

LEGEND

- Existing Site Study Intersections
- Proposed Site Study Intersections
- Urban Middle School Existing Site
- Urban Middle School Proposed Site

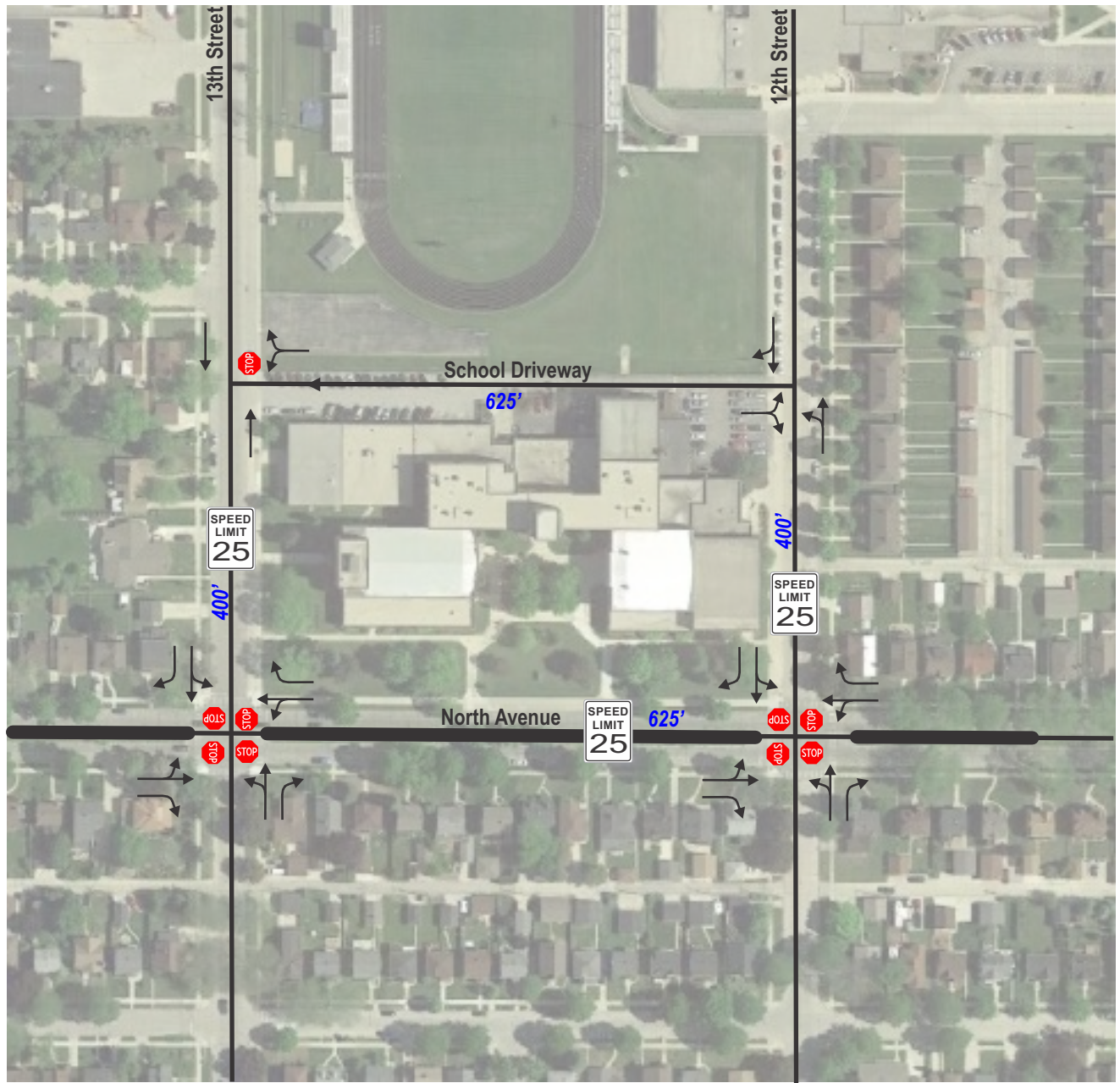


Level of Service Definitions




LOS	Signalized Intersections Control Delay/Vehicle (sec/veh)	Unsignalized Intersections Avg. Control Delay (sec/veh)	Relative Delay
A	≤ 10	≤ 10	Short Delays
	Free-flow traffic operations at average travel speeds. Vehicles completely unimpeded in ability to maneuver. Minimal delay at signalized intersections.		
B	$> 10 - 20$	$> 10 - 15$	
	Reasonably unimpeded traffic operations at average travel speeds. Vehicle maneuverability slightly restricted. Low traffic delays.		
C	$> 20 - 35$	$> 15 - 25$	
	Stable traffic operations. Lane changes becoming more restricted. Travel speeds reduced to half of average free flow travel speeds. Longer intersection delays.		
D	$> 35 - 55$	$> 25 - 35$	Moderate Delays
	Small increases in traffic flow can cause increased delays. Delays likely attributable to increased traffic, reduced signal progression, and adverse timing.		
E	$> 55 - 80$	$> 35 - 50$	
	Significant delays. Travel speeds reduced to one-third of average free flow travel speed.		
F	> 80	> 50	Long Delays
	Extremely low speeds. Intersection congestion. Long delays. Extensive traffic queues at intersections.		

Source: Highway Capacity Manual, Transportation Research Board, Washington, D.C., 2010





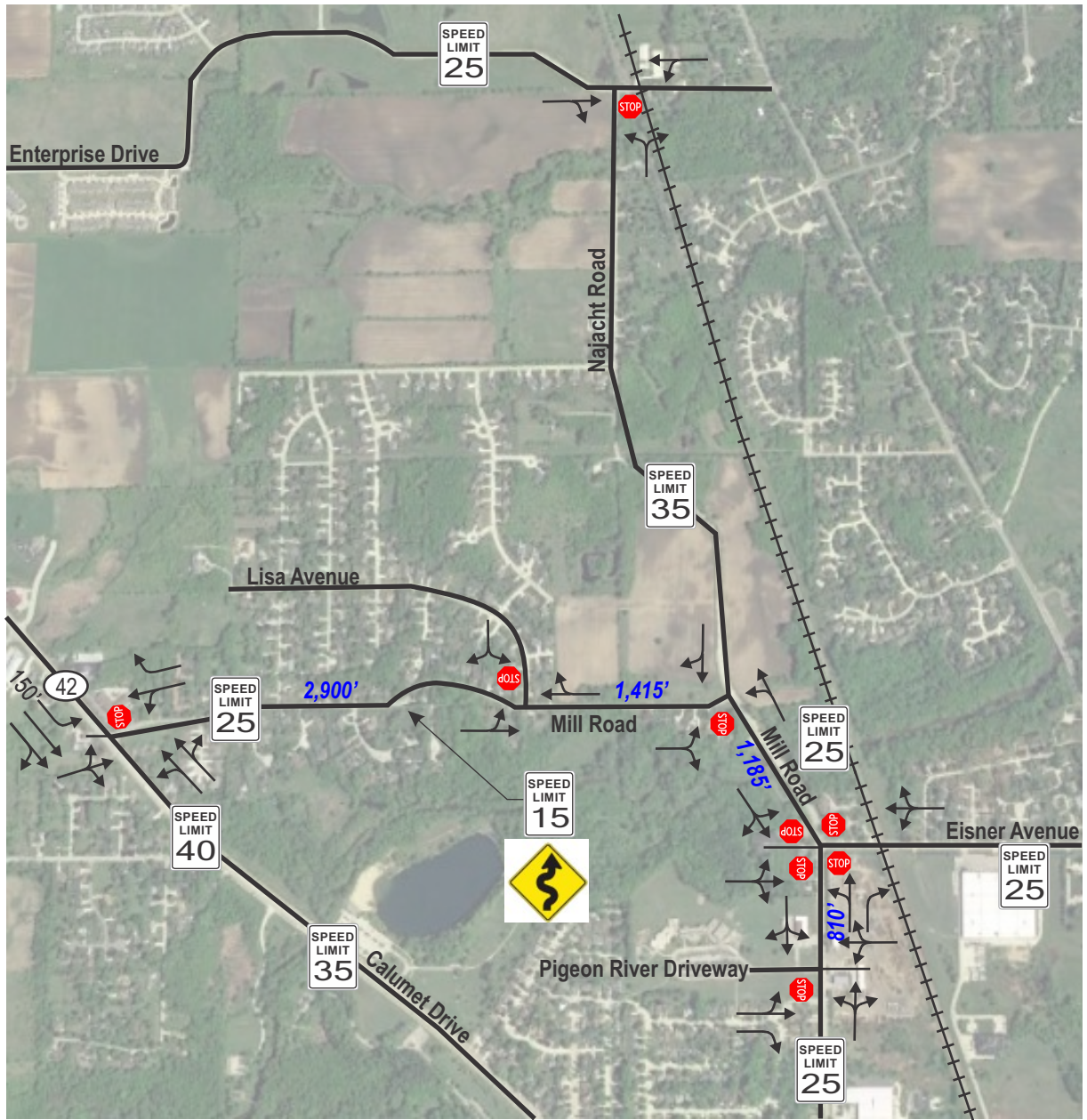
LEGEND

-  Stop Control
-  Existing Lane Configuration
-  Distance Between Roadways (in Feet)






**EXISTING SCHOOL LOCATION
EXISTING CONDITION**

**ACCEPTABLE LEVEL OF SERVICE FOR ALL
MOVEMENTS AT ALL INTERSECTIONS EXCEPT:**

**13TH & NORTH AVENUE - HIGHER DELAYS (LOS E)
FOR EASTBOUND & WESTBOUND MOVEMENTS**

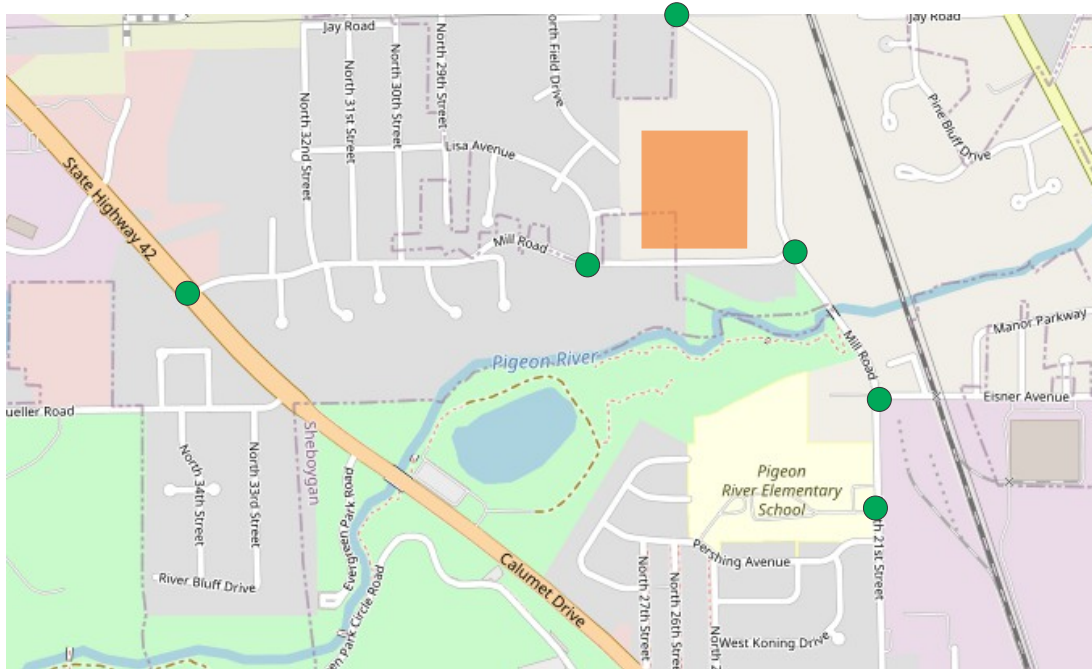


LEGEND

-  Stop Control
-  Existing Lane Configuration
-  XX' Existing Storage Length (in Feet)
-  Railroad Tracks
-  XX' Distance Between Roadways (in Feet)

PROPOSED SCHOOL LOCATION EXISTING CONDITION

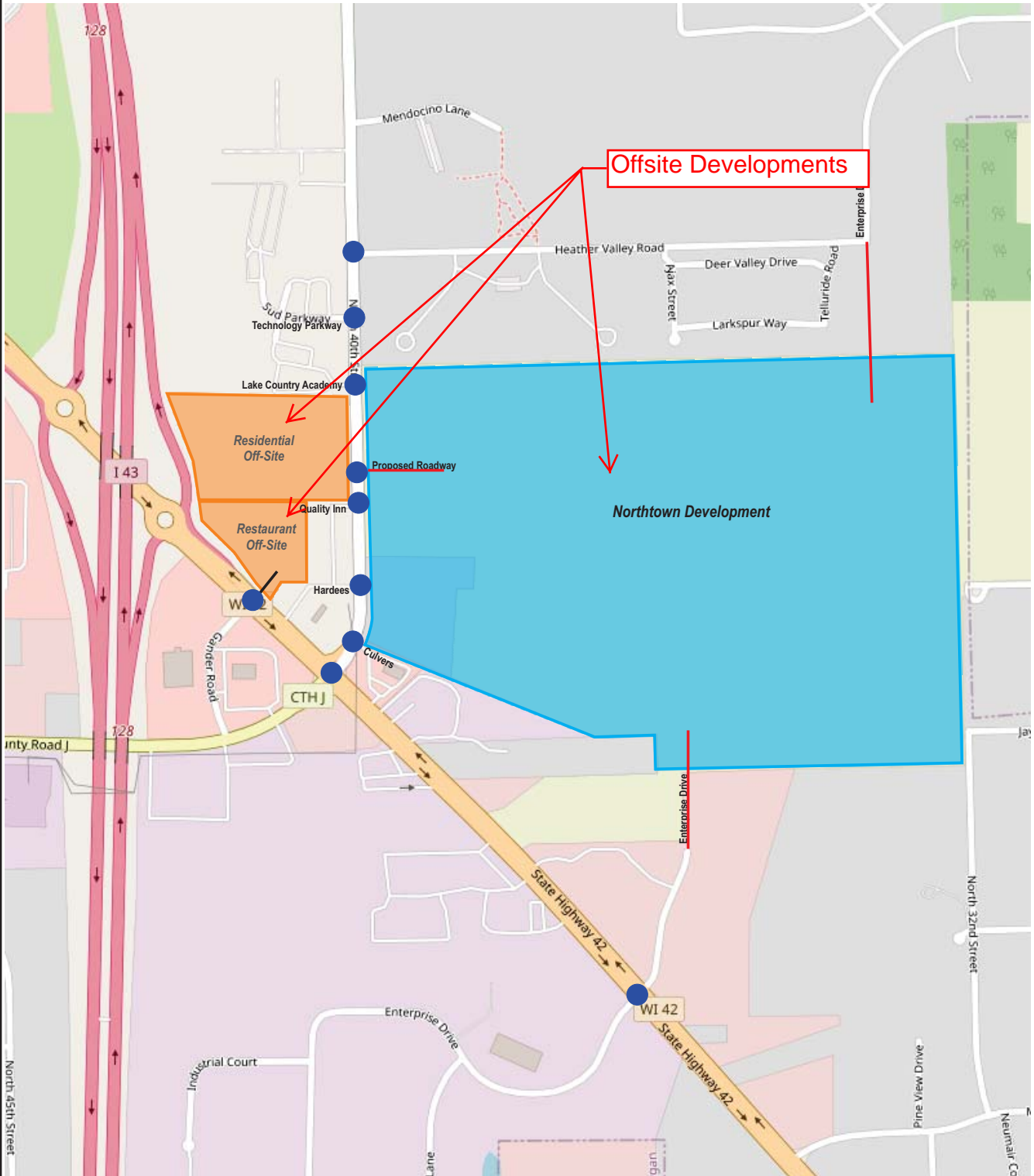
ACCEPTABLE LEVEL OF SERVICE FOR ALL
MOVEMENTS AT ALL INTERSECTIONS





LEGEND

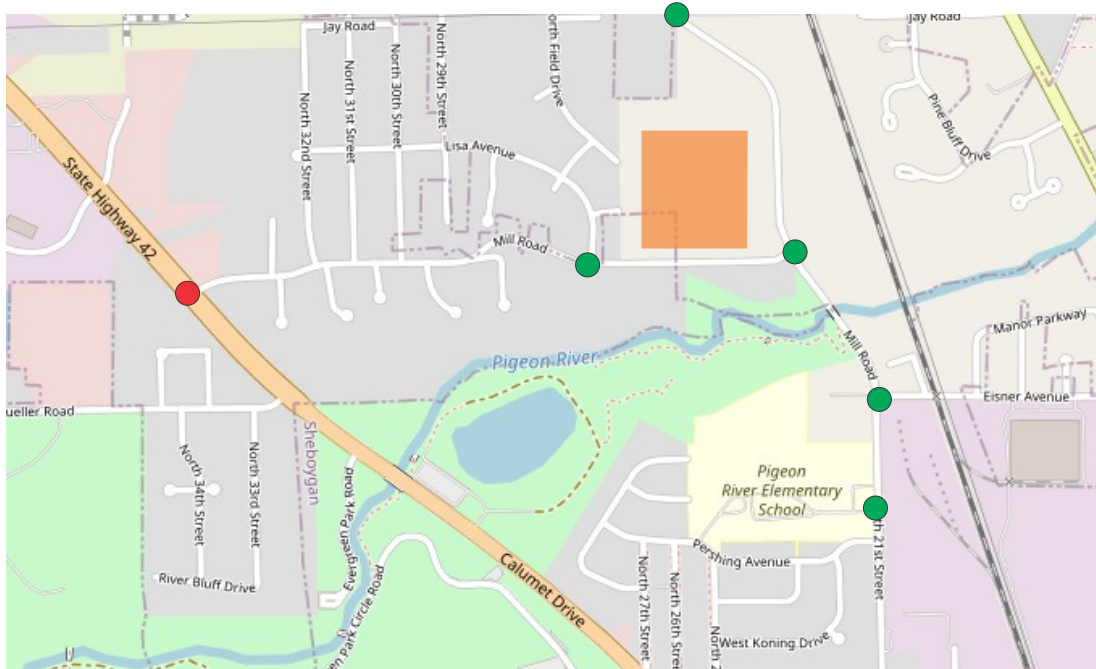
- Study Area Intersection



PROPOSED SCHOOL LOCATION BACKGROUND (WITH OFFSITE DEVELOPMENT) CONDITION

ACCEPTABLE LEVEL OF SERVICE FOR ALL
MOVEMENTS AT ALL INTERSECTIONS EXCEPT:

**MILL ROAD AT STH 42 - HIGHER DELAYS (LOS E/F)
FOR EASTBOUND & WESTBOUND MOVEMENTS**



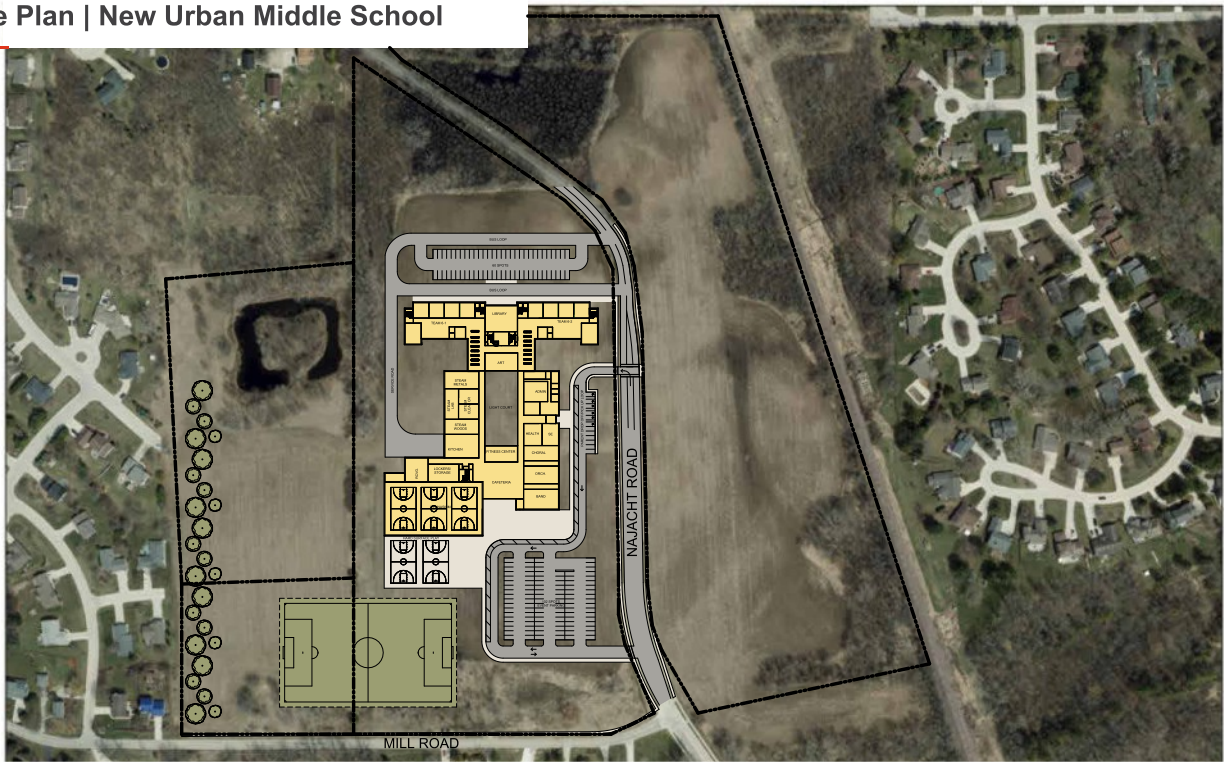
PROPOSED SCHOOL CONDITIONS
- 650 PROJECTED STUDENT POPULATION

WEEKDAY MORNING PEAK HOUR (6:45-7:45 AM)
- NEW TRIPS EXPECTED: 385 IN / 315 OUT

WEEKDAY AFTERNOON PEAK HOUR (2:30-3:30 PM)
- NEW TRIPS EXPECTED: 165 IN / 175 OUT

WEEKDAY EVENING SPECIAL EVENT PEAK HOUR (4:30-5:30 PM)
- NEW TRIPS EXPECTED: 150 IN / 150 OUT

Site Plan | New Urban Middle School



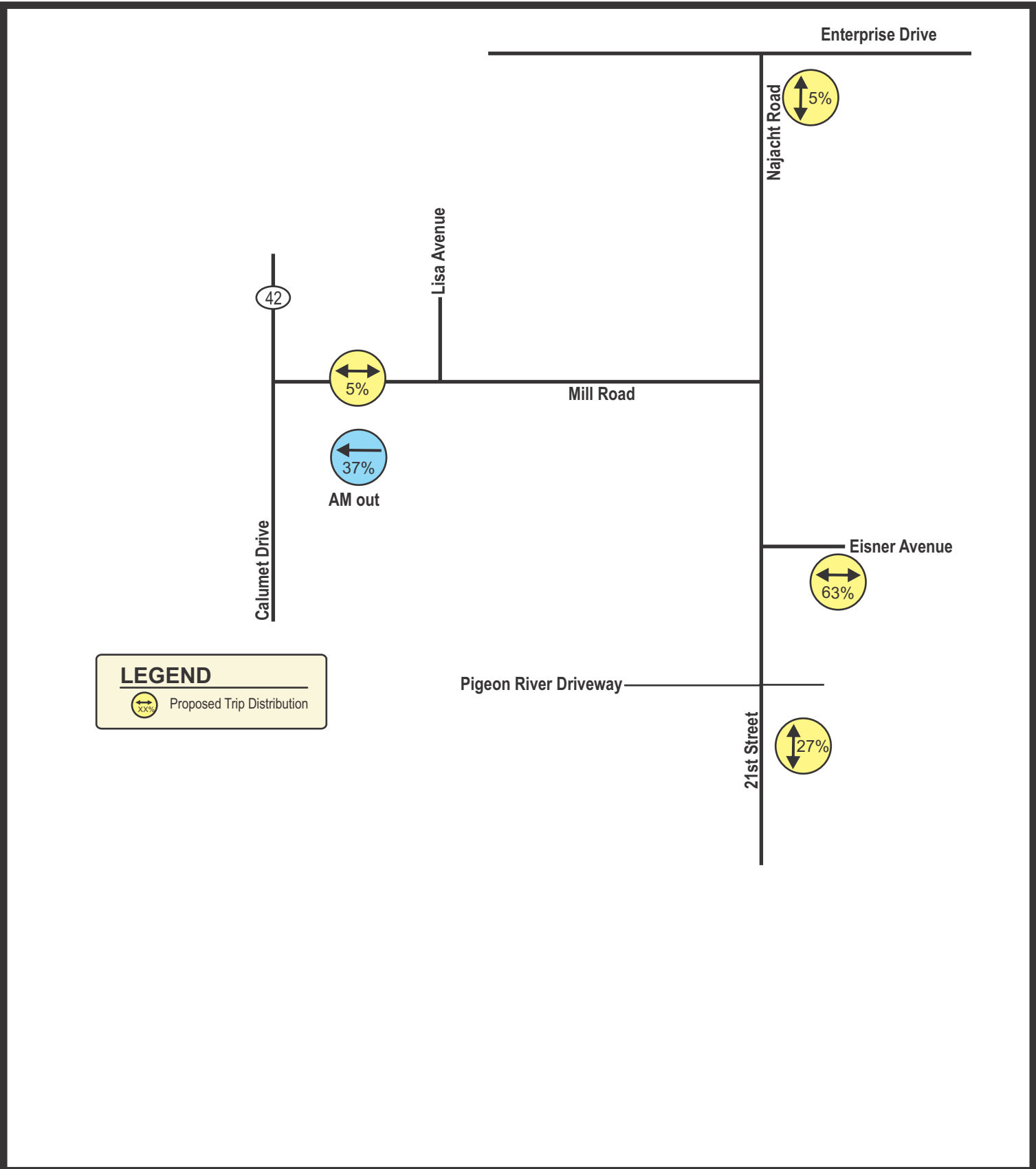
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① Site
1" = 160'-0"





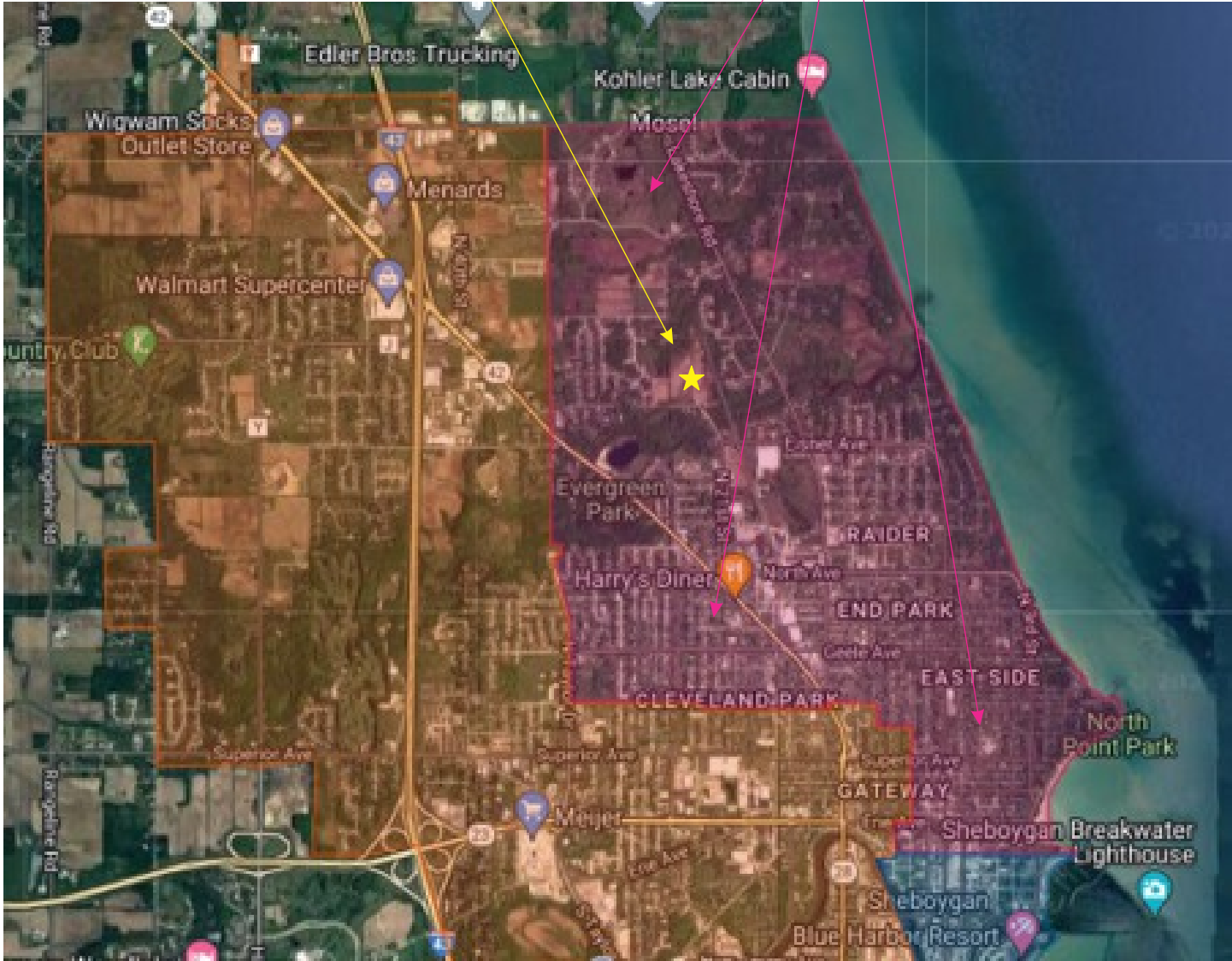
LEGEND

Proposed Trip Distribution

AM out

Proposed Urban Middle School Location

Student Population Boundary for Urban Middle School

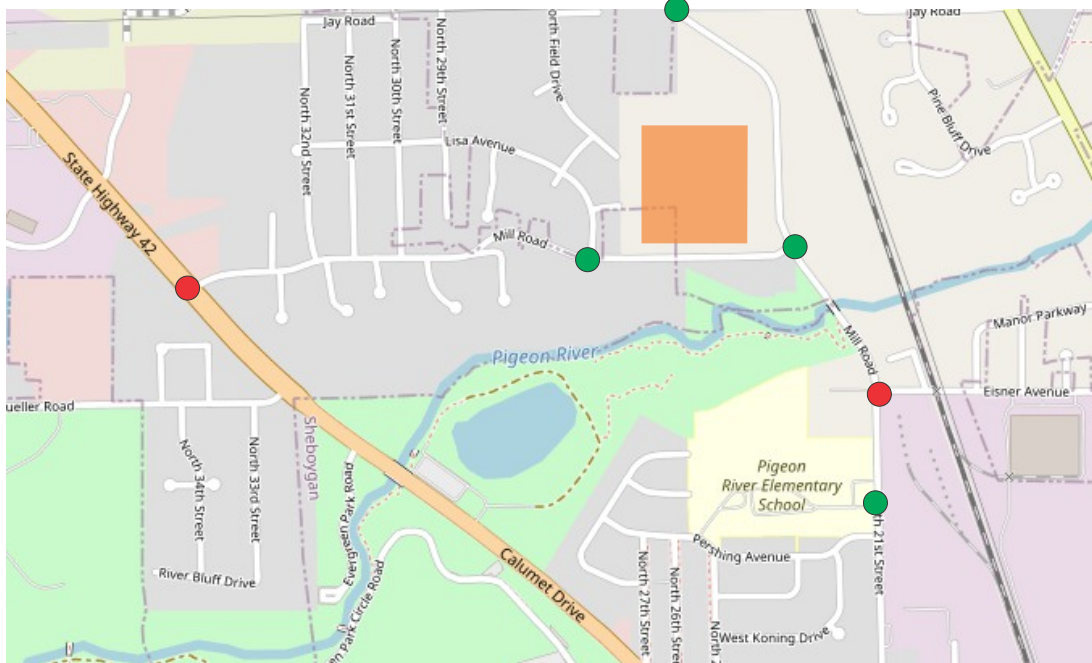


PROPOSED SCHOOL LOCATION BUILD (WITH PROPOSED SCHOOL) CONDITION

ACCEPTABLE LEVEL OF SERVICE FOR ALL
MOVEMENTS AT ALL INTERSECTIONS EXCEPT:

**MILL ROAD AT STH 42 - HIGHER DELAYS (LOS E/F)
FOR EASTBOUND & WESTBOUND MOVEMENTS**

**21ST STREET AT EISNER AVE - HIGHER DELAYS (LOS F)
FOR SOUTHBOUND & WESTBOUND MOVEMENTS**

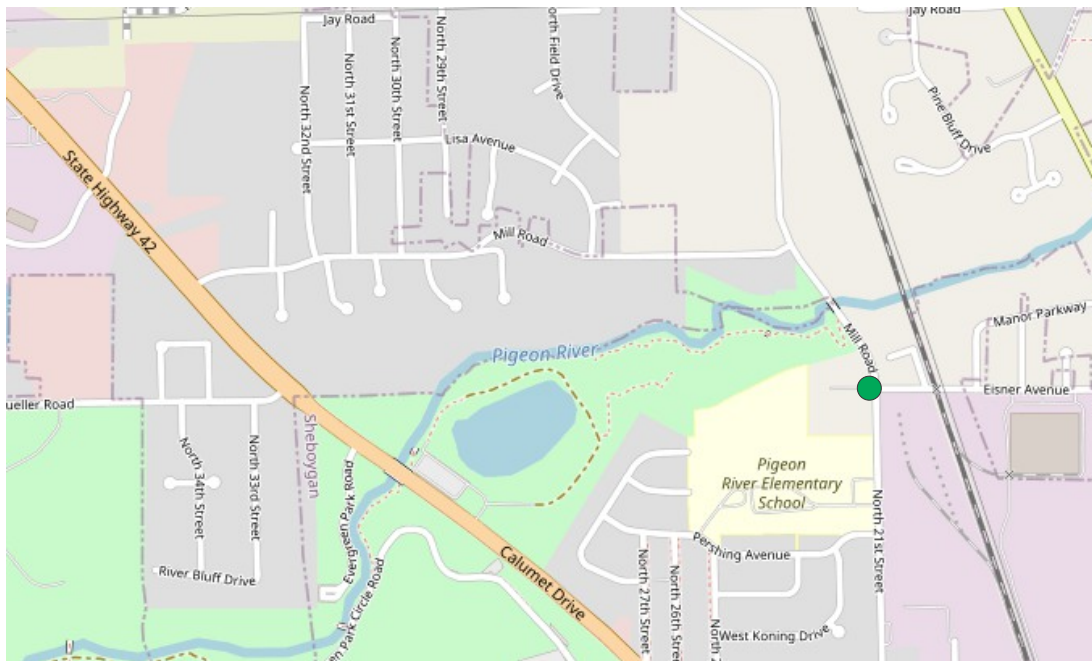


21st STREET/MILL ROAD & EISNER AVENUE COMPARISON OF POSSIBLE MODIFICATIONS

**ALL-WAY STOP CONTROL - HIGHER DELAYS (LOS F)
FOR SOUTHBOUND & WESTBOUND MOVEMENTS**

TRAFFIC SIGNAL CONTROL - ACCEPTABLE DELAYS (LOS D OR BETTER)

ROUNDAOBOUT CONTROL - ACCEPTABLE DELAYS (LOS C OR BETTER)

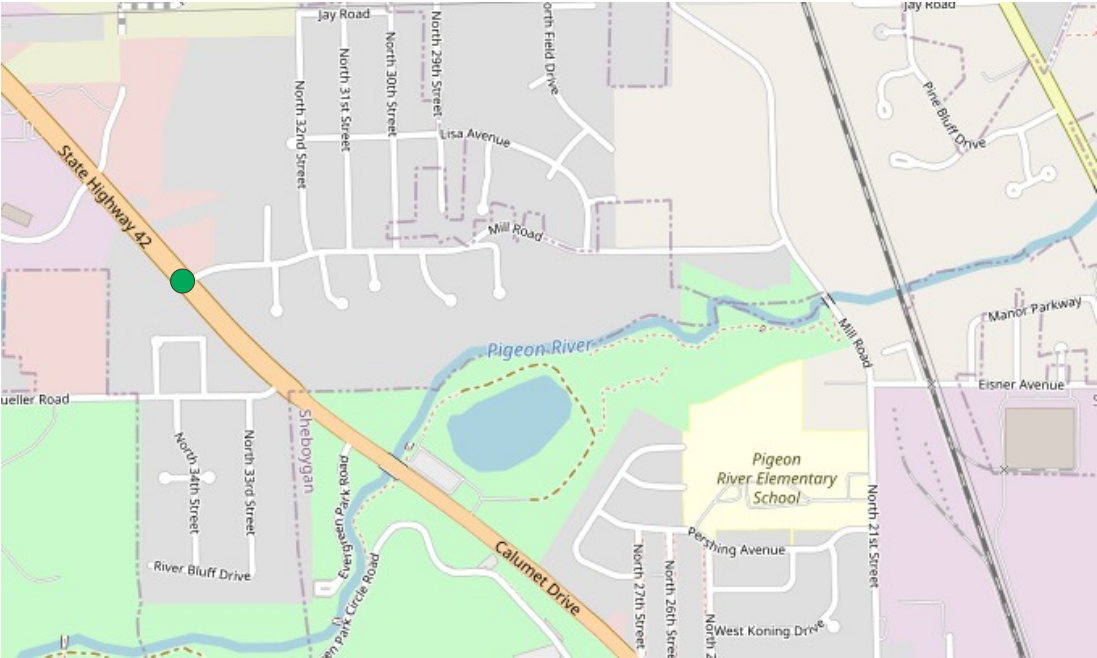


MILL ROAD & STH 42 COMPARISON OF POSSIBLE MODIFICATIONS

**TWO-WAY STOP CONTROL - HIGHER DELAYS (LOS E/F)
FOR EASTBOUND & WESTBOUND MOVEMENTS**

TRAFFIC SIGNAL CONTROL - ACCEPTABLE DELAYS (LOS B OR BETTER)

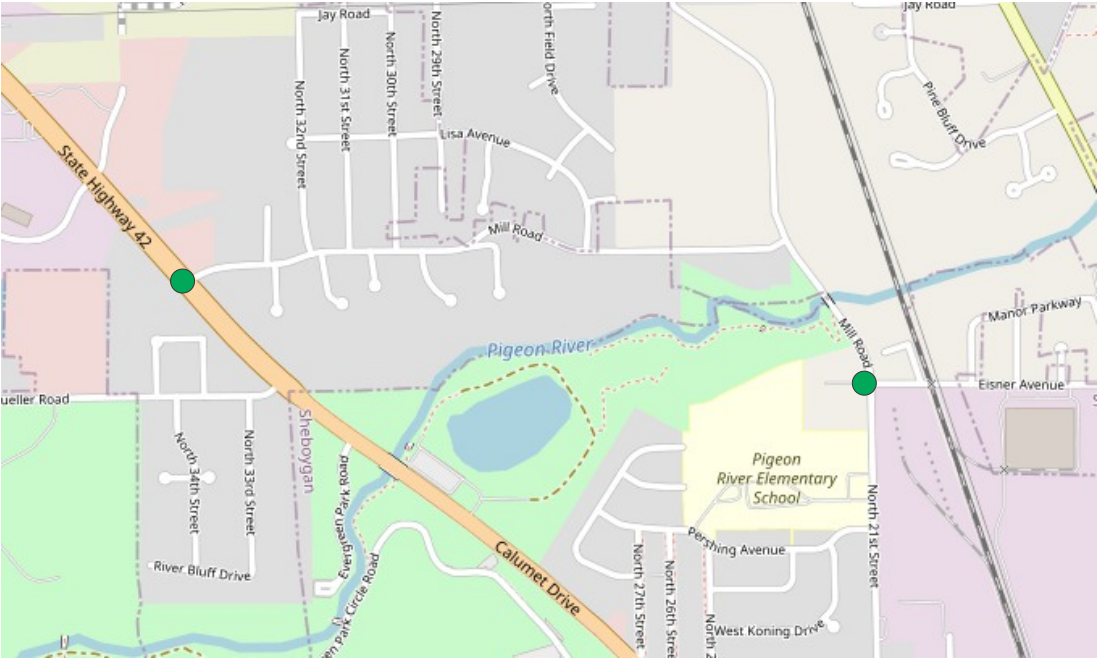
ROUNDAOBOUT CONTROL - ACCEPTABLE DELAYS (LOS B OR BETTER)



PROPOSED SCHOOL LOCATION BUILD (WITH PROPOSED SCHOOL) CONDITION WITH MODIFICATIONS

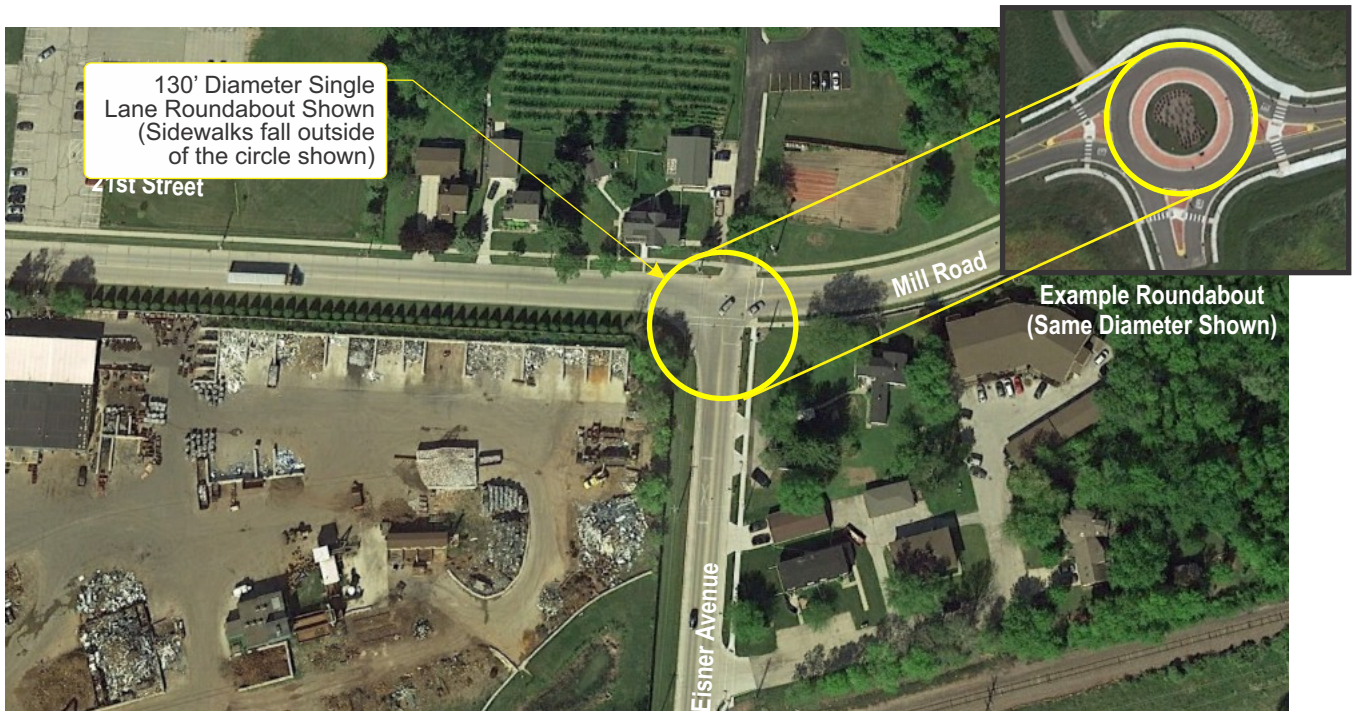
MILL ROAD AT STH 42 - TRAFFIC SIGNAL CONTROL

21ST STREET AT EISNER AVE - TRAFFIC SIGNAL CONTROL





TRAFFIC SIGNAL CONTROL

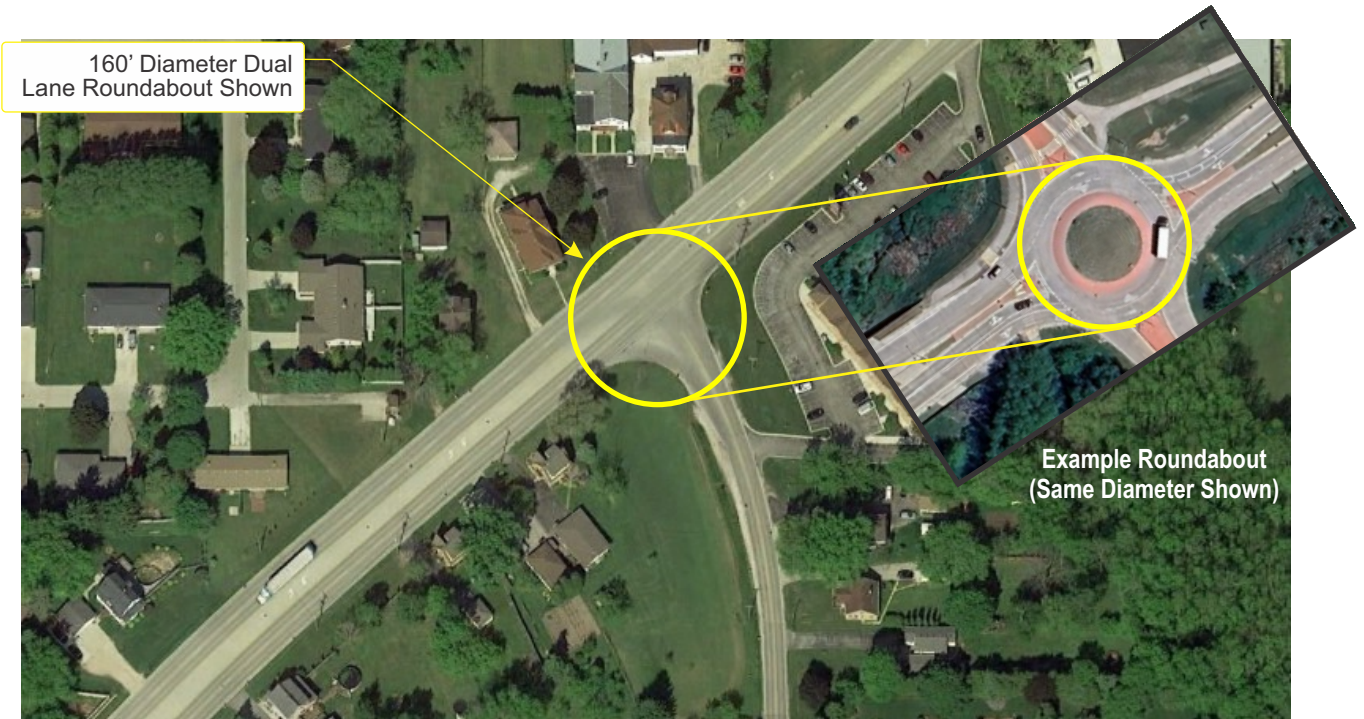


ROUNDBOUT CONTROL



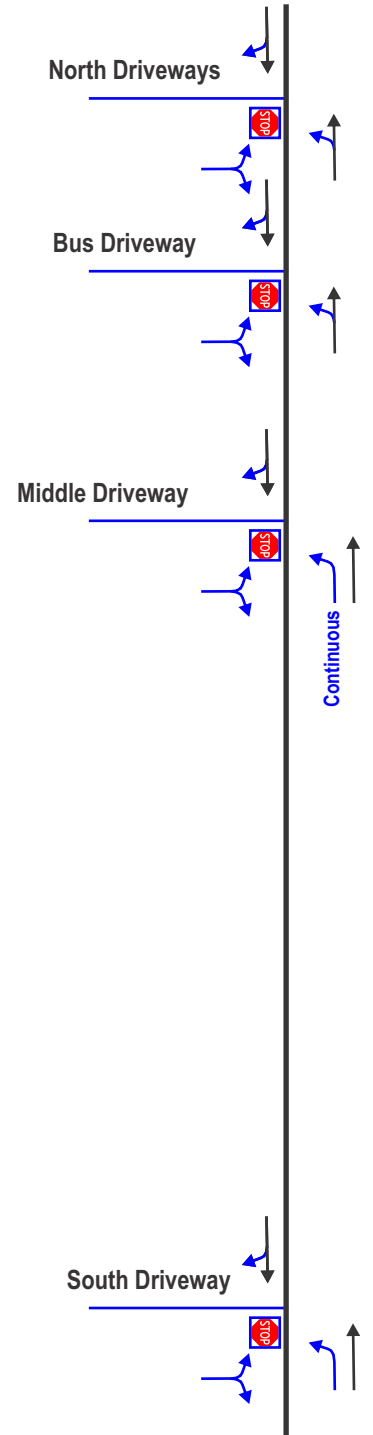
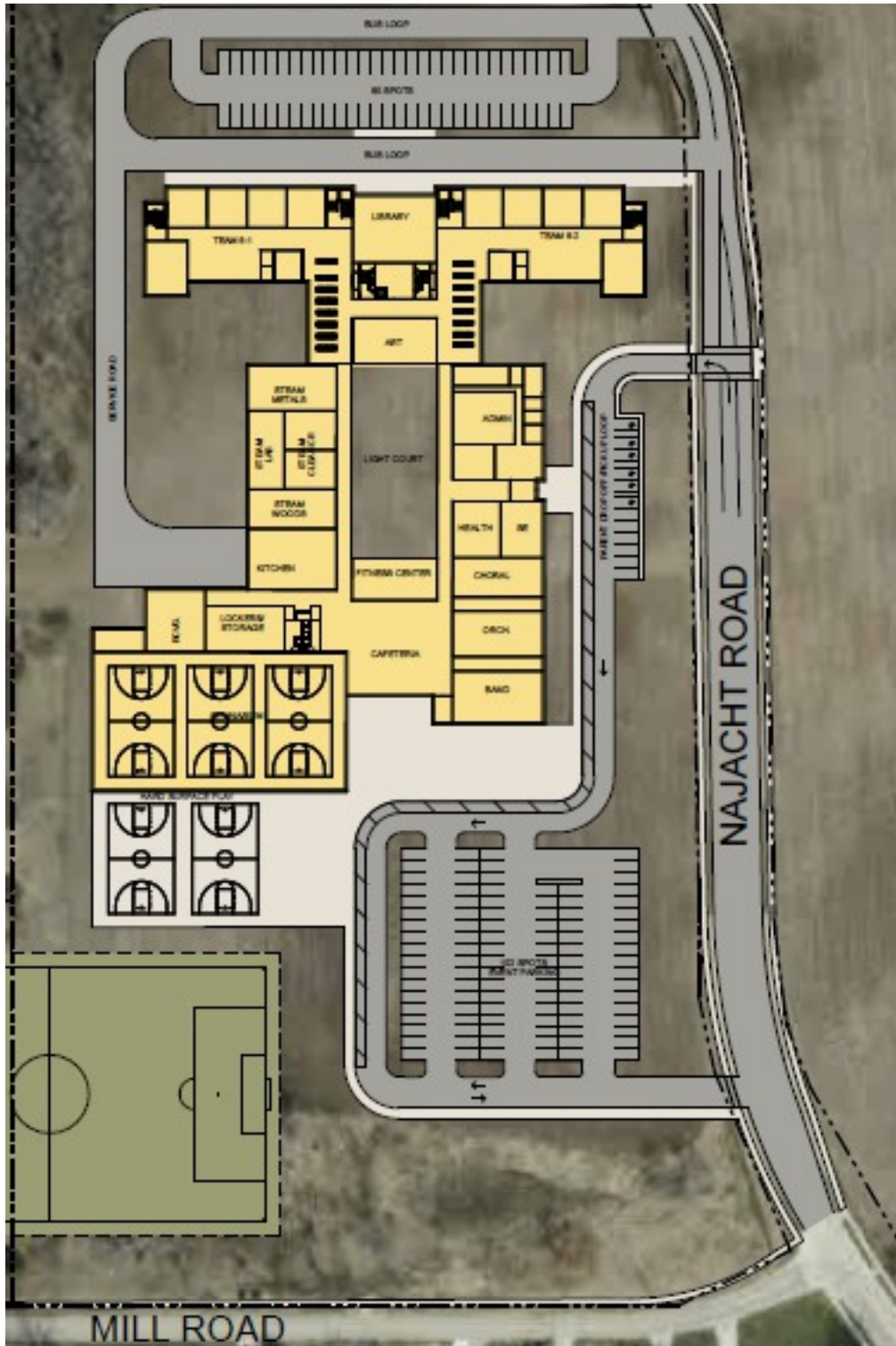


TRAFFIC SIGNAL CONTROL



ROUNDBOUT CONTROL





QUESTIONS?