneuver	446	459	-	395	463	-	-	-	-	-	-	-
Stage 1	707	654	-	764	730	-	-	-	-	-	-	-
Stage 2	751	725	-	594	655	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.1		12.9		0		0.6					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT		NBR		EBLn1WBLn1		SBL		SBT			
Capacity (veh/h)	-		-		505		514		1343		-	
HCM Lane V/C Ratio	-		-		0.218		0.118		0.016		-	
HCM Control Delay (s)	-		-		14.1		12.9		7.7		0	
HCM Lane LOS	-		-		B		B		A		A	
HCM 95th %tile Q(veh)	-		-		0.8		0.4		0.1		-	

HCM 6th TWSC
9: North Midland Avenue & Sickles Avenue

2021 Rerouted Condition
Weekday PM Network Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	24	27	20	0	35	0	110	14	8	237	0
Future Vol, veh/h	25	24	27	20	0	35	0	110	14	8	237	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	17	3	0	3	5	21	13	2	3
Mvmt Flow	28	27	31	23	0	40	0	125	16	9	269	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	440	428	269	449	420	133	-	0	0	141	0	0
Stage 1	287	287	-	133	133	-	-	-	-	-	-	-
Stage 2	153	141	-	316	287	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.27	6.53	6.2	-	-	-	4.23	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.27	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.27	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.653	4.027	3.3	-	-	-	2.317	-	-
Pot Cap-1 Maneuver	531	522	775	496	523	922	0	-	-	1377	-	0
Stage 1	725	678	-	836	784	-	0	-	-	-	-	0
Stage 2	854	784	-	664	673	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	505	518	775	454	519	922	-	-	-	1377	-	-
Mov Cap-2 Maneuver	505	518	-	454	519	-	-	-	-	-	-	-
Stage 1	725	673	-	836	784	-	-	-	-	-	-	-
Stage 2	817	784	-	607	668	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.3		10.9		0		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT						
Capacity (veh/h)	-	-	582	671	1377	-						
HCM Lane V/C Ratio	-	-	0.148	0.093	0.007	-						
HCM Control Delay (s)	-	-	12.3	10.9	7.6	0						
HCM Lane LOS	-	-	B	B	A	A						
HCM 95th %tile Q(veh)	-	-	0.5	0.3	0	-						