

Engineering & Design

# Traffic Impact Study

September 22, 2021

DCH Brunswick Toyota

Block 143.05, Lots 18.02, 19.01, & 21.01 Township of North Brunswick, Middlesex County, New Jersey

Prepared for:

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Project No. 19003878A

Maser Consulting is now Colliers Engineering & Design



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### Introduction

The following report has been prepared for DCH Auto Group ("Applicant") in association with the proposed expansion of the existing DCH Brunswick Toyota ("Project") within the Township of North Brunswick, Middlesex County, New Jersey. The site is currently developed with 36,652 SF of an existing Automobile Sales facility, consisting of the 20,652 SF DCH Brunswick Toyota dealership and the 16,000 SF Saturn dealership. The Applicant proposes to demolish the former 16,000 SF Saturn building and expand the 20,652 SF Toyota dealership and service building with a 38,521 SF addition for a total of 59,173 SF. Additionally, it is proposed to demolish the existing retail building on Lot 21.01 to increase the number of inventory parking. The site is designated as Block 143.05, Lots 18.02, 19.01, & 21.01 on the Township of North Brunswick Tax Maps. The project site is bounded by Route 1 to the north and west and residential land uses to the south and east. A site location map is included as **Figure 1** in **Appendix A**.

Access to the site is currently provided via three (3) right-in/right-out only driveways along Route 1 northbound. It is proposed to consolidate all three (3) site driveways into one (1) driveway, which will reduce the number of curb cuts along Route 1 and enhance the safety of the site. The proposed Dimension Plan is provided as **Figure 2** in **Appendix A**.

This study presents an evaluation of the current and future traffic conditions in the vicinity of the project site. Specific elements included in this study are:

- An inventory of the roadway facilities in the vicinity of the Project, including the existing physical and traffic operating characteristics;
- Determination of the Existing Conditions;
- Site Generated Trips as described in the ITE Trip Generation Manual, 10<sup>th</sup> Edition;
- Trip Distribution and Assignment;
- Forecast of 2023 No-Build Traffic Volumes;
- Peak Hour Capacity Analysis for the 2023 No-Build Conditions;
- Forecast of the 2023 Build Traffic Volumes;
- Peak Hour Capacity Analysis for the 2023 Build Conditions;
- Site Access and Parking Assessment; and
- Summary and Conclusions.



# Existing Roadway Conditions

A field investigation was conducted adjacent to the project site to obtain an inventory of existing roadway conditions, posted traffic controls, adjacent land uses, lane configurations, and existing vehicular/pedestrian traffic patterns.

### Roadways

**Route 1** is an urban principal arterial roadway under jurisdiction of the New Jersey Department of Transportation (NJDOT). Within the vicinity of the study area, the highway provides two (2) travel lanes in each direction with a posted speed limit of 55 mph.

### Intersections

**Route 1 & South Site Driveway** is an unsignalized T-intersection with the westbound approach of South Site Driveway under stop control. The westbound approach of South Site Driveway provides one (1) channelized right-turn lane. The northbound approach of Route 1 provides three (3) through lanes and one (1) shared through/right-turn lane. The southbound approach of Route 1 provides four (4) through lanes. The northbound and southbound approaches of Route 1 are divided by a concrete median.

**Route 1 & Central Site Driveway** is an unsignalized T-intersection with the westbound approach of Central Site Driveway under stop control. The westbound approach of Central Site Driveway provides one (1) right-turn lane. The northbound approach of Route 1 provides three (3) through lanes and one (1) shared through/right-turn lane. The southbound approach of Route 1 provides four (4) through lanes. The northbound and southbound approaches of Route 1 are divided by a concrete median.

**Route 1 & North Site Driveway** is an unsignalized T-intersection with the westbound approach of North Site Driveway under stop control. The westbound approach of North Site Driveway provides one (1) channelized right-turn lane. The northbound approach of Route 1 provides three (3) through lanes and one (1) shared through/right-turn lane. The southbound approach of Route 1 provides four (4) through lanes. The northbound and southbound approaches of Route 1 are divided by a concrete median.



# Existing Traffic Conditions

Traffic volume data was collected within the study area to gain an understanding of the existing roadway conditions and operations through turning movement counts ("TMC") conducted on Saturday, June 5, 2021 from 11:00 AM to 2:00 PM, and on Tuesday, June 8, 2021, from 4:00 PM to 6:00 PM at the following intersections:

- Route 1 & South Site Driveway;
- Route 1 & Central Site Driveway; and
- Route 1 & North Site Driveway.

The data collection efforts are detailed in **Table 1**. The processed TMC data is provided in **Appendix B**.

#### Table 1 – Data Collection Efforts and Established Network Peak Hours

Peak Period	Date Collected	Traffic Count Time Frame	Established Network Peak Hour
Weekday Evening	Tuesday, June 8, 2021	4:00 PM – 6:00 PM	4:45 PM – 5:45 PM
Midday Saturday	Saturday, June 5, 2021	11:00 AM – 2:00 PM	12:45 PM – 1:45 PM



### **Existing Traffic Volumes**

The TMC data was cross-referenced with ATR data recorded along Route 1 by NJDOT's Traffic Monitoring System and within close proximity to the site to establish the existing traffic conditions due to the on-going COVID-19 pandemic. The 2017 counts were forecasted to 2021 by applying an NJDOT annual background growth rate factor of 1.00% for urban principal arterials in Middlesex County. The observed traffic volumes were found to be approximately 21% lower than the historically reported counts during the weekday evening peak hour. The count data was adjusted accordingly for both the weekday evening and Saturday midday peak hours to provide a more conservative analysis. **Table 2** provides a detailed comparison of the traffic volumes throughout the study area. A Volume Flow Diagram illustrating the 2021 Existing Conditions is provided as **Figure 3** in **Appendix A**. The ATR data is provided in **Appendix B**.

Data Source	Collection Date	Traffic Volume
		PM Peak
NJDOT	Thursday, November 30, 2017	3,344
ТМС	Tuesday, June 8, 2021	2,633
Difference	Trips	-711
Difference	Percentage	-21%

#### Table 2 – Traffic Volume Comparison



# Trip Generation and Distribution

### Trip Generation

The ability of any roadway network to serve anticipated traffic volumes is measured by comparing peak hour traffic volumes to roadway capacities. Thus, it is essential to determine the hourly traffic volumes to be generated by the Project and to add them to the No-Build traffic volumes during the peak hours.

Trip generation estimates for the proposed development were made utilizing data published under Land Use Code 840 – Automobile Sales (New) in the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual, 10<sup>th</sup> Edition.* This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. **Table 3** details the anticipated trip generation for the Project.

#### Table 3 – Trip Generation Comparison

Land Use			PN	l Peak Ho	our	SAT Peak Hour				
Lanu	Size (SF)	Enter	Exit	Total	Enter	Exit	Total			
840 – Automobile	Existing	36,652	36	53	89	73	74	147		
Sales (New)	Proposed	59,173	58	86	144	119	119	238		
Difference	38,521*	+22	+33	+55	+46	+45	+91			

\*It is proposed to demolish 16,000 SF of the existing building and construct a 38,521 SF addition.

### **Trip Distribution**

Trip distribution methodology is developed based on a variety of factors. These factors include the existing travel patterns within the adjacent roadway network, adjacent land uses, proposed land uses, development locations, driveway locations, and the proximity of major arterials within the project vicinity.

#### **Trip Distribution**

The following trip distribution pattern was established for passenger vehicles upon a review of the existing roadway volumes, adjacent land uses, and anticipated commuter travel patterns:

• To/From Route 1 – 100%.

Volume Flow Diagrams illustrating the Trip Distribution and Site Generated Trips are provided as **Figures 4** and **5** in **Appendix A**.



# Future Traffic Conditions

To determine the traffic impact of the proposed development, an estimation of the operational traffic characteristics at the Build date, without the construction of the Project (or "No-Build" condition), is made. The existing volumes have been projected to the Build year of 2023.

### Background Growth

The NJDOT Annual Background Growth Rate Table recommends growth rates to account for general increases in traffic due to regional population and employment growth by the build year. The table recommends a rate of 1.00% for urban principal arterial roadways within Middlesex County.

### **Adjacent Developments**

Colliers Engineering & Design contacted the Township of North Brunswick to determine if there are any planned or approved developments within the vicinity of the study area. It was determined there were no such projects.

### 2023 No-Build Conditions

The 2023 No-Build traffic volumes were forecasted by applying the background growth rate to the existing traffic volumes. A Volume Flow Diagram illustrating the 2023 No-Build Conditions is provided as **Figure 6** in **Appendix A**.

#### 2023 Build Conditions

The 2023 Build traffic volumes were forecasted by adding the site generated traffic to the 2023 No-Build traffic volumes within the roadway network. A Volume Flow Diagram illustrating the 2023 Build Conditions is provided as **Figure 7** in **Appendix A**.



# HCM Capacity Analysis

The peak hour traffic operations within the project vicinity were evaluated at the study intersection. The analyses were performed using the latest version of *Synchro Trafficware*, a traffic analysis and simulation program. The results of these analyses provide Levels of Service ("LOS"), volume/capacity descriptions, and average seconds of delay for the intersection movements.

The efficiency with which an intersection operates is a function of volume and capacity. The capacity of an intersection is the volume of vehicles it can accommodate during a given time period. LOS is a qualitative measure describing operational conditions within a traffic stream in terms of traffic characteristics, such as freedom to maneuver, traffic interruption, comfort, and convenience. Six (6) LOS are defined for each type of facility with analysis procedures available. Levels of Service range from "A" through "F," with Level "A" representing excellent conditions with no delays, and failure and deficient operations denoted by Level "F." The HCM LOS criteria for unsignalized intersections is summarized in the **Table 5**.

Level of Service	Average Control Delay (sec/veh)
	Unsignalized Intersections
А	< 10
В	> 10 - 15
С	> 15 – 25
D	> 25 - 35
E	> 35 - 50
F	> 50

#### Table 4 – HCM LOS/Delay Criteria

The Levels of Service for the 2023 No-Build and Build Conditions are detailed in **Table 5**. The capacity analysis calculation worksheets are provided in **Appendix D**.



#### Table 5 – Level of Service Summary

				2023 N	o-Build		2023 Build					
Intersection	Move	ement	PM I	Peak	SAT	Peak	PM	Peak	SAT Peak			
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay		
Route 1 (NB/SB) & South Site Driveway (WB)	WB	R	С	17.8	С	16.7						
Route 1 (NB/SB) & Central Site Driveway (WB)	WB	R	С	17.8	С	16.6	С	20.8	С	20.2		
Route 1 (NB/SB) & North Site Driveway (WB)	WB	R	С	17.5	С	16.3						

### Route 1 (NB/SB) & Site Driveway (WB)

#### 2023 No-Build Analysis

Under the No-Build condition, the existing site driveways will operate at Levels of Service "C" or better during both peak hours studied.

#### 2023 Build Analysis

Under the Build condition, it is proposed to consolidate all three (3) site driveways into one (1) driveway, which will reduce the number of curb cuts along Route 1 and enhance the safety of the site. The proposed site driveway will continue to operate at No Build levels of service with calculated 95<sup>th</sup> percentile queue lengths of one (1) vehicle or less during both peak hours studied.



## Site Access and Parking Assessment

### Site Access

Access to the site is currently provided via three (3) right-in/right-out only driveways along Route 1 northbound. It is proposed to consolidate all three (3) site driveways into one (1) driveway, which will reduce the number of curb cuts along Route 1 and enhance the safety of the site. The proposed site plan maintains the existing minimum 24-foot-wide aisles and sufficient circulation for a garbage truck, delivery truck, and emergency vehicle to efficiently maneuver throughout the site.

### **Parking Analysis**

The Township of North Brunswick Ordinance, Section *§205-100.B(11) – Off-street parking for nonresidential uses*, sets forth a parking requirement of one (1) parking space for each 200 square feet of gross floor area, not including spaces used for storage of new or used vehicles being offered for sale of being serviced, plus one parking space for each employee during the largest shift. **Table 6** details the Ordinance parking requirements and the proposed parking supply.

Land Use	Sizo	Ordinance Req	Proposed			
Land Use	Size	Rate	Calculation	Parking Supply		
New Car Sales	59,173 SF	1.0 space per 200 SF of GFA	296 spaces			
and Service	30 employees	1.0 space per employee	30 spaces	463 spaces		
Total			317 spaces			

#### Table 6 – Ordinance Parking Requirement

As illustrated by **Table 6**, the proposed parking supply of 463 spaces exceeds the Ordinance requirement.



# Summary and Conclusions

The Traffic Impact Study evaluated the proposed warehouse development within the Township of North Brunswick, Middlesex County, New Jersey. The findings of the Traffic Impact Study are summarized as follows:

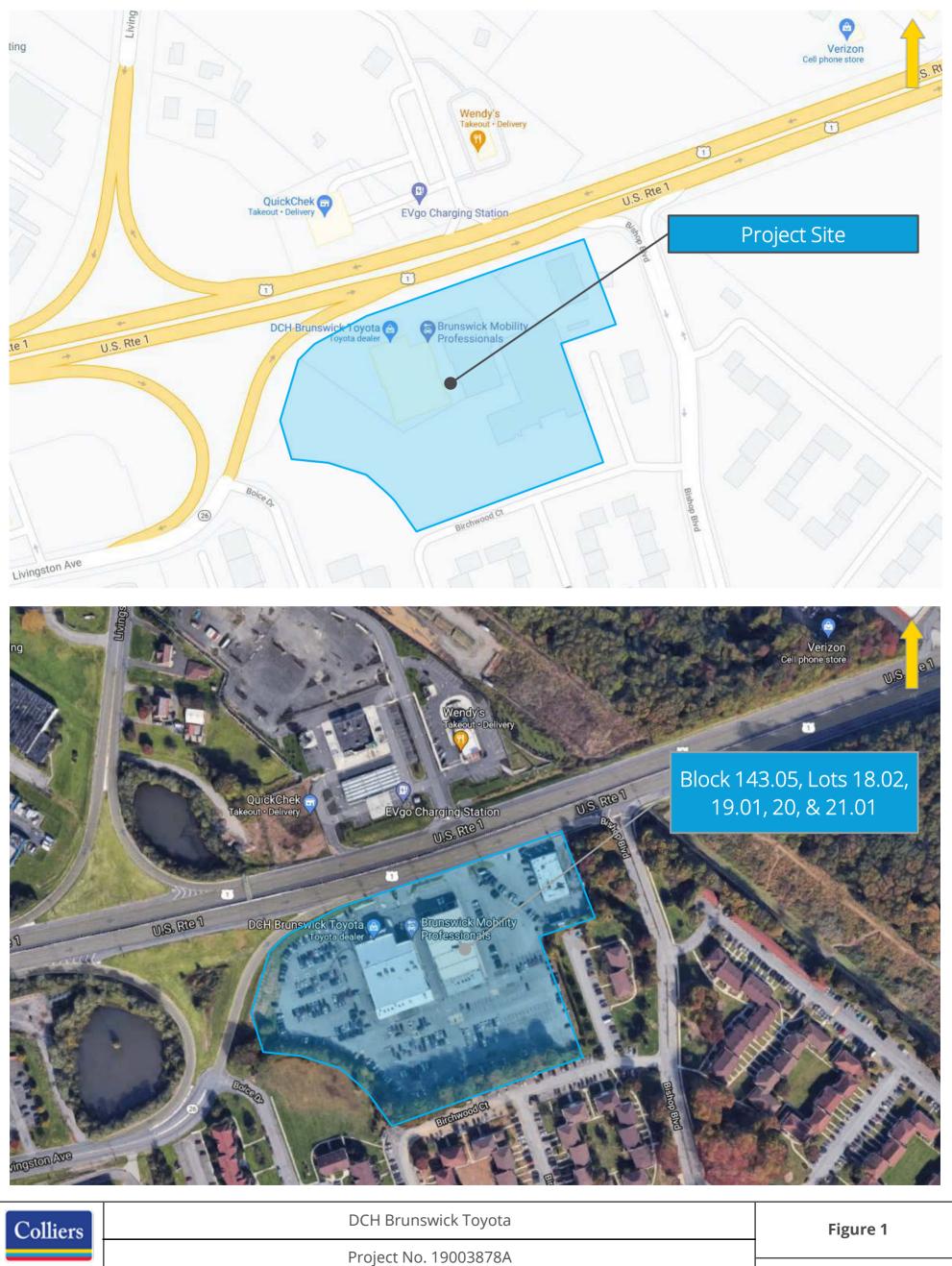
- 1. The Applicant proposes to demolish the former 16,000 SF Saturn building and expand the existing 20,652 SF Toyota dealership and service building with a 38,521 SF addition for a total of 59,173 SF as well as demolish the existing retail building on Lot 21.01 to increase the number of inventory parking.
- 2. Access to the site is currently provided via three (3) right-in/right-out only driveways along Route 1 northbound. It is proposed to redevelop the site to provide one (1) right-in/right-out only driveway along Route 1 northbound.
- 3. Under the Build condition, it is proposed to consolidate all three (3) site driveways into one (1) driveway, which will reduce the number of curb cuts along Route 1 and enhance the safety of the site. All movements at the intersection of Route 1 & the Proposed Site Driveway will continue to operate at No Build levels of service with calculated 95<sup>th</sup> percentile queue lengths of one (1) vehicle or less during both peak hours studied.
- 4. The proposed parking supply of 463 spaces exceeds the Ordinance requirement.

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### Traffic Impact Study Appendix A | Traffic Figures

Traffic Impact Study | September 22, 2021

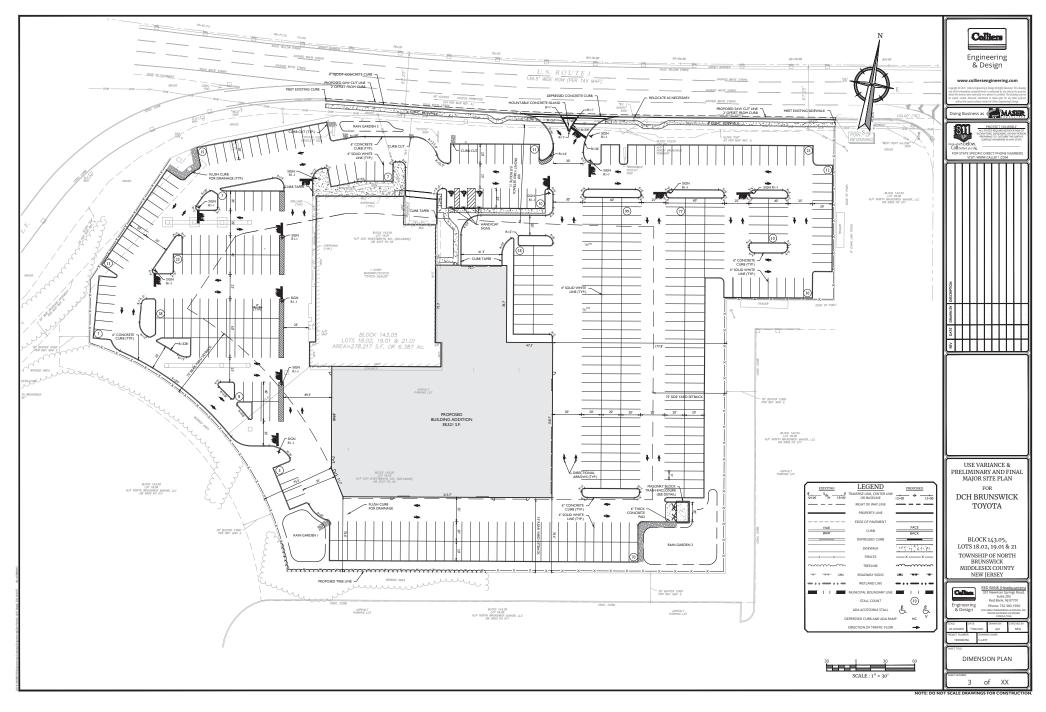


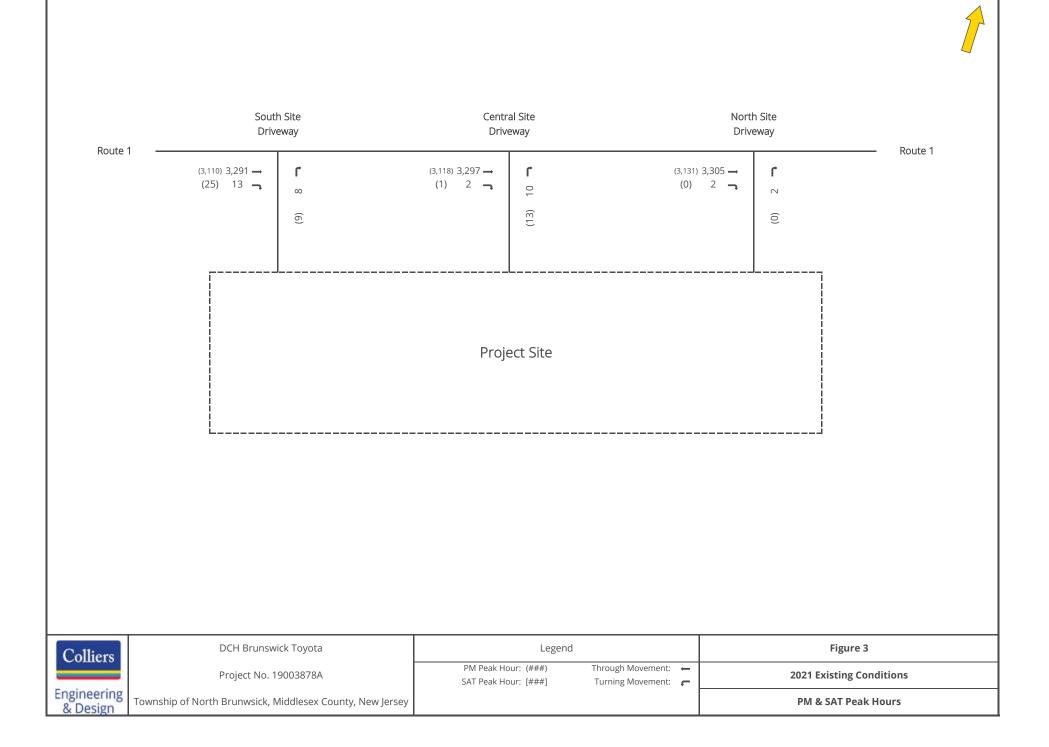
Engineering & Design

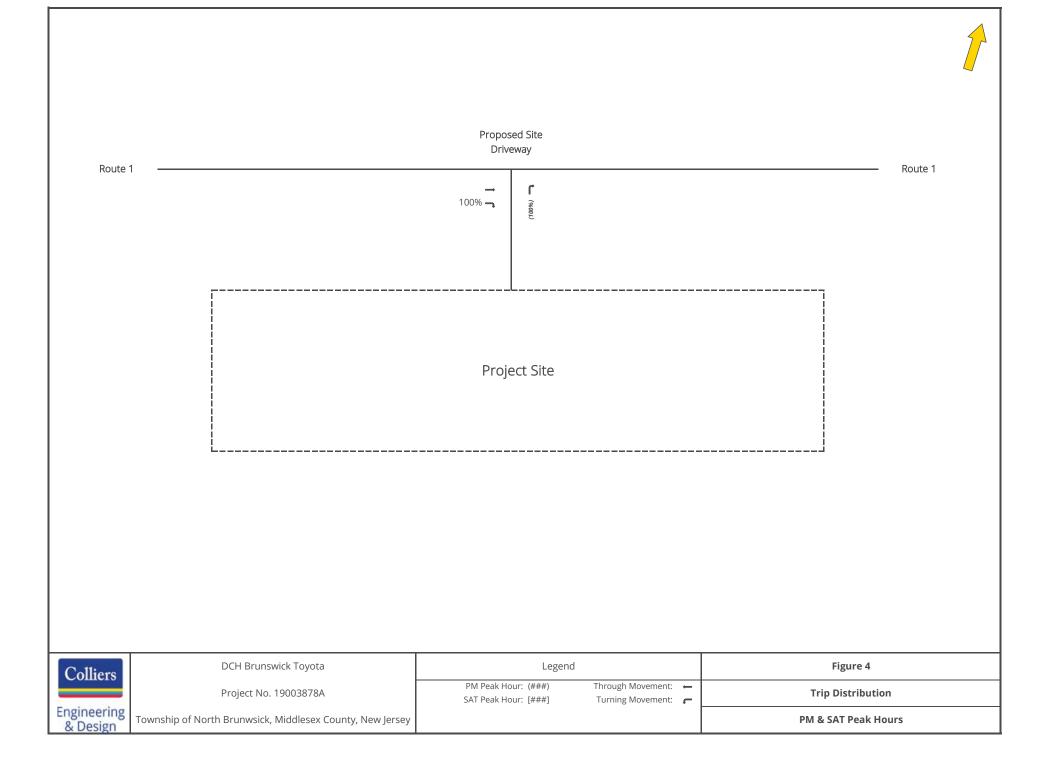
Township of North Brunswick, Middlesex County, New Jersey

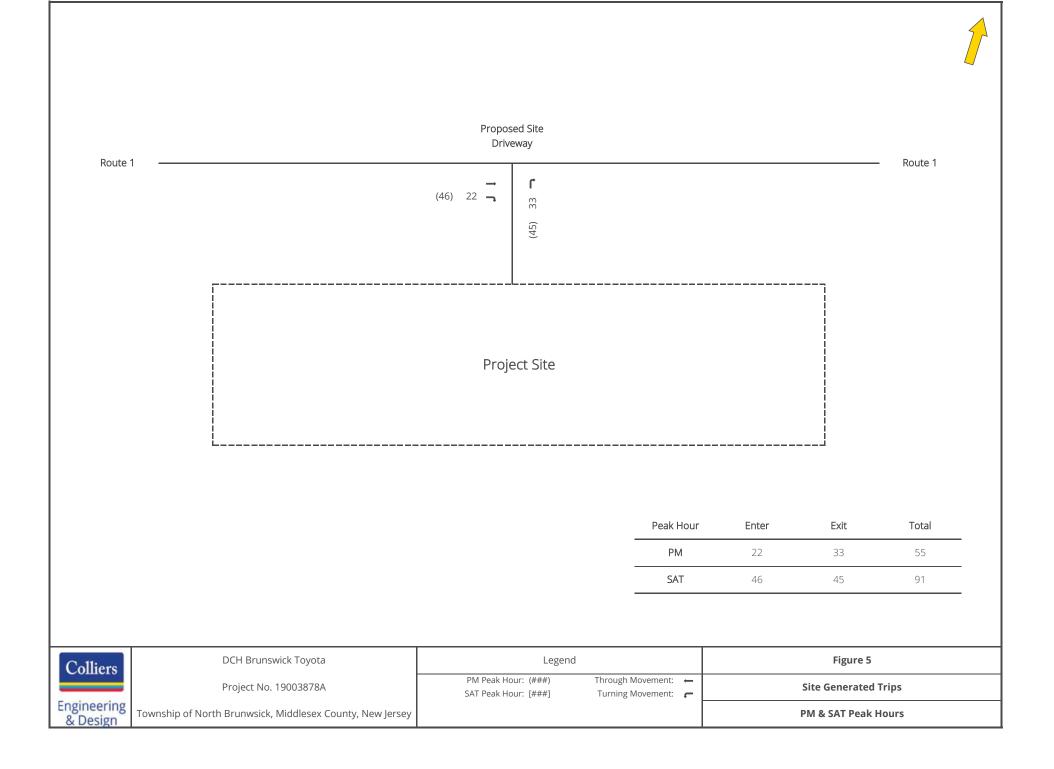
Site Location Map

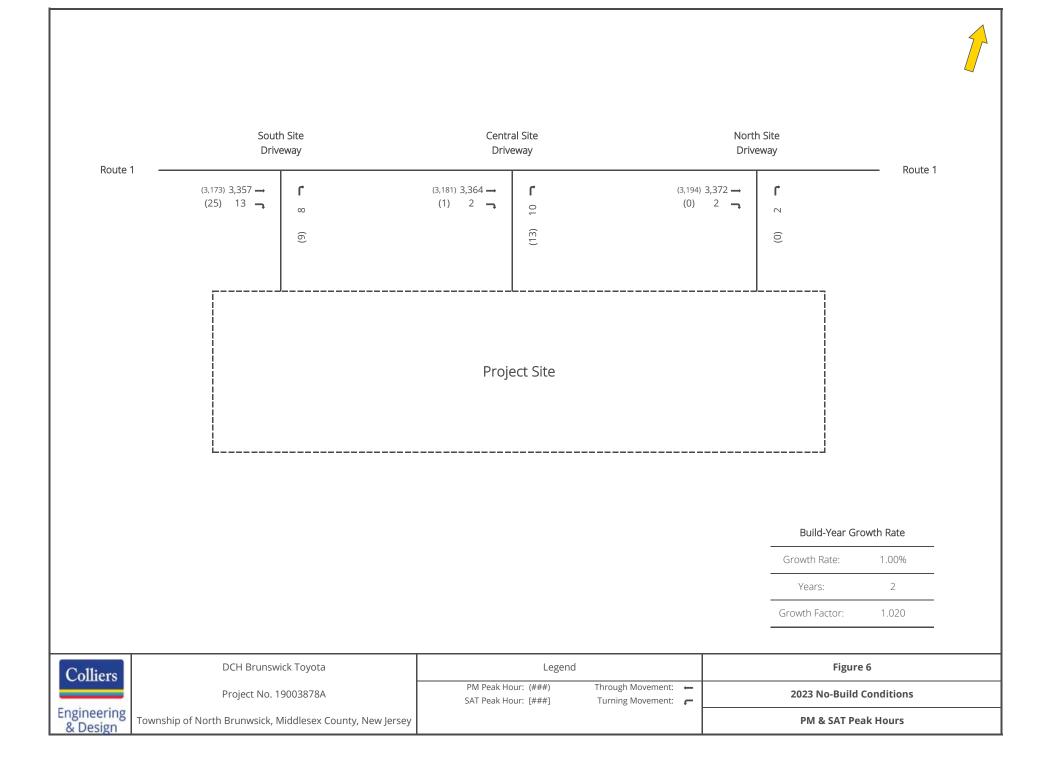
### Figure 2

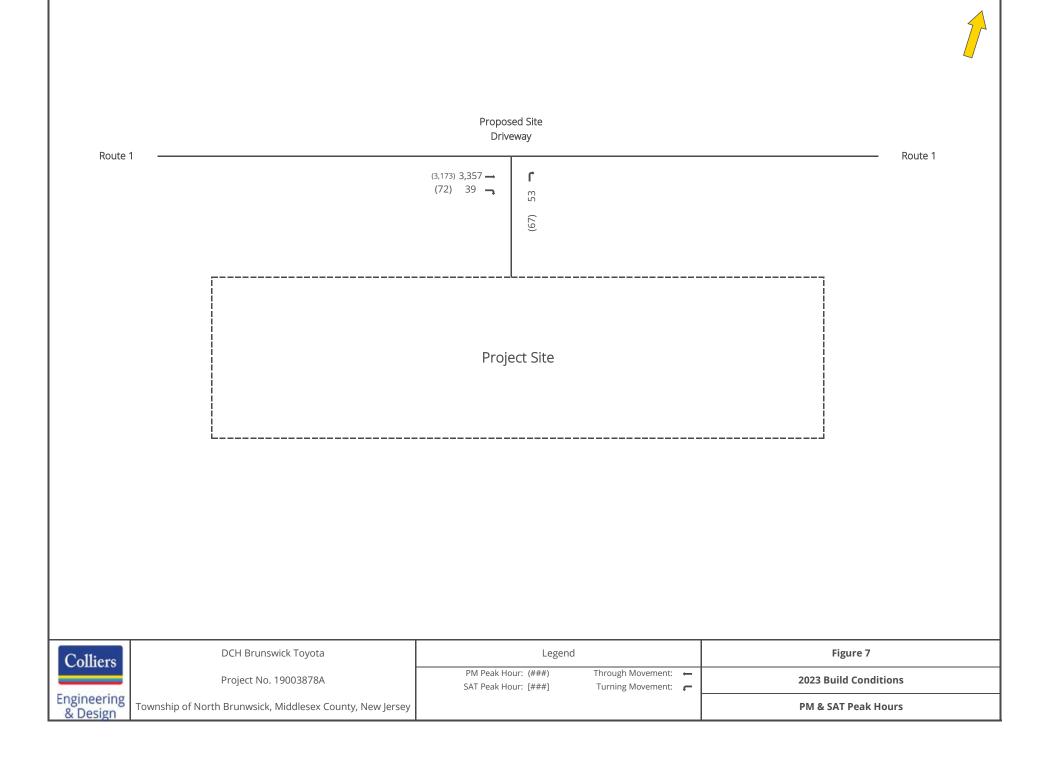














### Traffic Impact Study Appendix B | Traffic Count Data

Traffic Impact Study | September 22, 2021



Project: Route 1 & Toyota Municipality: North Brunswick, Middlesex County, NJ Setup: NR Location: 40.45609, -74.47937 Imperial Traffic & Data Collection www.imperialtdc.com PO BOX 4637 Cherry Hill, New Jersey, United States 08034 609-706-6100 Iklein@imperialtdc.com

Count Name: 1. Route 1 and Toyota Driveway 1 Site Code: 1 Start Date: 06/05/2021 Page No: 1

### **Turning Movement Data**

			Toyota Driveway	,		i un	ing wo	Route 1	Julu				Route 1			
			Westbound					Northbound					Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
11:00 AM	0	0	4	0	4	0	612	9	0	621	0	0	534	0	534	1159
11:15 AM	0	0	3	0	3	0	570	8	0	578	0	0	534	0	534	1115
11:30 AM	0	0	0	0	0	0	609	3	0	612	0	0	565	0	565	1177
11:45 AM	0	0	4	0	4	0	550	6	0	556	0	0	571	0	571	1131
Hourly Total	0	0	11	0	11	0	2341	26	0	2367	0	0	2204	0	2204	4582
12:00 PM	0	0	1	0	1	0	534	4	0	538	0	0	547	0	547	1086
12:15 PM	0	0	3	0	3	0	567	4	0	571	0	0	571	0	571	1145
12:30 PM	0	0	3	0	3	0	569	5	0	574	0	0	604	0	604	1181
12:45 PM	0	0	2	0	2	0	575	3	0	578	0	0	616	0	616	1196
Hourly Total	0	0	9	0	9	0	2245	16	0	2261	0	0	2338	0	2338	4608
1:00 PM	0	0	5	0	5	0	637	7	0	644	0	0	596	0	596	1245
1:15 PM	0	0	1	0	1	0	604	6	0	610	0	0	570	0	570	1181
1:30 PM	0	0	1	0	1	0	672	9	0	681	0	0	575	0	575	1257
1:45 PM	0	0	4	0	4	0	585	4	0	589	0	0	513	0	513	1106
Hourly Total	0	0	11	0	11	0	2498	26	0	2524	0	0	2254	0	2254	4789
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	1	0	1	0	648	2	0	650	0	0	502	0	502	1153
4:15 PM	0	0	0	0	0	0	635	4	0	639	0	0	571	0	571	1210
4:30 PM	0	0	0	0	0	0	676	1	0	677	0	0	535	0	535	1212
4:45 PM	0	0	4	0	4	0	676	4	0	680	0	0	626	0	626	1310
Hourly Total	0	0	5	0	5	0	2635	11	0	2646	0	0	2234	0	2234	4885
5:00 PM	0	0	1	0	1	0	695	2	0	697	0	0	499	0	499	1197
5:15 PM	0	0	3	0	3	0	621	4	0	625	0	0	609	0	609	1237
5:30 PM	0	0	0	0	0	0	641	3	0	644	0	0	609	0	609	1253
5:45 PM	0	0	1	0	1	0	626	2	0	628	0	0	594	0	594	1223
Hourly Total	0	0	5	0	5	0	2583	11	0	2594	0	0	2311	0	2311	4910
Grand Total	0	0	41	0	41	0	12302	90	0	12392	0	0	11341	0	11341	23774
Approach %	0.0	0.0	100.0	-	-	0.0	99.3	0.7	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.2	-	0.2	0.0	51.7	0.4	-	52.1	0.0	0.0	47.7	-	47.7	-
Lights	0	0	41	-	41	0	11891	89	-	11980	0	0	10970	-	10970	22991
% Lights	-	-	100.0	-	100.0	-	96.7	98.9	-	96.7	-	-	96.7	-	96.7	96.7
Mediums	0	0	0	-	0	0	209	1	-	210	0	0	198	-	198	408
% Mediums	-	-	0.0	-	0.0	-	1.7	1.1	-	1.7	-	-	1.7	-	1.7	1.7
Articulated Trucks	0	0	0	-	0	0	202	0	-	202	0	0	173	-	173	375
% Articulated Trucks	-	-	0.0	-	0.0	-	1.6	0.0	-	1.6	-	-	1.5	-	1.5	1.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-



Project: Route 1 & Toyota Municipality: North Brunswick, Middlesex County, NJ Setup: NR Location: 40.45609, -74.47937 Imperial Traffic & Data Collection www.imperialtdc.com PO BOX 4637 Cherry Hill, New Jersey, United States 08034 609-706-6100 Iklein@imperialtdc.com

Count Name: 1. Route 1 and Toyota Driveway 1 Site Code: 1 Start Date: 06/05/2021 Page No: 4

### Turning Movement Peak Hour Data (12:45 PM)

Start Time			Toyota Driveway Westbound	/	0			Route 1 Northbound	,	,			Route 1 Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
12:45 PM	0	0	2	0	2	0	575	3	0	578	0	0	616	0	616	1196
1:00 PM	0	0	5	0	5	0	637	7	0	644	0	0	596	0	596	1245
1:15 PM	0	0	1	0	1	0	604	6	0	610	0	0	570	0	570	1181
1:30 PM	0	0	1	0	1	0	672	9	0	681	0	0	575	0	575	1257
Total	0	0	9	0	9	0	2488	25	0	2513	0	0	2357	0	2357	4879
Approach %	0.0	0.0	100.0	-	-	0.0	99.0	1.0	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.2	-	0.2	0.0	51.0	0.5	-	51.5	0.0	0.0	48.3	-	48.3	-
PHF	0.000	0.000	0.450	-	0.450	0.000	0.926	0.694	-	0.923	0.000	0.000	0.957	-	0.957	0.970
Lights	0	0	9	-	9	0	2434	25	-	2459	0	0	2295	-	2295	4763
% Lights	-	-	100.0	-	100.0	-	97.8	100.0	-	97.9	-	-	97.4	-	97.4	97.6
Mediums	0	0	0	-	0	0	30	0	-	30	0	0	33	-	33	63
% Mediums	-	-	0.0	-	0.0	-	1.2	0.0	-	1.2	-	-	1.4	-	1.4	1.3
Articulated Trucks	0	0	0	-	0	0	24	0	-	24	0	0	29	-	29	53
% Articulated Trucks	-	-	0.0	-	0.0	-	1.0	0.0	-	1.0	-	-	1.2	-	1.2	1.1
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Project: Route 1 & Toyota Municipality: North Brunswick, Middlesex County, NJ Setup: NR Location: 40.45609, -74.47937 Imperial Traffic & Data Collection www.imperialtdc.com PO BOX 4637 Cherry Hill, New Jersey, United States 08034 609-706-6100 Iklein@imperialtdc.com

Count Name: 1. Route 1 and Toyota Driveway 1 Site Code: 1 Start Date: 06/05/2021 Page No: 6

#### Turning Movement Peak Hour Data (4:45 PM)

Start Time			Toyota Driveway Westbound		·			Route 1 Northbound	, ,	,			Route 1 Southbound			
Start Time	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:45 PM	0	0	4	0	4	0	676	4	0	680	0	0	626	0	626	1310
5:00 PM	0	0	1	0	1	0	695	2	0	697	0	0	499	0	499	1197
5:15 PM	0	0	3	0	3	0	621	4	0	625	0	0	609	0	609	1237
5:30 PM	0	0	0	0	0	0	641	3	0	644	0	0	609	0	609	1253
Total	0	0	8	0	8	0	2633	13	0	2646	0	0	2343	0	2343	4997
Approach %	0.0	0.0	100.0	-	-	0.0	99.5	0.5	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	0.2	-	0.2	0.0	52.7	0.3	-	53.0	0.0	0.0	46.9	-	46.9	-
PHF	0.000	0.000	0.500	-	0.500	0.000	0.947	0.813	-	0.949	0.000	0.000	0.936	-	0.936	0.954
Lights	0	0	8	-	8	0	2527	13	-	2540	0	0	2252	-	2252	4800
% Lights	-	-	100.0	-	100.0	-	96.0	100.0	-	96.0	-	-	96.1	-	96.1	96.1
Mediums	0	0	0	-	0	0	46	0	-	46	0	0	42	-	42	88
% Mediums	-	-	0.0	-	0.0	-	1.7	0.0	-	1.7	-	-	1.8	-	1.8	1.8
Articulated Trucks	0	0	0	-	0	0	60	0	-	60	0	0	49	-	49	109
% Articulated Trucks	-	-	0.0	-	0.0	-	2.3	0.0	-	2.3	-	-	2.1	-	2.1	2.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

### 2. Route 1 and Toyota Driveway 2 - ATR

Sat Jun 5, 2021 Full Length (11 AM-2 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Channels

ID: 846179, Location: 40.45611, -74.478818, Site Code: 2

Leg	West		East		
Direction	Eastbound		Westbound		
Time	Т	Арр	Т	Арр	Int
2021-06-05 11:00AM	4	4	0	0	4
11:15AM	1	1	1	1	2
11:30AM	4	4	0	0	4
11:45AM	6	6	1	1	7
Hourly Total	15	15	2	2	17
12:00PM	2	2	1	1	3
12:15PM	3	3	2	2	
12:30PM	1	1	2	2	
12:45PM	5	5	0	0	
Hourly Total	11	11	5	5	16
1:00PM	0	0	1	1	1
1:15PM	4	4	0	0	4
1:30PM	4	4	0	0	4
1:45PM	4	4	2	2	
Hourly Total	12	12	3	3	15
2021-06-08 4:00PM	2	2	0	0	2
4:15PM	2	2	0	0	2
4:30PM	3	3	1	1	4
4:45PM	1	1	1	1	
Hourly Total	8	8	2	2	
5:00PM	3	3	0	0	3
5:15PM	3	3	1	1	4
5:30PM	3	3	0	0	3
5:45PM	0	0	0	0	0
Hourly Total	9	9	1	1	10
Total	55	55	13	13	68
% Approach	100%	-	100%	-	-
% Total		80.9%	19.1%	19.1%	-
Lights	55	55	13	13	68
% Lights	100%	100%	100%	100%	100%
Articulated Trucks	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%

<sup>\*</sup>T: Thru

#### 2. Route 1 and Toyota Driveway 2 - ATR

Tue Jun 8, 2021 Forced Peak (Jun 08 2021 4:45PM - 5:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Channels

ID: 846179, Location: 40.45611, -74.478818, Site Code: 2

Leg	V	West		East		
Direction	1	Eastbound		Westbound		
Time		Т	Арр	Т	Арр	Int
2021-06-08 4	:45PM	1	1	1	1	2
5	:00PM	3	3	0	0	3
5	:15PM	3	3	1	1	4
5	:30PM	3	3	0	0	3
	Total	10	10	2	2	12
% Ар	proach	100%	-	100%	-	-
%	6 Total	83.3%	83.3%	16.7%	16.7%	-
	PHF	0.833	0.833	0.500	0.500	0.750
	Lights	10	10	2	2	12
%	Lights	100%	100%	100%	100%	100%
Articulated	<b>Frucks</b>	0	0	0	0	0
% Articulated 7	<b>Frucks</b>	0%	0%	0%	0%	0%
Buses and Single-Unit T	<b>Frucks</b>	0	0	0	0	0
% Buses and Single-Unit T	<b>Frucks</b>	0%	0%	0%	0%	0%

\*T: Thru

#### 2. Route 1 and Toyota Driveway 2 - ATR

Sat Jun 5, 2021 Forced Peak (Jun 05 2021 12:45PM - 1:45 PM) All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks) All Channels

ID: 846179, Location: 40.45611, -74.478818, Site Code: 2

Leg	West		East		
Direction	Eastbound		Westbound		
Time	Т	Арр	Т	Арр	Int
2021-06-05 12:45PM	5	5	0	0	5
1:00PM	0	0	1	1	1
1:15PM	4	4	0	0	4
1:30PM	4	4	0	0	4
Tota	13	13	1	1	14
% Approach	100%	-	100%	-	-
% Tota	92.9%	92.9%	7.1%	7.1%	-
PHI	0.650	0.650	0.250	0.250	0.700
Lights	13	13	1	1	14
% Lights	100%	100%	100%	100%	100%
Articulated Trucks	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%

\*T: Thru

### 3. Route 1 and Toyota Driveway 3 - ATR

Sat Jun 5, 2021 Full Length (11 AM-2 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Channels

ID: 846180, Location: 40.456215, -74.478405, Site Code: 3

Leg	West		East		
Direction	Eastbound		Westbound		
Time	Т	Арр	Т	Арр	Int
2021-06-05 11:00AM	0	0	0	0	0
11:15AM	1	1	0	0	1
11:30AM	0	0	0	0	0
11:45AM	0	0	0	0	0
Hourly Total	1	1	0	0	1
12:00PM	2	2	0	0	2
12:15PM	1	1	0	0	1
12:30PM	0	0	0	0	0
12:45PM	0	0	0	0	0
Hourly Total	. 3	3	0	0	3
1:00PM	0	0	0	0	0
1:15PM	0	0	0	0	0
1:30PM	0	0	0	0	0
1:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2021-06-08 4:00PM	0	0	0	0	0
4:15PM	2	2	0	0	2
4:30PM	1	0	0	0	0
4:45PM		1	1	1	2
Hourly Total	3	3	1	1	4
5:00PM	1	1	1	1	2
5:15PM		0	0	0	0
5:30PM	1	0	0	0	0
5:45PM		0	0	0	0
Hourly Total	. 1	1	1	1	2
Total	. 8	8	2	2	10
% Approach	100%	-	100%	-	-
% Total	80.0%	80.0%	20.0%	20.0%	-
Lights	8	8	2	2	10
% Lights	100%	100%	100%	100%	100%
Articulated Trucks	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%

<sup>\*</sup>T: Thru

#### 3. Route 1 and Toyota Driveway 3 - ATR

Tue Jun 8, 2021 Forced Peak (Jun 08 2021 4:45PM - 5:45 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Channels

ID: 846180, Location: 40.456215, -74.478405, Site Code: 3

Leg	West		East		
Direction	Eastbound		Westbound		
Time	Т	Арр	Т	Арр	Int
2021-06-08 4:45PM	1	1	1	1	2
5:00PM	1	1	1	1	2
5:15PM	0	0	0	0	0
5:30PM	0	0	0	0	0
Total	2	2	2	2	4
% Approach	100%	-	100%	-	-
% Total	50.0%	50.0%	50.0%	50.0%	-
PHF	0.500	0.500	0.500	0.500	0.500
Lights	2	2	2	2	4
% Lights	100%	100%	100%	100%	100%
Articulated Trucks	0	0	0	0	0
% Articulated Trucks	0%	0%	0%	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	0%

\*T: Thru

### New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 11/28/2017 to 12/01/2017

Site names:	4-5-004,Herbert Highway-22.8,00000001	Seasonal Factor Grp:	rg3_3U
County:	MIDDLESEX	Daily Factor Grp:	rg3_3U
Funct Class:	Urban Principal Arterial - Other	Axle Factor Grp:	rg3_3U
Location:	BET NJ 26 and NJ 91	Growth Factor Grp:	rg3_3U

	Su	n, Nov 26	, 2017	Mo	n, Nov 27	, 2017	Tue	e, Nov 28,	2017	We	d, Nov 29,	2017	Thu	i, Nov 30, 2	2017	Fri	, Dec 1, 2	017	S	at, Dec 2,	2017
	Road	Ν	S	Road	Ν	S	Road	Ν	S	Road	Ν	S	Road	N	S	Road	Ν	S	Road	N	S
00:00										885	395	490	898	415	483	1,052	484	568			
01:00										561	227	334	615	252	363	679	283	396			
02:00										522	229	293	528	233	295	563	244	319			
03:00										620	287	333	676	329	347	660	340	320			
04:00										1,005	496	509	1,000	476	524	989	467	522			
05:00										1,961	1,073	888	2,039	1,113	926	1,908	982	926			
06:00										4,041	2,244	1,797	4,136	2,268	1,868	3,864	2,163	1,701			
07:00										5,877	3,258	2,619	4,955	2,369	2,586	5,572	2,988	2,584			
08:00										6,124	3,421	2,703	6,278	3,559	2,719	5,911	3,149	2,762			
09:00										5,055	2,721	2,334	5,305	3,082	2,223						
10:00										4,399	2,344	2,055	4,450	2,558	1,892						
11:00										4,373	2,343	2,030	4,494	2,495	1,999						
12:00										4,628	2,501	2,127	4,690	2,431	2,259						
13:00										4,631	2,450	2,181	4,742	2,475	2,267						
14:00										4,775	2,444	2,331	4,962	2,521	2,441						
15:00							5,379	2,721	2,658	5,441	2,808	2,633	5,458	2,851	2,607						
16:00							6,015	3,236	2,779	6,001	3,125	2,876	6,214	3,300	2,914						
17:00							6,507	3,384	3,123	6,423	3,244	3,179	6,362	3,278	3,084						
18:00							5,556	2,723	2,833	5,740	2,747	2,993	5,632	2,847	2,785						
19:00							4,554	2,019	2,535	4,481	1,978	2,503	4,607	2,176	2,431						
20:00							3,400	1,458	1,942	3,508	1,589	1,919	3,845	1,700	2,145						
21:00							2,823	1,211	1,612	2,839	1,159	1,680	2,966	1,234	1,732						
22:00							1,964	865	1,099	2,106	952	1,154	2,290	966	1,324						
23:00							1,312	569	743	1,396	632	764	1,550	682	868						
Total							37,510	18,186	19,324	87,392	44,667	42,725	88,692	45,610	43,082	21,198	11,100	10,098			
AM Peak Vol										6,330	3,494	2,836	6,278	3,559	2,794						
AM Peak Fct										.957	.969	.942	.982	.973	.965						
AM Peak Hr										7: 30	7: 30	7: 30	8: 00	8: 00	7: 30						
PM Peak Vol										6,423	3,264	3,185	6,389	3,332	3,158						1
PM Peak Fct										.966	.948	.967	.954	.959	.971						
PM Peak Hr										16: 45	16: 30	17: 15	16: 45	16: 30	17: 15						1
Seasonal Fct							1.014	1.014	1.014	1.014	1.014	1.014	1.014	1.014	1.014	1.042	1.042	1.042			1
Daily Fct							.948	.948	.948	.931	.931	.931	.979	.979	.979	.889	.889	.889			1
Axle Fct							.487	.487	.487	.487	.487	.487	.487	.487	.487	.490	.490	.490			1
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			1



### Traffic Impact Study Appendix C | Trip Generation Calculations

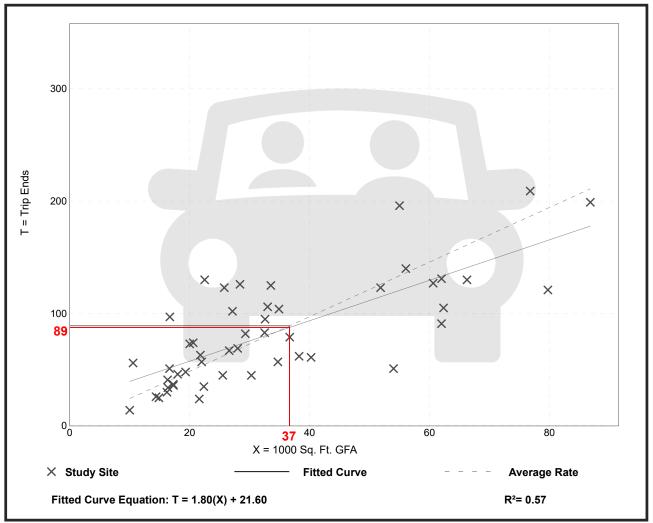
Traffic Impact Study | September 22, 2021

Automobile Sales (New) (840)							
Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.						
Setting/Location:	General Urban/Suburban						
Number of Studies:	49						
Avg. 1000 Sq. Ft. GFA:	34						
<b>a</b> 1	40% entering, 60% exiting						

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.43	0.94 - 5.81	0.99

### **Data Plot and Equation**



# Automobile Sales (New) (840)

### Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Saturday, Peak Hour of Generator

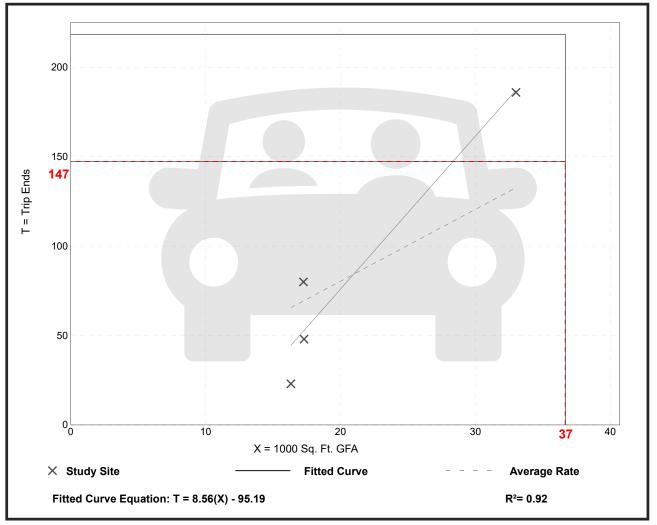
Setting/Location:	General Urban/Suburban
Number of Studies:	4
Avg. 1000 Sq. Ft. GFA:	21
Directional Distribution:	50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.02	1.41 - 5.64	1.92

### **Data Plot and Equation**

Caution – Small Sample Size

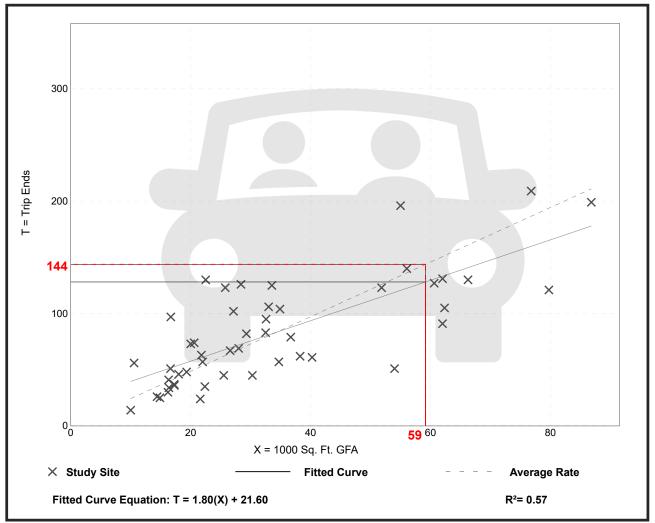


Automobile Sales (New) (840)							
Vehicle Trip Ends vs: On a:	1000 Sq. Ft. GFA Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.						
Setting/Location:	General Urban/Suburban						
Number of Studies:	49						
Avg. 1000 Sq. Ft. GFA:	34						
	40% entering, 60% exiting						

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.43	0.94 - 5.81	0.99

### **Data Plot and Equation**



# Automobile Sales (New) (840)

### Vehicle Trip Ends vs: 1000 Sq. Ft. GFA On a: Saturday, Peak Hour of Generator

Setting/Location:	General Urban/Suburban
Number of Studies:	4
Avg. 1000 Sq. Ft. GFA:	21

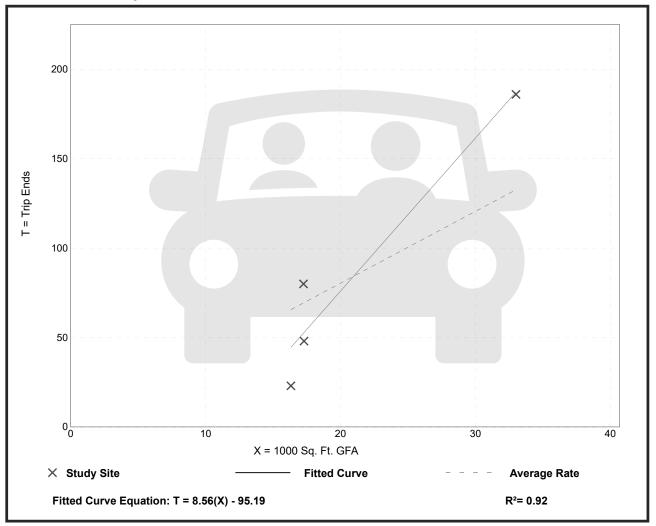
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.02	1.41 - 5.64	1.92

### **Data Plot and Equation**

Caution – Small Sample Size





### Traffic Impact Study Appendix D | Capacity Analysis

Traffic Impact Study | September 22, 2021

	4	•	1	1	1	ţ				
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations		1	-tttp-			1111				
Traffic Volume (veh/h)	0	8	3357	13	0	2929				
Future Volume (Veh/h)	0	8	3357	13	0	2929				
Sign Control	Stop		Free			Free				
Grade	0%		0%			0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	0	8	3534	14	0	3083				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type			None			None				
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	4312	890			3548					
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	4312	890			3548					
tC, single (s)	6.8	6.9			4.1					
tC, 2 stage (s)										
tF (s)	3.5	3.3			2.2					
p0 queue free %	100	97			100					
cM capacity (veh/h)	1	290			70					
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Total	8	1010	1010	1010	519	771	771	771	771	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	8	0	0	0	14	0	0	0	0	
cSH	290	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.03	0.59	0.59	0.59	0.31	0.45	0.45	0.45	0.45	
Queue Length 95th (ft)	2	0	0	0	0	0	0	0	0	
Control Delay (s)	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	C	0.0	5.0	5.0	5.5	510	5.0	5.0	5.0	
Approach Delay (s)	17.8	0.0				0.0				
Approach LOS	C	0.0				0.0				
Intersection Summary										
Average Delay			0.0							
Intersection Capacity Utilization	ation		58.9%	IC	U Level	of Service			В	
Analysis Period (min)			15	.0	5 201011					
			10							

	4	•	Ť	*	1	Ļ				
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations		*	4111			1111				
Traffic Volume (veh/h)	0	10	3364	2	0	2929				
Future Volume (Veh/h)	0	10	3364	2	0	2929				
Sign Control	Stop		Free			Free				
Grade	0%		0%			0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	0	11	3541	2	0	3083				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type			None			None				
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	4313	886			3543					
vC1, stage 1 conf vol	1010				0010					
vC2, stage 2 conf vol										
vCu, unblocked vol	4313	886			3543					
tC, single (s)	6.8	6.9			4.1					
tC, 2 stage (s)	010	017								
tF (s)	3.5	3.3			2.2					
p0 queue free %	100	96			100					
cM capacity (veh/h)	1	291			71					
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Total	11	1012	1012	1012	508	771	771	771	771	 
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	11	0	0	0	2	0	0	0	0	
cSH	291	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.04	0.60	0.60	0.60	0.30	0.45	0.45	0.45	0.45	
Queue Length 95th (ft)	3	0.00	0.00	0.00	0.50	0.45	0.45	0.40	0.45	
Control Delay (s)	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Approach Delay (s)	17.8	0.0				0.0				
Approach LOS	C	0.0				0.0				
Intersection Summary										
Average Delay			0.0							
Intersection Capacity Utiliz	ation		58.8%	IC	U Level	of Service			В	
Analysis Period (min)			15	.0					_	
			10							

Movement         WBL         WBR         NBT         NBR         SBL         SBT           Lane Configurations         IP		*	•	1	1	1	ţ				
Traffic Volume (veh/h)       0       2       3372       2       0       2929         Future Volume (Veh/h)       0       2       3372       2       0       2929         Future Volume (Veh/h)       0       2       3372       2       0       2929         Grade       0%       0%       0%       0%       0%         Peak Hour Factor       0.95       0.95       0.95       0.95       0.95         Peak Hour Factor       0.95       0.95       0.95       0.95       0.95         Pedestrians       2       0       3083       -       -         Valking Speed (Us)       -       -       -       -       -         Percent Blockage       -       -       -       -       -       -         Walking Speed (Us)       -	Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Traffic Volume (veh/h)       0       2       3372       2       0       2929         Future Volume (Veh/h)       0       2       3372       2       0       2929         Grade       0%       0%       0%       0%       0%         Grade       0%       0%       0%       0%         Peak Hour Factor       0.95       0.95       0.95       0.95       0.95         Pedestrians       1       549       2       0       3083       -         Lane Width (ft)       Walking Speed (ft/s)       -       -       -       -         Walking Speed (ft/s)       -       -       -       -       -         VC1, stage ft(ft/s)       -       -       -       -       -         VC2, stage (ft/s)       -       -       -       -       -       -         VC1, stage 1 conf vol       - <td>Lane Configurations</td> <td></td> <td>1</td> <td>4111</td> <td></td> <td></td> <td>1111</td> <td></td> <td></td> <td></td> <td></td>	Lane Configurations		1	4111			1111				
Sign Control       Stop       Free       Free         Grade       0%       0%       0%       0%         Peak Hour Factor       0.95       0.95       0.95       0.95       0.95         Hourly flow rate (vph)       0       2       3549       2       0       3083         Pedestrians		0	2		2	0					
Sign Control       Stop       Free       Free         Grade       0%       0%       0%       0%         Peak Hour Factor       0.95       0.95       0.95       0.95         Hourly flow rate (vph)       0       2       3549       2       0       3083         Pedestrians       -       -       -       -       -       -       -         Lane Width (ft)       Walking Speed (ft/s)       -	Future Volume (Veh/h)	0		3372	2	0	2929				
Grade       0%       0%       0%         Peak Hour Factor       0.95       0.95       0.95       0.95       0.95         Pedestrians       0       2       3549       2       0       3083         Pedestrians       Lane Width (ft)       Walking Speed (ft/s)       Percent Blockage       Image: Constraint of the constra	Sign Control	Stop		Free			Free				
Hourly flow rate (vph) 0 2 3549 2 0 3083 Pedestrians Lane Width (ft) Walking Speed (if/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 4321 888 3551 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 3 conf vol vC2, stage 4 conf vol vC2, stage 3 conf vol vC2, stage 4 conf vol vC2, stage 4 conf vol vC2, stage 4 conf vol vC2, stage 5 conf vol vC2, stage				0%			0%				
Pedestrians       Image: Speed (tt/s)         Percent Blockage       Right turn flare (veh)         Median storage veh)       Vone         Upstream Signal (tt)       None         pX, platoon unblocked       4321       888       3551         vC, conflicting volume       4321       888       3551         vC2, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vC1, stage 1 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vC1, stage 1 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vC1, stage 1 conf vol       vC2, stage 2 conf vol         vC2, stage 3       T       T       T         tF (s)       3.5       3.3       2.2         p0 queue free %       100       99       1000         CM capacity (veh/h)       1       291       70         Direction, Lane #       WB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       509       771       771       771         Volume Right       2       0       0       0       0       0       0	Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Pedestrians       Lane Width (ft)         Walking Speed (ft/s)       Percent Blockage         Right turn flare (veh)       None         Median storage veh)       Upstream signal (ft)         pX, platoon unblocked       vC, conflicting volume       4321       888         vC1, stage 1 conf vol       vC/2, stage 2 conf vol       vC/2, stage 2 conf vol       vC/2, stage 2 conf vol         vC2, stage 2 conf vol       vC/2, stage 3       S51       vC/2, stage 3       S51         VC2, stage 1 conf vol       vC/2, stage 1 conf vol       vC/2, stage 3       S51         vC2, stage 1 conf vol       vC/2, stage 3       S51       VC/2, stage 3       S51         VC2, stage 3       S5       3.3       2.2       VC/2       P0 queue free %       100       99       100         CM capacity (veh/h)       1       291       70       771       771       771         Direction, Lane #       WB1       NB2       NB3       NB4       SB1       SB 2       SB 3       SB 4         Volume Total       2       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	Hourly flow rate (vph)	0	2	3549	2	0	3083				
Walking Speed (ft/s)         Percent Blockage         Right turn flare (veh)         Median storage veh)         Upstream signal (ft)         pX, platoon unblocked         vC, conflicting volume       4321         888       3551         vC1, stage 1 conf vol         vC2, stage 2 conf vol         vC4, unblocked vol         VC3, stage 1 conf vol         vC2, stage 2 conf vol         vC4, unblocked vol         VC3, stage 1 conf vol         vC4, unblocked vol         VC3, stage 1 conf vol         vC4, unblocked vol         VC3, stage 2 conf vol         vC4, unblocked vol         VG1, stage 1 conf vol         vC2, stage 2 conf vol         vC4, unblocked vol         VG1, stage 1 conf vol         vC2, stage 2 conf vol         vC4, unblocked vol         VG2, unblocked vol         VG1, stage 1 conf vol         vC4, unblocked vol         VG1, stage 1 conf vol         vC4, stage 2 conf vol         VOume tree %         1000       0         0       0 </td <td></td>											
Percent Blockage       None       None         Right turn flare (veh)       None       None         Median storage veh)       Upstream signal (ft)       None         pX, platoon unblocked       4321       888       3551         vC1, stage 1 conf vol       vC2, stage 2 conf vol       VC2, stage 2 conf vol         vC2, stage 1 conf vol       4321       888       3551         vC1, stage 1 conf vol       VC2, stage 2 conf vol       VC2, stage (s)       Image: Stage 1 conf vol         tC, single (s)       6.8       6.9       4.1       Image: Stage 1 conf vol         yC2, stage (s)       Image: Stage 1 conf vol       YC2, stage (s)       Image: Stage 1 conf vol         tF (s)       3.5       3.3       2.2       Image: Stage 1 conf vol         p0 queue free %       100       99       100       Image: Stage 1 conf vol         cd capacity (veh/h)       1       291       70       Image: Stage 1 conf vol         Direction, Lane #       WB1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Left       0       0       0       0       0       0       0       0       0       0       0       0       0<	Lane Width (ft)										
Percent Blockage       Right turn flare (veh)         Median type       None       None         Median storage veh)       Upstream signal (ft)       None         pX, platoon unblocked       4321       888       3551         vC1, stage 1 conf vol       vC2, stage 2 conf vol       VC2, stage 2 conf vol         vC2, stage 1 conf vol       4321       888       3551         VC2, stage 1 conf vol       VC2, stage 6       VC2, stage 1 conf vol         VC2, stage (s)       6.8       6.9       4.1         IC, 2 stage (s)       1       291       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       509       771       771       771         Volume Right       2       0       0       0       0       0       0       0         CSH       291       1700       1700       1700       1700       1700       1700       1700         Volume Left       0       0       0       0       0       0       0       0       0         CSH       291       1700											
Right turn flare (veh)       None       None         Median type       None       None         Median storage veh)       Upstream signal (ft)       None         pX, platoon unblocked       4321       888       3551         vC1, stage 1 conf vol       vC2, stage 2 conf vol       Vc2, stage 2 conf vol         vC2, stage 1 conf vol       4321       888       3551         VC1, stage 1 conf vol       Vc2, stage 2 conf vol       Vc2, stage 2 conf vol         Vc2, unblocked vol       4321       888       3551         IC, Single (s)       6.8       6.9       4.1         IC, 2 stage (s)       IT       IT       IT         P0 queue free %       100       99       100       It         CM capacify (veh/h)       1       291       70       It         Direction, Lane #       WB1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       509       771       771       771         Volume Right       2       0       0       0       0       0       0       0         Volume Left       0       0.60       0.											
Median type       None       None         Median storage veh)       Upstream signal (ft)         pX, platoon unblocked       vc. conflicting volume       4321       888       3551         vC1, stage 1 conf vol       vc2, stage 2 conf vol       vc2, stage 2 conf vol       vc2, unblocked vol       4321       888       3551         vC2, stage 2 conf vol       vc2, unblocked vol       4321       888       3551       vc1       vc2, unblocked vol       4321       888       3551         vC2, stage 2 conf vol       vc2, unblocked vol       4321       888       3551       vc1       vc2       vc1       vc2, stage 3       vc2       vc1       vc2       vc2 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>											
Median Storage veh)       Upstream signal (ft)         pX, platoon unblocked       v         vC, conflicting volume       4321       888       3551         vC2, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, unblocked vol       4321       888       3551         UC, unblocked vol       4321       888       3551         C, stage 2 conf vol       vC1, unblocked vol       4321       888       3551         VC, stage 2 conf vol       vC2, stage 3       53       3.3       2.2         p0 queue free %       100       99       100       100         cM capacity (veh/h)       1       291       70       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       509       771       771       771       771         Volume Left       0       <				None			None				
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 4321 888 3551 vC1, stage 1 conf vol vC2, stage 2 conf vol vC1, unblocked vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked vol vC1, unblocked vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC1, unblocked v											
pX, platoon unblocked vC, conflicting volume 4321 888 3551 vC1, stage 1 conf vol vC2, stage 2 conf vol vC4, unblocked vol 4321 888 3551 tC, single (s) 6.8 6.9 4.1 tC, stage (s) tF (s) 3.5 3.3 2.2 p0 queue free % 100 99 100 cM capacity (veh/h) 1 291 70 Direction, Lane # WB 1 NB 1 NB 2 NB 3 NB 4 SB 1 SB 2 SB 3 SB 4 Volume Total 2 1014 1014 1014 509 771 771 771 771 771 Volume Left 0 0 0 0 0 0 0 0 0 0 0 0 Volume Right 2 0 0 0 0 2 0 0 0 0 CSH 291 1700 1700 1700 1700 1700 1700 1700 CSH 291 1700 1700 1700 1700 1700 1700 1700 CSH 291 1700 1700 1700 1700 1700 1700 1700 17											
vC, conflicting volume       4321       888       3551         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vCu, unblocked vol       4321       888       3551         vCu, unblocked vol       4321       888       3551         tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)											
vC1, stage 1 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vCu, unblocked vol       4321       888       3551         vC, single (s)       6.8       6.9       4.1       total and total		4321	888			3551					
vC2, stage 2 conf vol         vCu, unblocked vol       4321       888       3551         tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)											
vCu, unblocked vol       4321       888       3551         tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)											
tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)       tF (s)       3.5       3.3       2.2         p0 queue free %       100       99       100         cM capacity (veh/h)       1       291       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       509       771       771       771         Volume Left       0       0       0       0       0       0       0         Volume Right       2       0       0       0       0       0       0         Volume to Capacity       0.01       0.60       0.60       0.30       0.45       0.45       0.45         Queue Length 95th (ft)       1       0       0       0       0       0       0         Control Delay (s)       17.5       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C		4321	888			3551					
tC, 2 stage (s)         tF (s)       3.5       3.3       2.2         p0 queue free %       100       99       100         cM capacity (veh/h)       1       291       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       509       771       771       771       771         Volume Left       0       0       0       0       0       0       0       0       0       0         Volume Right       2       0	-	6.8				4.1					
IF (s)       3.5       3.3       2.2         p0 queue free %       100       99       100         cM capacity (veh/h)       1       291       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       1014       509       771       771       771       771         Volume Left       0											
p0 queue free %       100       99       100         cM capacity (veh/h)       1       291       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       1014       509       771       771       771       771         Volume Left       0       0       0       0       0       0       0       0       0       0         Volume Right       2       0       0       0       2       0		3.5	3.3			2.2					
CM capacity (veh/h)       1       291       70         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       2       1014       1014       1014       509       771       771       771       771         Volume Left       0       0       0       0       0       0       0       0         Volume Right       2       0       0       0       2       0       0       0       0         Volume Right       2       0       0       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.01       0.60       0.60       0.30       0.45       0.45       0.45       0.45         Queue Length 95th (ft)       1       0											
Volume Total         2         1014         1014         1014         509         771         771         771         771           Volume Left         0											
Volume Left         0 <th< td=""><td>Direction, Lane #</td><td>WB 1</td><td>NB 1</td><td>NB 2</td><td>NB 3</td><td>NB 4</td><td>SB 1</td><td>SB 2</td><td>SB 3</td><td>SB 4</td><td></td></th<>	Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Right         2         0         0         0         2         0 <t< td=""><td>Volume Total</td><td>2</td><td>1014</td><td>1014</td><td>1014</td><td>509</td><td>771</td><td>771</td><td>771</td><td>771</td><td></td></t<>	Volume Total	2	1014	1014	1014	509	771	771	771	771	
cSH       291       1700       <	Volume Left	0	0	0	0	0	0	0	0	0	
cSH     291     1700     1700     1700     1700     1700     1700     1700     1700       Volume to Capacity     0.01     0.60     0.60     0.30     0.45     0.45     0.45     0.45       Queue Length 95th (ft)     1     0     0     0     0     0     0     0       Control Delay (s)     17.5     0.0     0.0     0.0     0.0     0.0     0.0       Lane LOS     C	Volume Right	2	0	0	0	2	0	0	0	0	
Volume to Capacity         0.01         0.60         0.60         0.30         0.45         0.45         0.45           Queue Length 95th (ft)         1         0		291	1700	1700	1700	1700	1700	1700	1700	1700	
Queue Length 95th (ft)         1         0											
Control Delay (s)         17.5         0.0											
Lane LOS     C       Approach Delay (s)     17.5     0.0     0.0       Approach LOS     C     Intersection Summary       Average Delay     0.0		17.5									
Approach Delay (s)     17.5     0.0     0.0       Approach LOS     C     Intersection Summary       Intersection Summary     0.0	, , , , , , , , , , , , , , , , , , ,	С									
Approach LOS C Intersection Summary Average Delay 0.0			0.0				0.0				
Average Delay 0.0											
	Intersection Summary										
	Average Delay			0.0							
	Intersection Capacity Utiliza	tion		58.9%	IC	U Level	of Service			В	
Analysis Period (min) 15											

Lane Configurations		4	•	Ť	1	1	ţ				
Traffic Volume (veh/h)         0         9         3173         25         0         2946           Future Volume (Veh/h)         0         9         3173         25         0         2946           Sign Control         Stop         Free         Free             Grade         0%         0%         0%         0%            Peak Hour Factor         0.97         0.97         0.97         0.97         0.97           Pedestifians         9         3271         26         0         3037           Pedestifians         9         3271         26         0         3037           Valking Speed (IVs)         9         3271         26         0         3037           Percent Blockage         None         None         None         None           Wedian type         None         None         None         Volume (C, stoge (Veh)           Upstream signal (ft)         XX, piatoon unblocked         VC, confilcing volume 4043         831         3297           VC1, stage 1 conf vol         VC, stage 2 conf vol         VC, stage 2 conf vol         VC, stage 2 conf vol         0         0         0         0         0         0         0 <th>Movement</th> <th>WBL</th> <th>WBR</th> <th>NBT</th> <th>NBR</th> <th>SBL</th> <th>SBT</th> <th></th> <th></th> <th></th> <th></th>	Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Traffic Volume (veh/h)         0         9         3173         25         0         2946           Future Volume (Veh/h)         0         9         3173         25         0         2946           Sign Control         Stop         Free         Free             Grade         0%         0%         0%         0%            Peak Hour Factor         0.97         0.97         0.97         0.97         0.97           Pedestifians         9         3271         26         0         3037           Pedestifians         9         3271         26         0         3037           Valking Speed (IVs)         9         3271         26         0         3037           Percent Blockage         None         None         None         None           Wedian type         None         None         None         Volume (C, stoge (Veh)           Upstream signal (ft)         XX, piatoon unblocked         VC, confilcing volume 4043         831         3297           VC1, stage 1 conf vol         VC, stage 2 conf vol         VC, stage 2 conf vol         VC, stage 2 conf vol         0         0         0         0         0         0         0 <td>Lane Configurations</td> <td></td> <td>1</td> <td>tttp:</td> <td></td> <td></td> <td>1111</td> <td></td> <td></td> <td></td> <td></td>	Lane Configurations		1	tttp:			1111				
Future Volume (Veh/h)         0         9         3173         25         0         2946           Sign Control         Stop         Free		0	9		25	0					
Sign Control       Slop       Free       Free         Grade       0%       0%       0%         Peak Hour Factor       0.97       0.97       0.97       0.97       0.97         Hourly flow rate (vph)       0       9       3271       26       0       3037         Pedestrians       Lane Width (ft)       9       3271       26       0       3037         Hane Width (ft)       Walking Speed (ft/s)       Percent Blockage       Right unt flare (veh)       9       3271       26       0       3037         Median type       None		0	9	3173	25	0					
Grade         0%         0%         0%           Peak Hour Factor         0.97         0.97         0.97         0.97         0.97           Peak Hour Factor         0.97         0.97         0.97         0.97         0.97           Pedestrians         0         9         3271         26         0         3037           Lane Width (ft)         Walking Speed (ft/s)         Percent Blockage         None         None         None           Walking Speed (ft/s)         None         None         None         None         None           VC1, stage toorf vol         VC2, stage 2 conf vol           VC2, stage (s)         F         100         9         337         89           Direction Lane #         WB1         NB2         NB3         NB4         SB1         SB2         SB3         SB4           Volume Right         9         0.0         0         0         0         0         0         0           Volume Cotapacity (veh/h)         2         317         89         SB1         SB2         SB3         SB4           Volume Cotapacity (veh/h)         0         0		Stop		Free			Free				
Hourly flow rate (vph) 0 9 3271 26 0 3037 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right run flare (veh) Median storage veh) Upstream signal (ft) Dx, platoan unblocked Upstream signal (ft) Dx, platoan unblocked VC1, stage 1 cont vol VC2, stage 2 cont vol VC2, stage 3 s	Grade			0%			0%				
Pedestrians       Lane Width (ft)         Walking Speed (IV/s)       Percent Blockage         Right lurn flare (veh)       None         Median storage veh)       Upstream signal (ft)         pX, platon unblocked       vC, conflicting volume       4043       831       3297         VC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 1 conf vol       vC2, stage 3       S8       S8       S8         VC2, stage 1 conf vol       vC2, stage 3       S8       S8       S8         VC2, stage 1 conf vol       vC2, stage (s)       -       -       -         IF (s)       3.5       3.3       2.2       -       -         p0 queue free %       100       97       100       -       -         Wc1 cancet (veh/h)       2       317       89       -       -       -         Direction, Lane #       WB1       NB2       NB3       NB4       SB1       SB2       SB4         Volume Total       9       935       935       935       493       759       759       759       759         Volume Iof       0       0       0       0       0       0	Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Pedestrians <ul> <li>Lane Width (ft)</li> <li>Walking Speed (ft/s)</li> </ul> Percent Blockage         None         None <t< td=""><td>Hourly flow rate (vph)</td><td>0</td><td>9</td><td>3271</td><td>26</td><td>0</td><td>3037</td><td></td><td></td><td></td><td></td></t<>	Hourly flow rate (vph)	0	9	3271	26	0	3037				
Walking Speed (it/s)         Percent Blockage         Right turn flare (veh)         Median type       None         Median storage veh)         Upstream signal (fl)         px, platoon unblocked         VC2, conflicting volume       4043         R04       831         3297         VC1, stage 1 conf vol         VC2, stage 2 conf vol         VC2, stage 2 conf vol         VC2, stage 2 conf vol         VC2, stage 3         K3, stage 1         C2, stage 2 conf vol         VC2, unblocked vol         VC2, stage 3         F (s)       3.5         J       3.3         Direction, Lane #       WB 1         VB1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 4         Volume Total       9       935       935       493       759       759       759         Volume Total       9       935       935       493       759       759       759         Volume Total       9       935       935       0.0       0       0       0         Volume Kight       9       0       0       0       0	Pedestrians										
Walking Speed (it/s)         Percent Blockage         Right turn flare (veh)         Median type       None         Median storage veh)         Upstream signal (fl)         px, platoon unblocked         VC2, conflicting volume       4043         R04       831         3297         VC1, stage 1 conf vol         VC2, stage 2 conf vol         VC2, stage 2 conf vol         VC2, stage 2 conf vol         VC2, stage 3         K3, stage 1         C2, stage 2 conf vol         VC2, unblocked vol         VC2, stage 3         F (s)       3.5         J       3.3         Direction, Lane #       WB 1         VB1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 4         Volume Total       9       935       935       493       759       759       759         Volume Total       9       935       935       493       759       759       759         Volume Total       9       935       935       0.0       0       0       0         Volume Kight       9       0       0       0       0	Lane Width (ft)										
Percent Blockage       None       None         Right tum flare (veh)       None       None         Median storage veh)       Velan type       None         Upstream signal (ft)       pX, platon unblocked       Velan type         pX, platon unblocked       3297       Velan type         vC2, conflicting volume       4043       831       3297         vC1, stage 1 conf vol       Velan type       Velan type         vC2, stage 2 conf vol       Velan type       Velan type         vC2, stage 2 conf vol       Velan type       Velan type         VC2, stage (s)       831       3297         IF (s)       3.5       3.3       2.2         p0 queue free %       100       97       100         MC apacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       493       759       759       759         Volume Right       9       0       0       0       0       0       0       0         Volume Leff       0       0       0       0       0<	Walking Speed (ft/s)										
None       None         Median type       None       None         Median storage veh)       Velosita storage veh)       Velosita storage veh)       Velosita storage veh)         pX, platoon unblocked       4043       831       3297         vCc, onflicting volume       4043       831       3297         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       velosita status       velosita status         vG1, unblocked vol       4043       831       3297         LC, stage 1 conf vol       velosita status       velosita status         VG2, stage 2 conf vol       velosita status       velosita status         VG2, stage 1 conf vol       903       831       3297         LC, stage (s)       -       -       -         Ff (s)       3.5       3.3       2.2         p0 queue free %       100       97       100         Molagacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Right       9       0       0       0       0       0											
Median type       None       None         Median storage veh)       Upstream signal (ft)       None         VD, platoon unblocked       VC, conflicting volume       4043       831       3297         VC1, stage 1 conf vol       VC2, stage 2 conf vol       VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol       VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage (s)       6.8       6.9       4.1       VC2, stage (s)       VC2, stage 2         IF (s)       3.5       3.3       2.2       VC1 (veh/h)       2       317         VDime condition, Lane #       WB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       0       0       0       0       0       0       0         Volume Right       9       0       0       0       0       0       0       0       0       0         Volume Right       9       0 <td></td>											
Median storage veh)       Upstream signal (ft)         px, platoon unblocked       vC1, stage 1 conf vol         vC2, conflicting volume       4043       831       3297         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       4043       831       3297         vC1, stage 1 conf vol       4043       831       3297         VC2, stage 2 conf vol       4.1       VC       VC         VC2, stage 2 conf vol       9       4.1       VC         VC2, stage 2 conf vol       9       4.1       VC         VC2, stage 2 conf vol       9       9       9         VC2, stage 2 conf vol       9       9       9       9         Volume Contal       9       935       935       949       759         Volume Left       0       0       0       0       0       0         Volume Right       9       0       0.29				None			None				
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 4043 831 3297 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC2, stage (s) F (s) 3.5 3.3 2.2 p0 queue free % 100 97 100 cM capacity (veh/h) 2 317 89 Direction, Lane # WB 1 NB 1 NB 2 NB 3 NB 4 SB 1 SB 2 SB 3 SB 4 Volume Total 9 935 935 935 493 759 759 759 759 Volume Left 0 0 0 0 0 0 0 0 0 0 0 0 vC1 mode 1 1700 1700 1700 1700 1700 1700 cSH 317 1700 1700 1700 1700 1700 1700 1700 cSH 317 1700 1700 1700 1700 1700 1700 1700 Control Delay (s) 16.7 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Control Delay (s) 16.7 0.0 0.0 CD control Delay (s) 16.7 0.0 CD CD C											
pX, platoon unblocked         vC, conflicting volume       4043       831       3297         vC1, stage 1 conf vol       vc2, stage 2 conf vol       vc2, stage 2 conf vol         vC2, unblocked vol       4043       831       3297         IC, single (s)       6.8       6.9       4.1         IC, stage 1 conf vol       vc1, stage 1 conf vol       vc1, stage 1 conf vol         VC1, unblocked vol       4043       831       3297         IC, single (s)       6.8       6.9       4.1         IC, 2 stage (s)											
vC, conflicting volume       4043       831       3297         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vC443       831       3297         vC1, unblocked vol       4043       831       3297         IC, single (s)       6.8       6.9       4.1         IC, 2 stage (s)											
vC1, stage 1 conf vol       vC2, stage 2 conf vol         vC2, unblocked vol       4043       831       3297         vC3, unblocked vol       4043       831       3297         tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)		4043	831			3297					
vC2, stage 2 conf vol       vCu, unblocked vol       4043       831       3297         VC, single (s)       6.8       6.9       4.1         IC, single (s)       6.8       6.9       4.1         IC, single (s)       3.5       3.3       2.2         IF (s)       3.5       3.3       2.2         Do queue free %       100       97       100         CM capacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       493       759       759       759       759         Volume Right       9       0       0       0       0       0       0       0         CSH       317       1700       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.03       0.55       0.55       0.29       0.45       0.45       0.45         Queue Length 9Sth (ft)       2       0       0       0       0       0       0         Lane LOS       C											
vCu, unblocked vol       4043       831       3297         IC, single (s)       6.8       6.9       4.1         IC, 2 stage (s)											
IC, single (s)       6.8       6.9       4.1         IC, 2 stage (s)       IF (s)       3.5       3.3       2.2         p0 queue free %       100       97       100         CM capacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       493       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       9       0       0       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.03       0.55       0.55       0.29       0.45       0.45       0.45         Queue Length 95th (ft)       2       0       0       0       0       0       0         Queue Length 95th (ft)       2       0       0       0       0       0       0       0         Control Delay (s)       16.7       0.0       0.0       0.0       0.0       0.0       0.0		4043	831			3297					
IC, 2 stage (s)         IF (s)       3.5       3.3       2.2         p0 queue free %       100       97       100         CM capacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       493       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       9       0       0       1700 </td <td></td> <td>6.8</td> <td></td> <td></td> <td></td> <td>4.1</td> <td></td> <td></td> <td></td> <td></td> <td></td>		6.8				4.1					
IF (s)       3.5       3.3       2.2         p0 queue free %       100       97       100         cM capacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       935       493       759       759       759         Volume Left       0       0       0       0       0       0       0       0         Volume Right       9       0       0       26       0       0       0       0         Volume to Capacity       0.03       0.55       0.55       0.29       0.45       0.45       0.45         Queue Length 95th (ft)       2       0       0       0       0       0       0         Queue Length 95th (ft)       2       0       0       0       0       0       0         Control Delay (s)       16.7       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C											
p0 queue free %       100       97       100         cM capacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       935       493       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       9       0       0       0       26       0       0       0       0         Volume to Capacity       0.03       0.55       0.55       0.29       0.45       0.45       0.45       0.45         Queue Length 95th (ft)       2       0       0       0       0       0       0       0       0         Control Delay (s)       16.7       0.0       0.	tF (s)	3.5	3.3			2.2					
CM capacity (veh/h)       2       317       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       9       935       935       935       493       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       9       0       0       0       26       0       0       0       0         Volume Right       9       0       0       1700 <th1< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th1<>											
Volume Total         9         935         935         935         493         759         759         759           Volume Left         0	cM capacity (veh/h)										
Volume Left         0 <th< th=""><th>Direction, Lane #</th><th>WB 1</th><th>NB 1</th><th>NB 2</th><th>NB 3</th><th>NB 4</th><th>SB 1</th><th>SB 2</th><th>SB 3</th><th>SB 4</th><th></th></th<>	Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Right         9         0         0         26         0         0         0         0           cSH         317         1700         <	Volume Total	9	935	935	935	493	759	759	759	759	
CSH       317       1700       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.03       0.55       0.55       0.29       0.45       0.45       0.45       0.45         Queue Length 95th (ft)       2       0       0       0       0       0       0       0         Control Delay (s)       16.7       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C	Volume Left	0	0	0	0	0	0	0	0	0	
cSH       317       1700       1700       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.03       0.55       0.55       0.29       0.45       0.45       0.45       0.45         Queue Length 95th (ft)       2       0       0       0       0       0       0       0         Control Delay (s)       16.7       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C       C	Volume Right	9	0	0	0	26	0	0	0	0	
Volume to Capacity         0.03         0.55         0.55         0.29         0.45         0.45         0.45         0.45           Queue Length 95th (ft)         2         0 <td>cSH</td> <td>317</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td>1700</td> <td></td>	cSH	317	1700	1700	1700	1700	1700	1700	1700	1700	
Queue Length 95th (ft)         2         0	Volume to Capacity										
Control Delay (s)         16.7         0.0											
Lane LOS       C         Approach Delay (s)       16.7       0.0       0.0         Approach LOS       C       C       C         Intersection Summary         Average Delay       0.0       C         Intersection Capacity Utilization       56.4%       ICU Level of Service       B	Control Delay (s)										
Approach Delay (s)       16.7       0.0       0.0         Approach LOS       C       C       C         Intersection Summary         Average Delay       0.0         Intersection Capacity Utilization       56.4%       ICU Level of Service       B	Lane LOS										
Approach LOS C Intersection Summary Average Delay 0.0 Intersection Capacity Utilization 56.4% ICU Level of Service B		16.7	0.0				0.0				
Average Delay     0.0       Intersection Capacity Utilization     56.4%       ICU Level of Service     B	Approach LOS										
Average Delay     0.0       Intersection Capacity Utilization     56.4%       ICU Level of Service     B	Intersection Summary										
Intersection Capacity Utilization 56.4% ICU Level of Service B	Average Delay			0.0							
Analysis Period (min) 15	Intersection Capacity Utiliza	ation		56.4%	IC	U Level	of Service			В	
	Analysis Period (min)			15							

	1	•	Ť	1	*	ţ				
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations		1	4111			1111				
Traffic Volume (veh/h)	0	13	3181	1	0	2496				
Future Volume (Veh/h)	0	13	3181	1	0	2496				
Sign Control	Stop		Free			Free				
Grade	0%		0%			0%				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Hourly flow rate (vph)	0	13	3279	1	0	2573				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type			None			None				
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	3923	820			3280					
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	3923	820			3280					
tC, single (s)	6.8	6.9			4.1					
tC, 2 stage (s)										
tF (s)	3.5	3.3			2.2					
p0 queue free %	100	96			100					
cM capacity (veh/h)	2	322			90					
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Total	13	937	937	937	469	643	643	643	643	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	13	0	0	0	1	0	0	0	0	
cSH	322	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.04	0.55	0.55	0.55	0.28	0.38	0.38	0.38	0.38	
Queue Length 95th (ft)	3	0	0	0	0	0	0	0	0	
Control Delay (s)	16.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	С									
Approach Delay (s)	16.6	0.0				0.0				
Approach LOS	С									
Intersection Summary										
Average Delay			0.0							
Intersection Capacity Utilizatio	n		56.1%	IC	U Level of	of Service			В	
Analysis Period (min)			15							

Direction, Lane #         WB 1         NB 1         NB 2         NB 3         NB 4         SB 1         SB 2         SB 3         SB 4           Volume Total         1         941         941         941         759         759         759         759           Volume Left         0         0         0         0         0         0         0         0         0           Volume Right         1         0         0         0         1         0		4	•	Ť	1	1	ţ				
Traffic Volume (veh/h)       0       1       3194       1       0       2946         Future Volume (Veh/h)       0       1       3194       1       0       2946         Sign Control       Stop       Free       Free       Free       Free         Grade       0%       0.97       0.97       0.97       0.97       0.97       0.97         Peak Hour Factor       0.97       0.97       0.97       0.97       0.97       0.97         Pedestifians       1       3293       1       0       3037       -         Pedestifians       -       -       -       -       -       -         Walking Speed (ft/s)       -       -       -       -       -       -         Velicit Inflate (veh)       -	Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Traffic Volume (vehh)       0       1       3194       1       0       2946         Future Volume (Vehh)       0       1       3194       1       0       2946         Sign Control       Stop       Free       Free       Free          Grade       0%       0%       0%       0%       0%         Peak Hour Factor       0.97       0.97       0.97       0.97       0.97         Pedestifians       1       3293       1       0       3037         Pedestifians       1       3293       1       0       3037         Percent Blockage       None       None       None       None         Median storage veh)       Velse       None       None       Velse         VC2, stage 1 conf vol       VC2, stage 2 conf vol       Velse       Velse       Velse         VC2, stage 2 conf vol       Velse       Velse       Velse       Velse       Velse         VC2, stage 2 conf vol       Velse       NB 4       SB 1       SB 2       SB 4         Volume Réght       1       0       0       0       0       0         VC2, stage 2 conf vol       Velse       SB 1       SB 2	Lane Configurations		1	tttp:			1111				
Future volume (Veh/h)         0         1         3194         1         0         2946           Sign Control         Stop         Free         Free         Free           Grade         0%         0%         0%         0%           Peak Hour Factor         0.97         0.97         0.97         0.97         0.97           Hourly flow rate (vph)         0         1         3293         1         0         3037           Peak Hour Factor         0.97         0.97         0.97         0.97         0.97           Pedestrians         Ease         Volume (Veh/h)         1         3293         1         0         3037           Percent Blockage         Volume (Veh/h)         None         None         Volume (Veh/h)         Volume (Veh/h)         Volume (Veh/h)           Volution Intolocked         Volutintintolocked         Volution Intolocked		0	1		1	0					
Sign Control       Slop       Free       Free         Grade       0%       0%       0%         Peak Hour Factor       0.97       0.97       0.97       0.97       0.97         Hourly flow rate (vph)       0       1       3293       1       0       3037         Pedestitans	Future Volume (Veh/h)	0	1	3194	1	0					
Grade       0%       0%       0%       0%         Peak Hour Factor       0.97       0.97       0.97       0.97       0.97         Peak Hour Factor       0.97       0.97       0.97       0.97       0.97         Pedestrians       3293       1       0       3037         Pedestrians       Sevent Hour Math (ft)       Walking Speed (ft/s)         Percent Blockage       None       None         Right tum flare (veh)       None       None         Vectorent Blockage       Vectorent Blockage       Vectorent Blockage         Vectorent Blockage       None       None       Vectorent Blockage         Vectorent Blockage       None       None       Vectorent Blockage         Vectorent Blockage       None       Vectorent Blockage       Vectorent Blockage         Vectorent Blockage       None       Vectorent Blockage       Vectorent Blockage         Vectorent Blockage       Not		Stop		Free			Free				
Hourly flow rate (uph)       0       1       3293       1       0       3037         Pedestrians       Lane Width (th)       View				0%			0%				
Pedeštrians       Lane Width (ft)         Walking Speed (ft/s)       Percent Blockage         Right turn flare (veh)       None         Median storage veh)       Upstream signal (ft)         pX, platoon unblocked       VC, conflicting volume       4053         VC1, stage 1 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2, stage 2 conf vol         VC2, stage 2 conf vol       VC2         VC1, stage (s)       6.8       6.9       4.1         IC, single (s)       6.8       6.9       4.1         CA capacity (veh/h)       2       320       89         Direction, Lane #       WB1       NB1       NB2       NB3       NB4       SB1       SB 2       SB 3       SB 4         Volume Total       1       941       941       471       759       759       759       759         Volume Right       1       0       0       1       0 <td>Peak Hour Factor</td> <td>0.97</td> <td>0.97</td> <td>0.97</td> <td>0.97</td> <td>0.97</td> <td>0.97</td> <td></td> <td></td> <td></td> <td></td>	Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Pedestrians       Lane Width (ft)         Lane Width (ft)       Walking Speed (ft/s)         Percent Blockage       Right tum flare (veh)         Median torage veh)       None         Upstream signal (ft)       px, platon unblocked         yc, conflicting volume       4053       824       3294         vC2, stage 2 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vC2, stage 3       824       3294         VC2, stage 2 conf vol         vC2, stage 2 conf vol       vC2, stage 3       824       3294       vE4         VC3, stage 1 conf vol       vC3       824       3294       vE4         VC2, stage 2 conf vol       vC4       4053       824       3294       vE4         VC2, stage 2 conf vol       vC4       4053       824       3294       vE4         VC2, stage 2 conf vol       vC4       4053       824       3294       vE4         VC3, stage 5       vE4       320       100       100       cdaeasity       vE4         VG1 med fee       WB1 <td>Hourly flow rate (vph)</td> <td>0</td> <td>1</td> <td>3293</td> <td>1</td> <td>0</td> <td>3037</td> <td></td> <td></td> <td></td> <td></td>	Hourly flow rate (vph)	0	1	3293	1	0	3037				
Walking Speed (it/s)       Percent Blockage         Right turn flare (veh)       None         Median storage veh)       None         Upstream signal (it)       PX, platoon unblocked         vC, conflicting volume       4053       824         vC1, stage 1 conf vol       vvC2, stage 2 conf vol         vVC2, stage 2 conf vol       vvC2, stage 2 conf vol         vC2, stage (s)       6.8       6.9         IF (s)       3.5       3.3       2.2         Dj queue free %       100       100         CM capacity (veh/h)       2       320         Direction, Lane #       WB1       NB2       NB3       NB4       SB1       SB2       SB3       SB4         Volume Total       1       941       941       471       759       759       759         Volume Total       1       941       941       471       759       759       759         Volume Right       1       0       0       0       0       0       0       0         Volume Kight       1       0       0       0       0       0       0       0         Volume Kight       1       0       0       0       0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>											
Percent Blockage       Right turn flare (veh)         Median type       None       None         Median tyrage veh)       Upstream signal (ft)         pX, platoon unblocked       vc. conflicting volume       4053       824       3294         vcC, conflicting volume       4053       824       3294       VC. conflicting volume       4053       824         vcC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.9       9         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2	Lane Width (ft)										
Percent Blockage       Right turn flare (veh)         Median type       None       None         Median tyrage veh)       Upstream signal (ft)         pX, platoon unblocked       vc. conflicting volume       4053       824       3294         vcC, conflicting volume       4053       824       3294       VC. conflicting volume       4053       824         vcC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       VC. single (s)       6.8       6.9         tC, single (s)       6.8       6.9       4.1       VC. single (s)       6.9       9         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2	Walking Speed (ft/s)										
Right turn flare (veh)       None       None         Median storage veh)       Vore       None         Upstream signal (ft)       y2, platoon unblocked       3294         vC, conflicting volume       4053       824       3294         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 1 conf vol       vC2, stage 3       824       3294         VC1, stage 1 conf vol       4053       824       3294         VC2, stage 2 conf vol       vc1       stage 1 conf vol       vc2, stage (s)         If (s)       3.5       3.3       2.2         p0 queue free %       100       100       100         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 4         Volume Total       1       941       941       471       759       759       759         Volume Left       0       0       0       0       0       0       0       0         Volume Right       1       0       0       0       0       0       0       0         Volume Kight											
Median type       None       None         Median storage veh)       Upstream signal (ft)       PX         PX, platoon unblocked       4053       824       3294         vC1, stage 1 conf vol       4053       824       3294         vC2, stage 2 conf vol       vc1, stage 1 conf vol       4053       824       3294         vC2, stage 2 conf vol       vc1, stage 2 conf vol       vc1, stage 2 conf vol       vc1, stage 2 conf vol         vC2, stage 2 conf vol       6.8       6.9       4.1          tC, single (s)       6.8       6.9       4.1          tC, stage 2 conf vol             vC2 stage s(s)             tF (s)       3.5       3.3       .2.2           p0 queue free %       100       100            Volume cotal       1       941       941       471       759       759       759         Volume Left       0       0       0       0       0       0       0       0         Volume Left       0       0.0       0.0       0       0       0											
Median storage veh)       Upstream signal (th)         pX, platoon unblocked       vC, conflicting volume       4053       824       3294         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       4053       824       3294       VC1         VC2, stage 2 conf vol       vC1, unblocked vol       4053       824       3294         VC2, stage 2 conf vol       vC2, unblocked vol       4053       824       3294         VC2, stage 2 conf vol       vC1, unblocked vol       4053       824       3294         VC2, stage 2 conf vol       vC2       stage 1 conf vol       vC2       stage 1 conf vol         VC2, stage 2 conf vol       0       0.0       100       100       100         IC, 2 stage (S)       T       VE       VE       VE       VE         IF (S)       3.5       3.3       2.2       P0 queue free %       100       100       100         IC capacity (veh/h)       2       320       89       VE       VE       VE       VE         Volume Total       1       941       941       941       759       759       759         Volume Right       1				None			None				
Upstream signal (ft) pX, platoon unblocked vC, conflicting volume 4053 824 3294 vC1, stage 1 conf vol vC2, stage 2 conf vol vC2, stage 2 conf vol vC4, unblocked vol 4053 824 3294 tC, single (s) 6.8 6.9 4.1 tC, single (s) 6.8 6.9 4.1 tC, single (s) 6.8 6.9 4.1 tC, single (s) 75 0 queue free % 100 100 cM capacity (veh/h) 2 320 89  Direction, Lane # WB 1 NB 1 NB 2 NB 3 NB 4 SB 1 SB 2 SB 3 SB 4  Volume Total 1 941 941 941 471 759 759 759 759 Volume Left 0 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 1 0 0 0 0 0 0 0 0 0 0 CM capacity 0.00 CM capacity 0.00 CM capacity 0.00 CM capacity 0.00 CM capacity (veh/h) 0 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 0 0 0 0 0 0 0 0 0 CM capacity 0.00 CM capacity (veh/h) 0 0 0 0 0 0 0 0 0 CM capacity (veh/h) 0 0 0 0 0 0 0 0 CM capacity 0.00 CM capaci											
pX, platoon unblocked vC, conflicting volume 4053 824 3294 vC1, stage 1 conf vol vC2, stage 2 conf vol vC1, st											
vC, conflicting volume       4053       824       3294         vC1, stage 1 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol       vC2, stage 2 conf vol         vCu, unblocked vol       4053       824       3294         IC, single (s)       6.8       6.9       4.1         IC, 2 stage (s)       tr       tr       tr         tF (s)       3.5       3.3       2.2         p0 queue free %       100       100       100         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       471       759       759       759         Volume Right       0       0       0       0       0       0       0       0         Volume Right       1       0       0       1700       1700       1700       1700       1700         Volume to Capacity       0.00       0.55       0.55       0.28       0.45       0.45       0.45         Queue Length 95th (ft)       0       0       0       0       0											
vC1, stage 1 conf vol       vC2, stage 2 conf vol         vC2, stage 2 conf vol       vCu, unblocked vol       4053       824       3294         vCu, unblocked vol       4053       824       3294          tC, single (s)       6.8       6.9       4.1          tC, 2 stage (s)		4053	824			3294					
vC2, stage 2 conf vol         vCu, unblocked vol       4053       824       3294         tC, single (s)       6.8       6.9       4.1         tC, single (s)       3.5       3.3       2.2         p0 queue free %       100       100       constraints         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       471       759       759       759         Volume Total       1       941       941       471       759       759       759         Volume Right       1       0       0       0       0       0       0         Volume Right       1       0       0       1700       1700       1700       1700       1700         Volume to Capacity       0.00       0.55       0.55       0.28       0.45       0.45       0.45         Queue Length Sth (ft)       0       0       0       0       0       0       0         Lane LOS       C       C </td <td></td>											
vCu, unblocked vol       4053       824       3294         tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)											
tC, single (s)       6.8       6.9       4.1         tC, 2 stage (s)       tF (s)       3.5       3.3       2.2         p0 queue free %       100       100       100         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       471       759       759       759         Volume Left       0       0       0       0       0       0       0       0         Volume Right       1       0       0       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.00       0.55       0.55       0.28       0.45       0.45       0.45         Queue Length 95th (ft)       0       0       0       0       0       0       0       0         Control Delay (s)       16.3       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C		4053	824			3294					
tC, 2 stage (s)         tF (s)       3.5       3.3       2.2         p0 queue free %       100       100       100         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       471       759       759       759         Volume Left       0       0       0       0       0       0       0       0         Volume Right       1       0       0       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.00       0.55       0.55       0.28       0.45       0.45       0.45         Queue Length 95th (ft)       0       0       0       0       0       0       0       0         Control Delay (s)       16.3       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C                 Intersection Summary       0.0			6.9			4.1					
IF (s)       3.5       3.3       2.2         p0 queue free %       100       100       100         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       471       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       1       0       0       0       1       0       0       0       0       0         Volume to Capacity       0.00       0.55       0.55       0.55       0.45       0.45       0.45       0.45         Queue Length 95th (ft)       0											
p0 queue free %       100       100       100         cM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       941       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       1       0       0       0       1       0       0       0       0       0         Volume to Capacity       0.00       0.55       0.55       0.28       0.45       0.45       0.45       0.45         Queue Length 95th (ft)       0		3.5	3.3			2.2					
CM capacity (veh/h)       2       320       89         Direction, Lane #       WB 1       NB 1       NB 2       NB 3       NB 4       SB 1       SB 2       SB 3       SB 4         Volume Total       1       941       941       941       471       759       759       759       759         Volume Left       0       0       0       0       0       0       0       0       0         Volume Right       1       0       0       0       1       0       0       0       0       0       0         Volume to Capacity       0.00       0.55       0.55       0.55       0.28       0.45       0.45       0.45         Queue Length 95th (ft)       0											
Volume Total         1         941         941         471         759         759         759           Volume Left         0	cM capacity (veh/h)										
Volume Left         0 <th< th=""><th>Direction, Lane #</th><th>WB 1</th><th>NB 1</th><th>NB 2</th><th>NB 3</th><th>NB 4</th><th>SB 1</th><th>SB 2</th><th>SB 3</th><th>SB 4</th><th></th></th<>	Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Right       1       0       0       1       0       0       0       0         CSH       320       1700       1700       1700       1700       1700       1700       1700       1700         Volume to Capacity       0.00       0.55       0.55       0.55       0.28       0.45       0.45       0.45         Queue Length 95th (ft)       0       0       0       0       0       0       0       0       0       0         Control Delay (s)       16.3       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Lane LOS       C       Volume to Capacity (s)       16.3       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Approach Delay (s)       16.3       0.0       0.0       0.0       0.0       0.0       0.0       0.0         Intersection Summary       O	Volume Total	1	941	941	941	471	759	759	759	759	
cSH       320       1700       <	Volume Left	0	0	0	0	0	0	0	0	0	
cSH       320       1700       <	Volume Right	1	0	0	0	1	0	0	0	0	
Volume to Capacity         0.00         0.55         0.55         0.28         0.45         0.45         0.45           Queue Length 95th (ft)         0		320	1700	1700	1700	1700	1700	1700	1700	1700	
Queue Length 95th (ft)         0											
Control Delay (s)         16.3         0.0											
Lane LOS       C         Approach Delay (s)       16.3       0.0       0.0         Approach LOS       C       Intersection Summary         Average Delay       0.0       Intersection Capacity Utilization       56.3%       ICU Level of Service       B											
Approach Delay (s)       16.3       0.0       0.0         Approach LOS       C       0.0       0.0         Intersection Summary         Average Delay       0.0       0.0         Intersection Capacity Utilization       56.3%       ICU Level of Service       B	3										
Approach LOS C Intersection Summary Average Delay 0.0 Intersection Capacity Utilization 56.3% ICU Level of Service B		16.3	0.0				0.0				
Average Delay     0.0       Intersection Capacity Utilization     56.3%     ICU Level of Service     B											
Average Delay     0.0       Intersection Capacity Utilization     56.3%     ICU Level of Service     B	Intersection Summary										
Intersection Capacity Utilization 56.3% ICU Level of Service B	Average Delay			0.0							
	Intersection Capacity Utiliza	ation			IC	U Level	of Service			В	
	Analysis Period (min)			15							

	4	•	Ť	*	1	Ļ				
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations		*	4111			1111				
Traffic Volume (veh/h)	0	53	3357	39	0	2929				
Future Volume (Veh/h)	0	53	3357	39	0	2929				
Sign Control	Stop		Free			Free				
Grade	0%		0%			0%				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Hourly flow rate (vph)	0	56	3534	41	0	3083				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type			None			None				
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	4325	904			3575					
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	4325	904			3575					
tC, single (s)	6.8	6.9			4.1					
tC, 2 stage (s)										
tF (s)	3.5	3.3			2.2					
p0 queue free %	100	80			100					
cM capacity (veh/h)	1	284			69					
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Total	56	1010	1010	1010	546	771	771	771	771	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	56	0	0	0	41	0	0	0	0	
cSH	284	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.20	0.59	0.59	0.59	0.32	0.45	0.45	0.45	0.45	
Queue Length 95th (ft)	18	0	0	0	0	0	0	0	0	
Control Delay (s)	20.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	С									
Approach Delay (s)	20.8	0.0				0.0				
Approach LOS	С									
Intersection Summary										
Average Delay			0.2							
Intersection Capacity Utiliza	ation		59.3%	IC	U Level of	of Service			В	
Analysis Period (min)			15							

	4	•	1	1	1	Ļ				
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations		1	4111			1111				
Traffic Volume (veh/h)	0	67	3173	72	0	2496				
Future Volume (Veh/h)	0	67	3173	72	0	2496				
Sign Control	Stop		Free			Free				
Grade	0%		0%			0%				
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Hourly flow rate (vph)	0	69	3271	74	0	2573				
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type			None			None				
Median storage veh)										
Upstream signal (ft)										
pX, platoon unblocked										
vC, conflicting volume	3951	855			3345					
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	3951	855			3345					
tC, single (s)	6.8	6.9			4.1					
tC, 2 stage (s)										
tF (s)	3.5	3.3			2.2					
p0 queue free %	100	77			100					
cM capacity (veh/h)	2	306			85					
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4	
Volume Total	69	935	935	935	541	643	643	643	643	
Volume Left	0	0	0	0	0	0	0	0	0	
Volume Right	69	0	0	0	74	0	0	0	0	
cSH	306	1700	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.23	0.55	0.55	0.55	0.32	0.38	0.38	0.38	0.38	
Queue Length 95th (ft)	21	0	0	0	0	0	0	0	0	
Control Delay (s)	20.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	С									
Approach Delay (s)	20.2	0.0				0.0				
Approach LOS	С									
Intersection Summary										
Average Delay			0.2							
Intersection Capacity Utilization	on		58.0%	IC	U Level	of Service			В	
Analysis Period (min)			15							



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