2500 East High Street, Suite 650, Pottstown, PA 19464

610.326.3100 | INFO@TPDINC.COM

October 5, 2026

Kerry Harp
President
Ancillae-Assumpta Academy
2025 Church Road
Wyncote, PA 19095
RE: Ancillae-Assumpta Academy

Cheltenham Township, Montgomery County, PA

TPD No. ANAA.00001

Dear Ms. Harp:

Traffic Planning & Design, Inc. (TPD) has been retained by Ancillae-Assumpta Academy in Cheltenham Township, Montgomery County, Pennsylvania to provide transportation planning services as it relates to their proposed campus changes. It is my understanding that the school is faced with two distinct challenges as it relates to campus parking and circulation.

Parking

In years past, when events were held on campus, overflow parking could be consistently accommodated on the nearby Bishop McDevitt High School. However, with the sale of the high school property to Arcadia University, the programming for the building has shifted such that parking is not always available during times when needed for the campus operations. As such, during sporting events or on-site school events, vehicles can overflow into the adjacent neighborhood, creating undue parking issues for the residential neighborhood and creating sight line issues at Royal Avenue.

TPD conducted on-site parking observations during Back to School Night on Tuesday, September 22, 2026, which is an on-site and highly attended event, leading to overflow parking, at which parking was available in the Arcadia University parking lot. Even with the Arcadia University lot accommodating overflow parking, a significant percentage of vehicles parked along adjacent neighborhood streets, mainly Royal Avenue and Gribbel Road. Royal Avenue in particular does not have shoulders, leading to parked cars blocking most of the eastbound travel lane. Additionally, vehicles were observed parking on campus grounds in locations not specifically designated for parking. Various shoulders, as well as internal grass areas had parked cars during the back to school event. The **attached** map showcases the locations where on-site and off-site parking was observed.

As such, the addition of the parking deck is proposed to alleviate parking issues for both the campus and the adjacent neighborhood.

Circulation

During drop-off and pick-up (DO/PU) times at the school, there are particular bottlenecks that occur which produce vehicle spillback on Church Road, leading to undue delays and idling. The current site has three access points: two to Church Road and one to Royal Avenue. The eastern Church Road access is enter-only while the western access allows only exiting traffic. The Royal Avenue access is exiting movements only.

As depicted on the **attached** existing conditions circulation plan, the current DO/PU flow is depicted. Preschool students enter via Church Road, DO/PU in the front drive aisle and exit via Church Road. Elementary students have two DO/PU locations; in the second driveway aisle from Church Road and on the north end of the site. As such, all vehicles enter from Church Road and exit via both Church Road and Royal Avenue.

Buses enter via Church Road, stage on the eastern drive aisle, then exit via Royal Avenue. Under this scenario, when buses are staged for DO/PU in the one existing drive aisle lane, elementary students destined for the northern end of the site cannot mobilize for DO/PU until the buses disperse. This leads to vehicles stacking not only within the site, but onto Church Road.

Circulation observations were conducted on Wednesday, September 23, 2026, during typical school day DO/PU times. The morning queue was observed backing up the eastbound travel lane of Church Road from the school entrance driveway all the way to Easton Road, causing delays. The peak delay was observed at approximately 8:00 AM with the queue disappearing by 8:14 AM. The afternoon queue was observed backing up both directions along Church Road, again all the way to Easton Road, before the majority of school busses could arrive. Parent queueing began around 2:39 PM, with the peak queue observed at 2:45 PM. Busses arrived after this, causing undue delay for school bus pick up. The last bus was observed leaving at 3:17 PM. The exit-only driveway to Royal Avenue did not experience any delay.

To help alleviate the existing delays and vehicle stacking during the DO/PU times, the proposed changes consist of providing a two-lane aisle on the eastern side of the site. This aisle is proposed for two-lane, one-way flow northbound from the southern elementary DO/PU area to the proposed parking deck, as depicted on the **attached** schematic. Buses are anticipated to stage in side-by-side fashion. For loading and unloading, buses should do so one at a time as depicted on the attached schematic. This has a two-fold benefit as follows: buses will be afforded the opportunity to stack the one-way, two-lane area and those elementary students destined to/departing from the northern DO/PU area will enter and exit via Royal Avenue. We would recommend proper management and safety protocols be in place as well as signage to direct parent pickup. **Table 1** below shows the comparison of stacking distance available with the proposed changes.

TABLE 1
AVAILABLE ON-SITE STACKING DISTANCE

Circulation Plan	Available Stacking Distance (Feet)
Existing Conditions	1500′
Proposed Conditions	3600′

Data Collection

Intersection traffic counts were conducted on 15-minute intervals during the school morning (7:00 to 9:00 A.M.), school afternoon (2:00 to 5:00 P.M.), and weekday evening (6:00 to 9:00 P.M.) peak periods. Data pertaining to heavy vehicles and pedestrians were observed during the turning movement counts. Peak hours and count dates for the study area intersections are identified in **Table 2**.

TABLE 2
TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour[1]
Church Road (SR 0073) & Enter-Only Driveway	Wednesday, September 23, 2026	School A.M.	7:15 – 8:15 AM
		School P.M.	2:30 – 3:30 PM
	Tuesday, September 22, 2026	Weekday Evening	6:00 – 7:00 PM
Church Road (SR 0073) & Exit-Only Driveway	Wednesday, September 23, 2026	School A.M.	7:15 – 8:15 AM
		School P.M.	2:45 – 3:45 PM
	Tuesday, September 22, 2026	Weekday Evening	6:00 – 7:00 PM
Royal Avenue & Exit-Only Driveway	Wednesday, September 23, 2026	School A.M.	7:30 – 8:30 AM
		School P.M.	2:45 – 3:45 PM
	Tuesday, September 22, 2026	Weekday Evening	6:15 – 7:15 PM

1 = Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

Traffic volumes for the school A.M., school P.M. and weekday evening peak hours are illustrated in **Figures 1-3**, respectively. Intersection traffic count data sheets and site photographs are **attached**.

In addition to intersection traffic counts, TPD conducted on-site parking observations on Tuesday, September 22, 2026, from 6:15 to 7:45 P.M., and drop off and pick up (DO/PU) circulation observations on Wednesday, September 23, 2026, from 7:00 to 8:30 AM and 2:00 to 3:30 PM.

Access

Ancillae-Assumpta Academy is currently served by three (3) access locations. Two (2) driveways serve traffic along Church Road (SR 0073), with one being enter only and the other being exit only. There is one (1) access location to Royal Avenue, which is exit only. With the proposed campus changes, the access to Royal Avenue is proposed to be converted to a full access driveway.

The sight distances at the existing school access to Royal Avenue were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Operations Manual. It was determined that the existing sight distance is sufficient to support the transition of this driveway from exit only to full access. **Table 3** shows the acceptable sight distance (SSSD) sight distances at the site driveway to Royal Avenue for vehicles entering and exiting the site.

TABLE 3
SIGHT DISTANCE ANALYSIS
ROYAL AVENUE SITE DRIVEWAY

	Direction	Speed	SSSD (Feet)
Exiting Movements	To the left	25 mph	147′
	To the right	25 mph	147′
Entering Left Turns	Approaching same direction	25 mph	147′
	Approaching opposite direction	25 mph	147′

SSSD = PennDOT Acceptable Sight Distance

Capacity analyses were also conducted during the AM and PM peak periods at the existing site driveway to Royal Avenue, and meet PennDOT Pub 282 standards, which state that "new signalized and unsignalized intersections established to serve as access to the development shall be designed to operate at a minimum of LOS C for rural areas, and a minimum of LOS D for urban areas."

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 4**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 4
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS[1]

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80 or v/c > 1.0	> 50 or v/c > 1.0

1 = Obtained from Exhibits 19-8 and 20-2 of the Transportation Research Board's Highway Capacity Manual 7th Edition

Levels of service (LOS) for the site driveway to Royal Avenue for the school A.M., school P.M., and weekday evening peak hours are shown in **Table 5**.

TABLE 5
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Operational Analysis		
		School A.M. Peak Hour	School P.M. Peak Hour	Weekday Evening Peak Hour
Royal Avenue & Site Driveway	EB T	A	A	A
	WB T	A	A	A
	NB LR	B	B	A
	ILOS	**A (1.4)**	**A (1.5)**	**A (1.9)**

ILOS = Overall Intersection Level of Service; Unsignalized ILOS calculated in accordance with Figure 5 of Policies and Procedures for Transportation Impact Studies.

As shown in **Table 5**, the driveway operates at LOS B or better during all time periods studied. Given the operational and sight distance characteristics for the Royal Avenue access, converting to two-way flow is not anticipated to adversely affect operations along Royal Avenue.

Conclusions

Based on the results of the parking study, TPD offers the following conclusions:

- Currently, stacking backs onto Church Road (SR 0073) causing delay for non-school traffic;
- Currently, parking spills onto adjacent neighborhood streets during events;
- Increasing the stacking area and dispersing some of the flow to Royal Avenue will help alleviate issues along Church Road (SR 0073);
- The proposed parking structure will help alleviate parking issues in the residential neighborhood;
- Operational characteristics indicate that Royal Avenue can support a change to two-way flow and not adversely affect operations along Royal Avenue.
- The proposed full access driveway to Royal Avenue shall be designed to accommodate two-way flow and provide the appropriate sight distances per PennDOT Pub 282 standards.

It is TPD's opinion that the proposed site circulation changes and parking deck noted above will be sufficient to significantly alleviate the parking and queueing issues experienced by Ancillae-Assumpta Academy and the school grounds.

TPD



Eric Ostimchuk, PE, PTOE
Vice President-Transportation Planning
eostimchuk@TPDinc.com

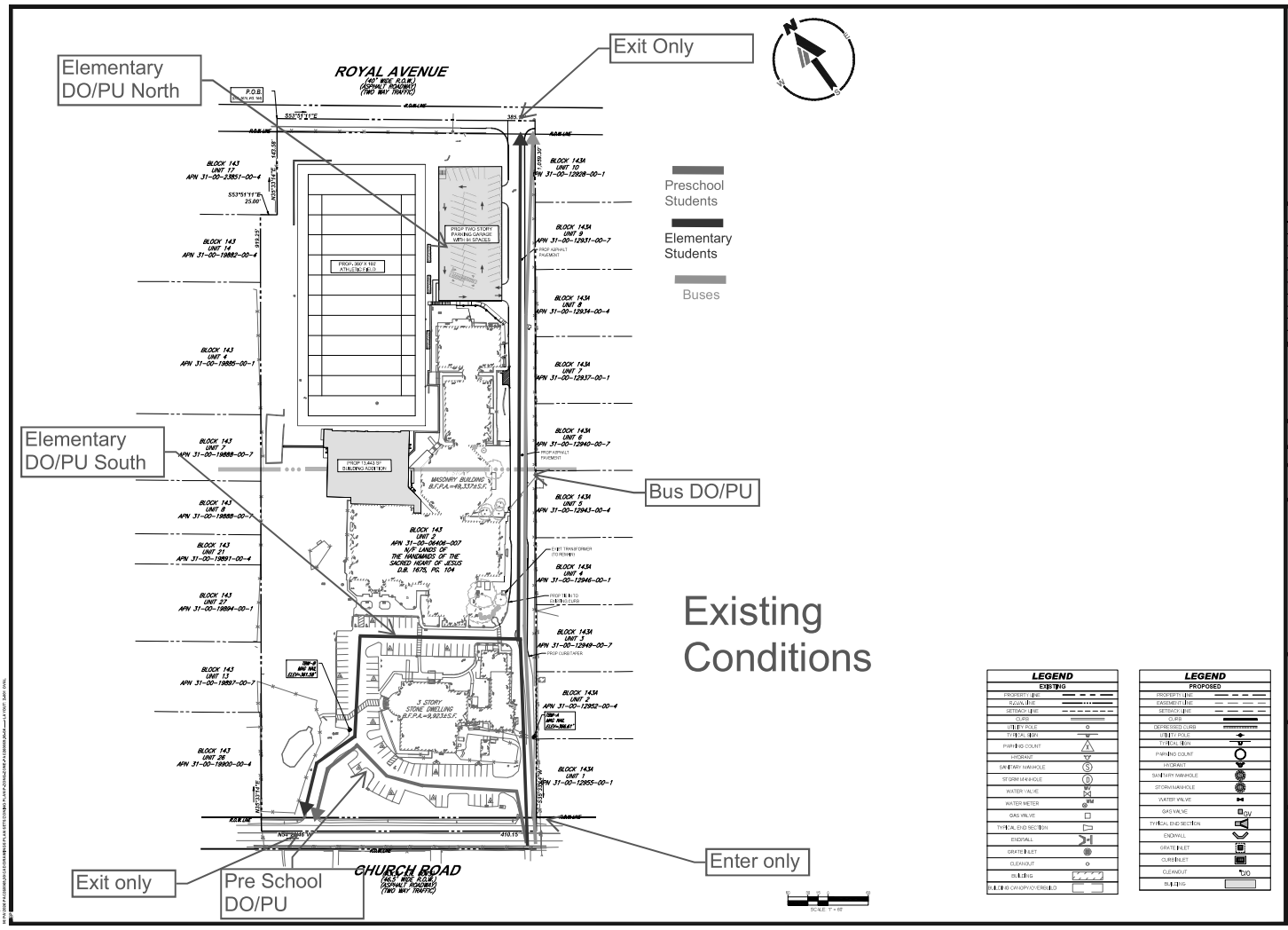
cc: Project Team
TPD File

Attachments: Parking Observations Map
Site Circulation Plans
Traffic Volume Figures
Traffic Count Printouts
Site Photographs
Capacity Analysis Printouts

Attachment #1
Parking Observations Map


Ancillae-Assumpta Academy
Parking Observations
Conducted on September 22, 2026
Legend
Off-Site Parking
On-Site Parking
Bickley Rd
Mulford Rd
Church Rd
Panther Rd
Gribbel Rd
Sinkler Rd
Royal Ave
Rices Mill Rd
Barker Rd
Google Earth

Attachment #2
Site Circulation Plans



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PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY

FOR CONCEPT PURPOSES ONLY

PROJECT NO.: PAC-2005/0-0-CA
DRAWN BY: AC
CHECKED BY: EP / SP
DATE: 06/05/2026
CAD I.D.: P-2005-C-2001

PROJECT:

ZONING PLAN

FOR

ANCILLAE-ASSUMPTA ACADEMY

PROPOSED DEVELOPMENT

2025 CHURCH ROAD
MONTGOMERY COUNTY
CHELTENHAM TOWNSHIP
PENNSYLVANIA, 19095
APN 31-00-06406-007

BOHLER

1515 MARKET STREET, SUITE 920
PHILADELPHIA, PA 19102
Phone: (267) 402-3400
Fax: (267) 402-3401
www.BohlerEngineering.com

M. KEARSE
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. PE-0[illegible]

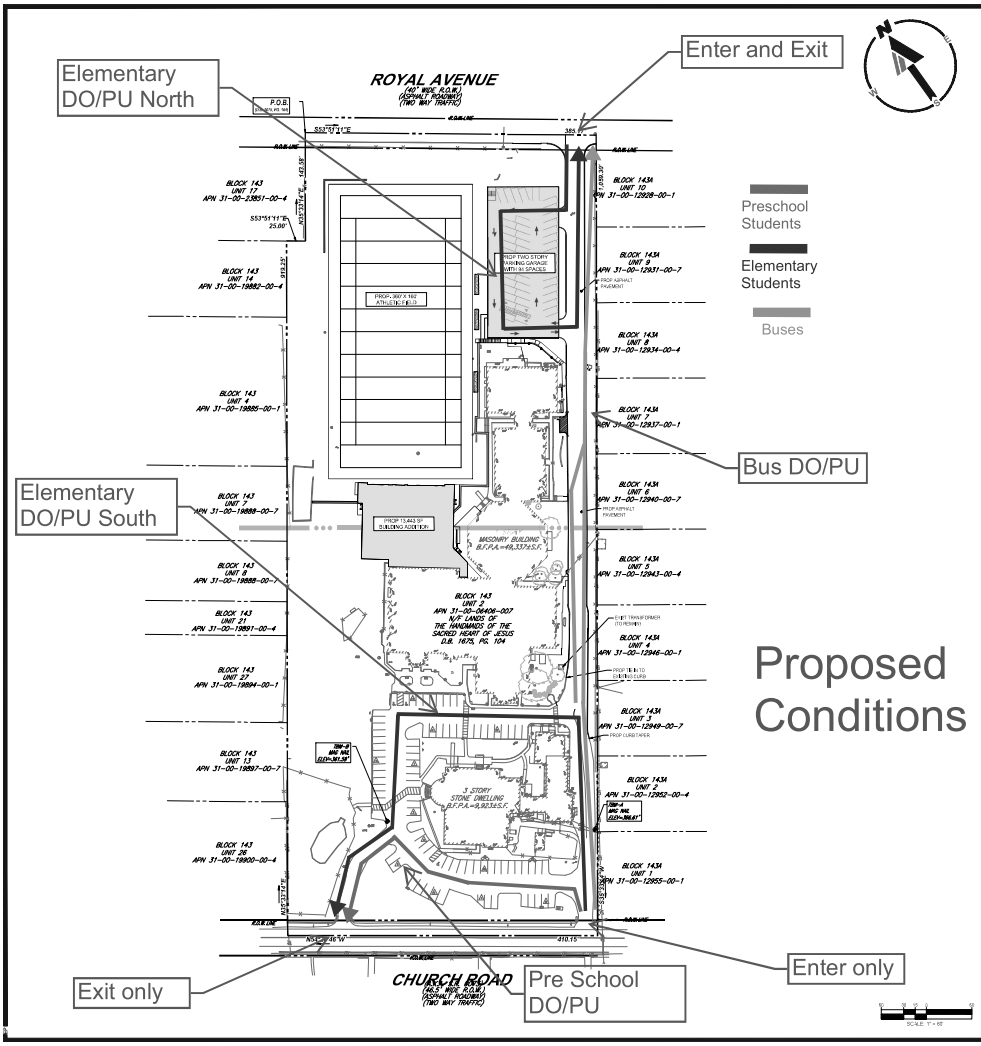
SHEET TITLE:

OVERALL SITE PLAN

SHEET NUMBER:

Z-001

ORG. DATE = 06/05/2026



LEGEND — EXISTING

PROPERTY LINE
R.O.W. LINE
SETBACK LINE
CURB
UTILITY POLE
TYPICAL SIGN
PARKING COUNT
HYDRANT
SANITARY MANHOLE
STORM MANHOLE
WATER VALVE
WATER METER
GAS VALVE
TYPICAL END SECTION
ENDWALL
GRATE INLET
CLEANOUT
BUILDING
BUILDING CANOPY/OVERHANG

LEGEND — PROPOSED

PROPERTY LINE
EASEMENT LINE
SETBACK LINE
CURB
DEPRESSED CURB
UTILITY POLE
TYPE C INLET
PARKING COUNT
HYDRANT
SANITARY MANHOLE
STORM MANHOLE
WATER VALVE
GAS VALVE
TYPICAL END SECTION
ENDWALL
GRATE INLET
CURB INLET
CLEANOUT
BUILDING

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SITE CIVIL AND CONSULTING ENGINEERING
LAND SURVEYING
PROJECT MANAGEMENT
LANDSCAPE ARCHITECTURE
PLANNING SERVICES
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT

FOR CONCEPT PURPOSES ONLY

PROJECT No.: PAC-00006(A)-24
DRAWN BY: AC
CHECKED BY: EP / GP
DATE: 09/05/2026
CAD I.D.: T:\2024\PAC-00006\

PROJECT:

ZONING PLAN

FOR

ANCILLAE-ASSUMPTA ACADEMY

PROPOSED DEVELOPMENT

2035 CHURCH ROAD
MONTGOMERY COUNTY
CHELTENHAM TOWNSHIP
PENNSYLVANIA, 19095
APN 31-00-00406-007

BOHLER
1515 MARKET STREET, SUITE 920
PHILADELPHIA, PA 19102
Phone (267) 402-3400
Fax (267) 402-3401
www.BohlerEngineering.com

M. KEARSE
PROFESSIONAL ENGINEER

SHEET TITLE:

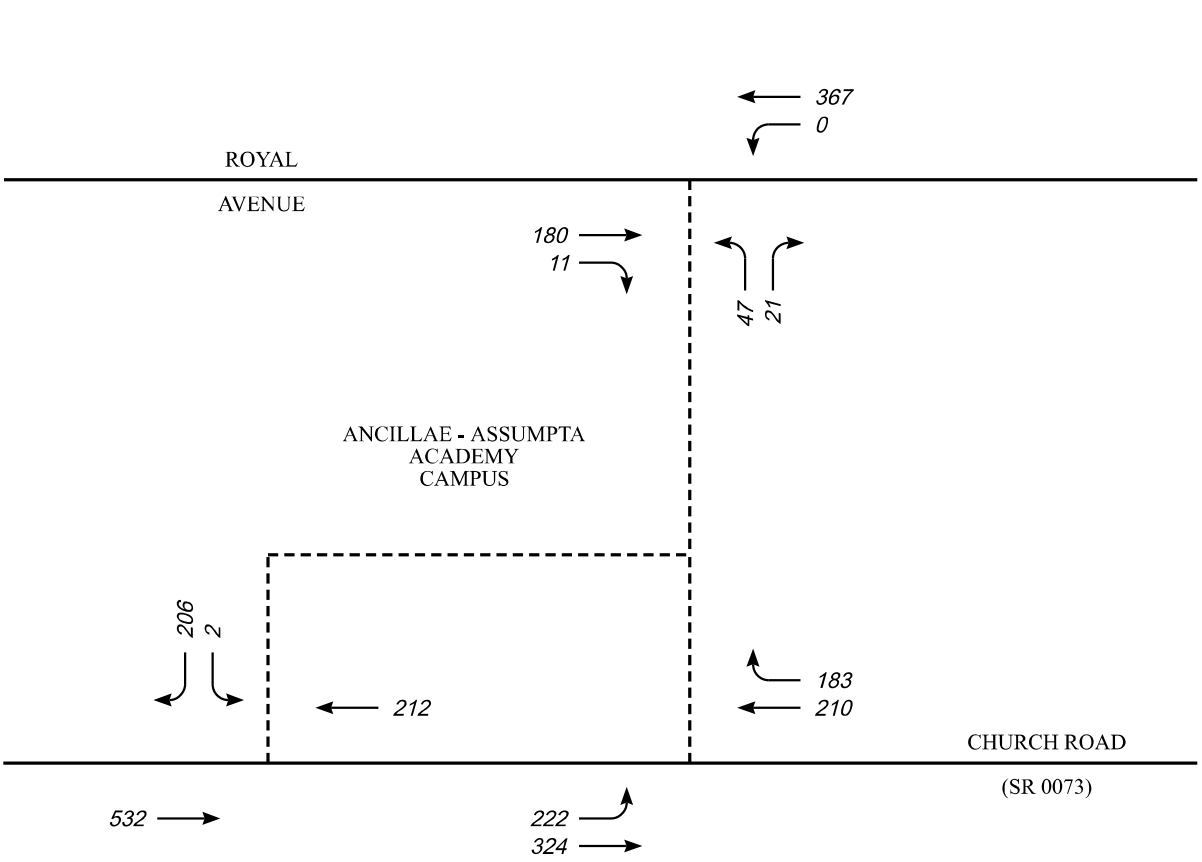
OVERALL SITE PLAN

SHEET NUMBER:

Z-001

ORG. DATE - 09/05/2026

Attachment #3
Traffic Volume Figures



KEY:

------ **DRIVEWAY**

SCHEMATIC DRAWING:NOT TO SCALE

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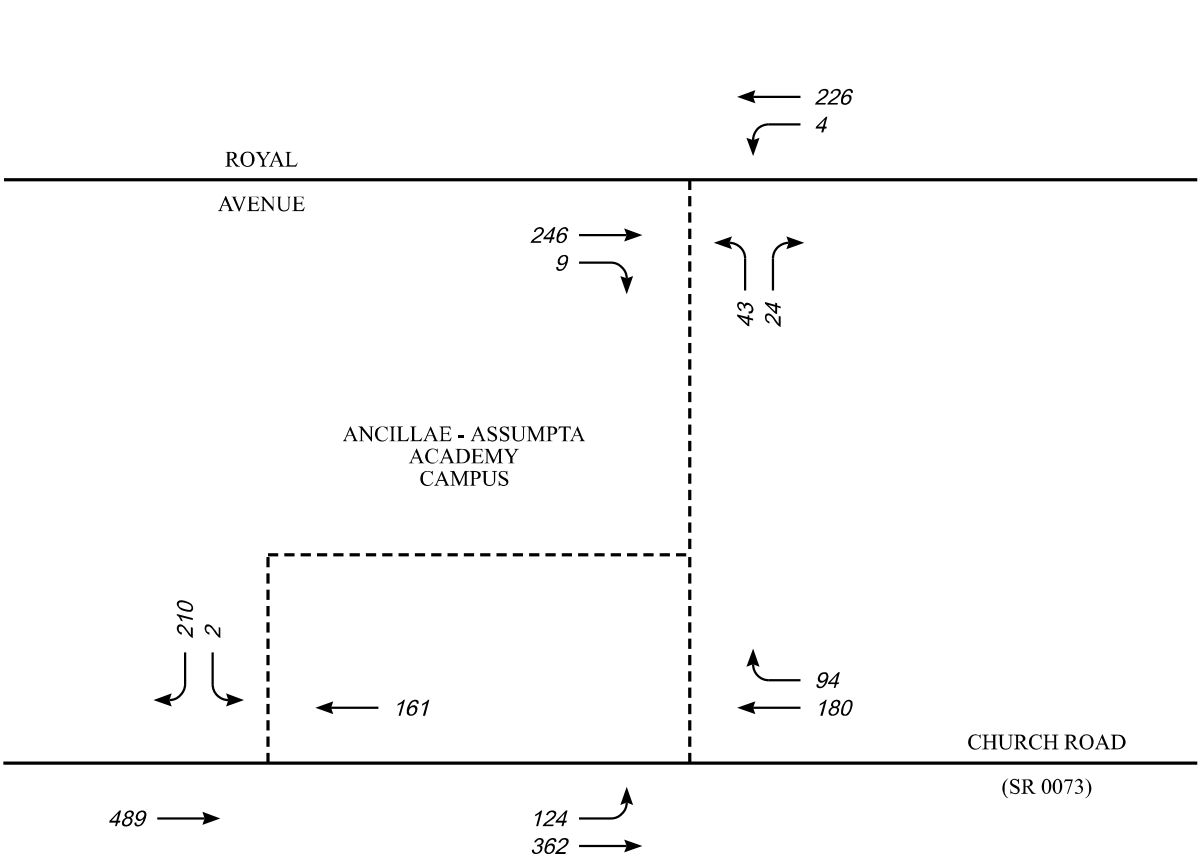
FIGURE 1

SCHOOL A.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:

------ **DRIVEWAY**

SCHEMATIC DRAWING:NOT TO SCALE

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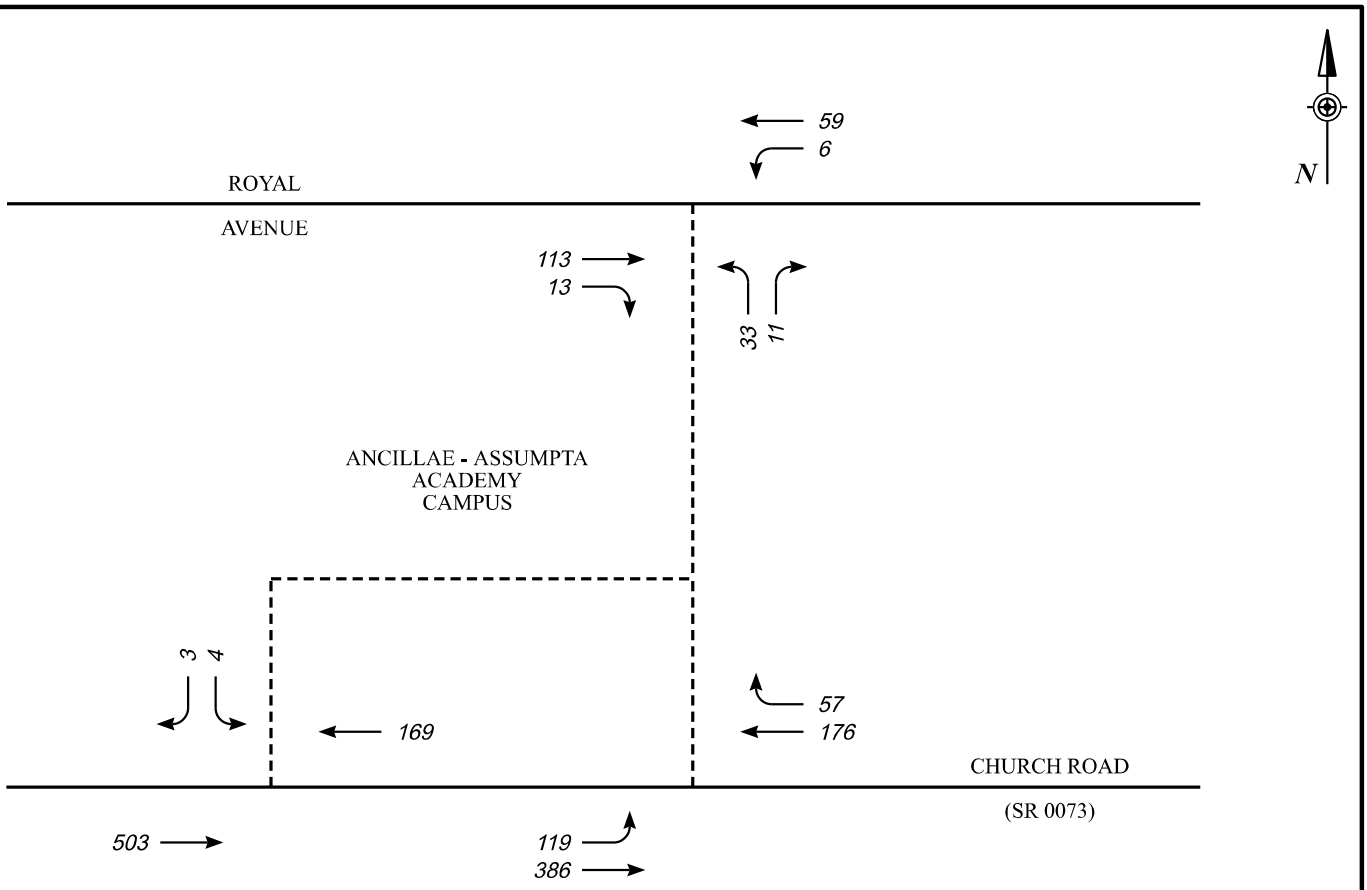
FIGURE 2

SCHOOL P.M. PEAK HOUR
TRAFFIC VOLUMES



KEY:

------ **DRIVEWAY**

SCHEMATIC DRAWING:NOT TO SCALE

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FIGURE 3

WEEKDAY EVENING PEAK HOUR
TRAFFIC VOLUMES

Attachment #4
Traffic Count Printouts

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Data

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	7	123	0	130	50	3	0	53	0	0	0	0	183
6:15 PM	7	109	0	116	52	6	0	58	0	0	0	0	174
6:30 PM	34	73	0	107	45	15	0	60	0	0	0	0	167
6:45 PM	71	81	1	152	29	33	0	62	1	0	0	1	215
Hourly Total	119	386	1	505	176	57	0	233	1	0	0	1	739
7:00 PM	18	80	0	98	30	11	0	41	0	0	0	0	139
7:15 PM	8	69	0	77	24	1	0	25	0	0	0	0	102
7:30 PM	0	51	0	51	26	0	0	26	0	0	0	0	77
7:45 PM	1	63	0	64	23	0	0	23	0	0	0	0	87
Hourly Total	27	263	0	290	103	12	0	115	0	0	0	0	405
8:00 PM	1	52	0	53	23	0	0	23	0	0	0	0	76
8:15 PM	1	42	1	43	34	0	1	34	0	0	2	0	77
8:30 PM	0	48	0	48	28	0	0	28	0	0	0	0	76
8:45 PM	0	32	0	32	13	0	0	13	0	0	0	0	45
Hourly Total	2	174	1	176	98	0	1	98	0	0	2	0	274
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	5	63	0	68	60	6	0	66	0	0	0	0	134
7:15 AM	40	77	0	117	71	15	0	86	0	0	0	0	203
7:30 AM	43	102	0	145	55	26	0	81	0	0	0	0	226
7:45 AM	85	79	0	164	44	52	0	96	0	0	0	0	260
Hourly Total	173	321	0	494	230	99	0	329	0	0	0	0	823
8:00 AM	54	66	2	120	40	90	0	130	0	0	0	0	250
8:15 AM	4	71	1	75	47	7	0	54	0	0	0	0	129
8:30 AM	1	80	0	81	55	1	0	56	0	0	0	0	137
8:45 AM	0	78	0	78	45	2	0	47	0	0	0	0	125
Hourly Total	59	295	3	354	187	100	0	287	0	0	0	0	641
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	2	62	0	64	28	0	0	28	0	0	0	0	92
2:15 PM	7	99	0	106	43	4	0	47	0	0	0	0	153
2:30 PM	18	95	1	113	46	16	0	62	0	0	0	0	175
2:45 PM	60	77	1	137	59	38	0	97	0	0	0	0	234
Hourly Total	87	333	2	420	176	58	0	234	0	0	0	0	654
3:00 PM	35	85	0	120	32	28	0	60	0	0	0	0	180
3:15 PM	11	105	0	116	43	12	0	55	0	0	0	0	171
3:30 PM	10	116	0	126	30	7	0	37	1	0	2	1	164
3:45 PM	13	118	0	131	45	5	0	50	0	0	0	0	181
Hourly Total	69	424	0	493	150	52	0	202	1	0	2	1	696
4:00 PM	7	117	0	124	52	6	0	58	0	0	0	0	182
4:15 PM	8	120	0	128	59	2	0	61	0	0	0	0	189
4:30 PM	1	115	0	116	53	2	0	55	0	0	0	0	171
4:45 PM	2	120	0	122	45	5	0	50	0	0	0	0	172
Hourly Total	18	472	0	490	209	15	0	224	0	0	0	0	714
5:00 PM	2	122	0	124	75	3	0	78	0	0	0	0	202
5:15 PM	1	116	0	117	63	1	0	64	0	0	0	0	181
5:30 PM	1	109	0	110	50	0	0	50	0	0	0	0	160
5:45 PM	0	106	0	106	47	0	0	47	0	0	0	0	153
Hourly Total	4	453	0	457	235	4	0	239	0	0	0	0	696
6:00 PM	1	140	0	141	50	1	0	51	0	0	0	0	192
6:15 PM	2	103	0	105	48	0	0	48	0	0	0	0	153
6:30 PM	0	105	0	105	41	1	0	42	0	0	0	0	147
6:45 PM	0	75	0	75	51	0	0	51	0	0	0	0	126
Hourly Total	3	423	0	426	190	2	0	192	0	0	0	0	618
Grand Total	561	3544	7	4105	1754	399	1	2153	2	0	4	2	6260
Approach %	13.7	86.3	-	-	81.5	18.5	-	-	100.0	0.0	-	-	-
Total %	9.0	56.6	-	65.6	28.0	6.4	-	34.4	0.0	0.0	-	0.0	-
Lights	547	3478	-	4025	1712	388	-	2100	2	0	-	2	6127
% Lights	97.5	98.1	-	98.1	97.6	97.2	-	97.5	100.0	-	-	100.0	97.9
Other Vehicles	14	66	-	80	42	11	-	53	0	0	-	0	133
% Other Vehicles	2.5	1.9	-	1.9	2.4	2.8	-	2.5	0.0	-	-	0.0	2.1
Pedestrians	-	-	7	-	-	-	1	-	-	-	4	-	-
% Pedestrians	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-

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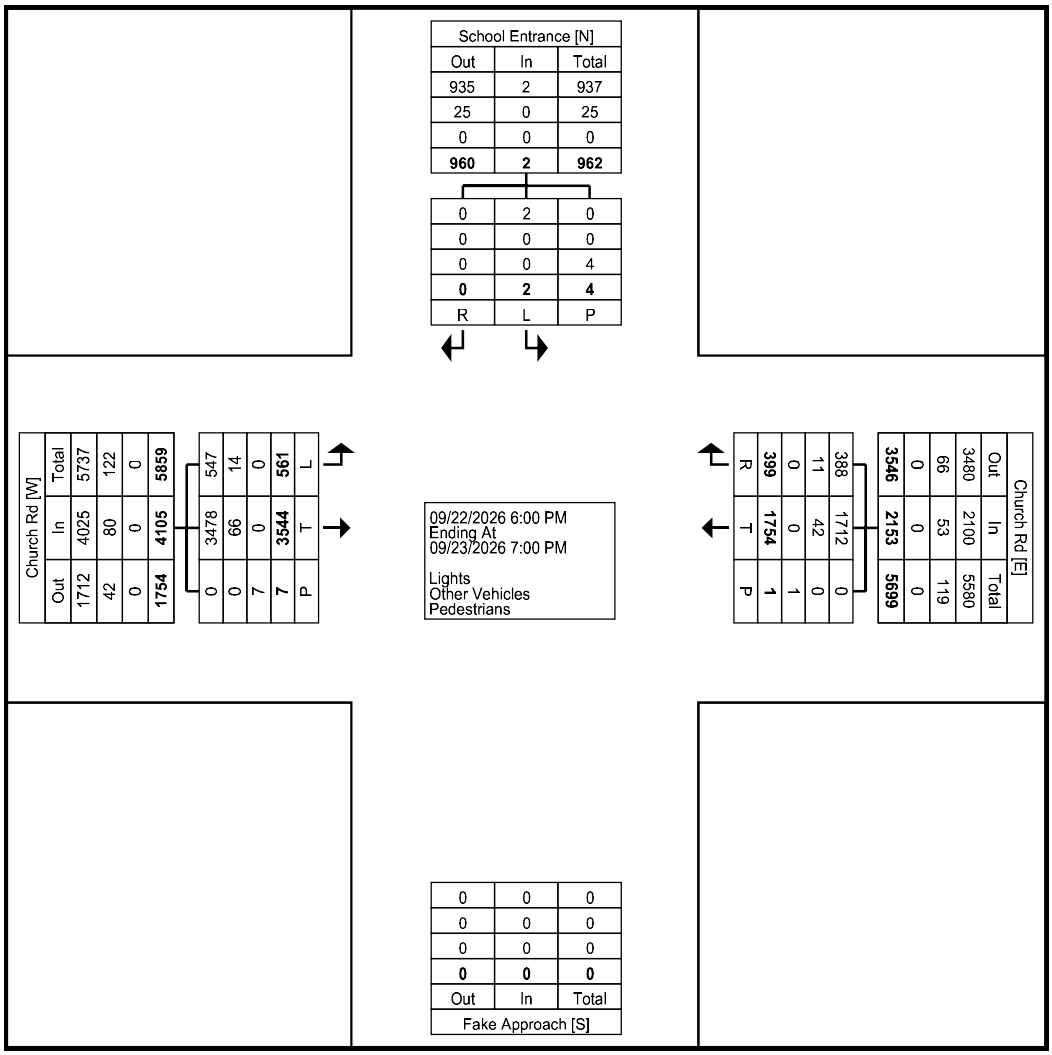

Turning Movement Data Plot

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	7	123	0	130	50	3	0	53	0	0	0	0	183
6:15 PM	7	109	0	116	52	6	0	58	0	0	0	0	174
6:30 PM	34	73	0	107	45	15	0	60	0	0	0	0	167
6:45 PM	71	81	1	152	29	33	0	62	1	0	0	1	215
Total	119	386	1	505	176	57	0	233	1	0	0	1	739
Approach %	23.6	76.4	-	-	75.5	24.5	-	-	100.0	0.0	-	-	-
Total %	16.1	52.2	-	68.3	23.8	7.7	-	31.5	0.1	0.0	-	0.1	-
PHF	0.419	0.785	-	0.831	0.846	0.432	-	0.940	0.250	0.000	-	0.250	0.859
Lights	119	385	-	504	172	56	-	228	1	0	-	1	733
% Lights	100.0	99.7	-	99.8	97.7	98.2	-	97.9	100.0	-	-	100.0	99.2
Other Vehicles	0	1	-	1	4	1	-	5	0	0	-	0	6
% Other Vehicles	0.0	0.3	-	0.2	2.3	1.8	-	2.1	0.0	-	-	0.0	0.8
Pedestrians	-	-	1	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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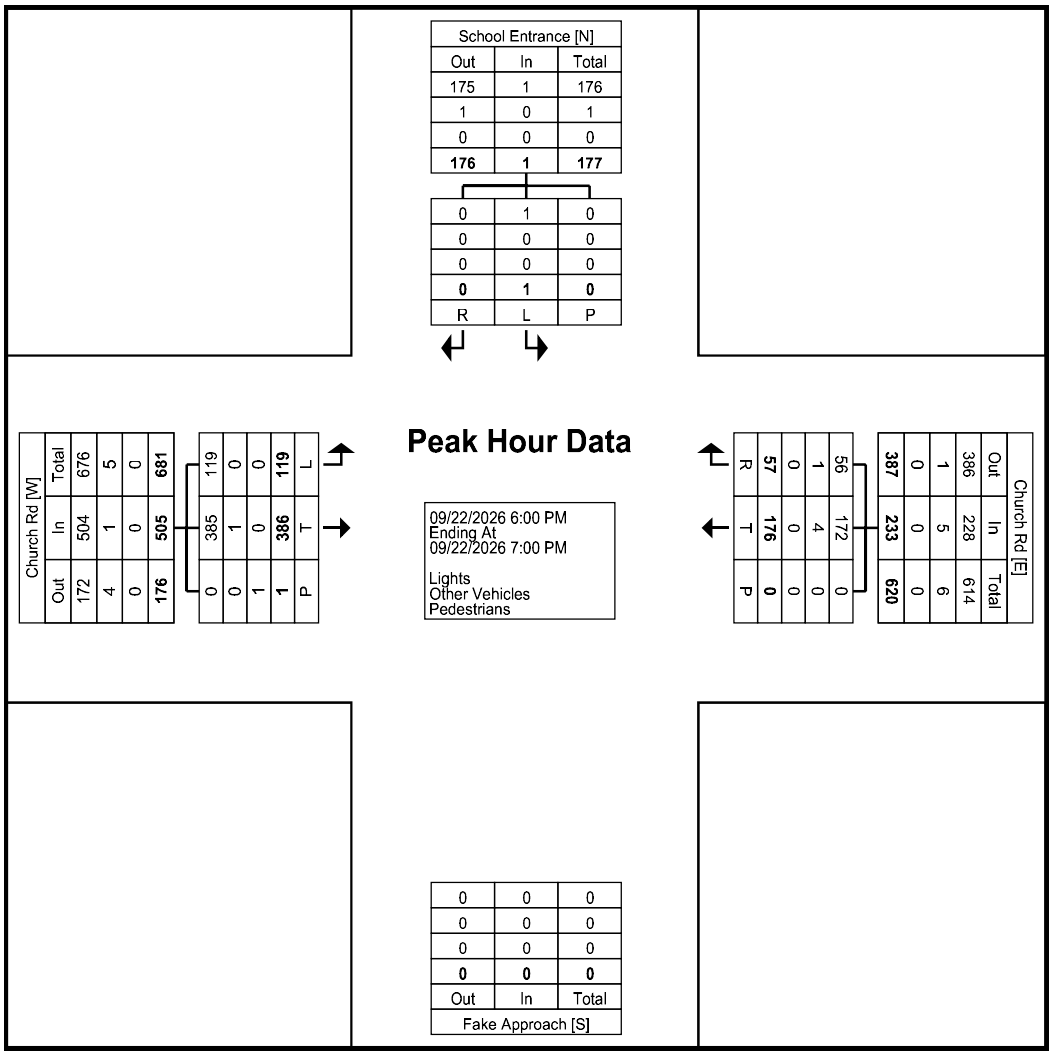
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com



Turning Movement Peak Hour Data Plot (6:00 PM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
7:15 AM	40	77	0	117	71	15	0	86	0	0	0	0	203
7:30 AM	43	102	0	145	55	26	0	81	0	0	0	0	226
7:45 AM	85	79	0	164	44	52	0	96	0	0	0	0	260
8:00 AM	54	66	2	120	40	90	0	130	0	0	0	0	250
Total	222	324	2	546	210	183	0	393	0	0	0	0	939
Approach %	40.7	59.3	-	-	53.4	46.6	-	-	0.0	0.0	-	-	-
Total %	23.6	34.5	-	58.1	22.4	19.5	-	41.9	0.0	0.0	-	0.0	-
PHF	0.653	0.794	-	0.832	0.739	0.508	-	0.756	0.000	0.000	-	0.000	0.903
Lights	214	311	-	525	206	181	-	387	0	0	-	0	912
% Lights	96.4	96.0	-	96.2	98.1	98.9	-	98.5	-	-	-	-	97.1
Other Vehicles	8	13	-	21	4	2	-	6	0	0	-	0	27
% Other Vehicles	3.6	4.0	-	3.8	1.9	1.1	-	1.5	-	-	-	-	2.9
Pedestrians	-	-	2	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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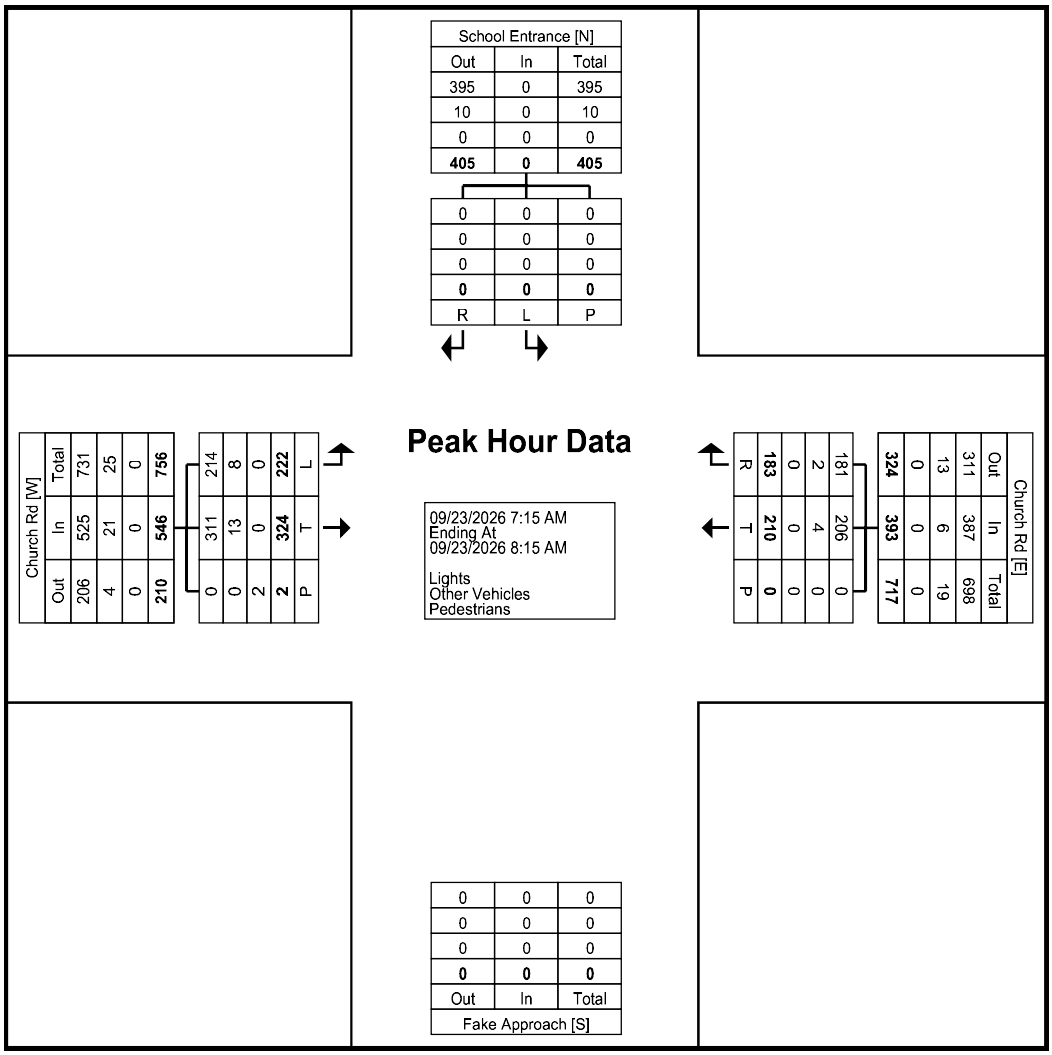

Turning Movement Peak Hour Data Plot (7:15 AM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 01 Church Rd - School Entrance
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (2:30 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound				School Entrance Southbound				
	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
2:30 PM	18	95	1	113	46	16	0	62	0	0	0	0	175
2:45 PM	60	77	1	137	59	38	0	97	0	0	0	0	234
3:00 PM	35	85	0	120	32	28	0	60	0	0	0	0	180
3:15 PM	11	105	0	116	43	12	0	55	0	0	0	0	171
Total	124	362	2	486	180	94	0	274	0	0	0	0	760
Approach %	25.5	74.5	-	-	65.7	34.3	-	-	0.0	0.0	-	-	-
Total %	16.3	47.6	-	63.9	23.7	12.4	-	36.1	0.0	0.0	-	0.0	-
PHF	0.517	0.862	-	0.887	0.763	0.618	-	0.706	0.000	0.000	-	0.000	0.812
Lights	118	352	-	470	174	87	-	261	0	0	-	0	731
% Lights	95.2	97.2	-	96.7	96.7	92.6	-	95.3	-	-	-	-	96.2
Other Vehicles	6	10	-	16	6	7	-	13	0	0	-	0	29
% Other Vehicles	4.8	2.8	-	3.3	3.3	7.4	-	4.7	-	-	-	-	3.8
Pedestrians	-	-	2	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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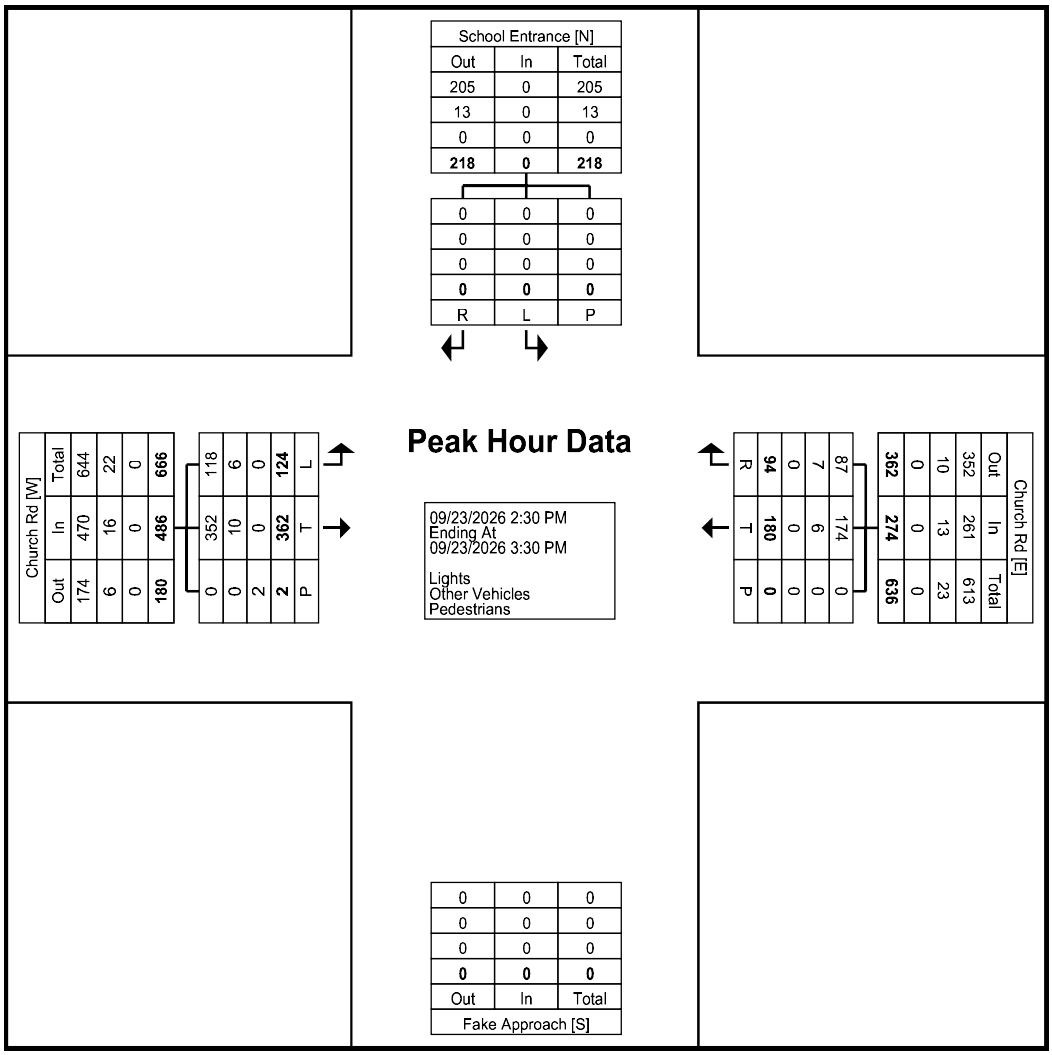


Turning Movement Peak Hour Data Plot (2:30 PM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

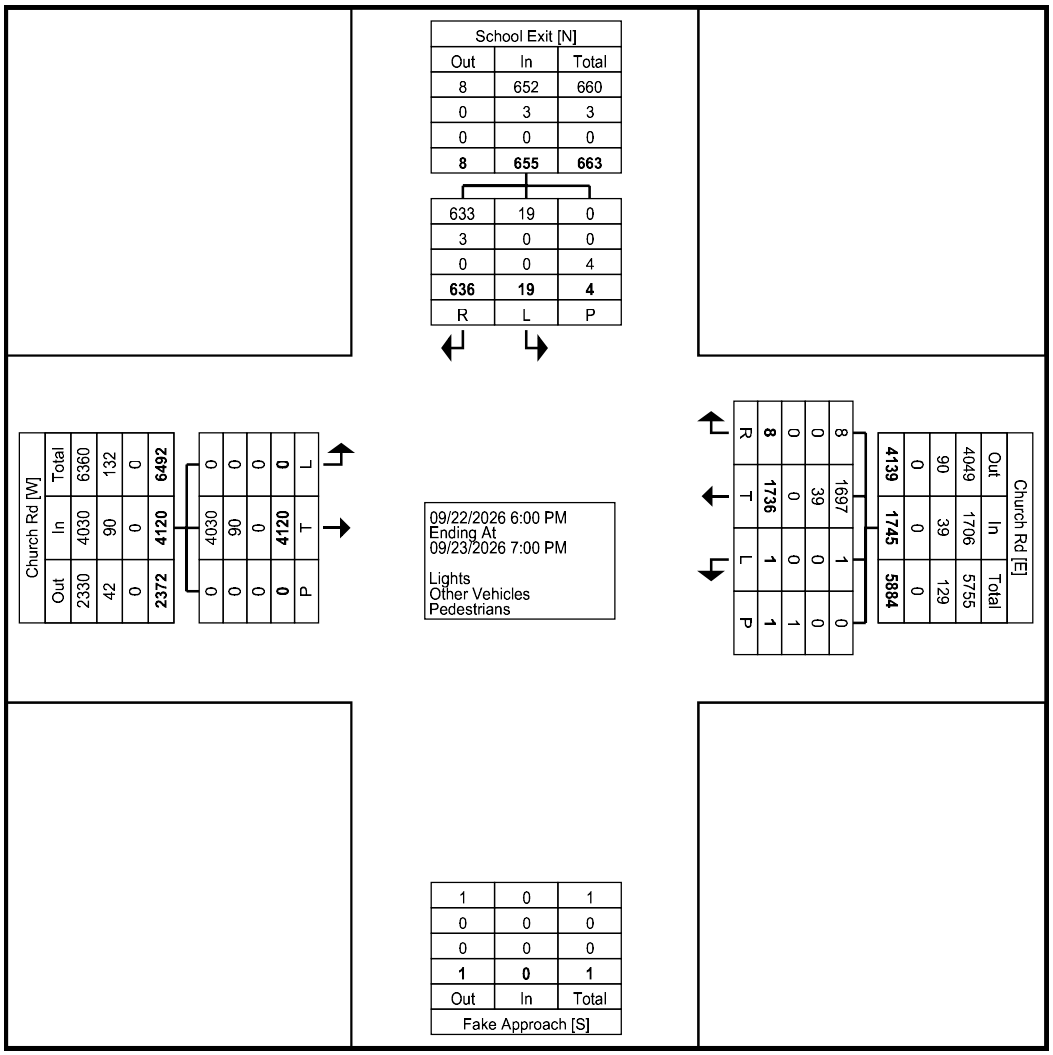
Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Data

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	0	136	0	136	0	46	1	0	47	0	1	0	1	184
6:15 PM	0	121	0	121	0	52	0	0	52	0	1	0	1	174
6:30 PM	0	97	0	97	0	41	0	0	41	1	0	0	1	139
6:45 PM	0	149	0	149	0	30	1	0	31	3	1	0	4	184
Hourly Total	0	503	0	503	0	169	2	0	171	4	3	0	7	681
7:00 PM	0	102	0	102	0	33	0	1	33	0	2	0	2	137
7:15 PM	0	77	0	77	0	21	0	0	21	0	1	0	1	99
7:30 PM	0	49	0	49	0	21	0	0	21	0	0	0	0	70
7:45 PM	0	62	0	62	0	32	0	0	32	0	3	0	3	97
Hourly Total	0	290	0	290	0	107	0	1	107	0	6	0	6	403
8:00 PM	0	53	0	53	0	22	0	0	22	2	12	0	14	89
8:15 PM	0	46	0	46	0	34	0	0	34	2	46	1	48	128
8:30 PM	0	43	0	43	0	29	0	0	29	3	30	0	33	105
8:45 PM	0	31	0	31	0	14	0	0	14	1	3	0	4	49
Hourly Total	0	173	0	173	0	99	0	0	99	8	91	1	99	371
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	63	0	63	0	59	1	0	60	0	1	0	1	124
7:15 AM	0	111	0	111	1	64	0	0	65	1	20	0	21	197
7:30 AM	0	144	0	144	0	65	0	0	65	1	30	0	31	240
7:45 AM	0	170	0	170	0	46	0	0	46	0	74	0	74	290
Hourly Total	0	488	0	488	1	234	1	0	236	2	125	0	127	851
8:00 AM	0	107	0	107	0	37	1	0	38	0	82	0	82	227
8:15 AM	0	87	0	87	0	42	0	0	42	2	32	0	34	163
8:30 AM	0	77	0	77	0	53	0	0	53	0	5	0	5	135
8:45 AM	0	84	0	84	0	44	0	0	44	0	1	0	1	129
Hourly Total	0	355	0	355	0	176	1	0	177	2	120	0	122	654
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	72	0	72	0	28	0	0	28	0	1	0	1	101
2:15 PM	0	100	0	100	0	45	1	0	46	0	3	0	3	149
2:30 PM	0	125	0	125	0	45	0	0	45	0	6	0	6	176
2:45 PM	0	119	0	119	0	49	0	0	49	0	84	0	84	252
Hourly Total	0	416	0	416	0	167	1	0	168	0	94	0	94	678
3:00 PM	0	122	0	122	0	34	1	0	35	1	70	0	71	228
3:15 PM	0	121	0	121	0	42	0	0	42	1	25	0	26	189
3:30 PM	0	127	0	127	0	36	0	0	36	0	31	2	31	194
3:45 PM	0	129	0	129	0	40	0	0	40	1	8	0	9	178
Hourly Total	0	499	0	499	0	152	1	0	153	3	134	2	137	789
4:00 PM	0	126	0	126	0	56	0	0	56	0	9	0	9	191
4:15 PM	0	132	0	132	0	57	0	0	57	0	15	0	15	204
4:30 PM	0	124	0	124	0	51	0	0	51	0	11	0	11	186
4:45 PM	0	119	0	119	0	44	2	0	46	0	14	0	14	179
Hourly Total	0	501	0	501	0	208	2	0	210	0	49	0	49	760
5:00 PM	0	118	0	118	0	75	0	0	75	0	8	0	8	201
5:15 PM	0	130	0	130	0	59	0	0	59	0	2	0	2	191
5:30 PM	0	106	0	106	0	53	0	0	53	0	3	0	3	162
5:45 PM	0	105	0	105	0	49	0	0	49	0	1	0	1	155
Hourly Total	0	459	0	459	0	236	0	0	236	0	14	0	14	709
6:00 PM	0	130	0	130	0	46	0	0	46	0	0	0	0	176
6:15 PM	0	115	0	115	0	51	0	0	51	0	0	1	0	166
6:30 PM	0	109	0	109	0	43	0	0	43	0	0	0	0	152
6:45 PM	0	82	0	82	0	48	0	0	48	0	0	0	0	130
Hourly Total	0	436	0	436	0	188	0	0	188	0	0	1	0	624
Grand Total	0	4120	0	4120	1	1736	8	1	1745	19	636	4	655	6520
Approach %	0.0	100.0	-	-	0.1	99.5	0.5	-	-	2.9	97.1	-	-	-
Total %	0.0	63.2	-	63.2	0.0	26.6	0.1	-	26.8	0.3	9.8	-	10.0	-
Lights	0	4030	-	4030	1	1697	8	-	1706	19	633	-	652	6388
% Lights	-	97.8	-	97.8	100.0	97.8	100.0	-	97.8	100.0	99.5	-	99.5	98.0
Other Vehicles	0	90	-	90	0	39	0	-	39	0	3	-	3	132
% Other Vehicles	-	2.2	-	2.2	0.0	2.2	0.0	-	2.2	0.0	0.5	-	0.5	2.0
Pedestrians	-	-	0	-	-	-	-	1	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	100.0	-	-	-	100.0	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Data Plot

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (6:00 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	0	136	0	136	0	46	1	0	47	0	1	0	1	184
6:15 PM	0	121	0	121	0	52	0	0	52	0	1	0	1	174
6:30 PM	0	97	0	97	0	41	0	0	41	1	0	0	1	139
6:45 PM	0	149	0	149	0	30	1	0	31	3	1	0	4	184
Total	0	503	0	503	0	169	2	0	171	4	3	0	7	681
Approach %	0.0	100.0	-	-	0.0	98.8	1.2	-	-	57.1	42.9	-	-	-
Total %	0.0	73.9	-	73.9	0.0	24.8	0.3	-	25.1	0.6	0.4	-	1.0	-
PHF	0.000	0.844	-	0.844	0.000	0.813	0.500	-	0.822	0.333	0.750	-	0.438	0.925
Lights	0	502	-	502	0	166	2	-	168	4	3	-	7	677
% Lights	-	99.8	-	99.8	-	98.2	100.0	-	98.2	100.0	100.0	-	100.0	99.4
Other Vehicles	0	1	-	1	0	3	0	-	3	0	0	-	0	4
% Other Vehicles	-	0.2	-	0.2	-	1.8	0.0	-	1.8	0.0	0.0	-	0.0	0.6
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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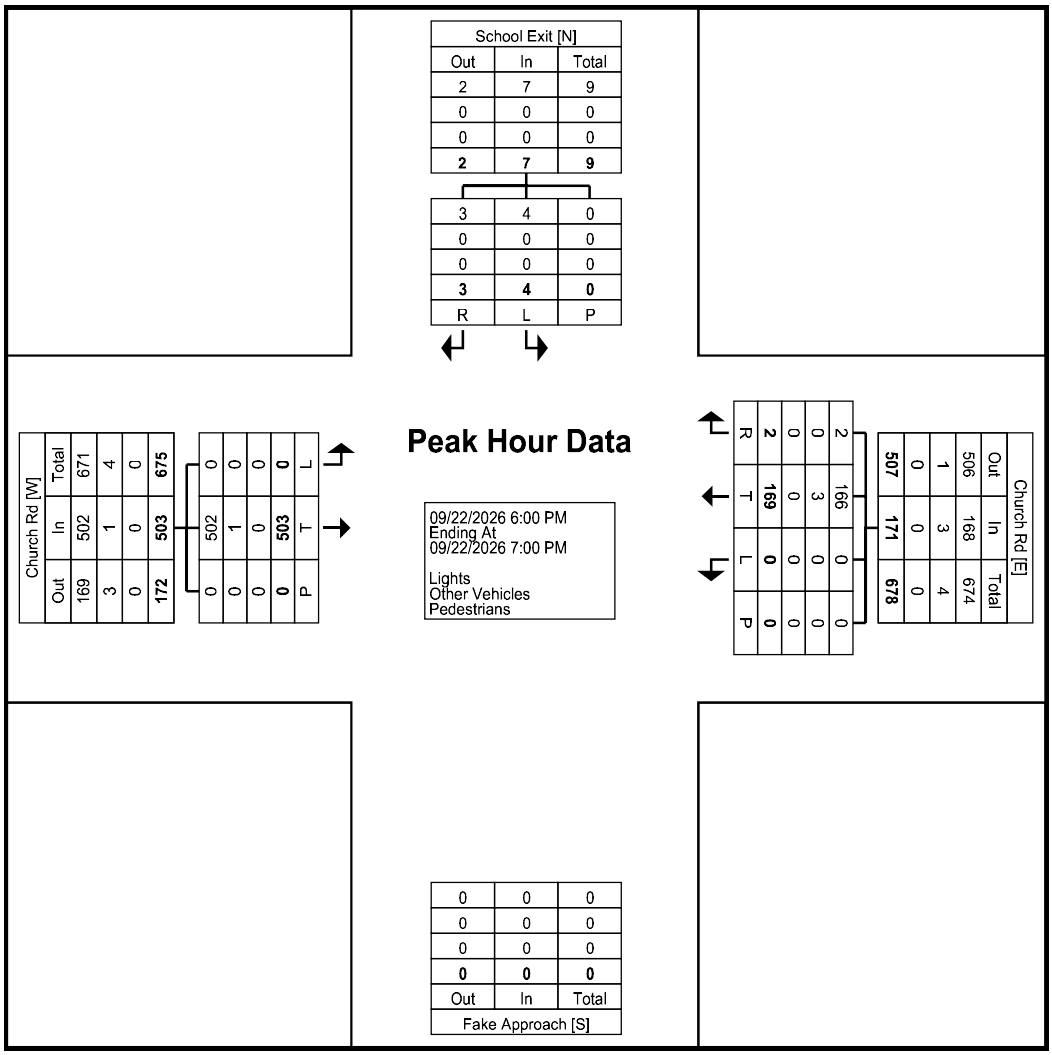

Turning Movement Peak Hour Data Plot (6:00 PM)

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2500 East High Street
Suite 650
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610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
7:15 AM	0	111	0	111	1	64	0	0	65	1	20	0	21	197
7:30 AM	0	144	0	144	0	65	0	0	65	1	30	0	31	240
7:45 AM	0	170	0	170	0	46	0	0	46	0	74	0	74	290
8:00 AM	0	107	0	107	0	37	1	0	38	0	82	0	82	227
Total	0	532	0	532	1	212	1	0	214	2	206	0	208	954
Approach %	0.0	100.0	-	-	0.5	99.1	0.5	-	-	1.0	99.0	-	-	-
Total %	0.0	55.8	-	55.8	0.1	22.2	0.1	-	22.4	0.2	21.6	-	21.8	-
PHF	0.000	0.782	-	0.782	0.250	0.815	0.250	-	0.823	0.500	0.628	-	0.634	0.822
Lights	0	511	-	511	1	207	1	-	209	2	206	-	208	928
% Lights	-	96.1	-	96.1	100.0	97.6	100.0	-	97.7	100.0	100.0	-	100.0	97.3
Other Vehicles	0	21	-	21	0	5	0	-	5	0	0	-	0	26
% Other Vehicles	-	3.9	-	3.9	0.0	2.4	0.0	-	2.3	0.0	0.0	-	0.0	2.7
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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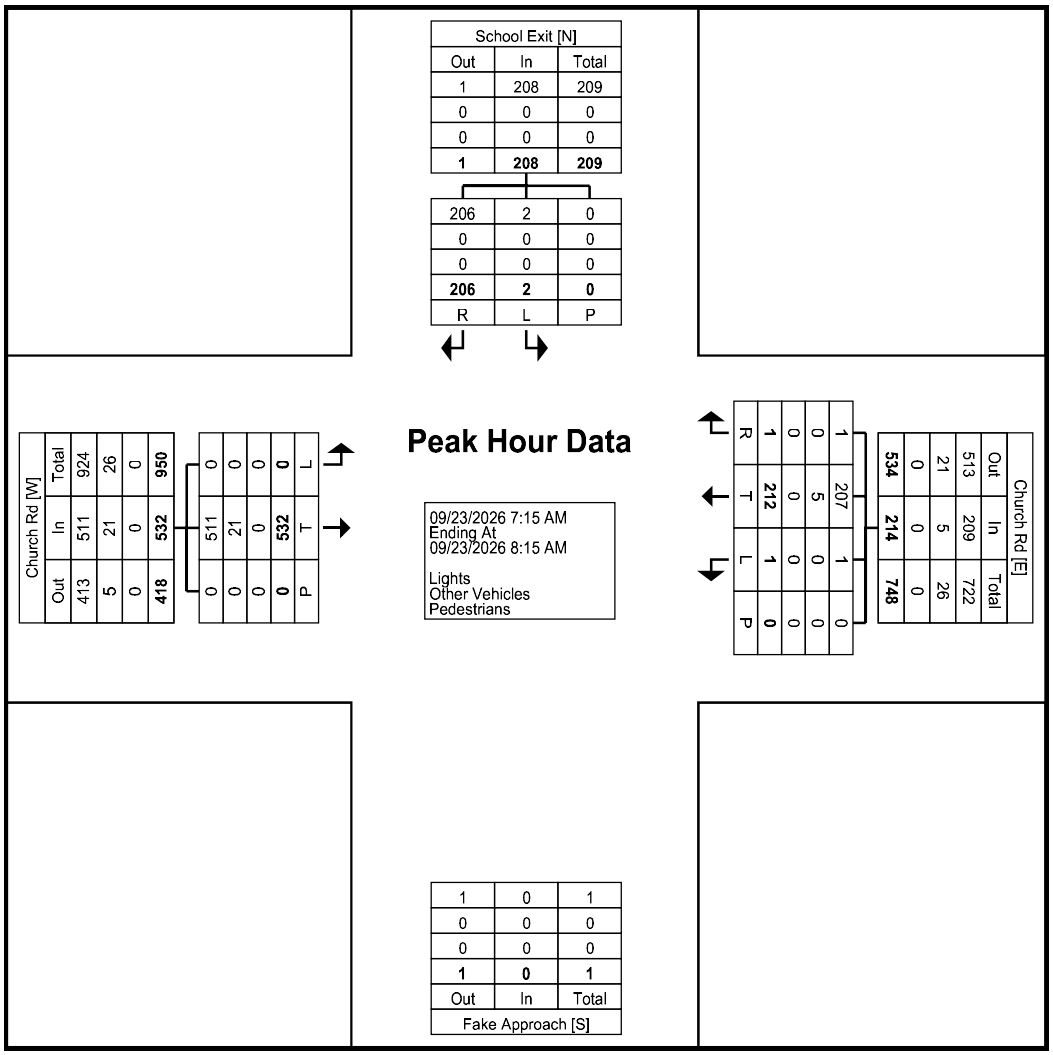
Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (7:15 AM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Church Rd Eastbound				Church Rd Westbound					School Exit Southbound				
	Left	Thru	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	119	0	119	0	49	0	0	49	0	84	0	84	252
3:00 PM	0	122	0	122	0	34	1	0	35	1	70	0	71	228
3:15 PM	0	121	0	121	0	42	0	0	42	1	25	0	26	189
3:30 PM	0	127	0	127	0	36	0	0	36	0	31	2	31	194
Total	0	489	0	489	0	161	1	0	162	2	210	2	212	863
Approach %	0.0	100.0	-	-	0.0	99.4	0.6	-	-	0.9	99.1	-	-	-
Total %	0.0	56.7	-	56.7	0.0	18.7	0.1	-	18.8	0.2	24.3	-	24.6	-
PHF	0.000	0.963	-	0.963	0.000	0.821	0.250	-	0.827	0.500	0.625	-	0.631	0.856
Lights	0	471	-	471	0	155	1	-	156	2	210	-	212	839
% Lights	-	96.3	-	96.3	-	96.3	100.0	-	96.3	100.0	100.0	-	100.0	97.2
Other Vehicles	0	18	-	18	0	6	0	-	6	0	0	-	0	24
% Other Vehicles	-	3.7	-	3.7	-	3.7	0.0	-	3.7	0.0	0.0	-	0.0	2.8
Pedestrians	-	-	0	-	-	-	-	0	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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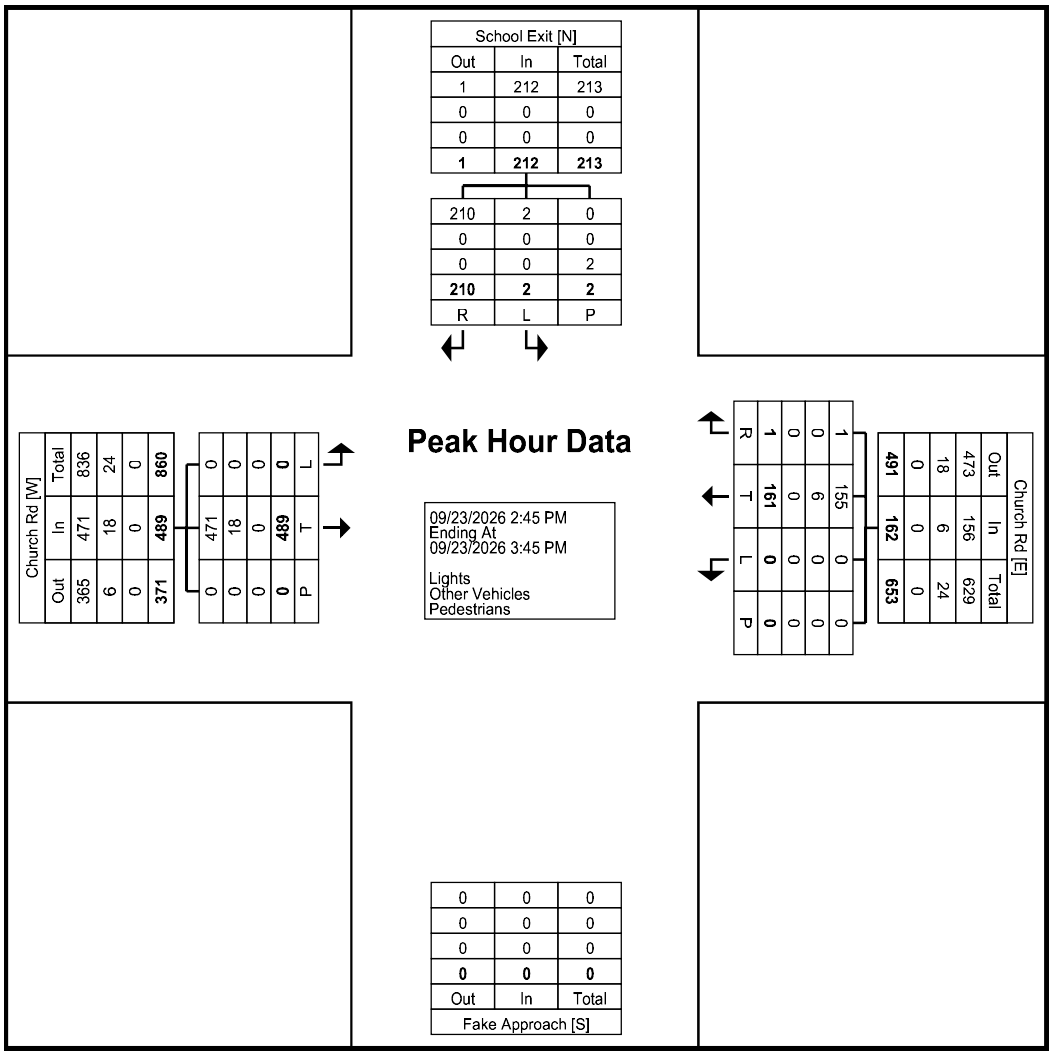
Count Name: 02 Church Rd - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (2:45 PM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

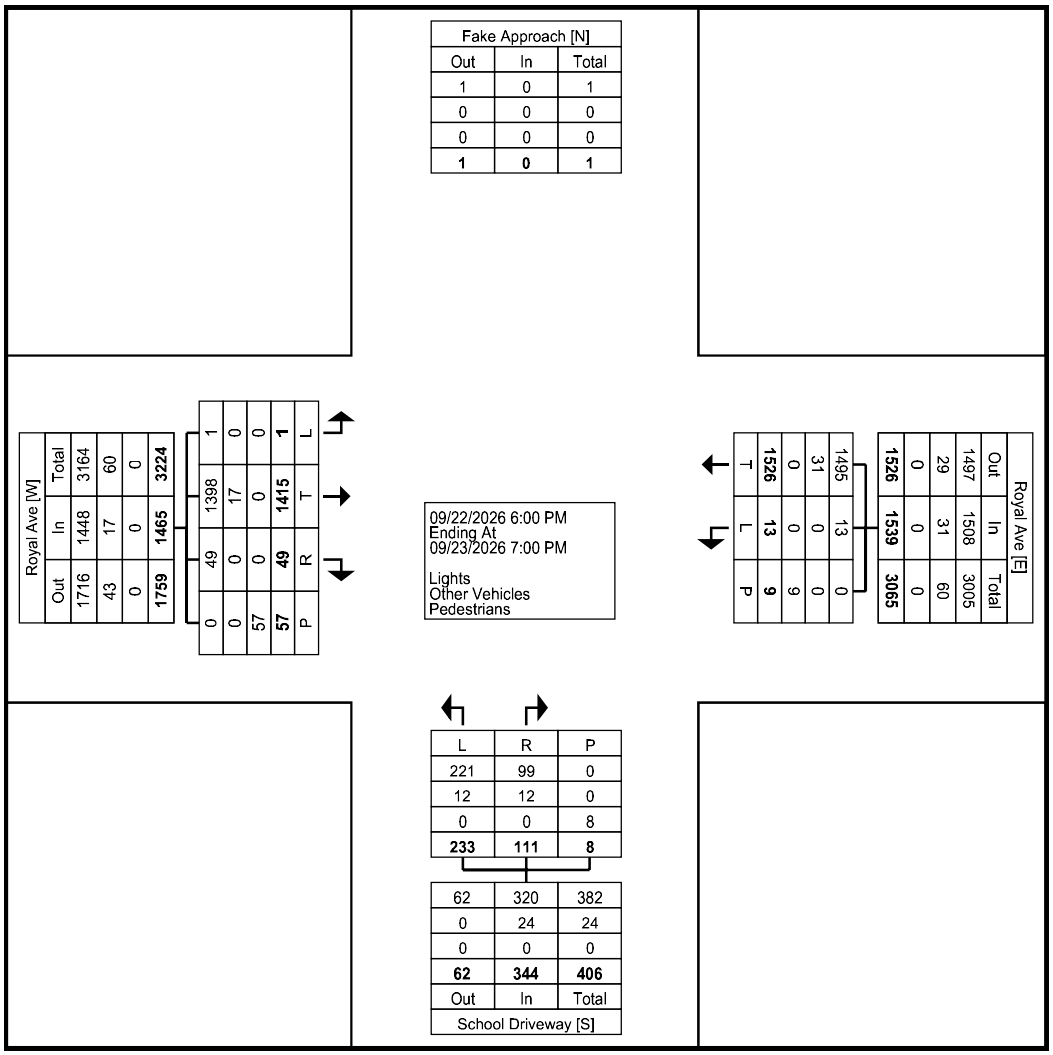
Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Data

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:00 PM	0	35	0	0	35	0	13	0	13	1	3	0	4	52
6:15 PM	0	38	5	0	43	1	15	0	16	0	0	0	0	59
6:30 PM	0	35	2	0	37	1	17	0	18	1	0	0	1	56
6:45 PM	0	25	6	5	31	4	11	0	15	14	2	0	16	62
Hourly Total	0	133	13	5	146	6	56	0	62	16	5	0	21	229
7:00 PM	0	15	0	9	15	0	16	0	16	18	9	1	27	58
7:15 PM	0	11	0	3	11	0	14	1	14	4	4	1	8	33
7:30 PM	0	8	0	0	8	0	4	0	4	0	0	2	0	12
7:45 PM	0	10	0	2	10	0	8	0	8	1	0	0	1	19
Hourly Total	0	44	0	14	44	0	42	1	42	23	13	4	36	122
8:00 PM	0	11	0	3	11	1	9	0	10	4	4	0	8	29
8:15 PM	0	19	0	22	19	0	4	5	4	19	14	1	33	56
8:30 PM	1	17	1	10	19	0	5	0	5	26	7	1	33	57
8:45 PM	0	8	0	0	8	0	4	0	4	3	0	0	3	15
Hourly Total	1	55	1	35	57	1	22	5	23	52	25	2	77	157
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	0	17	3	0	20	1	53	0	54	0	0	0	0	74
7:15 AM	0	14	6	0	20	1	71	0	72	3	2	0	5	97
7:30 AM	0	28	10	0	38	0	120	0	120	9	3	0	12	170
7:45 AM	0	49	0	0	49	0	106	0	106	21	10	0	31	186
Hourly Total	0	108	19	0	127	2	350	0	352	33	15	0	48	527
8:00 AM	0	62	0	0	62	0	47	0	47	15	4	0	19	128
8:15 AM	0	41	1	0	42	0	94	0	94	2	4	0	6	142
8:30 AM	0	25	0	0	25	0	80	0	80	0	1	2	1	106
8:45 AM	0	37	0	0	37	0	78	0	78	0	0	0	0	115
Hourly Total	0	165	1	0	166	0	299	0	299	17	9	2	26	491
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	18	0	0	18	0	20	0	20	0	1	0	1	39
2:15 PM	0	28	1	0	29	0	30	0	30	0	0	0	0	59
2:30 PM	0	49	3	0	52	0	55	0	55	0	0	0	0	107
2:45 PM	0	67	1	0	68	0	48	0	48	15	4	0	19	135
Hourly Total	0	162	5	0	167	0	153	0	153	15	5	0	20	340
3:00 PM	0	54	2	0	56	0	41	0	41	14	10	0	24	121
3:15 PM	0	57	5	3	62	3	74	0	77	9	5	0	14	153
3:30 PM	0	68	1	0	69	1	63	0	64	5	5	0	10	143
3:45 PM	0	47	0	0	47	0	53	0	53	9	4	0	13	113
Hourly Total	0	226	8	3	234	4	231	0	235	37	24	0	61	530
4:00 PM	0	52	0	0	52	0	51	0	51	3	2	0	5	108
4:15 PM	0	41	0	0	41	0	47	0	47	3	2	0	5	93
4:30 PM	0	43	0	0	43	0	30	0	30	3	1	0	4	77
4:45 PM	0	72	0	0	72	0	36	0	36	28	6	0	34	142
Hourly Total	0	208	0	0	208	0	164	0	164	37	11	0	48	420
5:00 PM	0	44	0	0	44	0	47	1	47	0	1	0	1	92
5:15 PM	0	54	0	0	54	0	35	0	35	1	1	0	2	91
5:30 PM	0	61	1	0	62	0	33	0	33	1	0	0	1	96
5:45 PM	0	42	0	0	42	0	22	0	22	0	1	0	1	65
Hourly Total	0	201	1	0	202	0	137	1	137	2	3	0	5	344
6:00 PM	0	34	0	0	34	0	19	0	19	0	0	0	0	53
6:15 PM	0	27	1	0	28	0	19	1	19	1	1	0	2	49
6:30 PM	0	29	0	0	29	0	15	0	15	0	0	0	0	44
6:45 PM	0	23	0	0	23	0	19	1	19	0	0	0	0	42
Hourly Total	0	113	1	0	114	0	72	2	72	1	1	0	2	188
Grand Total	1	1415	49	57	1465	13	1526	9	1539	233	111	8	344	3348
Approach %	0.1	96.6	3.3	-	-	0.8	99.2	-	-	67.7	32.3	-	-	-
Total %	0.0	42.3	1.5	-	43.8	0.4	45.6	-	46.0	7.0	3.3	-	10.3	-
Lights	1	1398	49	-	1448	13	1495	-	1508	221	99	-	320	3276
% Lights	100.0	98.8	100.0	-	98.8	100.0	98.0	-	98.0	94.8	89.2	-	93.0	97.8
Other Vehicles	0	17	0	-	17	0	31	-	31	12	12	-	24	72
% Other Vehicles	0.0	1.2	0.0	-	1.2	0.0	2.0	-	2.0	5.2	10.8	-	7.0	2.2
Pedestrians	-	-	-	57	-	-	-	9	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	100.0	-	-	-	100.0	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 nbieber@tpdinc.com

Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Data Plot

Traffic Planning and Design, Inc
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Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (6:15 PM)

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
6:15 PM	0	38	5	0	43	1	15	0	16	0	0	0	0	59
6:30 PM	0	35	2	0	37	1	17	0	18	1	0	0	1	56
6:45 PM	0	25	6	5	31	4	11	0	15	14	2	0	16	62
7:00 PM	0	15	0	9	15	0	16	0	16	18	9	1	27	58
Total	0	113	13	14	126	6	59	0	65	33	11	1	44	235
Approach %	0.0	89.7	10.3	-	-	9.2	90.8	-	-	75.0	25.0	-	-	-
Total %	0.0	48.1	5.5	-	53.6	2.6	25.1	-	27.7	14.0	4.7	-	18.7	-
PHF	0.000	0.743	0.542	-	0.733	0.375	0.868	-	0.903	0.458	0.306	-	0.407	0.948
Lights	0	112	13	-	125	6	58	-	64	33	11	-	44	233
% Lights	-	99.1	100.0	-	99.2	100.0	98.3	-	98.5	100.0	100.0	-	100.0	99.1
Other Vehicles	0	1	0	-	1	0	1	-	1	0	0	-	0	2
% Other Vehicles	-	0.9	0.0	-	0.8	0.0	1.7	-	1.5	0.0	0.0	-	0.0	0.9
Pedestrians	-	-	-	14	-	-	-	0	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	100.0	-	-

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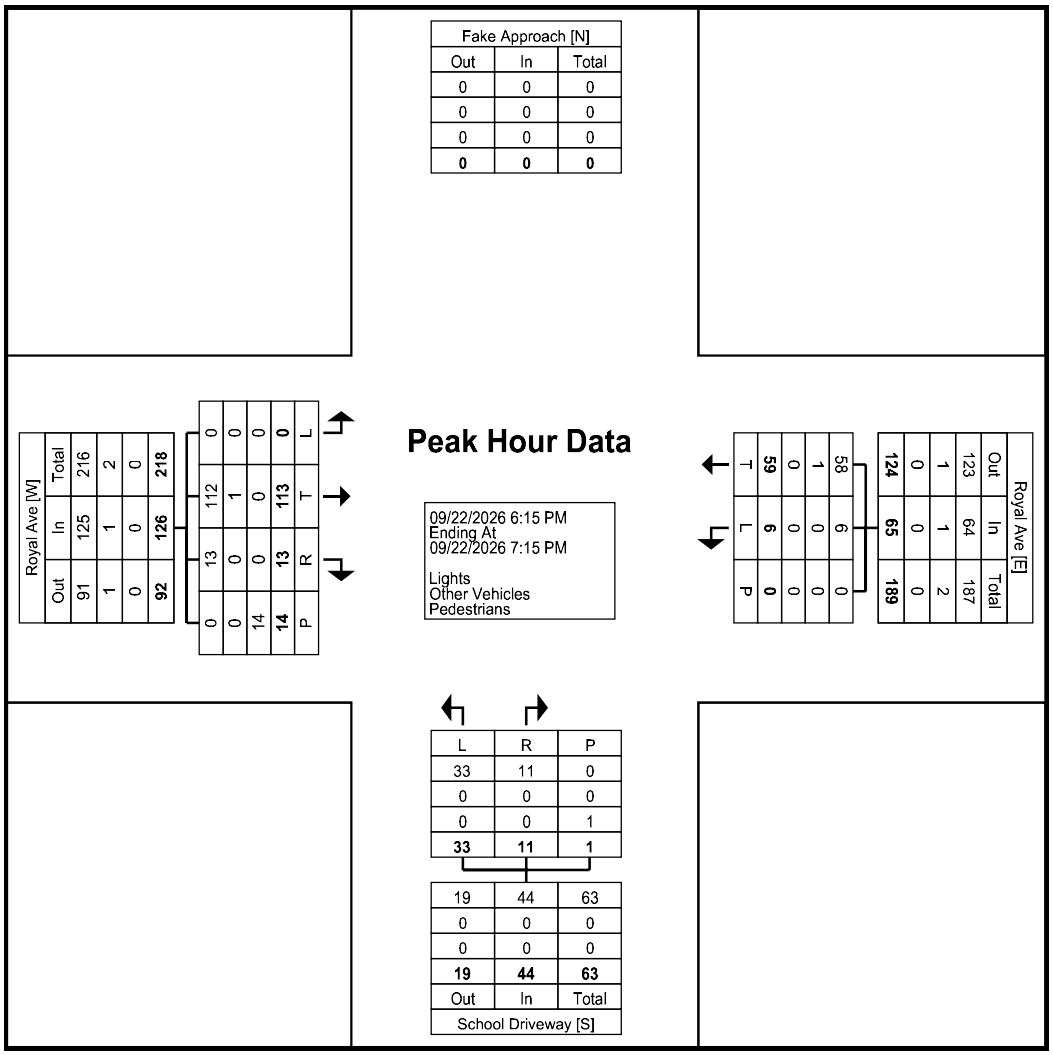

Turning Movement Peak Hour Data Plot (6:15 PM)

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Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	28	10	0	38	0	120	0	120	9	3	0	12	170
7:45 AM	0	49	0	0	49	0	106	0	106	21	10	0	31	186
8:00 AM	0	62	0	0	62	0	47	0	47	15	4	0	19	128
8:15 AM	0	41	1	0	42	0	94	0	94	2	4	0	6	142
Total	0	180	11	0	191	0	367	0	367	47	21	0	68	626
Approach %	0.0	94.2	5.8	-	-	0.0	100.0	-	-	69.1	30.9	-	-	-
Total %	0.0	28.8	1.8	-	30.5	0.0	58.6	-	58.6	7.5	3.4	-	10.9	-
PHF	0.000	0.726	0.275	-	0.770	0.000	0.765	-	0.765	0.560	0.525	-	0.548	0.841
Lights	0	177	11	-	188	0	362	-	362	41	17	-	58	608
% Lights	-	98.3	100.0	-	98.4	-	98.6	-	98.6	87.2	81.0	-	85.3	97.1
Other Vehicles	0	3	0	-	3	0	5	-	5	6	4	-	10	18
% Other Vehicles	-	1.7	0.0	-	1.6	-	1.4	-	1.4	12.8	19.0	-	14.7	2.9
Pedestrians	-	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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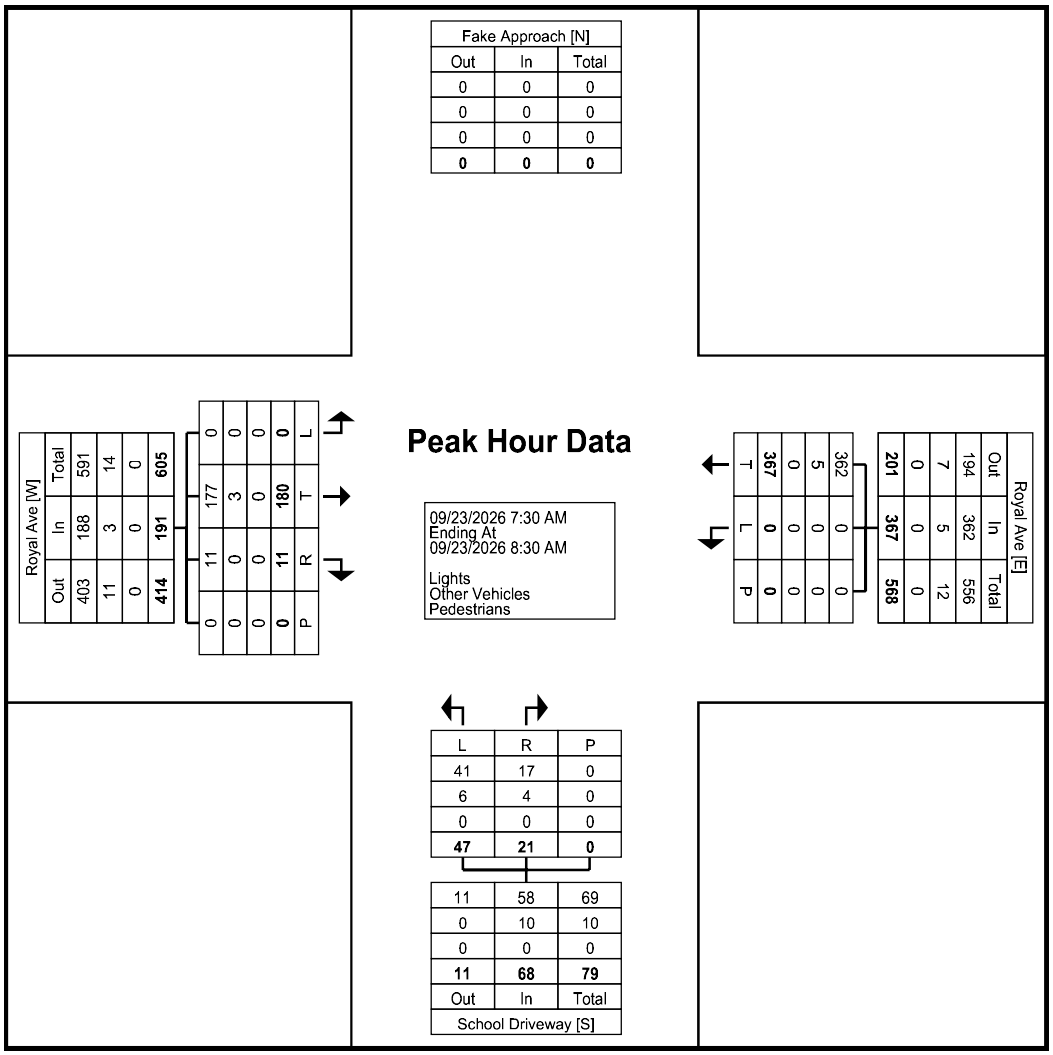

Turning Movement Peak Hour Data Plot (7:30 AM)

Traffic Planning and Design, Inc
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Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Royal Ave Eastbound					Royal Ave Westbound				School Driveway Northbound				
	Left	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
2:45 PM	0	67	1	0	68	0	48	0	48	15	4	0	19	135
3:00 PM	0	54	2	0	56	0	41	0	41	14	10	0	24	121
3:15 PM	0	57	5	3	62	3	74	0	77	9	5	0	14	153
3:30 PM	0	68	1	0	69	1	63	0	64	5	5	0	10	143
Total	0	246	9	3	255	4	226	0	230	43	24	0	67	552
Approach %	0.0	96.5	3.5	-	-	1.7	98.3	-	-	64.2	35.8	-	-	-
Total %	0.0	44.6	1.6	-	46.2	0.7	40.9	-	41.7	7.8	4.3	-	12.1	-
PHF	0.000	0.904	0.450	-	0.924	0.333	0.764	-	0.747	0.717	0.600	-	0.698	0.902
Lights	0	242	9	-	251	4	217	-	221	38	19	-	57	529
% Lights	-	98.4	100.0	-	98.4	100.0	96.0	-	96.1	88.4	79.2	-	85.1	95.8
Other Vehicles	0	4	0	-	4	0	9	-	9	5	5	-	10	23
% Other Vehicles	-	1.6	0.0	-	1.6	0.0	4.0	-	3.9	11.6	20.8	-	14.9	4.2
Pedestrians	-	-	-	3	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-

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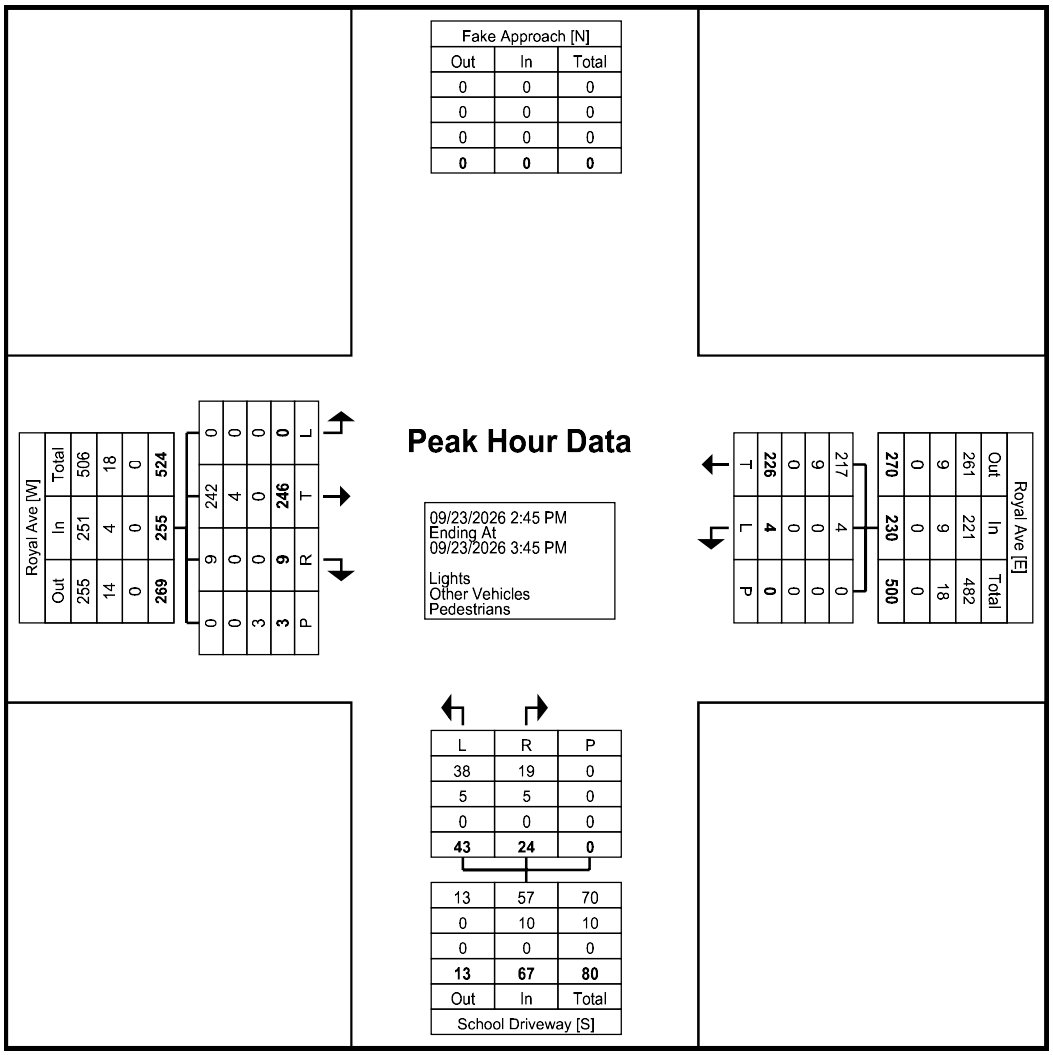
Count Name: 03 Royal Ave - School Exit
Site Code:
Start Date: 09/22/2026



Turning Movement Peak Hour Data Plot (2:45 PM)

Attachment #5
Site Photographs

Job #: ANAA.00001 *Date Taken:* 09-23-2026 *Intersection Of:* School AM Peak Hour - Drop Off





Job #: ANAA.00001 *Date Taken:* 09-23-2026 *Intersection Of:* School AM Peak Hour - Drop Off





Job #: ANAA.00001 *Date Taken:* 09-23-2026 *Intersection Of:* School AM Peak Hour - Drop Off





Job #: ANAA.00001 *Date Taken:* 09-23-2026 *Intersection Of:* School AM Peak Hour - Drop Off





Job #: *ANAA.00001* *Date Taken:* *09-23-2026* *Intersection Of:* *School PM Peak Hour – Pick Up*





Job #: ANAA.00001 *Date Taken:* 09-23-2026 *Intersection Of:* School PM Peak Hour – Pick Up





Attachment #6
Capacity Analysis Printouts

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	222	324	210	183	0	0
Future Volume (vph)	222	324	210	183	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		320	518		434	
Travel Time (s)		7.3	11.8		11.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	532	212	0	2	206
Future Volume (vph)	0	532	212	0	2	206
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		526	320		309	
Travel Time (s)		12.0	7.3		8.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	532	212	0	2	206
Future Vol, veh/h	0	532	212	0	2	206
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	0	649	259	0	2	251

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	907	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	649	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	341	830
Stage 1	0	-	-	0	905	-
Stage 2	0	-	-	0	587	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	341	830
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.36
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	819
HCM Lane V/C Ratio	-	-	0.31
HCM Ctrl Dly (s/v)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	180	11	0	367	47	21
Future Volume (vph)	180	11	0	367	47	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)		100	100		100	100
Link Speed (mph)	25			25	25	
Link Distance (ft)	524			260	303	
Travel Time (s)	14.3			7.1	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	1%	13%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	11	0	367	47	21
Future Vol, veh/h	180	11	0	367	47	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	1	13	19
Mvmt Flow	214	13	0	437	56	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	658	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	437	-
Critical Hdwy	-	-	-	-	6.53	6.39
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	-	-	0	-	473	862
Stage 1	-	-	0	-	936	-
Stage 2	-	-	0	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	473	862
Mov Cap-2 Maneuver	-	-	-	-	473	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.68
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	549	-	-	-
HCM Lane V/C Ratio	0.147	-	-	-
HCM Ctrl Dly (s/v)	12.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	124	362	180	94	0	0
Future Volume (vph)	124	362	180	94	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		320	518		434	
Travel Time (s)		7.3	11.8		11.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	3%	3%	7%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	489	161	0	2	210
Future Volume (vph)	0	489	161	0	2	210
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		526	320		309	
Travel Time (s)		12.0	7.3		8.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	489	161	0	2	210
Future Vol, veh/h	0	489	161	0	2	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	4	4	0	0	0
Mvmt Flow	0	569	187	0	2	244

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	756	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	422	911
Stage 1	0	-	-	0	979	-
Stage 2	0	-	-	0	642	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	422	911
Mov Cap-2 Maneuver	-	-	-	-	422	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.49
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	901
HCM Lane V/C Ratio	-	-	0.274
HCM Ctrl Dly (s/v)	-	-	10.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	246	9	4	226	43	24
Future Volume (vph)	246	9	4	226	43	24
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)		100	100		100	100
Link Speed (mph)	25			25	25	
Link Distance (ft)	524			260	303	
Travel Time (s)	14.3			7.1	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	4%	12%	21%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	246	9	4	226	43	24
Future Vol, veh/h	246	9	4	226	43	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	0	0	4	12	21
Mvmt Flow	273	10	4	251	48	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	538	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.1	-	6.52	6.41
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.2	-	3	3.1
Pot Cap-1 Maneuver	-	-	1291	-	562	796
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	559	796
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.14	11.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	626	-	-	1291	-
HCM Lane V/C Ratio	0.119	-	-	0.003	-
HCM Ctrl Dly (s/v)	11.5	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	119	386	176	57	0	0
Future Volume (vph)	119	386	176	57	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		320	518		434	
Travel Time (s)		7.3	11.8		11.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Volume (vph)	0	503	169	0	4	3
Future Volume (vph)	0	503	169	0	4	3
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	100			100	100	100
Link Speed (mph)		30	30		25	
Link Distance (ft)		526	320		309	
Travel Time (s)		12.0	7.3		8.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	0	503	169	0	4	3
Future Vol, veh/h	0	503	169	0	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	541	182	0	4	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	723	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	541	-
Critical Hdwy	-	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3	3.1
Pot Cap-1 Maneuver	0	-	-	0	442	917
Stage 1	0	-	-	0	985	-
Stage 2	0	-	-	0	662	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	442	917
Mov Cap-2 Maneuver	-	-	-	-	442	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	662	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.42
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	568
HCM Lane V/C Ratio	-	-	0.013
HCM Ctrl Dly (s/v)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	113	13	6	59	33	11
Future Volume (vph)	113	13	6	59	33	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)		100	100		100	100
Link Speed (mph)	25			25	25	
Link Distance (ft)	524			260	303	
Travel Time (s)	14.3			7.1	8.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	113	13	6	59	33	11
Future Vol, veh/h	113	13	6	59	33	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	119	14	6	62	35	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	133	0	201	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3	3.1
Pot Cap-1 Maneuver	-	-	1465	-	912	987
Stage 1	-	-	-	-	1047	-
Stage 2	-	-	-	-	1106	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1465	-	908	987
Mov Cap-2 Maneuver	-	-	-	-	908	-
Stage 1	-	-	-	-	1042	-
Stage 2	-	-	-	-	1106	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.69	9.09
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	927	-	-	1465	-
HCM Lane V/C Ratio	0.05	-	-	0.004	-
HCM Ctrl Dly (s/v)	9.1	-	-	7.5	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-