# Traffic Impact Study

**Proposed QuickChek**
**Block 230, Lot 15**
**Township of North Brunswick**
**Middlesex County, New Jersey**

**Prepared for:**
**American Properties Development Group, LLC**

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**John R. Corak, PE**
**Senior Project Manager**
**NJ P.E. License No. 54973**

**Matthew J. Seckler, PE, PP, PTOE**
**Principal**
**NJ P.E. License No. 48731**

STONEFIELD
92 Park Ave
Rutherford, NJ 07070

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## INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed QuickChek on the adjacent roadway network. The subject property is located in the westerly quadrant of the intersection of U.S. Route 130 and Nimitz Place in the Township of North Brunswick, Middlesex County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 230, Lot 15 as depicted on the Township of North Brunswick Tax Map. The site has approximately 516 feet of frontage along U.S. Route 130 and approximately 258 feet of frontage along Nimitz Place. The existing site is undeveloped, and access is not presently provided. Under the proposed development program, a 5,670 square-foot QuickChek with eight (8) fueling pumps would be constructed. Access is proposed via one (1) full-movement driveway along U.S. Route 130 operating as the fourth leg of the signalized intersection of U.S. Route 130 and Washington Place, one (1) right-in/right-out driveway along U.S. Route 130, and one (1) right-ingress only driveway along Nimitz Place.

## METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 6th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic signal timing utilized within the signalized analysis is based on timing directives provided by the New Jersey Department of Transportation.

## 2024 EXISTING CONDITION

### 2024 EXISTING ROADWAY CONDITIONS

The proposed QuickChek is located along U.S. Route 130 and Nimitz Place in the Township of North Brunswick, Middlesex County, New Jersey. The subject property is designated as Block 230, Lot 15 as depicted on the Township of North Brunswick Tax Map. The site has approximately 516 feet of frontage along U.S. Route 130 and approximately 258 feet of frontage along Nimitz Place. Land uses in the area are predominantly commercial and residential.

U.S. Route 130 is classified as an Urban Principal Arterial roadway with a general north-south orientation and is under the jurisdiction of NJDOT. Along the site frontage, the roadway provides two (2) lanes of travel in each direction, with additional turning lanes provided at key intersections and has a posted speed limit of 50 mph. Curb and sidewalk are not provided, shoulders are provided along both sides of the roadway, and on-street parking is not permitted. U.S. Route 130 provides north-south mobility throughout Middlesex, Mercer, Burlington, Gloucester, and Salem Counties serving predominately commercial uses along its length.

Washington Place is classified as an Urban Major Collector roadway with a general east-west orientation and is under the jurisdiction of the Township of North Brunswick. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb and sidewalk are not provided along both sides of the roadway, shoulders are not provided along both sides of the roadway, and on-street parking is permitted along both sides of the roadway. Washington Place provides east-west mobility within the Township of North Brunswick from its easterly terminus at the East Brunswick town border where it continues as Hardenburg Lane to U.S. Route 130 at its westerly terminus serving predominately residential uses along its length.

Calvert Road is a local roadway with a general east-west orientation and is under the jurisdiction of the Township of North Brunswick. Along the site frontage, the roadway provides one (1) lane of travel in each direction. Curb and sidewalk are not provided, shoulders are not provided, and on-street parking is permitted along both sides of the roadway, with a no parking is restriction in place within 90 feet of U.S. Route 130. Calvert Road provides east-west mobility within the Township of North Brunswick from U.S. Route 130 at its easterly terminus to Taylor Drive at its westerly terminus serving residential uses along its length.

Nimitz Place is a local roadway with a general east-west orientation and is under the jurisdiction of the Township of North Brunswick. Along the site frontage, the roadway provides one (1) lane of travel in each direction. In the vicinity of the site, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along both sides of the roadway. Nimitz Place

provides east-west mobility within the Township of North Brunswick from U.S. Route 130 at its easterly terminus to McKinley Avenue at its westerly terminus serving residential uses along its length.

U.S. Route 130 and Washington Place intersect to form a T-intersection controlled by a three (3)-phase traffic signal operating on a 120-second background cycle. The northbound approach of U.S. Route 130 provides one (1) exclusive left-turn lane and two (2) through lanes, and the southbound approach of U.S. Route 130 provides one (1) through lane and one (1) shared through/right-turn lane. The westbound approach of Washington Place provides one (1) exclusive left-turn lane and one (1) exclusive right-turn lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across the westerly leg of the intersection.

U.S. Route 130, Calvert Road, and Church driveway intersect to form an unsignalized four (4)-leg intersection with the eastbound approach of Calvert Road and the westbound approach of Church driveway operating under stop control. The eastbound approach of Calvert Road provides one (1) shared left/right-turn lane, and the westbound approach of Church driveway provides one (1) shared left/through/right-turn lane. The northbound approach of U.S. Route 130 provides one (1) exclusive U-turn lane, one (1) through lane, and one (1) shared through/right-turn lane and the southbound approach of U.S. Route 130 provides one (1) exclusive left-turn lane and two (2) through lanes. Crosswalks and pedestrian ramps are not provided.

U.S. Route 130 and Nimitz Place intersect to form an unsignalized T-intersection with the eastbound approach of Nimitz Place operating under stop control. The eastbound approach of Nimitz Place provides one (1) exclusive right-turn lane. The northbound approach of U.S. Route 130 provides two (2) through lanes and the southbound approach of U.S. Route 130 provides one (1) through lane, and one (1) shared through/right-turn lane. Crosswalks and pedestrian ramps are not provided.

## 2024 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday morning, weekday evening and Saturday midday time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- U.S. Route 130 and Nimitz Place
- U.S. Route 130 and Washington Place
- U.S. Route 130 and Calvert Road

Specifically, turning movement counts were conducted on the following dates and during the following times:

- Thursday, January 18, 2024, from 7:00 a.m. to 9:00 a.m. and from 2:30 p.m. to 7:00 p.m.
- Saturday, January 20, 2024, from 11:00 a.m. to 2:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:30 a.m. to 8:30 a.m.; the weekday evening peak hour occurred from 4:45 p.m. to 5:45 p.m.; and the Saturday midday peak hour occurred from 1:00 p.m. to 2:00 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2024 As-Counted weekday morning, weekday evening, and Saturday midday peak-hour volumes are summarized on appended **Figure 2**. Traffic volumes were balanced throughout the roadway network and the 2024 Existing Adjusted Traffic Volumes are summarized on appended **Figure 3**.

### 2024 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2024 Existing Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections. Under the existing condition, the signalized intersection of U.S. Route 130 and Washington Place is calculated to operate at overall Level of Service C during the weekday morning and weekday evening peak hours, and at overall Level of Service B during the Saturday midday peak hour. At the intersection of U.S. Route 130 and Calvert Road/Church Driveway, the eastbound approach of Calvert Road is calculated to operate at poor Levels of Service during the weekday morning peak hour; however, the traffic signal at Washington Place provides gaps in traffic to facilitate turning movements from Calvert Road. The turning movements at this intersection are calculated to operate at Level of Service E or better during the weekday evening peak hour and at Level of Service C or better during the Saturday midday peak hour. The turning movements at the unsignalized intersection of U.S. Route 130 and Nimitz place is calculated to operate at Level of Service C during the weekday morning and weekday evening peak hours and at Level of Service B during the Saturday midday peak hour.

## 2027 NO-BUILD CONDITION

### BACKGROUND GROWTH

The 2024 Existing Condition traffic volume data was grown to a future horizon year of 2027, which is a conservative estimate for when the proposed QuickChek is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 0.4% annually for three (3) years. The 0.4% background growth rate was calculated from the New Jersey Transportation Planning Authority's (NJTPA's) published 2050 Demographic Forecast Table, utilizing annualized population change rates for the Township of North Brunswick projected for 2015-2050.

2027 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2024 Existing Adjusted Traffic Volumes to calculate the 2027 No-Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. These volumes are summarized on appended **Figure 4**.

2027 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2027 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections. The signalized intersection of U.S. Route 130 and Washington Place is calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of U.S. Route 130 and Calvert Road/Church Driveway are calculated to operate generally consistent with the findings of the Existing Condition during the each of the peak hours studied. The turning movements at the unsignalized intersection of U.S. Route 130 and Nimitz Place are calculated to operate generally consistent with the findings of the Existing Condition during each of the peak hours studied.

## 2027 BUILD CONDITION

The site-generated traffic volume of the proposed QuickChek was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project "build out" is assumed within three (3) years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed QuickChek were prepared utilizing NJDOT's Highway Access Permit System (HAPS) and ITE's Trip Generation Manual, 11th Edition. It is noted that the HAPS does not contain data for the enter/exit trip distribution for its land uses. Therefore, the enter/exit trip distribution for each land use was obtained from the ITE's Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 960 "Super Convenience Market/Gas Station (> 3,000 SF)" were cited for the 5,670 square-foot QuickChek. **Table 1** provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the proposed development.

**TABLE 1 – PROPOSED TRIP GENERATION**

| | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Saturday Midday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| **Land Use** | **Enter** | **Exit** | **Total** | **Enter** | **Exit** | **Total** | **Enter** | **Exit** | **Total** |
| 5,670 SF QuickChek<br>*HAPS Land Use 960* | 236 | 235 | 471 | 196 | 197 | 393 | 196 | 197 | 362 |

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Convenience stores are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed development would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as pass-by trips.

Based upon the published NJDOT data for Land Use 960 "Super Convenience Market/Gas Station (> 3,000 SF)," 76% of the site-generated traffic during the weekday morning and weekday evening peak hours, and 50% during the Saturday midday peak hour is comprised of pass-by traffic. **Table 2** shows the additional site generated traffic for the proposed development after applying the appropriate trip reductions to account for pass-by traffic.

**TABLE 2 – PROPOSED TRIP GENERATION – NEW & PASS-BY TRIPS**

| | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Saturday Midday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| **Trip Type** | **Enter** | **Exit** | **Total** | **Enter** | **Exit** | **Total** | **Enter** | **Exit** | **Total** |
| "New" Trips | 57 | 56 | 113 | 47 | 48 | 95 | 89 | 92 | 181 |
| "Pass-By" Trips | 179 | 179 | 358 | 149 | 149 | 298 | 88 | 93 | 181 |
| **Total** | **236** | **235** | **471** | **196** | **197** | **393** | **196** | **197** | **362** |

At the site driveways, the calculated number of pass-by trips is shown as a negative number at the through movement as the vehicles are temporarily diverted from the through travel stream into and out of the site access point.

## TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways and the access management plan of the site. The "New" Site-Generated Traffic Volumes are illustrated on **Figure 5** and the "Pass-By" Site-Generated Traffic Volumes expected to access the site are depicted on **Figure 6**. The Total Site-Generated Traffic Volumes are depicted on **Figure 7**.

## 2027 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2027 No-Build Traffic Volumes to calculate the 2027 Build Traffic Volumes and are shown on appended **Figure 8**.

2027 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2027 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersections and proposed site driveways. Appended **Table A1** compares the Existing, No-Build, and Build Conditions Level of Service and delay values.

The signalized intersection of U.S. Route 130 and Washington Place is calculated to operate generally consistent with the findings of the No-Build Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of U.S. Route 130 and Calvert Road/Church Driveway are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday morning and weekday evening peak hours, and at Level of Service D or better during the Saturday midday peak hour. The turning movements at the unsignalized intersection of U.S. Route 130 and Nimitz Place are calculated to operate generally consistent with the findings of the No-Build Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of U.S. Route 130 and the easterly site driveway are calculated to operate at Level of Service C during the weekday morning and weekday evening peak hour, and at Level of Service B during the Saturday midday peak hour.

It should be noted that while the eastbound approach of Calvert Road at the intersection of U.S. Route 130 and Calvert Road/Church Driveway operates at poor Levels of Service during the weekday morning peak hour, the proposed development is calculated to only add an average of 3.6 seconds of delay for vehicles making this movement during the peak hour. The traffic signal at Washington Place provides gaps in traffic along U.S. Route 130 to facilitate turning movements from Calvert Road. Additionally, the calculated 95$^{th}$ percentile queue is calculated to be 2.2 vehicles for the weekday morning peak hour for both the 2027 No-Build and 2027 Build Conditions.

## SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed QuickChek using the Site Plan prepared by Bohler Engineering. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) full-movement driveway along U.S. Route 130 serving as the fourth leg of the signalized intersection of U.S. Route 130 and Washington Place, one (1) right-in/right-out driveway along U.S. Route 130, and one right-ingress only driveway along Nimitz Place. The proposed convenience store building would be located in the southerly portion of the site, with the fueling canopy located toward the northerly pportion of the site. Parking would be located around the proposed QuickChek as well as the edges

of the developed areas of the site. Vehicular circulation throughout the site would be facilitated via a minimum of 25-foot-wide two-way drive aisles.

Regarding the parking requirements for the proposed development, the Township of North Brunswick Ordinance requires one (1) parking space per 200 square feet of retail space, one (1) parking space per 100 square feet of restaurant space, and one (1) parking space per service bay plus one (1) space per employee for vehicle service station. For the proposed QuickChek consisting of 4,944 square-feet of retail space, 726 square-feet of restaurant space, and four (4) employees, this equates to 36 required spaces. The site would provide 67 total parking spaces, inclusive of three (3) ADA accessible parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be 10 feet wide by 18 feet deep in accordance with Township of North Brunswick Ordinance and industry standards.

As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all non-residential projects involving a parking garage or parking lot, except retailers with fewer than 25 parking spaces, must provide parking spaces pre-wired for electric vehicle charging stations ("make-ready") according to the following requirements:

- *1 make-ready space if the garage or lot has 50 or fewer spaces;*
- *2 make-ready spaces if the garage or lot has between 51 and 75 spaces;*
- *3 make-ready spaces if the garage or lot has between 76 and 100 spaces;*
- *4 make-ready spaces if the garage or lot has between 101 and 150 spaces (at least one of which must be accessible for people with disabilities).*
- *At least 4% of the total parking spaces if the garage or lot has over 150 spaces (at least 5% of which must be accessible for people with disabilities).*

For the proposed parking supply of 67 parking spaces, this equates to two (2) make-ready spaces. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of satisfying parking requirements, up to a 10% reduction of the total requirement. As such, the development plan would be considered to provide 69 (67 + 2) total parking spaces, whereas 36 are required.

Based on Township of North Brunswick Ordinance, the proposed parking supply of 67 spaces would be sufficient to support the expected parking demand of the proposed development.

## CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed QuickChek. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site-generated trips of the proposed development would consist largely of "pass-by" trips, as opposed to new vehicles on the roadway, due to the land use, location, and the access management plan. The site driveways and on-site layout

have been designed to provide for effective access to and from the subject property Based on Township of North Brunswick Ordinance parking requirements and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

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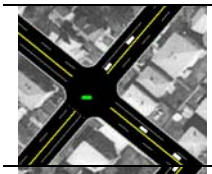
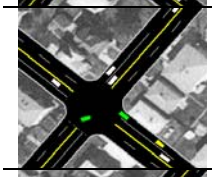
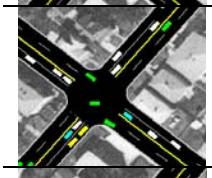
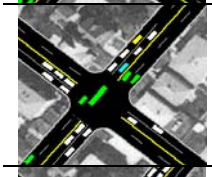
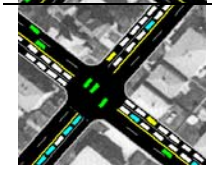
# TECHNICAL APPENDIX

# LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

## LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

| | Level Of Service (LOS) | Signalized Delay Range (average control delay in sec/veh) | Unsignalized Delay Range (average control delay in sec/veh) |
|---|---|---|---|
|  | A | <=10 | <=10 |
|  | B | >10 and <=20 | >10 and <=15 |
|  | C | >20 and <=35 | >15 and <=25 |
|  | D | >35 and <=55 | >25 and <=35 |
|  | E | >55 and <=80 | >35 and <=50 |
|  | F | >80 | >50 |

Source: Highway Capacity Manual, 7th Edition

# STONEFIELD

**Table A1: Comparative Level of Service (Delay) Table**

**Township of North Brunswick, Middlesex County, New Jersey**

**X (n) = Level of Service (seconds of delay)**

| | | Weekday Morning Peak Hour | | | Weekday Evening Peak Hour | | | Saturday Midday Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Intersection** | **Lane Group** | **2024 Existing Condition** | **2027 No-Build Condition** | **2027 Build Condition** | **2024 Existing Condition** | **2027 No-Build Condition** | **2027 Build Condition** | **2024 Existing Condition** | **2027 No-Build Condition** | **2027 Build Condition** |
| U.S. Route 130 (NB/SB) & Calvert Road (EB) / Church Driveway (WB) | EB Left/Through/Right | F (69.6) | F (73.8) | F (77.4) | E (44.3) | E (45.6) | E (47.7) | C (24.3) | C (24.8) | D (26.5) |
| | WB Left/Through/Right | E (36.4) | E (37.3) | E (38.1) | C (19.0) | C (19.3) | C (19.5) | B (13.0) | B (13.1) | B (13.3) |
| | NB Left | C (16.3) | C (16.6) | C (17.0) | C (17.6) | C (17.9) | C (18.5) | B (10.4) | B (10.5) | B (10.8) |
| U.S. Route 130 (NB/SB) & Washington Place (WB) / Site Driveway (EB) | EB Left | | | D (50.1) | | | D (48.3) | | | D (35.8) |
| | EB Through/Right | | | D (40.2) | | | D (41.7) | | | C (32.1) |
| | WB Left | E (78.9) | E (76.7) | E (68.1) | E (61.0) | E (72.5) | E (65.8) | D (39.3) | D (49.9) | D (43.0) |
| | WB Through/Right | D (49.1) | D (46.6) | D (41.8) | D (45.6) | D (46.7) | D (42.4) | C (33.1) | D (35.3) | C (32.5) |
| | NB Left | | | E (64.5) | | | E (63.9) | | | D (53.7) |
| | NB Through | C (30.9) | C (33.3) | D (41.6) | C (28.4) | C (27.3) | C (33.4) | B (14.3) | B (12.8) | B (14.9) |
| | NB Right | C (32.5) | C (34.6) | D (43.5) | C (30.3) | C (29.0) | D (35.7) | B (14.3) | B (12.8) | B (14.9) |
| | SB Left | E (64.0) | E (66.4) | E (66.4) | E (62.8) | E (62.2) | E (62.2) | D (51.3) | D (49.0) | D (49.3) |
| | SB Through | A (9.0) | A (9.3) | C (26.9) | B (10.1) | A (9.1) | C (25.5) | A (6.6) | A (5.2) | B (12.6) |
| | SB Right | - | - | C (26.7) | - | - | C (25.3) | - | - | B (12.6) |
| | **Overall** | **C (26.8)** | **C (27.8)** | **D (39.3)** | **C (24.3)** | **C (23.9)** | **C (34.4)** | **B (14.9)** | **B (14.5)** | **B (19.6)** |
| U.S. Route 130 (NB/SB) & Nimitz Place (EB) | EB Right | C (19.0) | C (19.3) | C (19.6) | C (20.4) | C (20.7) | C (21.0) | B (13.5) | B (13.5) | B (13.8) |
| U.S. Route 130 (NB/SB) & Easterly Site Driveway | EB Right | | | C (18.5) | | | C (21.3) | | | B (13.4) |

# TURNING MOVEMENT COUNT DATA

## 1. US Route 130 and Nimitz Place - TMC

Thu Jan 18, 2024
Full Length (7 AM-9:30 AM, 2:30 PM-7 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction | Nimitz Place<br>Eastbound | | | | | Route 130<br>Northbound | | | | | Route 130<br>Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | R | U | **App** | Ped* | L | T | U | **App** | Ped* | T | R | U | **App** | Ped* | **Int** |
| 2024-01-18 7:00AM | 0 | 3 | 0 | **3** | 0 | 0 | 393 | 0 | **393** | 0 | 329 | 1 | 0 | **330** | 0 | **726** |
| 7:15AM | 0 | 3 | 0 | **3** | 0 | 0 | 393 | 0 | **393** | 0 | 386 | 0 | 0 | **386** | 0 | **782** |
| 7:30AM | 0 | 1 | 0 | **1** | 0 | 0 | 486 | 0 | **486** | 0 | 503 | 1 | 0 | **504** | 0 | **991** |
| 7:45AM | 0 | 3 | 0 | **3** | 0 | 0 | 421 | 0 | **421** | 0 | 417 | 0 | 0 | **417** | 0 | **841** |
| Hourly Total | 0 | 10 | 0 | **10** | 0 | 0 | 1693 | 0 | **1693** | 0 | 1635 | 2 | 0 | **1637** | 0 | **3340** |
| 8:00AM | 0 | 1 | 0 | **1** | 0 | 0 | 526 | 0 | **526** | 0 | 334 | 2 | 0 | **336** | 0 | **863** |
| 8:15AM | 0 | 3 | 0 | **3** | 0 | 0 | 492 | 0 | **492** | 0 | 305 | 3 | 0 | **308** | 0 | **803** |
| 8:30AM | 0 | 5 | 0 | **5** | 0 | 0 | 395 | 0 | **395** | 0 | 399 | 4 | 0 | **403** | 0 | **803** |
| 8:45AM | 0 | 0 | 0 | **0** | 0 | 0 | 387 | 0 | **387** | 0 | 318 | 1 | 0 | **319** | 0 | **706** |
| Hourly Total | 0 | 9 | 0 | **9** | 0 | 0 | 1800 | 0 | **1800** | 0 | 1356 | 10 | 0 | **1366** | 0 | **3175** |
| 9:00AM | 0 | 0 | 0 | **0** | 0 | 0 | 358 | 0 | **358** | 0 | 343 | 0 | 0 | **343** | 0 | **701** |
| 9:15AM | 0 | 1 | 0 | **1** | 0 | 0 | 339 | 0 | **339** | 0 | 293 | 0 | 0 | **293** | 0 | **633** |
| Hourly Total | 0 | 1 | 0 | **1** | 0 | 0 | 697 | 0 | **697** | 0 | 636 | 0 | 0 | **636** | 0 | **1334** |
| 2:30PM | 0 | 0 | 0 | **0** | 0 | 0 | 351 | 0 | **351** | 0 | 415 | 2 | 0 | **417** | 0 | **768** |
| 2:45PM | 0 | 4 | 0 | **4** | 0 | 0 | 396 | 0 | **396** | 0 | 375 | 1 | 0 | **376** | 0 | **776** |
| Hourly Total | 0 | 4 | 0 | **4** | 0 | 0 | 747 | 0 | **747** | 0 | 790 | 3 | 0 | **793** | 0 | **1544** |
| 3:00PM | 0 | 0 | 0 | **0** | 0 | 0 | 365 | 0 | **365** | 0 | 364 | 4 | 0 | **368** | 0 | **733** |
| 3:15PM | 0 | 1 | 0 | **1** | 0 | 0 | 379 | 0 | **379** | 0 | 445 | 0 | 0 | **445** | 0 | **825** |
| 3:30PM | 0 | 4 | 0 | **4** | 0 | 0 | 423 | 0 | **423** | 0 | 462 | 5 | 0 | **467** | 0 | **894** |
| 3:45PM | 0 | 0 | 0 | **0** | 0 | 0 | 453 | 0 | **453** | 0 | 394 | 3 | 0 | **397** | 0 | **850** |
| Hourly Total | 0 | 5 | 0 | **5** | 0 | 0 | 1620 | 0 | **1620** | 0 | 1665 | 12 | 0 | **1677** | 0 | **3302** |
| 4:00PM | 0 | 6 | 0 | **6** | 0 | 0 | 445 | 0 | **445** | 0 | 446 | 2 | 0 | **448** | 0 | **899** |
| 4:15PM | 0 | 3 | 0 | **3** | 0 | 0 | 432 | 0 | **432** | 0 | 435 | 0 | 0 | **435** | 0 | **870** |
| 4:30PM | 0 | 3 | 0 | **3** | 0 | 0 | 458 | 0 | **458** | 0 | 461 | 0 | 0 | **461** | 0 | **922** |
| 4:45PM | 0 | 2 | 0 | **2** | 0 | 0 | 440 | 0 | **440** | 0 | 451 | 0 | 0 | **451** | 0 | **893** |
| Hourly Total | 0 | 14 | 0 | **14** | 0 | 0 | 1775 | 0 | **1775** | 0 | 1793 | 2 | 0 | **1795** | 0 | **3584** |
| 5:00PM | 0 | 5 | 0 | **5** | 0 | 0 | 468 | 0 | **468** | 0 | 448 | 3 | 0 | **451** | 0 | **924** |
| 5:15PM | 0 | 2 | 0 | **2** | 0 | 0 | 415 | 0 | **415** | 0 | 508 | 3 | 0 | **511** | 0 | **928** |
| 5:30PM | 0 | 2 | 0 | **2** | 0 | 0 | 437 | 0 | **437** | 0 | 467 | 1 | 0 | **468** | 0 | **907** |
| 5:45PM | 0 | 2 | 0 | **2** | 0 | 0 | 356 | 0 | **356** | 0 | 468 | 1 | 0 | **469** | 0 | **827** |
| Hourly Total | 0 | 11 | 0 | **11** | 0 | 0 | 1676 | 0 | **1676** | 0 | 1891 | 8 | 0 | **1899** | 0 | **3586** |
| 6:00PM | 0 | 6 | 0 | **6** | 0 | 0 | 379 | 0 | **379** | 0 | 425 | 4 | 0 | **429** | 0 | **814** |
| 6:15PM | 0 | 1 | 0 | **1** | 0 | 0 | 315 | 0 | **315** | 0 | 436 | 4 | 0 | **440** | 0 | **756** |
| 6:30PM | 0 | 5 | 0 | **5** | 0 | 0 | 363 | 0 | **363** | 0 | 350 | 1 | 0 | **351** | 0 | **719** |
| 6:45PM | 0 | 3 | 0 | **3** | 0 | 0 | 275 | 0 | **275** | 0 | 333 | 4 | 0 | **337** | 0 | **615** |
| Hourly Total | 0 | 15 | 0 | **15** | 0 | 0 | 1332 | 0 | **1332** | 0 | 1544 | 13 | 0 | **1557** | 0 | **2904** |
| 2024-01-20 11:00AM | 0 | 5 | 0 | **5** | 0 | 0 | 247 | 0 | **247** | 0 | 235 | 1 | 0 | **236** | 0 | **488** |
| 11:15AM | 0 | 1 | 0 | **1** | 0 | 0 | 239 | 0 | **239** | 0 | 214 | 3 | 0 | **217** | 0 | **457** |

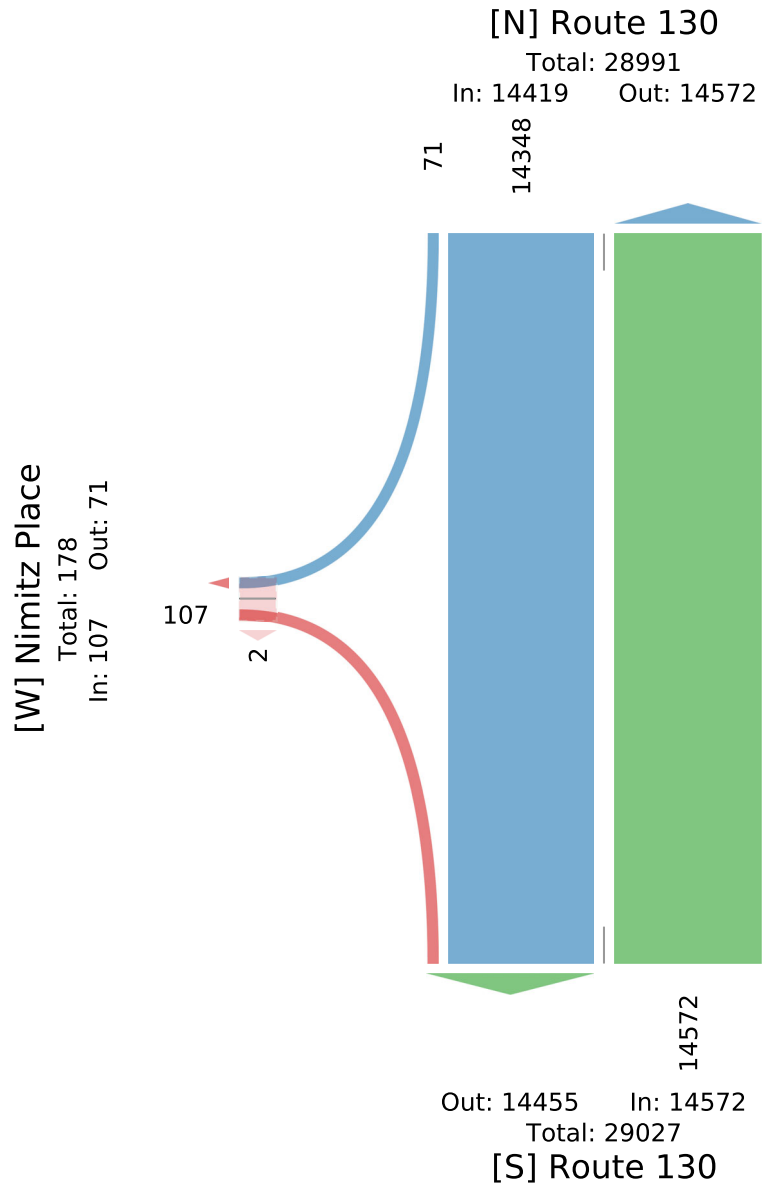
| Leg<br>Direction | Nimitz Place<br>Eastbound | | | | | Route 130<br>Northbound | | | | | Route 130<br>Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | R | U | **App** | Ped* | L | T | U | **App** | Ped* | T | R | U | **App** | Ped* | **Int** |
| 11:30AM | 0 | 3 | 0 | **3** | 0 | 0 | 285 | 0 | **285** | 0 | 249 | 3 | 0 | **252** | 0 | **540** |
| 11:45AM | 0 | 4 | 0 | **4** | 0 | 0 | 261 | 0 | **261** | 0 | 247 | 2 | 0 | **249** | 0 | **514** |
| Hourly Total | 0 | 13 | 0 | **13** | 0 | 0 | 1032 | 0 | **1032** | 0 | 945 | 9 | 0 | **954** | 0 | **1999** |
| 12:00PM | 0 | 3 | 0 | **3** | 0 | 0 | 272 | 0 | **272** | 0 | 253 | 1 | 0 | **254** | 0 | **529** |
| 12:15PM | 0 | 1 | 0 | **1** | 0 | 0 | 290 | 0 | **290** | 0 | 246 | 1 | 0 | **247** | 0 | **538** |
| 12:30PM | 0 | 4 | 0 | **4** | 0 | 0 | 287 | 0 | **287** | 0 | 214 | 2 | 0 | **216** | 0 | **507** |
| 12:45PM | 0 | 4 | 0 | **4** | 0 | 0 | 254 | 0 | **254** | 0 | 277 | 3 | 0 | **280** | 0 | **538** |
| Hourly Total | 0 | 12 | 0 | **12** | 0 | 0 | 1103 | 0 | **1103** | 0 | 990 | 7 | 0 | **997** | 0 | **2112** |
| 1:00PM | 0 | 3 | 0 | **3** | 0 | 0 | 273 | 0 | **273** | 0 | 265 | 3 | 0 | **268** | 0 | **544** |
| 1:15PM | 0 | 6 | 0 | **6** | 2 | 0 | 265 | 0 | **265** | 0 | 281 | 1 | 0 | **282** | 0 | **553** |
| 1:30PM | 0 | 2 | 0 | **2** | 0 | 0 | 279 | 0 | **279** | 0 | 300 | 1 | 0 | **301** | 0 | **582** |
| 1:45PM | 0 | 2 | 0 | **2** | 0 | 0 | 280 | 0 | **280** | 0 | 257 | 0 | 0 | **257** | 0 | **539** |
| Hourly Total | 0 | 13 | 0 | **13** | 2 | 0 | 1097 | 0 | **1097** | 0 | 1103 | 5 | 0 | **1108** | 0 | **2218** |
| **Total** | 0 | 107 | 0 | **107** | 2 | 0 | 14572 | 0 | **14572** | 0 | 14348 | 71 | 0 | **14419** | 0 | **29098** |
| **% Approach** | 0% | 100% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | 99.5% | 0.5% | 0% | **-** | - | - |
| **% Total** | 0% | 0.4% | 0% | **0.4%** | - | 0% | 50.1% | 0% | **50.1%** | - | 49.3% | 0.2% | 0% | **49.6%** | - | - |
| **Lights** | 0 | 101 | 0 | **101** | - | 0 | 13677 | 0 | **13677** | - | 13428 | 65 | 0 | **13493** | - | 27271 |
| **% Lights** | 0% | 94.4% | 0% | **94.4%** | - | 0% | 93.9% | 0% | **93.9%** | - | 93.6% | 91.5% | 0% | **93.6%** | - | 93.7% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 3 | 0 | **3** | - | 0 | 754 | 0 | **754** | - | 733 | 4 | 0 | **737** | - | 1494 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 2.8% | 0% | **2.8%** | - | 0% | 5.2% | 0% | **5.2%** | - | 5.1% | 5.6% | 0% | **5.1%** | - | 5.1% |
| **Buses** | 0 | 3 | 0 | **3** | - | 0 | 141 | 0 | **141** | - | 187 | 2 | 0 | **189** | - | 333 |
| **% Buses** | 0% | 2.8% | 0% | **2.8%** | - | 0% | 1.0% | 0% | **1.0%** | - | 1.3% | 2.8% | 0% | **1.3%** | - | 1.1% |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 1. US Route 130 and Nimitz Place - TMC

Thu Jan 18, 2024
Full Length (7 AM-9:30 AM, 2:30 PM-7 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US



## 1. US Route 130 and Nimitz Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
AM Peak (Jan 18 2024 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

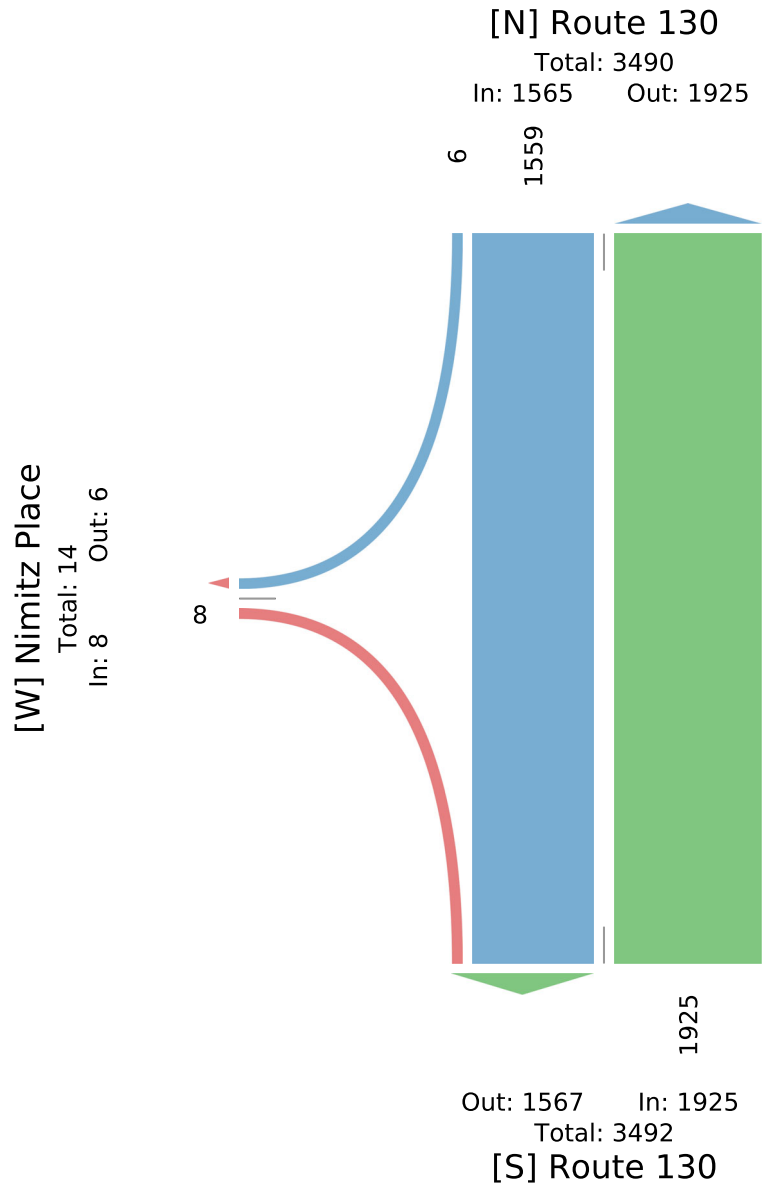
| Leg<br>Direction | Nimitz Place<br>Eastbound | | | | | Route 130<br>Northbound | | | | | Route 130<br>Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | R | U | **App** | Ped* | L | T | U | **App** | Ped* | T | R | U | **App** | Ped* | **Int** |
| 2024-01-18 7:30AM | 0 | 1 | 0 | **1** | 0 | 0 | 486 | 0 | **486** | 0 | 503 | 1 | 0 | **504** | 0 | **991** |
| 7:45AM | 0 | 3 | 0 | **3** | 0 | 0 | 421 | 0 | **421** | 0 | 417 | 0 | 0 | **417** | 0 | **841** |
| 8:00AM | 0 | 1 | 0 | **1** | 0 | 0 | 526 | 0 | **526** | 0 | 334 | 2 | 0 | **336** | 0 | **863** |
| 8:15AM | 0 | 3 | 0 | **3** | 0 | 0 | 492 | 0 | **492** | 0 | 305 | 3 | 0 | **308** | 0 | **803** |
| **Total** | 0 | 8 | 0 | **8** | 0 | 0 | 1925 | 0 | **1925** | 0 | 1559 | 6 | 0 | **1565** | 0 | **3498** |
| **% Approach** | 0% | 100% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | 99.6% | 0.4% | 0% | **-** | - | - |
| **% Total** | 0% | 0.2% | 0% | **0.2%** | - | 0% | 55.0% | 0% | **55.0%** | - | 44.6% | 0.2% | 0% | **44.7%** | - | - |
| **PHF** | - | 0.667 | - | **0.667** | - | - | 0.915 | - | **0.915** | - | 0.775 | 0.500 | - | **0.776** | - | 0.882 |
| **Lights** | 0 | 7 | 0 | **7** | - | 0 | 1743 | 0 | **1743** | - | 1430 | 6 | 0 | **1436** | - | 3186 |
| **% Lights** | 0% | 87.5% | 0% | **87.5%** | - | 0% | 90.5% | 0% | **90.5%** | - | 91.7% | 100% | 0% | **91.8%** | - | 91.1% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | **0** | - | 0 | 138 | 0 | **138** | - | 96 | 0 | 0 | **96** | - | 234 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | **0%** | - | 0% | 7.2% | 0% | **7.2%** | - | 6.2% | 0% | 0% | **6.1%** | - | 6.7% |
| **Buses** | 0 | 1 | 0 | **1** | - | 0 | 44 | 0 | **44** | - | 33 | 0 | 0 | **33** | - | 78 |
| **% Buses** | 0% | 12.5% | 0% | **12.5%** | - | 0% | 2.3% | 0% | **2.3%** | - | 2.1% | 0% | 0% | **2.1%** | - | 2.2% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 1. US Route 130 and Nimitz Place - TMC

Thu Jan 18, 2024
AM Peak (Jan 18 2024 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US



## 1. US Route 130 and Nimitz Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 3PM - 4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

| Leg<br>Direction | Nimitz Place<br>Eastbound | | | | | Route 130<br>Northbound | | | | | Route 130<br>Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | R | U | **App** | Ped* | L | T | U | **App** | Ped* | T | R | U | **App** | Ped* | **Int** |
| 2024-01-18 3:00PM | 0 | 0 | 0 | **0** | 0 | 0 | 365 | 0 | **365** | 0 | 364 | 4 | 0 | **368** | 0 | **733** |
| 3:15PM | 0 | 1 | 0 | **1** | 0 | 0 | 379 | 0 | **379** | 0 | 445 | 0 | 0 | **445** | 0 | **825** |
| 3:30PM | 0 | 4 | 0 | **4** | 0 | 0 | 423 | 0 | **423** | 0 | 462 | 5 | 0 | **467** | 0 | **894** |
| 3:45PM | 0 | 0 | 0 | **0** | 0 | 0 | 453 | 0 | **453** | 0 | 394 | 3 | 0 | **397** | 0 | **850** |
| **Total** | 0 | 5 | 0 | **5** | 0 | 0 | 1620 | 0 | **1620** | 0 | 1665 | 12 | 0 | **1677** | 0 | **3302** |
| **% Approach** | 0% | 100% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | 99.3% | 0.7% | 0% | **-** | - | - |
| **% Total** | 0% | 0.2% | 0% | **0.2%** | - | 0% | 49.1% | 0% | **49.1%** | - | 50.4% | 0.4% | 0% | **50.8%** | - | - |
| **PHF** | - | 0.313 | - | **0.313** | - | - | 0.894 | - | **0.894** | - | 0.901 | 0.600 | - | **0.898** | - | 0.923 |
| **Lights** | 0 | 5 | 0 | **5** | - | 0 | 1493 | 0 | **1493** | - | 1517 | 10 | 0 | **1527** | - | 3025 |
| **% Lights** | 0% | 100% | 0% | **100%** | - | 0% | 92.2% | 0% | **92.2%** | - | 91.1% | 83.3% | 0% | **91.1%** | - | 91.6% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | **0** | - | 0 | 107 | 0 | **107** | - | 97 | 1 | 0 | **98** | - | 205 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | **0%** | - | 0% | 6.6% | 0% | **6.6%** | - | 5.8% | 8.3% | 0% | **5.8%** | - | 6.2% |
| **Buses** | 0 | 0 | 0 | **0** | - | 0 | 20 | 0 | **20** | - | 51 | 1 | 0 | **52** | - | 72 |
| **% Buses** | 0% | 0% | 0% | **0%** | - | 0% | 1.2% | 0% | **1.2%** | - | 3.1% | 8.3% | 0% | **3.1%** | - | 2.2% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

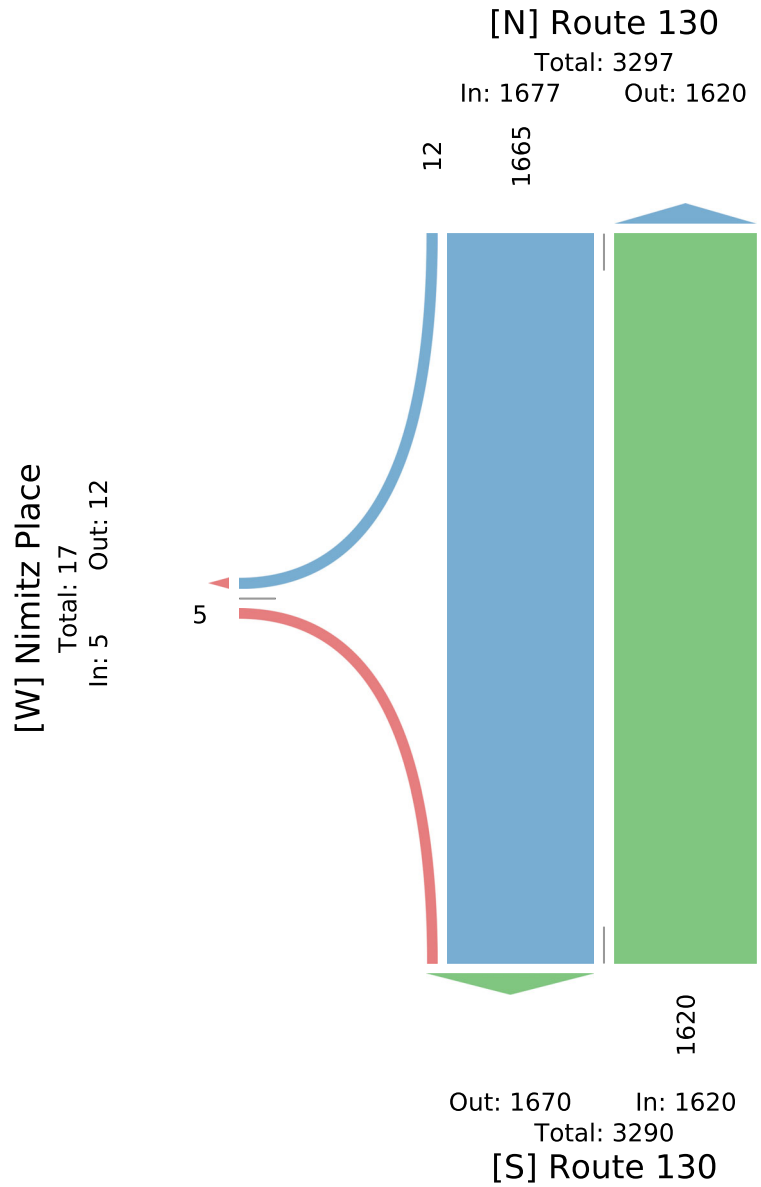
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

All

## 1. US Route 130 and Nimitz Place - TMC

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 3PM - 4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




AI2

## 1. US Route 130 and Nimitz Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 4:45PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

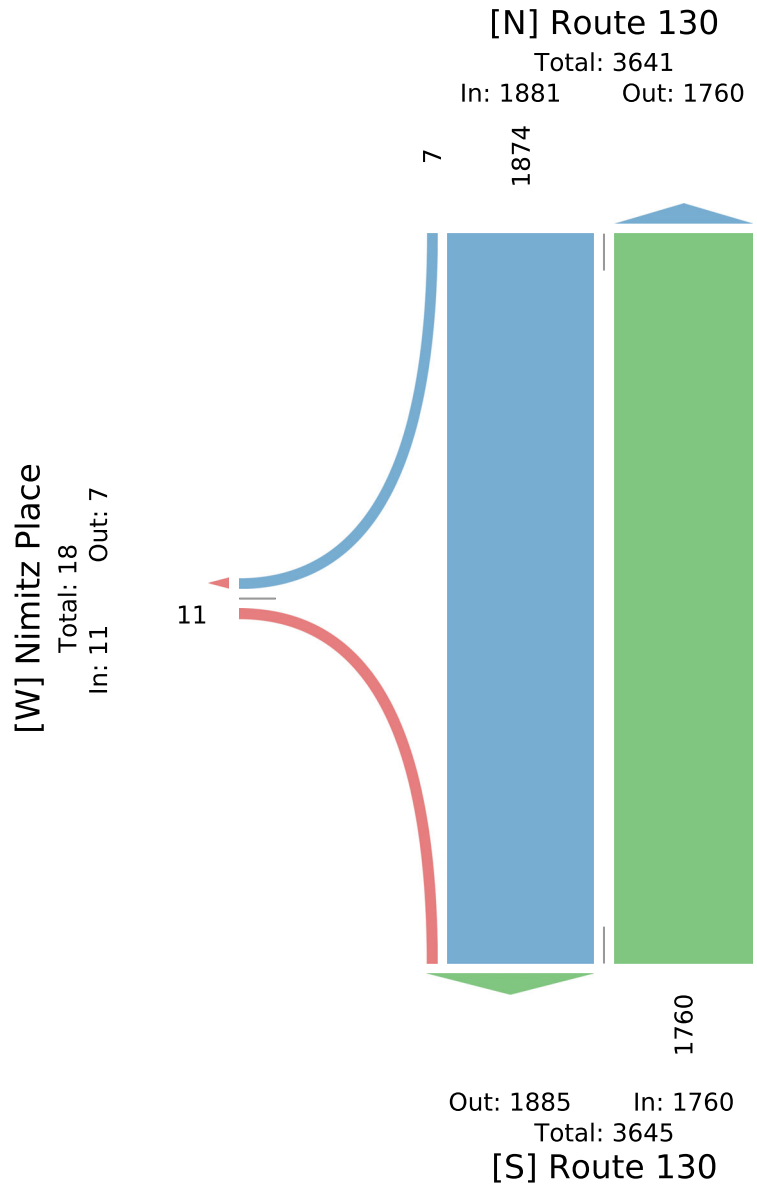
| Leg | Nimitz Place | | | | | Route 130 | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | Northbound | | | | | Southbound | | | | | |
| Time | L | R | U | **App** | Ped* | L | T | U | **App** | Ped* | T | R | U | **App** | Ped* | **Int** |
| 2024-01-18 4:45PM | 0 | 2 | 0 | **2** | 0 | 0 | 440 | 0 | **440** | 0 | 451 | 0 | 0 | **451** | 0 | **893** |
| 5:00PM | 0 | 5 | 0 | **5** | 0 | 0 | 468 | 0 | **468** | 0 | 448 | 3 | 0 | **451** | 0 | **924** |
| 5:15PM | 0 | 2 | 0 | **2** | 0 | 0 | 415 | 0 | **415** | 0 | 508 | 3 | 0 | **511** | 0 | **928** |
| 5:30PM | 0 | 2 | 0 | **2** | 0 | 0 | 437 | 0 | **437** | 0 | 467 | 1 | 0 | **468** | 0 | **907** |
| **Total** | 0 | 11 | 0 | **11** | 0 | 0 | 1760 | 0 | **1760** | 0 | 1874 | 7 | 0 | **1881** | 0 | **3652** |
| **% Approach** | 0% | 100% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | 99.6% | 0.4% | 0% | **-** | - | - |
| **% Total** | 0% | 0.3% | 0% | **0.3%** | - | 0% | 48.2% | 0% | **48.2%** | - | 51.3% | 0.2% | 0% | **51.5%** | - | - |
| **PHF** | - | 0.550 | - | **0.550** | - | - | 0.940 | - | **0.940** | - | 0.922 | 0.583 | - | **0.920** | - | 0.984 |
| **Lights** | 0 | 10 | 0 | **10** | - | 0 | 1703 | 0 | **1703** | - | 1800 | 7 | 0 | **1807** | - | 3520 |
| **% Lights** | 0% | 90.9% | 0% | **90.9%** | - | 0% | 96.8% | 0% | **96.8%** | - | 96.1% | 100% | 0% | **96.1%** | - | 96.4% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 1 | 0 | **1** | - | 0 | 55 | 0 | **55** | - | 66 | 0 | 0 | **66** | - | 122 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 9.1% | 0% | **9.1%** | - | 0% | 3.1% | 0% | **3.1%** | - | 3.5% | 0% | 0% | **3.5%** | - | 3.3% |
| **Buses** | 0 | 0 | 0 | **0** | - | 0 | 2 | 0 | **2** | - | 8 | 0 | 0 | **8** | - | 10 |
| **% Buses** | 0% | 0% | 0% | **0%** | - | 0% | 0.1% | 0% | **0.1%** | - | 0.4% | 0% | 0% | **0.4%** | - | 0.3% |
| Pedestrians | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 1. US Route 130 and Nimitz Place - TMC

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 4:45PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




AI4

## 1. US Route 130 and Nimitz Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Jan 20, 2024
Midday Peak (WKND), PM Peak (WKND) (Jan 20 2024 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

| Leg<br>Direction | Nimitz Place<br>Eastbound | | | | | Route 130<br>Northbound | | | | | Route 130<br>Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | L | R | U | **App** | Ped* | L | T | U | **App** | Ped* | T | R | U | **App** | Ped* | **Int** |
| 2024-01-20 1:00PM | 0 | 3 | 0 | **3** | 0 | 0 | 273 | 0 | **273** | 0 | 265 | 3 | 0 | **268** | 0 | **544** |
| 1:15PM | 0 | 6 | 0 | **6** | 2 | 0 | 265 | 0 | **265** | 0 | 281 | 1 | 0 | **282** | 0 | **553** |
| 1:30PM | 0 | 2 | 0 | **2** | 0 | 0 | 279 | 0 | **279** | 0 | 300 | 1 | 0 | **301** | 0 | **582** |
| 1:45PM | 0 | 2 | 0 | **2** | 0 | 0 | 280 | 0 | **280** | 0 | 257 | 0 | 0 | **257** | 0 | **539** |
| **Total** | 0 | 13 | 0 | **13** | 2 | 0 | 1097 | 0 | **1097** | 0 | 1103 | 5 | 0 | **1108** | 0 | **2218** |
| **% Approach** | 0% | 100% | 0% | **-** | - | 0% | 100% | 0% | **-** | - | 99.5% | 0.5% | 0% | **-** | - | - |
| **% Total** | 0% | 0.6% | 0% | **0.6%** | - | 0% | 49.5% | 0% | **49.5%** | - | 49.7% | 0.2% | 0% | **50.0%** | - | - |
| **PHF** | - | 0.542 | - | **0.542** | - | - | 0.979 | - | **0.979** | - | 0.919 | 0.417 | - | **0.920** | - | 0.953 |
| **Lights** | 0 | 12 | 0 | **12** | - | 0 | 1074 | 0 | **1074** | - | 1071 | 5 | 0 | **1076** | - | 2162 |
| **% Lights** | 0% | 92.3% | 0% | **92.3%** | - | 0% | 97.9% | 0% | **97.9%** | - | 97.1% | 100% | 0% | **97.1%** | - | 97.5% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 1 | 0 | **1** | - | 0 | 23 | 0 | **23** | - | 28 | 0 | 0 | **28** | - | 52 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 7.7% | 0% | **7.7%** | - | 0% | 2.1% | 0% | **2.1%** | - | 2.5% | 0% | 0% | **2.5%** | - | 2.3% |
| **Buses** | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | **0** | - | 4 | 0 | 0 | **4** | - | 4 |
| **% Buses** | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | **0%** | - | 0.4% | 0% | 0% | **0.4%** | - | 0.2% |
| Pedestrians | - | - | - | - | 2 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - |

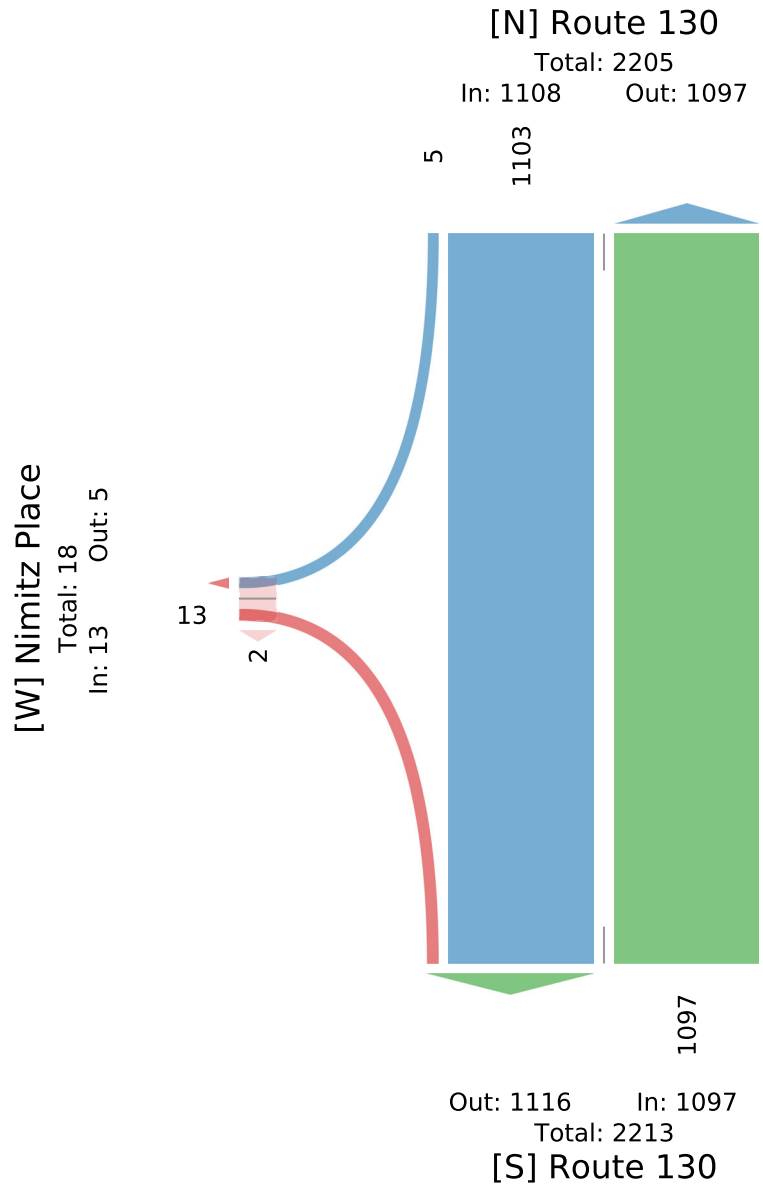
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

AI5

## 1. US Route 130 and Nimitz Place - TMC

Sat Jan 20, 2024
Midday Peak (WKND), PM Peak (WKND) (Jan 20 2024 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149401, Location: 40.444087, -74.470212, Site Code: 1

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A16

## 2. US Route 130 and Washington Place - TMC

Thu Jan 18, 2024
Full Length (7 AM-9:30 AM, 2:30 PM-7 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg | Washington Place | | | | | | Route 130 | | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | |
| Time | L | R | U | RR | **App** | Ped* | T | R | U | RR | **App** | Ped* | L | T | U | **App** | Ped* | **Int** |
| 2024-01-18 7:00AM | 24 | 15 | 0 | 17 | **56** | 0 | 360 | 11 | 0 | 2 | **373** | 0 | 5 | 324 | 4 | **333** | 0 | **762** |
| 7:15AM | 40 | 12 | 0 | 16 | **68** | 0 | 387 | 16 | 0 | 2 | **405** | 0 | 4 | 375 | 6 | **385** | 0 | **858** |
| 7:30AM | 40 | 23 | 0 | 8 | **71** | 0 | 454 | 12 | 0 | 4 | **470** | 0 | 14 | 486 | 3 | **503** | 0 | **1044** |
| 7:45AM | 62 | 18 | 0 | 10 | **90** | 0 | 390 | 22 | 0 | 9 | **421** | 0 | 21 | 395 | 5 | **421** | 0 | **932** |
| Hourly Total | 166 | 68 | 0 | 51 | **285** | 0 | 1591 | 61 | 0 | 17 | **1669** | 0 | 44 | 1580 | 18 | **1642** | 0 | **3596** |
| 8:00AM | 54 | 28 | 0 | 10 | **92** | 0 | 489 | 14 | 0 | 4 | **507** | 0 | 16 | 317 | 3 | **336** | 0 | **935** |
| 8:15AM | 68 | 19 | 0 | 6 | **93** | 0 | 466 | 20 | 0 | 3 | **489** | 0 | 19 | 283 | 3 | **305** | 0 | **887** |
| 8:30AM | 53 | 13 | 0 | 12 | **78** | 0 | 377 | 18 | 0 | 3 | **398** | 0 | 19 | 381 | 4 | **404** | 0 | **880** |
| 8:45AM | 46 | 14 | 0 | 12 | **72** | 0 | 365 | 20 | 0 | 5 | **390** | 0 | 19 | 296 | 5 | **320** | 0 | **782** |
| Hourly Total | 221 | 74 | 0 | 40 | **335** | 0 | 1697 | 72 | 0 | 15 | **1784** | 0 | 73 | 1277 | 15 | **1365** | 0 | **3484** |
| 9:00AM | 50 | 12 | 0 | 6 | **68** | 0 | 332 | 21 | 0 | 2 | **355** | 0 | 14 | 324 | 7 | **345** | 0 | **768** |
| 9:15AM | 51 | 11 | 0 | 6 | **68** | 0 | 294 | 15 | 0 | 4 | **313** | 0 | 17 | 274 | 9 | **300** | 0 | **681** |
| Hourly Total | 101 | 23 | 0 | 12 | **136** | 0 | 626 | 36 | 0 | 6 | **668** | 0 | 31 | 598 | 16 | **645** | 0 | **1449** |
| 2:30PM | 35 | 11 | 0 | 7 | **53** | 0 | 335 | 11 | 0 | 19 | **365** | 0 | 37 | 375 | 7 | **419** | 0 | **837** |
| 2:45PM | 42 | 18 | 0 | 3 | **63** | 0 | 376 | 24 | 0 | 8 | **408** | 0 | 33 | 339 | 5 | **377** | 0 | **848** |
| Hourly Total | 77 | 29 | 0 | 10 | **116** | 0 | 711 | 35 | 0 | 27 | **773** | 0 | 70 | 714 | 12 | **796** | 0 | **1685** |
| 3:00PM | 36 | 18 | 0 | 7 | **61** | 0 | 338 | 22 | 0 | 21 | **381** | 0 | 25 | 324 | 9 | **358** | 0 | **800** |
| 3:15PM | 53 | 9 | 0 | 8 | **70** | 0 | 363 | 18 | 0 | 8 | **389** | 0 | 35 | 415 | 1 | **451** | 0 | **910** |
| 3:30PM | 48 | 22 | 0 | 9 | **79** | 0 | 393 | 14 | 0 | 5 | **412** | 0 | 41 | 435 | 0 | **476** | 0 | **967** |
| 3:45PM | 42 | 14 | 0 | 6 | **62** | 0 | 416 | 31 | 0 | 4 | **451** | 0 | 30 | 358 | 3 | **391** | 0 | **904** |
| Hourly Total | 179 | 63 | 0 | 30 | **272** | 0 | 1510 | 85 | 0 | 38 | **1633** | 0 | 131 | 1532 | 13 | **1676** | 0 | **3581** |
| 4:00PM | 49 | 9 | 0 | 13 | **71** | 1 | 426 | 30 | 0 | 1 | **457** | 0 | 32 | 415 | 6 | **453** | 0 | **981** |
| 4:15PM | 55 | 20 | 0 | 5 | **80** | 0 | 397 | 27 | 0 | 9 | **433** | 0 | 38 | 382 | 8 | **428** | 0 | **941** |
| 4:30PM | 45 | 19 | 0 | 7 | **71** | 0 | 424 | 28 | 0 | 1 | **453** | 0 | 42 | 423 | 2 | **467** | 0 | **991** |
| 4:45PM | 42 | 20 | 0 | 2 | **64** | 0 | 396 | 23 | 0 | 2 | **421** | 0 | 42 | 413 | 3 | **458** | 0 | **943** |
| Hourly Total | 191 | 68 | 0 | 27 | **286** | 1 | 1643 | 108 | 0 | 13 | **1764** | 0 | 154 | 1633 | 19 | **1806** | 0 | **3856** |
| 5:00PM | 49 | 13 | 0 | 5 | **67** | 0 | 432 | 35 | 0 | 1 | **468** | 0 | 22 | 415 | 2 | **439** | 0 | **974** |
| 5:15PM | 66 | 19 | 0 | 9 | **94** | 0 | 370 | 24 | 0 | 3 | **397** | 0 | 42 | 462 | 4 | **508** | 0 | **999** |
| 5:30PM | 61 | 11 | 0 | 5 | **77** | 0 | 422 | 58 | 0 | 3 | **483** | 0 | 30 | 439 | 4 | **473** | 0 | **1033** |
| 5:45PM | 51 | 5 | 0 | 7 | **63** | 0 | 346 | 29 | 0 | 8 | **383** | 0 | 39 | 411 | 10 | **460** | 0 | **906** |
| Hourly Total | 227 | 48 | 0 | 26 | **301** | 0 | 1570 | 146 | 0 | 15 | **1731** | 0 | 133 | 1727 | 20 | **1880** | 0 | **3912** |
| 6:00PM | 39 | 7 | 0 | 9 | **55** | 0 | 388 | 60 | 0 | 1 | **449** | 0 | 32 | 393 | 6 | **431** | 0 | **935** |
| 6:15PM | 47 | 10 | 0 | 7 | **64** | 0 | 298 | 38 | 0 | 6 | **342** | 0 | 26 | 393 | 5 | **424** | 0 | **830** |
| 6:30PM | 41 | 4 | 0 | 9 | **54** | 0 | 353 | 36 | 0 | 12 | **401** | 0 | 12 | 340 | 5 | **357** | 0 | **812** |
| 6:45PM | 40 | 11 | 0 | 9 | **60** | 0 | 266 | 19 | 0 | 19 | **304** | 0 | 18 | 319 | 3 | **340** | 0 | **704** |
| Hourly Total | 167 | 32 | 0 | 34 | **233** | 0 | 1305 | 153 | 0 | 38 | **1496** | 0 | 88 | 1445 | 19 | **1552** | 0 | **3281** |
| 2024-01-20 11:00AM | 42 | 8 | 0 | 7 | **57** | 0 | 223 | 37 | 0 | 5 | **265** | 0 | 22 | 208 | 11 | **241** | 0 | **563** |
| 11:15AM | 43 | 7 | 0 | 13 | **63** | 0 | 216 | 17 | 1 | 0 | **234** | 0 | 12 | 202 | 3 | **217** | 0 | **514** |

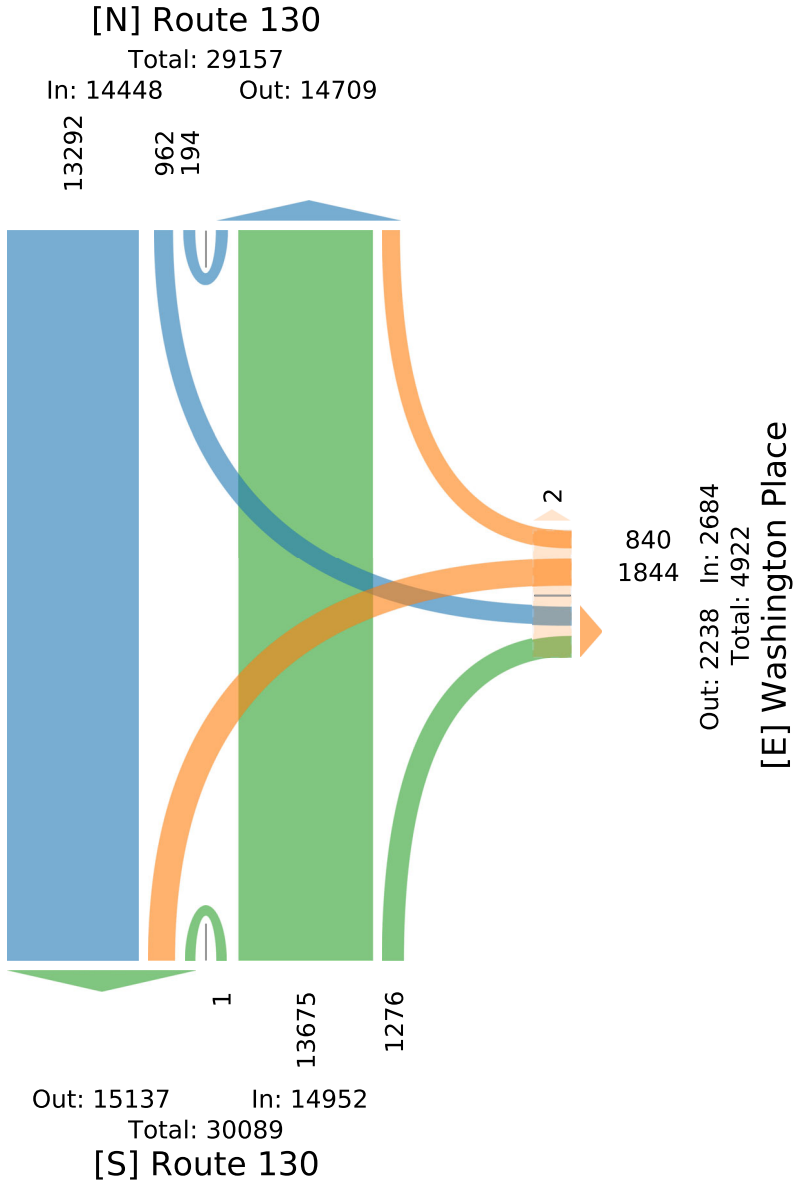
| Leg | Washington Place | | | | | | Route 130 | | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | |
| Time | L | R | U | RR | **App** | Ped* | T | R | U | RR | **App** | Ped* | L | T | U | **App** | Ped* | **Int** |
| 11:30AM | 44 | 13 | 0 | 13 | **70** | 0 | 255 | 22 | 0 | 3 | **280** | 0 | 25 | 226 | 3 | **254** | 0 | **604** |
| 11:45AM | 38 | 9 | 0 | 7 | **54** | 1 | 252 | 39 | 0 | 2 | **293** | 0 | 17 | 231 | 4 | **252** | 0 | **599** |
| Hourly Total | 167 | 37 | 0 | 40 | **244** | 1 | 946 | 115 | 1 | 10 | **1072** | 0 | 76 | 867 | 21 | **964** | 0 | **2280** |
| 12:00PM | 39 | 6 | 0 | 6 | **51** | 0 | 255 | 27 | 0 | 7 | **289** | 0 | 22 | 225 | 7 | **254** | 0 | **594** |
| 12:15PM | 39 | 7 | 0 | 10 | **56** | 0 | 284 | 30 | 0 | 2 | **316** | 0 | 17 | 227 | 5 | **249** | 0 | **621** |
| 12:30PM | 43 | 6 | 0 | 6 | **55** | 0 | 264 | 25 | 0 | 6 | **295** | 0 | 21 | 199 | 3 | **223** | 0 | **573** |
| 12:45PM | 34 | 9 | 0 | 12 | **55** | 0 | 230 | 37 | 0 | 7 | **274** | 0 | 14 | 261 | 3 | **278** | 0 | **607** |
| Hourly Total | 155 | 28 | 0 | 34 | **217** | 0 | 1033 | 119 | 0 | 22 | **1174** | 0 | 74 | 912 | 18 | **1004** | 0 | **2395** |
| 1:00PM | 37 | 7 | 0 | 4 | **48** | 0 | 262 | 40 | 0 | 12 | **314** | 0 | 23 | 245 | 4 | **272** | 0 | **634** |
| 1:15PM | 55 | 9 | 0 | 4 | **68** | 0 | 259 | 23 | 0 | 7 | **289** | 0 | 20 | 257 | 8 | **285** | 0 | **642** |
| 1:30PM | 42 | 7 | 0 | 14 | **63** | 0 | 263 | 28 | 0 | 3 | **294** | 0 | 27 | 267 | 6 | **300** | 0 | **657** |
| 1:45PM | 59 | 12 | 0 | 9 | **80** | 0 | 259 | 26 | 0 | 6 | **291** | 0 | 18 | 238 | 5 | **261** | 0 | **632** |
| Hourly Total | 193 | 35 | 0 | 31 | **259** | 0 | 1043 | 117 | 0 | 28 | **1188** | 0 | 88 | 1007 | 23 | **1118** | 0 | **2565** |
| **Total** | 1844 | 505 | 0 | 335 | **2684** | 2 | 13675 | 1047 | 1 | 229 | **14952** | 0 | 962 | 13292 | 194 | **14448** | 0 | **32084** |
| **% Approach** | 68.7% | 18.8% | 0% | 12.5% | **-** | - | 91.5% | 7.0% | 0% | 1.5% | **-** | - | 6.7% | 92.0% | 1.3% | **-** | - | - |
| **% Total** | 5.7% | 1.6% | 0% | 1.0% | **8.4%** | - | 42.6% | 3.3% | 0% | 0.7% | **46.6%** | - | 3.0% | 41.4% | 0.6% | **45.0%** | - | - |
| **Lights** | 1805 | 488 | 0 | 330 | **2623** | - | 12782 | 1030 | 1 | 225 | **14038** | - | 937 | 12392 | 194 | **13523** | - | 30184 |
| **% Lights** | 97.9% | 96.6% | 0% | 98.5% | **97.7%** | - | 93.5% | 98.4% | 100% | 98.3% | **93.9%** | - | 97.4% | 93.2% | 100% | **93.6%** | - | 94.1% |
| **Articulated Trucks and Single-Unit Trucks** | 15 | 6 | 0 | 1 | **22** | - | 762 | 8 | 0 | 0 | **770** | - | 9 | 724 | 0 | **733** | - | 1525 |
| **% Articulated Trucks and Single-Unit Trucks** | 0.8% | 1.2% | 0% | 0.3% | **0.8%** | - | 5.6% | 0.8% | 0% | 0% | **5.1%** | - | 0.9% | 5.4% | 0% | **5.1%** | - | 4.8% |
| **Buses** | 24 | 11 | 0 | 4 | **39** | - | 131 | 9 | 0 | 4 | **144** | - | 16 | 176 | 0 | **192** | - | 375 |
| **% Buses** | 1.3% | 2.2% | 0% | 1.2% | **1.5%** | - | 1.0% | 0.9% | 0% | 1.7% | **1.0%** | - | 1.7% | 1.3% | 0% | **1.3%** | - | 1.2% |
| Pedestrians | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

## 2. US Route 130 and Washington Place - TMC

Thu Jan 18, 2024
Full Length (7 AM-9:30 AM, 2:30 PM-7 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A19

## 2. US Route 130 and Washington Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
AM Peak (Jan 18 2024 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

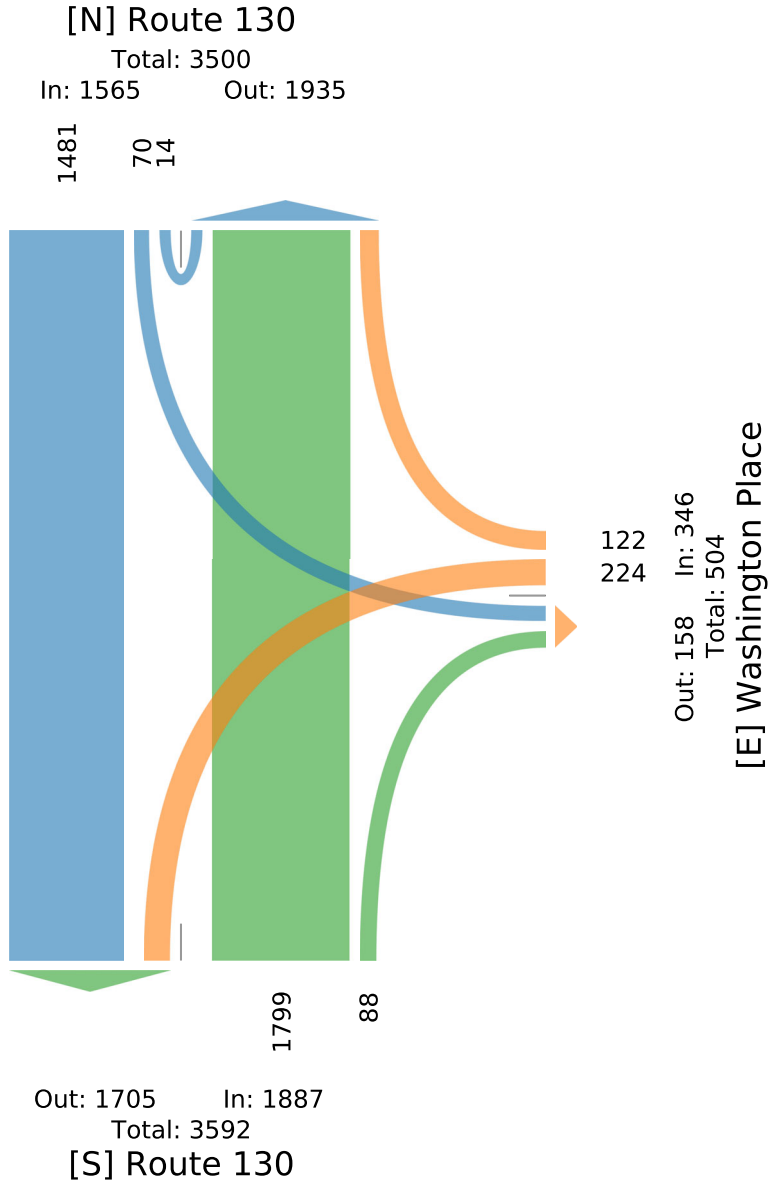
| Leg | Washington Place | | | | | | Route 130 | | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | |
| Time | L | R | U | RR | **App** | Ped* | T | R | U | RR | **App** | Ped* | L | T | U | **App** | Ped* | **Int** |
| 2024-01-18 7:30AM | 40 | 23 | 0 | 8 | **71** | 0 | 454 | 12 | 0 | 4 | **470** | 0 | 14 | 486 | 3 | **503** | 0 | **1044** |
| 7:45AM | 62 | 18 | 0 | 10 | **90** | 0 | 390 | 22 | 0 | 9 | **421** | 0 | 21 | 395 | 5 | **421** | 0 | **932** |
| 8:00AM | 54 | 28 | 0 | 10 | **92** | 0 | 489 | 14 | 0 | 4 | **507** | 0 | 16 | 317 | 3 | **336** | 0 | **935** |
| 8:15AM | 68 | 19 | 0 | 6 | **93** | 0 | 466 | 20 | 0 | 3 | **489** | 0 | 19 | 283 | 3 | **305** | 0 | **887** |
| **Total** | 224 | 88 | 0 | 34 | **346** | 0 | 1799 | 68 | 0 | 20 | **1887** | 0 | 70 | 1481 | 14 | **1565** | 0 | **3798** |
| **% Approach** | 64.7% | 25.4% | 0% | 9.8% | **-** | - | 95.3% | 3.6% | 0% | 1.1% | **-** | - | 4.5% | 94.6% | 0.9% | **-** | - | - |
| **% Total** | 5.9% | 2.3% | 0% | 0.9% | **9.1%** | - | 47.4% | 1.8% | 0% | 0.5% | **49.7%** | - | 1.8% | 39.0% | 0.4% | **41.2%** | - | - |
| **PHF** | 0.824 | 0.786 | - | 0.850 | **0.930** | - | 0.920 | 0.773 | - | 0.556 | **0.930** | - | 0.833 | 0.762 | 0.700 | **0.778** | - | 0.909 |
| **Lights** | 214 | 85 | 0 | 34 | **333** | - | 1617 | 66 | 0 | 18 | **1701** | - | 63 | 1354 | 14 | **1431** | - | 3465 |
| **% Lights** | 95.5% | 96.6% | 0% | 100% | **96.2%** | - | 89.9% | 97.1% | 0% | 90.0% | **90.1%** | - | 90.0% | 91.4% | 100% | **91.4%** | - | 91.2% |
| **Articulated Trucks and Single-Unit Trucks** | 2 | 1 | 0 | 0 | **3** | - | 139 | 0 | 0 | 0 | **139** | - | 2 | 97 | 0 | **99** | - | 241 |
| **% Articulated Trucks and Single-Unit Trucks** | 0.9% | 1.1% | 0% | 0% | **0.9%** | - | 7.7% | 0% | 0% | 0% | **7.4%** | - | 2.9% | 6.5% | 0% | **6.3%** | - | 6.3% |
| **Buses** | 8 | 2 | 0 | 0 | **10** | - | 43 | 2 | 0 | 2 | **47** | - | 5 | 30 | 0 | **35** | - | 92 |
| **% Buses** | 3.6% | 2.3% | 0% | 0% | **2.9%** | - | 2.4% | 2.9% | 0% | 10.0% | **2.5%** | - | 7.1% | 2.0% | 0% | **2.2%** | - | 2.4% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

## 2. US Route 130 and Washington Place - TMC

Thu Jan 18, 2024
AM Peak (Jan 18 2024 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A21

## 2. US Route 130 and Washington Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 3PM - 4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

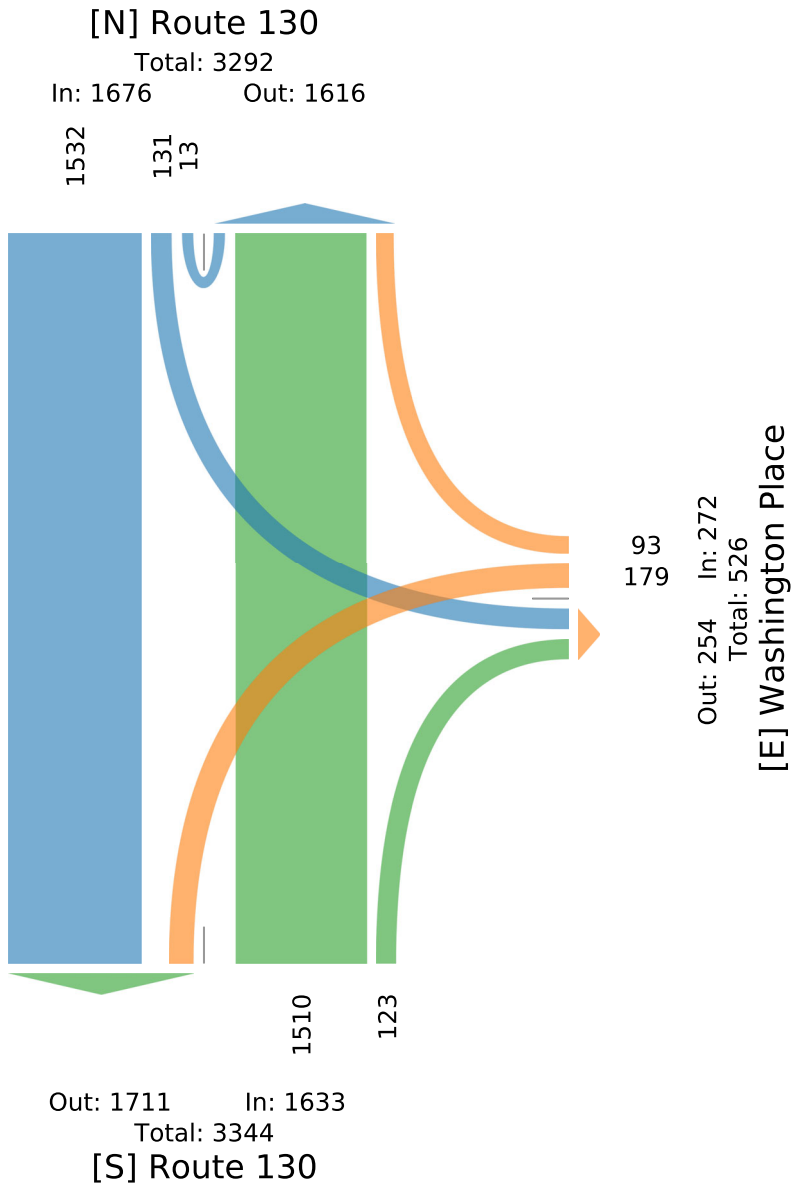
| Leg | Washington Place | | | | | | Route 130 | | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | |
| Time | L | R | U | RR | **App** | Ped* | T | R | U | RR | **App** | Ped* | L | T | U | **App** | Ped* | **Int** |
| 2024-01-18 3:00PM | 36 | 18 | 0 | 7 | **61** | 0 | 338 | 22 | 0 | 21 | **381** | 0 | 25 | 324 | 9 | **358** | 0 | **800** |
| 3:15PM | 53 | 9 | 0 | 8 | **70** | 0 | 363 | 18 | 0 | 8 | **389** | 0 | 35 | 415 | 1 | **451** | 0 | **910** |
| 3:30PM | 48 | 22 | 0 | 9 | **79** | 0 | 393 | 14 | 0 | 5 | **412** | 0 | 41 | 435 | 0 | **476** | 0 | **967** |
| 3:45PM | 42 | 14 | 0 | 6 | **62** | 0 | 416 | 31 | 0 | 4 | **451** | 0 | 30 | 358 | 3 | **391** | 0 | **904** |
| **Total** | 179 | 63 | 0 | 30 | **272** | 0 | 1510 | 85 | 0 | 38 | **1633** | 0 | 131 | 1532 | 13 | **1676** | 0 | **3581** |
| **% Approach** | 65.8% | 23.2% | 0% | 11.0% | **-** | - | 92.5% | 5.2% | 0% | 2.3% | **-** | - | 7.8% | 91.4% | 0.8% | **-** | - | - |
| **% Total** | 5.0% | 1.8% | 0% | 0.8% | **7.6%** | - | 42.2% | 2.4% | 0% | 1.1% | **45.6%** | - | 3.7% | 42.8% | 0.4% | **46.8%** | - | - |
| **PHF** | 0.844 | 0.716 | - | 0.833 | **0.861** | - | 0.907 | 0.685 | - | 0.452 | **0.905** | - | 0.799 | 0.880 | 0.361 | **0.880** | - | 0.926 |
| **Lights** | 172 | 60 | 0 | 29 | **261** | - | 1387 | 81 | 0 | 37 | **1505** | - | 127 | 1391 | 13 | **1531** | - | 3297 |
| **% Lights** | 96.1% | 95.2% | 0% | 96.7% | **96.0%** | - | 91.9% | 95.3% | 0% | 97.4% | **92.2%** | - | 96.9% | 90.8% | 100% | **91.3%** | - | 92.1% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | - | 108 | 1 | 0 | 0 | **109** | - | 0 | 93 | 0 | **93** | - | 202 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | - | 7.2% | 1.2% | 0% | 0% | **6.7%** | - | 0% | 6.1% | 0% | **5.5%** | - | 5.6% |
| **Buses** | 7 | 3 | 0 | 1 | **11** | - | 15 | 3 | 0 | 1 | **19** | - | 4 | 48 | 0 | **52** | - | 82 |
| **% Buses** | 3.9% | 4.8% | 0% | 3.3% | **4.0%** | - | 1.0% | 3.5% | 0% | 2.6% | **1.2%** | - | 3.1% | 3.1% | 0% | **3.1%** | - | 2.3% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

## 2. US Route 130 and Washington Place - TMC

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 3PM - 4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A23

## 2. US Route 130 and Washington Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
PM Peak (Jan 18 2024 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

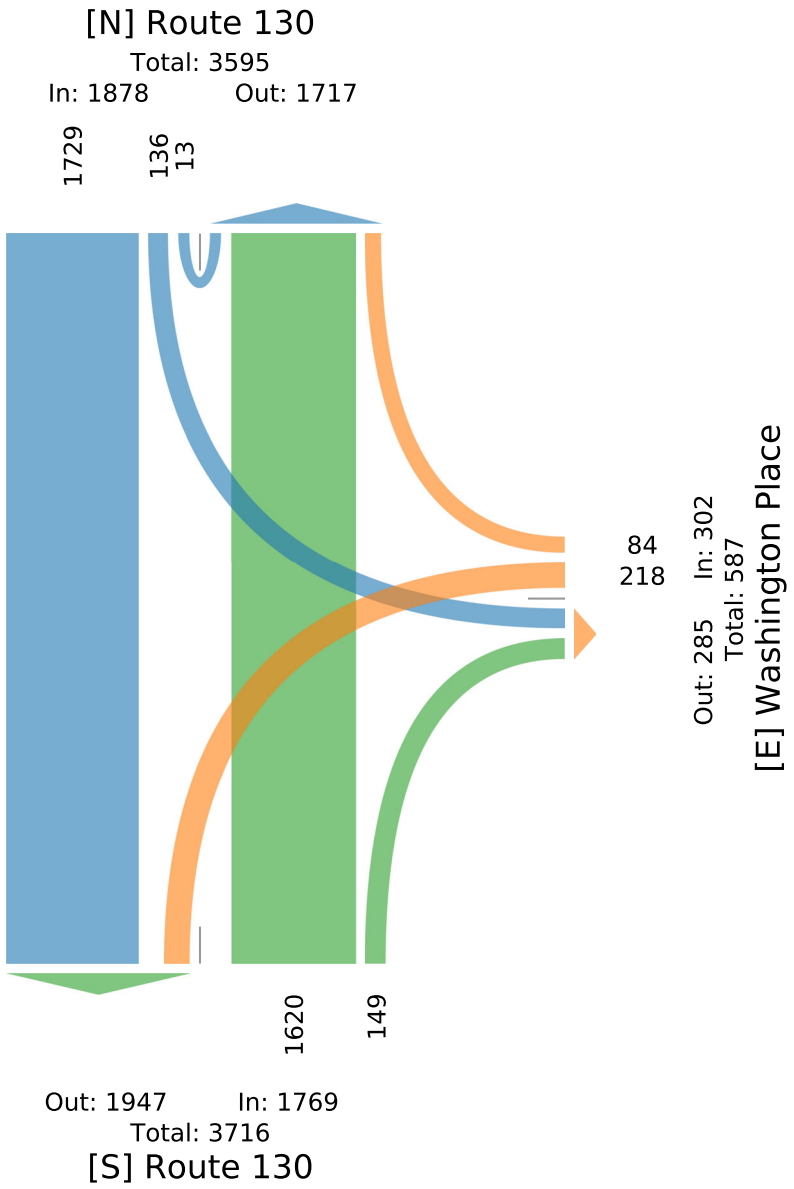
| Leg | Washington Place | | | | | | Route 130 | | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | |
| Time | L | R | U | RR | **App** | Ped* | T | R | U | RR | **App** | Ped* | L | T | U | **App** | Ped* | **Int** |
| 2024-01-18 4:45PM | 42 | 20 | 0 | 2 | **64** | 0 | 396 | 23 | 0 | 2 | **421** | 0 | 42 | 413 | 3 | **458** | 0 | **943** |
| 5:00PM | 49 | 13 | 0 | 5 | **67** | 0 | 432 | 35 | 0 | 1 | **468** | 0 | 22 | 415 | 2 | **439** | 0 | **974** |
| 5:15PM | 66 | 19 | 0 | 9 | **94** | 0 | 370 | 24 | 0 | 3 | **397** | 0 | 42 | 462 | 4 | **508** | 0 | **999** |
| 5:30PM | 61 | 11 | 0 | 5 | **77** | 0 | 422 | 58 | 0 | 3 | **483** | 0 | 30 | 439 | 4 | **473** | 0 | **1033** |
| **Total** | 218 | 63 | 0 | 21 | **302** | 0 | 1620 | 140 | 0 | 9 | **1769** | 0 | 136 | 1729 | 13 | **1878** | 0 | **3949** |
| **% Approach** | 72.2% | 20.9% | 0% | 7.0% | **-** | - | 91.6% | 7.9% | 0% | 0.5% | **-** | - | 7.2% | 92.1% | 0.7% | **-** | - | - |
| **% Total** | 5.5% | 1.6% | 0% | 0.5% | **7.6%** | - | 41.0% | 3.5% | 0% | 0.2% | **44.8%** | - | 3.4% | 43.8% | 0.3% | **47.6%** | - | - |
| **PHF** | 0.826 | 0.788 | - | 0.583 | **0.803** | - | 0.938 | 0.603 | - | 0.750 | **0.916** | - | 0.810 | 0.936 | 0.813 | **0.924** | - | 0.956 |
| **Lights** | 216 | 63 | 0 | 21 | **300** | - | 1567 | 140 | 0 | 9 | **1716** | - | 136 | 1658 | 13 | **1807** | - | 3823 |
| **% Lights** | 99.1% | 100% | 0% | 100% | **99.3%** | - | 96.7% | 100% | 0% | 100% | **97.0%** | - | 100% | 95.9% | 100% | **96.2%** | - | 96.8% |
| **Articulated Trucks and Single-Unit Trucks** | 2 | 0 | 0 | 0 | **2** | - | 52 | 0 | 0 | 0 | **52** | - | 0 | 63 | 0 | **63** | - | 117 |
| **% Articulated Trucks and Single-Unit Trucks** | 0.9% | 0% | 0% | 0% | **0.7%** | - | 3.2% | 0% | 0% | 0% | **2.9%** | - | 0% | 3.6% | 0% | **3.4%** | - | 3.0% |
| **Buses** | 0 | 0 | 0 | 0 | **0** | - | 1 | 0 | 0 | 0 | **1** | - | 0 | 8 | 0 | **8** | - | 9 |
| **% Buses** | 0% | 0% | 0% | 0% | **0%** | - | 0.1% | 0% | 0% | 0% | **0.1%** | - | 0% | 0.5% | 0% | **0.4%** | - | 0.2% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

## 2. US Route 130 and Washington Place - TMC

Thu Jan 18, 2024
PM Peak (Jan 18 2024 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A25

## 2. US Route 130 and Washington Place - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Jan 20, 2024
Midday Peak (WKND), PM Peak (WKND) (Jan 20 2024 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

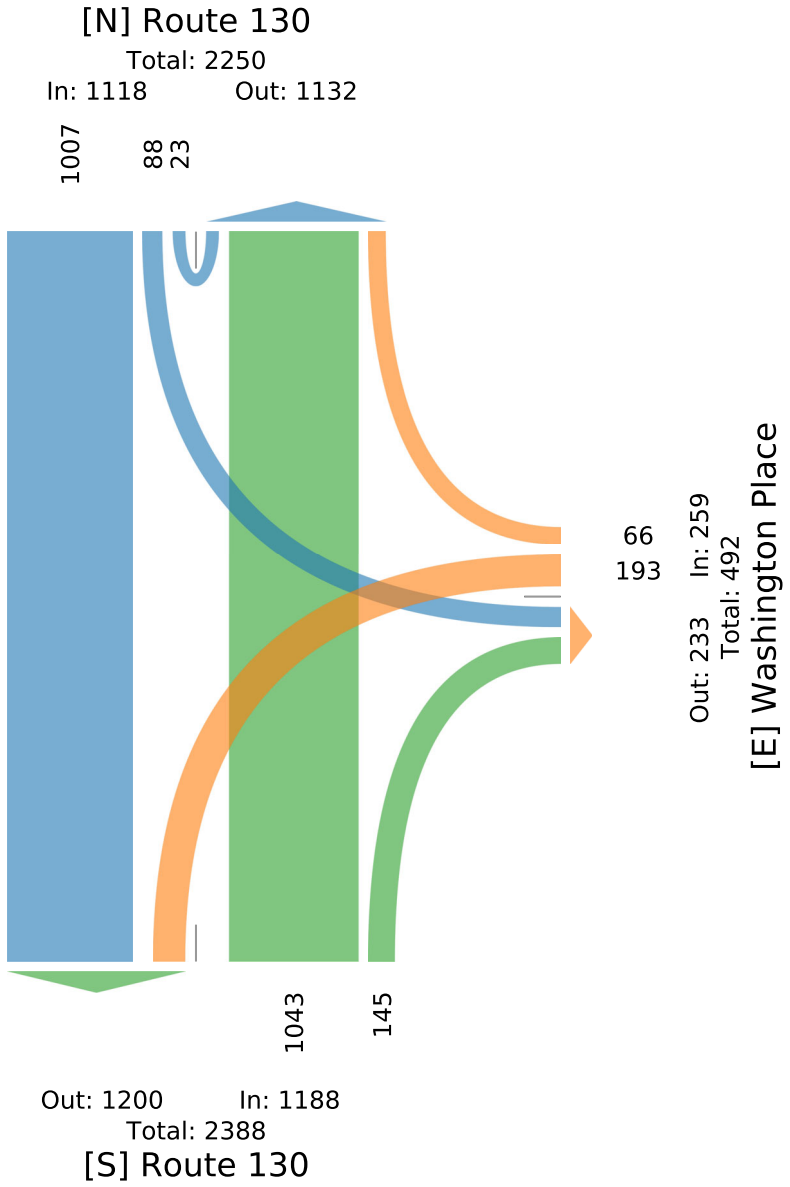
| Leg | Washington Place | | | | | | Route 130 | | | | | | Route 130 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | |
| Time | L | R | U | RR | **App** | Ped* | T | R | U | RR | **App** | Ped* | L | T | U | **App** | Ped* | **Int** |
| 2024-01-20 1:00PM | 37 | 7 | 0 | 4 | **48** | 0 | 262 | 40 | 0 | 12 | **314** | 0 | 23 | 245 | 4 | **272** | 0 | **634** |
| 1:15PM | 55 | 9 | 0 | 4 | **68** | 0 | 259 | 23 | 0 | 7 | **289** | 0 | 20 | 257 | 8 | **285** | 0 | **642** |
| 1:30PM | 42 | 7 | 0 | 14 | **63** | 0 | 263 | 28 | 0 | 3 | **294** | 0 | 27 | 267 | 6 | **300** | 0 | **657** |
| 1:45PM | 59 | 12 | 0 | 9 | **80** | 0 | 259 | 26 | 0 | 6 | **291** | 0 | 18 | 238 | 5 | **261** | 0 | **632** |
| **Total** | 193 | 35 | 0 | 31 | **259** | 0 | 1043 | 117 | 0 | 28 | **1188** | 0 | 88 | 1007 | 23 | **1118** | 0 | **2565** |
| **% Approach** | 74.5% | 13.5% | 0% | 12.0% | **-** | - | 87.8% | 9.8% | 0% | 2.4% | **-** | - | 7.9% | 90.1% | 2.1% | **-** | - | - |
| **% Total** | 7.5% | 1.4% | 0% | 1.2% | **10.1%** | - | 40.7% | 4.6% | 0% | 1.1% | **46.3%** | - | 3.4% | 39.3% | 0.9% | **43.6%** | - | - |
| **PHF** | 0.818 | 0.729 | - | 0.554 | **0.809** | - | 0.991 | 0.731 | - | 0.583 | **0.946** | - | 0.815 | 0.943 | 0.719 | **0.932** | - | 0.976 |
| **Lights** | 193 | 34 | 0 | 31 | **258** | - | 1022 | 115 | 0 | 28 | **1165** | - | 87 | 977 | 23 | **1087** | - | 2510 |
| **% Lights** | 100% | 97.1% | 0% | 100% | **99.6%** | - | 98.0% | 98.3% | 0% | 100% | **98.1%** | - | 98.9% | 97.0% | 100% | **97.2%** | - | 97.9% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | - | 20 | 2 | 0 | 0 | **22** | - | 0 | 27 | 0 | **27** | - | 49 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | - | 1.9% | 1.7% | 0% | 0% | **1.9%** | - | 0% | 2.7% | 0% | **2.4%** | - | 1.9% |
| **Buses** | 0 | 1 | 0 | 0 | **1** | - | 1 | 0 | 0 | 0 | **1** | - | 1 | 3 | 0 | **4** | - | 6 |
| **% Buses** | 0% | 2.9% | 0% | 0% | **0.4%** | - | 0.1% | 0% | 0% | 0% | **0.1%** | - | 1.1% | 0.3% | 0% | **0.4%** | - | 0.2% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

## 2. US Route 130 and Washington Place - TMC

Sat Jan 20, 2024
Midday Peak (WKND), PM Peak (WKND) (Jan 20 2024 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149402, Location: 40.443354, -74.471663, Site Code: 2

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US



## 3. US Route 130 and Calvert Road - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
Full Length (7 AM-9:30 AM, 2:30 PM-7 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

| Leg | Calvert Road | | | | | | Church Driveway | | | | | | Route 130 | | | | | | Route 130 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | |
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | Int |
| 2024-01-18 7:00AM | 10 | 0 | 0 | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 362 | 0 | 1 | **363** | 0 | 0 | 349 | 2 | 0 | **351** | 0 | **724** |
| 7:15AM | 4 | 0 | 1 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 7 | 397 | 0 | 1 | **405** | 0 | 0 | 416 | 3 | 0 | **419** | 0 | **829** |
| 7:30AM | 8 | 0 | 5 | 0 | **13** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 7 | 451 | 0 | 0 | **458** | 0 | 0 | 521 | 4 | 0 | **525** | 0 | **997** |
| 7:45AM | 6 | 0 | 0 | 0 | **6** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 423 | 0 | 2 | **426** | 0 | 0 | 452 | 6 | 0 | **458** | 0 | **891** |
| Hourly Total | 28 | 0 | 6 | 0 | **34** | 0 | 0 | 0 | 2 | 0 | **2** | 0 | 15 | 1633 | 0 | 4 | **1652** | 0 | 0 | 1738 | 15 | 0 | **1753** | 0 | **3441** |
| 8:00AM | 4 | 0 | 5 | 0 | **9** | 0 | 1 | 0 | 0 | 0 | **1** | 0 | 2 | 515 | 0 | 2 | **519** | 0 | 0 | 361 | 14 | 0 | **375** | 0 | **904** |
| 8:15AM | 11 | 0 | 5 | 0 | **16** | 0 | 0 | 0 | 2 | 0 | **2** | 0 | 0 | 491 | 0 | 3 | **494** | 0 | 0 | 338 | 10 | 0 | **348** | 0 | **860** |
| 8:30AM | 5 | 0 | 6 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 389 | 0 | 1 | **390** | 0 | 0 | 435 | 3 | 1 | **439** | 0 | **840** |
| 8:45AM | 9 | 0 | 1 | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 392 | 0 | 0 | **393** | 0 | 0 | 343 | 0 | 0 | **343** | 0 | **746** |
| Hourly Total | 29 | 0 | 17 | 0 | **46** | 0 | 1 | 0 | 2 | 0 | **3** | 0 | 3 | 1787 | 0 | 6 | **1796** | 0 | 0 | 1477 | 27 | 1 | **1505** | 0 | **3350** |
| 9:00AM | 4 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 375 | 0 | 0 | **376** | 0 | 0 | 380 | 2 | 1 | **383** | 0 | **763** |
| 9:15AM | 9 | 0 | 3 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 352 | 0 | 2 | **356** | 0 | 0 | 306 | 3 | 1 | **310** | 0 | **678** |
| Hourly Total | 13 | 0 | 3 | 0 | **16** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 727 | 0 | 2 | **732** | 0 | 0 | 686 | 5 | 2 | **693** | 0 | **1441** |
| 2:30PM | 3 | 0 | 4 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 371 | 0 | 0 | **375** | 0 | 0 | 418 | 0 | 0 | **418** | 0 | **800** |
| 2:45PM | 4 | 0 | 4 | 0 | **8** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 394 | 0 | 1 | **395** | 0 | 0 | 375 | 7 | 1 | **383** | 0 | **786** |
| Hourly Total | 7 | 0 | 8 | 0 | **15** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 765 | 0 | 1 | **770** | 0 | 0 | 793 | 7 | 1 | **801** | 0 | **1586** |
| 3:00PM | 5 | 0 | 2 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 362 | 0 | 1 | **365** | 0 | 0 | 353 | 5 | 2 | **360** | 0 | **732** |
| 3:15PM | 1 | 0 | 8 | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 358 | 0 | 1 | **359** | 0 | 0 | 463 | 2 | 1 | **466** | 0 | **834** |
| 3:30PM | 4 | 0 | 2 | 0 | **6** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 425 | 0 | 0 | **426** | 0 | 0 | 491 | 3 | 1 | **495** | 0 | **928** |
| 3:45PM | 4 | 0 | 3 | 0 | **7** | 0 | 0 | 0 | 3 | 0 | **3** | 0 | 3 | 481 | 0 | 1 | **485** | 0 | 0 | 397 | 3 | 0 | **400** | 0 | **895** |
| Hourly Total | 14 | 0 | 15 | 0 | **29** | 0 | 0 | 0 | 4 | 0 | **4** | 0 | 6 | 1626 | 0 | 3 | **1635** | 0 | 0 | 1704 | 13 | 4 | **1721** | 0 | **3389** |
| 4:00PM | 2 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 2 | 0 | **2** | 0 | 1 | 451 | 0 | 1 | **453** | 0 | 0 | 458 | 6 | 0 | **464** | 0 | **921** |
| 4:15PM | 6 | 0 | 2 | 0 | **8** | 0 | 0 | 0 | 3 | 0 | **3** | 0 | 1 | 439 | 0 | 0 | **440** | 0 | 0 | 416 | 5 | 0 | **421** | 0 | **872** |
| 4:30PM | 1 | 0 | 2 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 467 | 0 | 0 | **468** | 0 | 0 | 464 | 4 | 1 | **469** | 0 | **940** |
| 4:45PM | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 465 | 0 | 1 | **470** | 0 | 0 | 453 | 4 | 0 | **457** | 0 | **928** |
| Hourly Total | 9 | 0 | 5 | 0 | **14** | 0 | 0 | 0 | 5 | 0 | **5** | 0 | 7 | 1822 | 0 | 2 | **1831** | 0 | 0 | 1791 | 19 | 1 | **1811** | 0 | **3661** |
| 5:00PM | 2 | 0 | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 498 | 0 | 1 | **503** | 0 | 0 | 458 | 3 | 1 | **462** | 0 | **968** |
| 5:15PM | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 5 | 449 | 0 | 1 | **455** | 0 | 0 | 527 | 4 | 2 | **533** | 0 | **990** |
| 5:30PM | 3 | 0 | 3 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 483 | 0 | 0 | **486** | 0 | 0 | 493 | 5 | 1 | **499** | 0 | **991** |
| 5:45PM | 3 | 0 | 1 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 398 | 0 | 2 | **401** | 0 | 0 | 448 | 6 | 1 | **455** | 0 | **860** |
| Hourly Total | 9 | 0 | 5 | 0 | **14** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 13 | 1828 | 0 | 4 | **1845** | 0 | 0 | 1926 | 18 | 5 | **1949** | 0 | **3809** |
| 6:00PM | 1 | 0 | 5 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 442 | 0 | 0 | **444** | 0 | 0 | 430 | 5 | 1 | **436** | 0 | **886** |
| 6:15PM | 6 | 0 | 1 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 355 | 0 | 0 | **356** | 0 | 0 | 438 | 4 | 0 | **442** | 0 | **805** |
| 6:30PM | 4 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 416 | 0 | 1 | **418** | 0 | 0 | 385 | 4 | 0 | **389** | 0 | **811** |
| 6:45PM | 2 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 337 | 0 | 0 | **338** | 0 | 0 | 344 | 1 | 1 | **346** | 0 | **687** |
| Hourly Total | 13 | 0 | 6 | 0 | **19** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 5 | 1550 | 0 | 1 | **1556** | 0 | 0 | 1597 | 14 | 2 | **1613** | 0 | **3189** |
| 2024-01-20 11:00AM | 2 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 268 | 0 | 1 | **269** | 0 | 0 | 245 | 2 | 2 | **249** | 0 | **520** |
| 11:15AM | 1 | 0 | 1 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 247 | 0 | 2 | **250** | 0 | 0 | 246 | 3 | 1 | **250** | 0 | **502** |

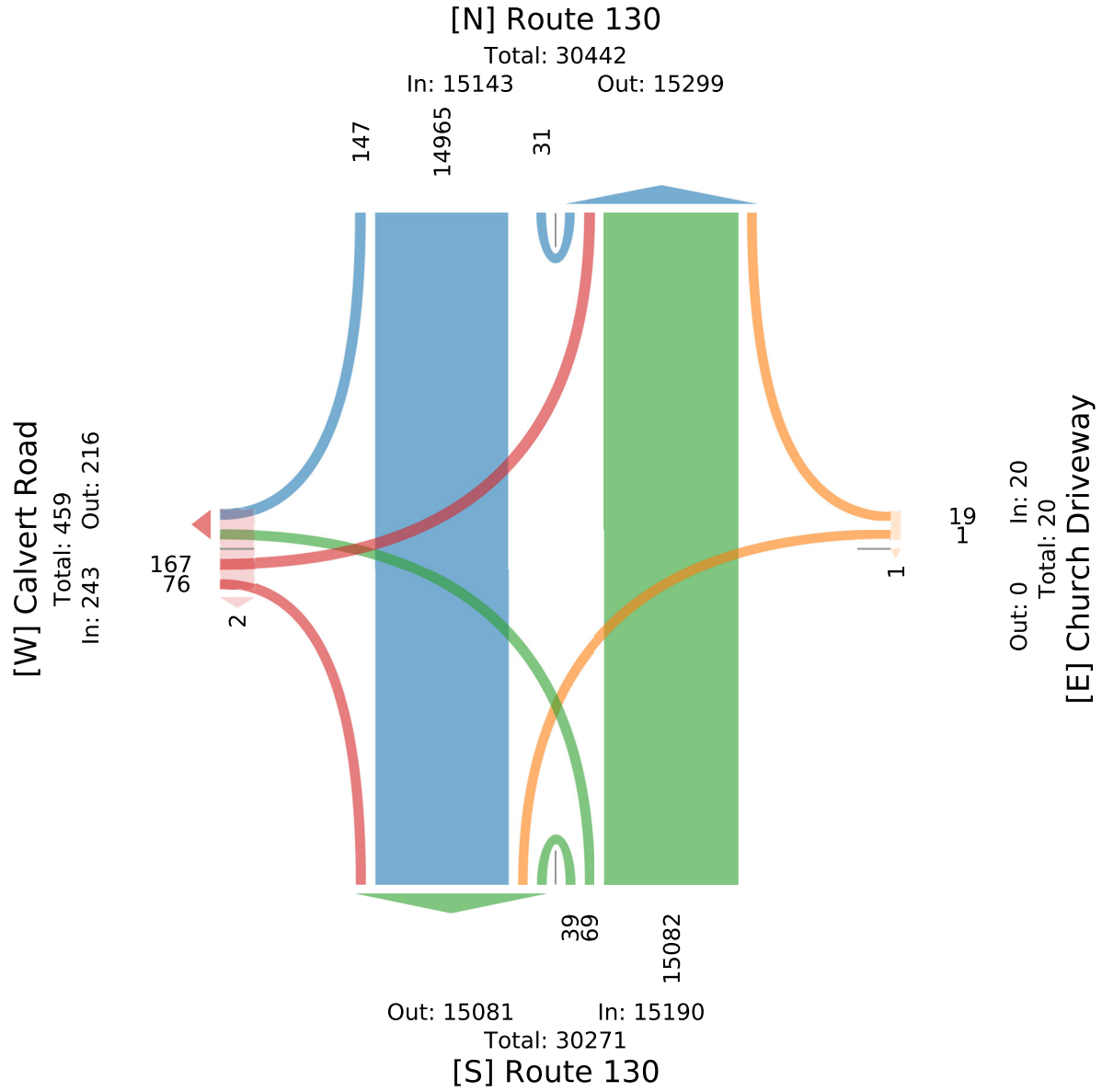
| Leg | Calvert Road | | | | | | Church Driveway | | | | | | Route 130 | | | | | | Route 130 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | |
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | Int |
| 11:30AM | 6 | 0 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 303 | 0 | 1 | **304** | 0 | 0 | 268 | 0 | 3 | **271** | 0 | **581** |
| 11:45AM | 1 | 0 | 2 | 0 | **3** | 0 | 0 | 0 | 2 | 0 | **2** | 1 | 3 | 295 | 0 | 5 | **303** | 0 | 0 | 266 | 1 | 1 | **268** | 0 | **576** |
| Hourly Total | 10 | 0 | 3 | 0 | **13** | 0 | 0 | 0 | 2 | 0 | **2** | 1 | 4 | 1113 | 0 | 9 | **1126** | 0 | 0 | 1025 | 6 | 7 | **1038** | 0 | **2179** |
| 12:00PM | 6 | 0 | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 280 | 0 | 0 | **281** | 0 | 0 | 259 | 2 | 1 | **262** | 0 | **549** |
| 12:15PM | 5 | 0 | 3 | 0 | **8** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 273 | 0 | 0 | **274** | 0 | 0 | 257 | 3 | 1 | **261** | 0 | **543** |
| 12:30PM | 4 | 0 | 2 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 272 | 0 | 1 | **276** | 0 | 0 | 239 | 3 | 0 | **242** | 0 | **524** |
| 12:45PM | 4 | 0 | 1 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 241 | 0 | 2 | **244** | 0 | 0 | 287 | 4 | 1 | **292** | 0 | **541** |
| Hourly Total | 19 | 0 | 6 | 0 | **25** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 6 | 1066 | 0 | 3 | **1075** | 0 | 0 | 1042 | 12 | 3 | **1057** | 0 | **2157** |
| 1:00PM | 3 | 0 | 2 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 311 | 0 | 1 | **313** | 0 | 0 | 280 | 4 | 2 | **286** | 0 | **604** |
| 1:15PM | 5 | 0 | 0 | 0 | **5** | 2 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 288 | 0 | 1 | **290** | 0 | 0 | 308 | 2 | 3 | **313** | 0 | **609** |
| 1:30PM | 4 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 284 | 0 | 0 | **284** | 0 | 0 | 308 | 1 | 0 | **309** | 0 | **597** |
| 1:45PM | 4 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 282 | 0 | 2 | **285** | 0 | 0 | 290 | 4 | 0 | **294** | 0 | **584** |
| Hourly Total | 16 | 0 | 2 | 0 | **18** | 2 | 0 | 0 | 2 | 0 | **2** | 0 | 3 | 1165 | 0 | 4 | **1172** | 0 | 0 | 1186 | 11 | 5 | **1202** | 0 | **2394** |
| **Total** | 167 | 0 | 76 | 0 | **243** | 2 | 1 | 0 | 19 | 0 | **20** | 1 | 69 | 15082 | 0 | 39 | **15190** | 0 | 0 | 14965 | 147 | 31 | **15143** | 0 | **30596** |
| **% Approach** | 68.7% | 0% | 31.3% | 0% | **-** | - | 5.0% | 0% | 95.0% | 0% | **-** | - | 0.5% | 99.3% | 0% | 0.3% | **-** | - | 0% | 98.8% | 1.0% | 0.2% | **-** | - | - |
| **% Total** | 0.5% | 0% | 0.2% | 0% | **0.8%** | - | 0% | 0% | 0.1% | 0% | **0.1%** | - | 0.2% | 49.3% | 0% | 0.1% | **49.6%** | - | 0% | 48.9% | 0.5% | 0.1% | **49.5%** | - | - |
| **Lights** | 163 | 0 | 73 | 0 | **236** | - | 1 | 0 | 18 | 0 | **19** | - | 68 | 14169 | 0 | 38 | **14275** | - | 0 | 14041 | 144 | 30 | **14215** | - | 28745 |
| **% Lights** | 97.6% | 0% | 96.1% | 0% | **97.1%** | - | 100% | 0% | 94.7% | 0% | **95.0%** | - | 98.6% | 93.9% | 0% | 97.4% | **94.0%** | - | 0% | 93.8% | 98.0% | 96.8% | **93.9%** | - | 94.0% |
| **Articulated Trucks and Single-Unit Trucks** | 2 | 0 | 1 | 0 | **3** | - | 0 | 0 | 0 | 0 | **0** | - | 1 | 768 | 0 | 0 | **769** | - | 0 | 727 | 0 | 1 | **728** | - | 1500 |
| **% Articulated Trucks and Single-Unit Trucks** | 1.2% | 0% | 1.3% | 0% | **1.2%** | - | 0% | 0% | 0% | 0% | **0%** | - | 1.4% | 5.1% | 0% | 0% | **5.1%** | - | 0% | 4.9% | 0% | 3.2% | **4.8%** | - | 4.9% |
| **Buses** | 2 | 0 | 2 | 0 | **4** | - | 0 | 0 | 1 | 0 | **1** | - | 0 | 145 | 0 | 1 | **146** | - | 0 | 197 | 3 | 0 | **200** | - | 351 |
| **% Buses** | 1.2% | 0% | 2.6% | 0% | **1.6%** | - | 0% | 0% | 5.3% | 0% | **5.0%** | - | 0% | 1.0% | 0% | 2.6% | **1.0%** | - | 0% | 1.3% | 2.0% | 0% | **1.3%** | - | 1.1% |
| Pedestrians | - | - | - | - | - | 2 | - | - | - | - | - | 1 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

### 3. US Route 130 and Calvert Road - TMC

Thu Jan 18, 2024
Full Length (7 AM-9:30 AM, 2:30 PM-7 PM, 11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US



## 3. US Route 130 and Calvert Road - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
AM Peak (Jan 18 2024 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

| Leg | Calvert Road | | | | | | Church Driveway | | | | | | Route 130 | | | | | | Route 130 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | |
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | Int |
| 2024-01-18 7:30AM | 8 | 0 | 5 | 0 | **13** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 7 | 451 | 0 | 0 | **458** | 0 | 0 | 521 | 4 | 0 | **525** | 0 | **997** |
| 7:45AM | 6 | 0 | 0 | 0 | **6** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 423 | 0 | 2 | **426** | 0 | 0 | 452 | 6 | 0 | **458** | 0 | **891** |
| 8:00AM | 4 | 0 | 5 | 0 | **9** | 0 | 1 | 0 | 0 | 0 | **1** | 0 | 2 | 515 | 0 | 2 | **519** | 0 | 0 | 361 | 14 | 0 | **375** | 0 | **904** |
| 8:15AM | 11 | 0 | 5 | 0 | **16** | 0 | 0 | 0 | 2 | 0 | **2** | 0 | 0 | 491 | 0 | 3 | **494** | 0 | 0 | 338 | 10 | 0 | **348** | 0 | **860** |
| **Total** | 29 | 0 | 15 | 0 | **44** | 0 | 1 | 0 | 4 | 0 | **5** | 0 | 10 | 1880 | 0 | 7 | **1897** | 0 | 0 | 1672 | 34 | 0 | **1706** | 0 | **3652** |
| **% Approach** | 65.9% | 0% | 34.1% | 0% | **-** | - | 20.0% | 0% | 80.0% | 0% | **-** | - | 0.5% | 99.1% | 0% | 0.4% | **-** | - | 0% | 98.0% | 2.0% | 0% | **-** | - | - |
| **% Total** | 0.8% | 0% | 0.4% | 0% | **1.2%** | - | 0% | 0% | 0.1% | 0% | **0.1%** | - | 0.3% | 51.5% | 0% | 0.2% | **51.9%** | - | 0% | 45.8% | 0.9% | 0% | **46.7%** | - | - |
| **PHF** | 0.659 | - | 0.750 | - | **0.688** | - | 0.250 | - | 0.500 | - | **0.625** | - | 0.357 | 0.913 | - | 0.583 | **0.914** | - | - | 0.802 | 0.607 | - | **0.812** | - | 0.916 |
| **Lights** | 29 | 0 | 15 | 0 | **44** | - | 1 | 0 | 3 | 0 | **4** | - | 10 | 1697 | 0 | 6 | **1713** | - | 0 | 1542 | 32 | 0 | **1574** | - | 3335 |
| **% Lights** | 100% | 0% | 100% | 0% | **100%** | - | 100% | 0% | 75.0% | 0% | **80.0%** | - | 100% | 90.3% | 0% | 85.7% | **90.3%** | - | 0% | 92.2% | 94.1% | 0% | **92.3%** | - | 91.3% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 135 | 0 | 0 | **135** | - | 0 | 96 | 0 | 0 | **96** | - | 231 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 7.2% | 0% | 0% | **7.1%** | - | 0% | 5.7% | 0% | 0% | **5.6%** | - | 6.3% |
| **Buses** | 0 | 0 | 0 | 0 | **0** | - | 0 | 0 | 1 | 0 | **1** | - | 0 | 48 | 0 | 1 | **49** | - | 0 | 34 | 2 | 0 | **36** | - | 86 |
| **% Buses** | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0% | 25.0% | 0% | **20.0%** | - | 0% | 2.6% | 0% | 14.3% | **2.6%** | - | 0% | 2.0% | 5.9% | 0% | **2.1%** | - | 2.4% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

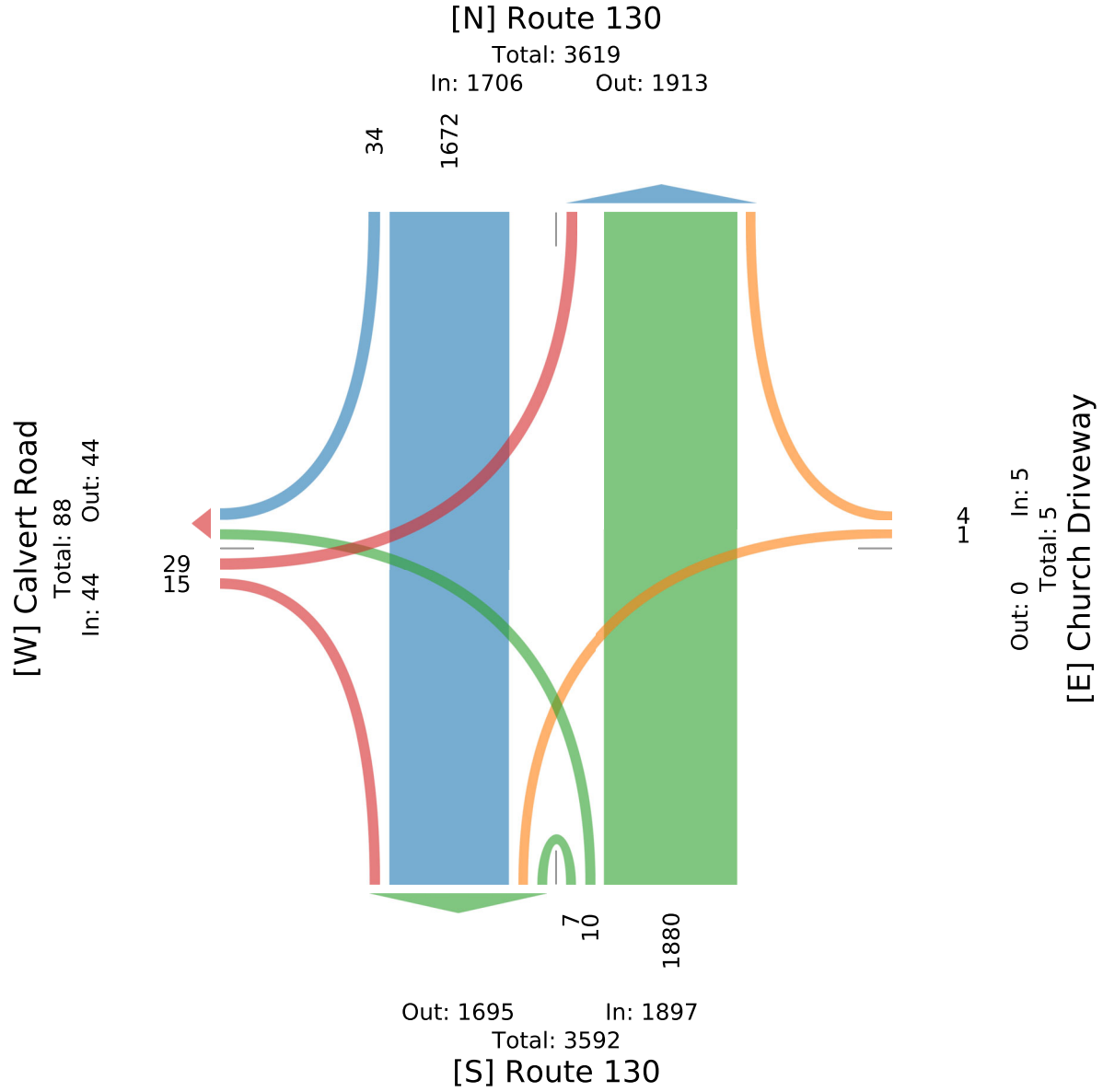
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

A31

## 3. US Route 130 and Calvert Road - TMC

Thu Jan 18, 2024
AM Peak (Jan 18 2024 7:30AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A32

## 3. US Route 130 and Calvert Road - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 3PM - 4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

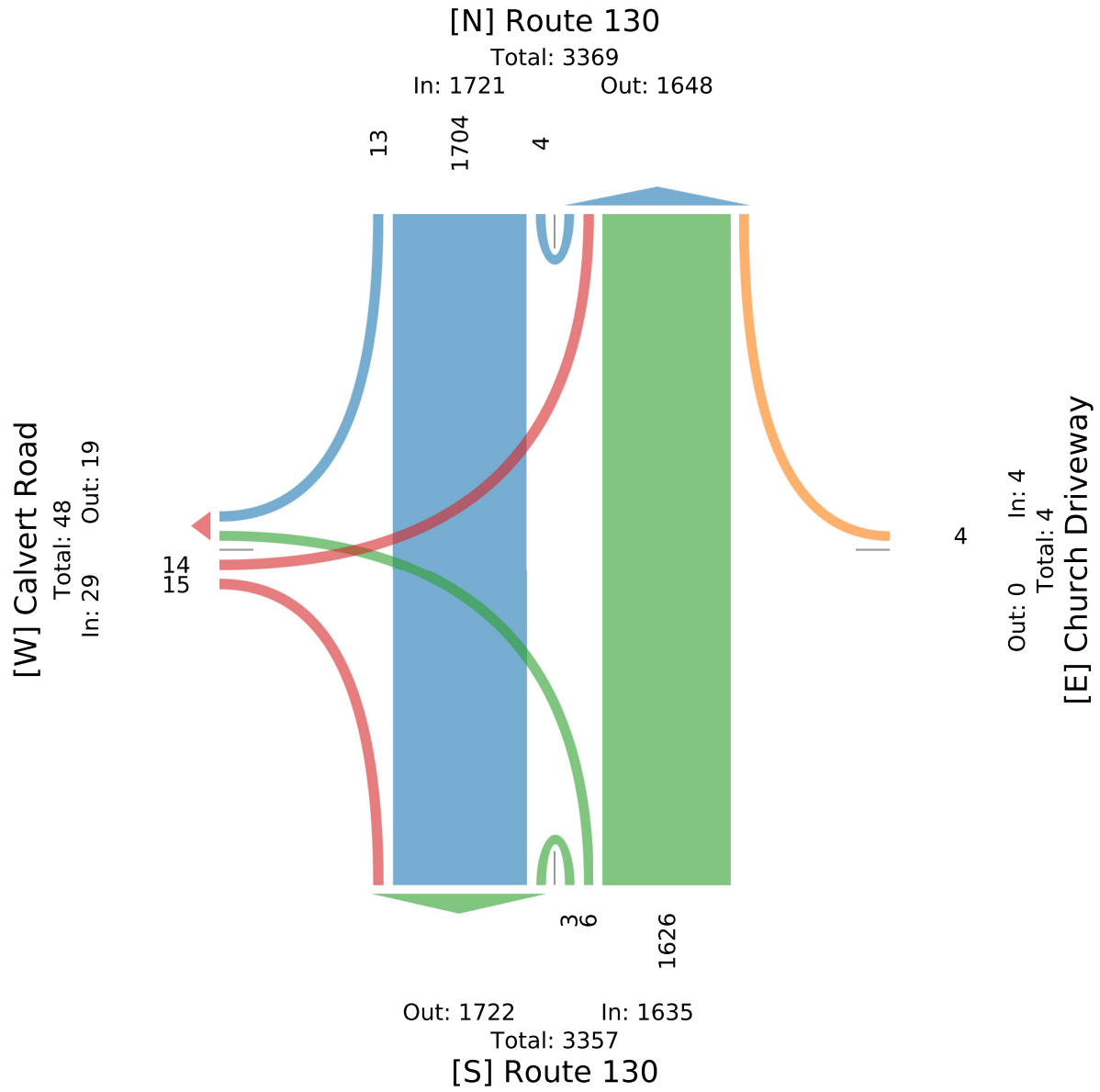
| Leg | Calvert Road | | | | | | Church Driveway | | | | | | Route 130 | | | | | | Route 130 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | |
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | Int |
| 2024-01-18 3:00PM | 5 | 0 | 2 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 362 | 0 | 1 | **365** | 0 | 0 | 353 | 5 | 2 | **360** | 0 | **732** |
| 3:15PM | 1 | 0 | 8 | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 358 | 0 | 1 | **359** | 0 | 0 | 463 | 2 | 1 | **466** | 0 | **834** |
| 3:30PM | 4 | 0 | 2 | 0 | **6** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 425 | 0 | 0 | **426** | 0 | 0 | 491 | 3 | 1 | **495** | 0 | **928** |
| 3:45PM | 4 | 0 | 3 | 0 | **7** | 0 | 0 | 0 | 3 | 0 | **3** | 0 | 3 | 481 | 0 | 1 | **485** | 0 | 0 | 397 | 3 | 0 | **400** | 0 | **895** |
| **Total** | 14 | 0 | 15 | 0 | **29** | 0 | 0 | 0 | 4 | 0 | **4** | 0 | 6 | 1626 | 0 | 3 | **1635** | 0 | 0 | 1704 | 13 | 4 | **1721** | 0 | **3389** |
| **% Approach** | 48.3% | 0% | 51.7% | 0% | **-** | - | 0% | 0% | 100% | 0% | **-** | - | 0.4% | 99.4% | 0% | 0.2% | **-** | - | 0% | 99.0% | 0.8% | 0.2% | **-** | - | - |
| **% Total** | 0.4% | 0% | 0.4% | 0% | **0.9%** | - | 0% | 0% | 0.1% | 0% | **0.1%** | - | 0.2% | 48.0% | 0% | 0.1% | **48.2%** | - | 0% | 50.3% | 0.4% | 0.1% | **50.8%** | - | - |
| **PHF** | 0.700 | - | 0.469 | - | **0.806** | - | - | - | 0.333 | - | **0.333** | - | 0.500 | 0.845 | - | 0.750 | **0.843** | - | - | 0.868 | 0.650 | 0.500 | **0.869** | - | 0.913 |
| **Lights** | 13 | 0 | 13 | 0 | **26** | - | 0 | 0 | 4 | 0 | **4** | - | 6 | 1504 | 0 | 3 | **1513** | - | 0 | 1556 | 12 | 4 | **1572** | - | 3115 |
| **% Lights** | 92.9% | 0% | 86.7% | 0% | **89.7%** | - | 0% | 0% | 100% | 0% | **100%** | - | 100% | 92.5% | 0% | 100% | **92.5%** | - | 0% | 91.3% | 92.3% | 100% | **91.3%** | - | 91.9% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 1 | 0 | **1** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 103 | 0 | 0 | **103** | - | 0 | 92 | 0 | 0 | **92** | - | 196 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 6.7% | 0% | **3.4%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 6.3% | 0% | 0% | **6.3%** | - | 0% | 5.4% | 0% | 0% | **5.3%** | - | 5.8% |
| **Buses** | 1 | 0 | 1 | 0 | **2** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 19 | 0 | 0 | **19** | - | 0 | 56 | 1 | 0 | **57** | - | 78 |
| **% Buses** | 7.1% | 0% | 6.7% | 0% | **6.9%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 1.2% | 0% | 0% | **1.2%** | - | 0% | 3.3% | 7.7% | 0% | **3.3%** | - | 2.3% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 3. US Route 130 and Calvert Road - TMC

Thu Jan 18, 2024
Forced Peak (Jan 18 2024 3PM - 4 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US



## 3. US Route 130 and Calvert Road - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Thu Jan 18, 2024
PM Peak (Jan 18 2024 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

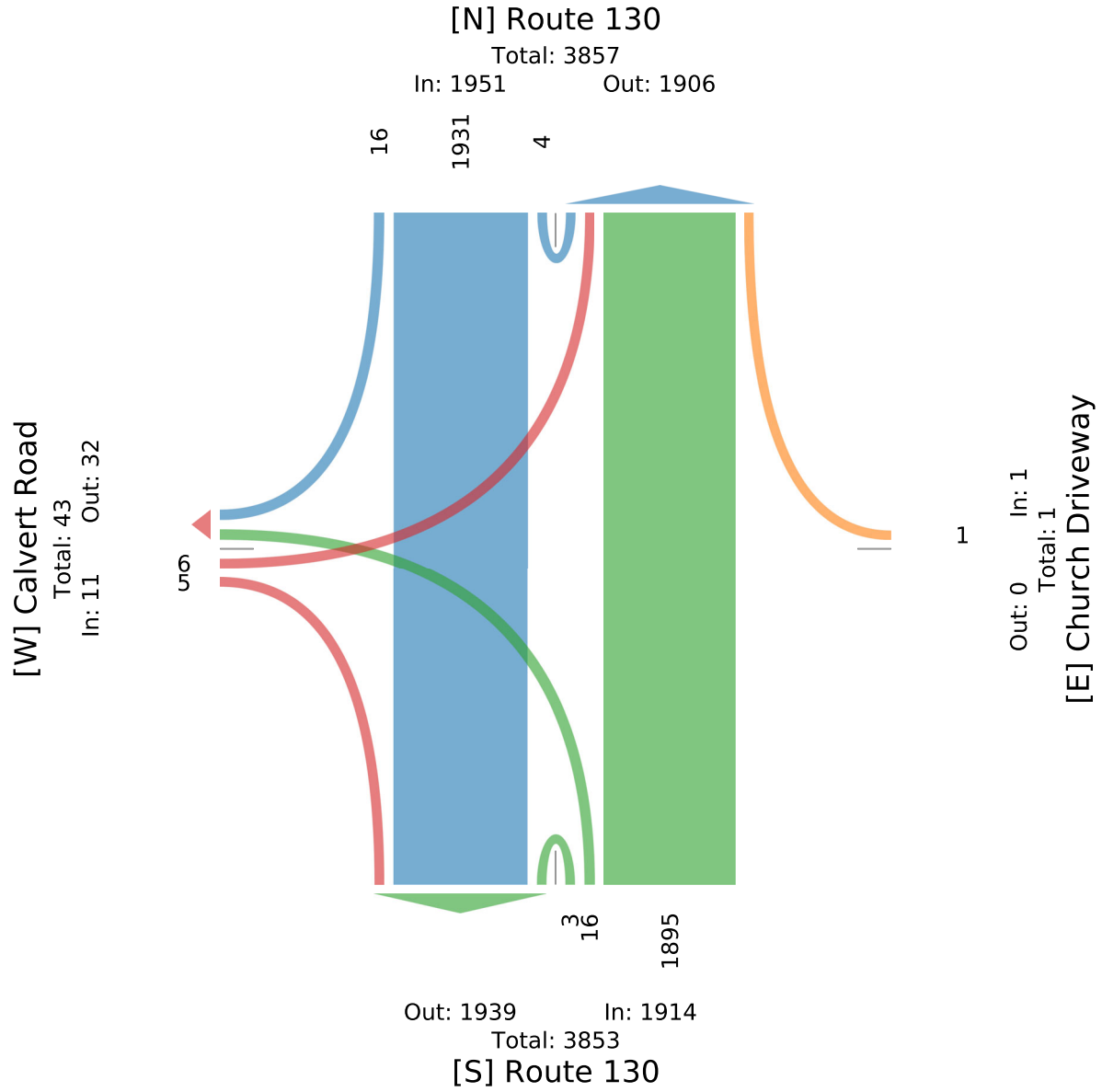
| Leg | Calvert Road | | | | | | Church Driveway | | | | | | Route 130 | | | | | | Route 130 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | |
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | Int |
| 2024-01-18 4:45PM | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 465 | 0 | 1 | **470** | 0 | 0 | 453 | 4 | 0 | **457** | 0 | **928** |
| 5:00PM | 2 | 0 | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 4 | 498 | 0 | 1 | **503** | 0 | 0 | 458 | 3 | 1 | **462** | 0 | **968** |
| 5:15PM | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 5 | 449 | 0 | 1 | **455** | 0 | 0 | 527 | 4 | 2 | **533** | 0 | **990** |
| 5:30PM | 3 | 0 | 3 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 3 | 483 | 0 | 0 | **486** | 0 | 0 | 493 | 5 | 1 | **499** | 0 | **991** |
| **Total** | 6 | 0 | 5 | 0 | **11** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 16 | 1895 | 0 | 3 | **1914** | 0 | 0 | 1931 | 16 | 4 | **1951** | 0 | **3877** |
| **% Approach** | 54.5% | 0% | 45.5% | 0% | **-** | - | 0% | 0% | 100% | 0% | **-** | - | 0.8% | 99.0% | 0% | 0.2% | **-** | - | 0% | 99.0% | 0.8% | 0.2% | **-** | - | - |
| **% Total** | 0.2% | 0% | 0.1% | 0% | **0.3%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0.4% | 48.9% | 0% | 0.1% | **49.4%** | - | 0% | 49.8% | 0.4% | 0.1% | **50.3%** | - | - |
| **PHF** | 0.500 | - | 0.417 | - | **0.458** | - | - | - | 0.250 | - | **0.250** | - | 0.800 | 0.951 | - | 0.750 | **0.951** | - | - | 0.916 | 0.800 | 0.500 | **0.915** | - | 0.978 |
| **Lights** | 6 | 0 | 5 | 0 | **11** | - | 0 | 0 | 1 | 0 | **1** | - | 16 | 1839 | 0 | 3 | **1858** | - | 0 | 1859 | 16 | 4 | **1879** | - | 3749 |
| **% Lights** | 100% | 0% | 100% | 0% | **100%** | - | 0% | 0% | 100% | 0% | **100%** | - | 100% | 97.0% | 0% | 100% | **97.1%** | - | 0% | 96.3% | 100% | 100% | **96.3%** | - | 96.7% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 54 | 0 | 0 | **54** | - | 0 | 64 | 0 | 0 | **64** | - | 118 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 2.8% | 0% | 0% | **2.8%** | - | 0% | 3.3% | 0% | 0% | **3.3%** | - | 3.0% |
| **Buses** | 0 | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 2 | 0 | 0 | **2** | - | 0 | 8 | 0 | 0 | **8** | - | 10 |
| **% Buses** | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0.1% | 0% | 0% | **0.1%** | - | 0% | 0.4% | 0% | 0% | **0.4%** | - | 0.3% |
| Pedestrians | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 3. US Route 130 and Calvert Road - TMC

Thu Jan 18, 2024
PM Peak (Jan 18 2024 4:45PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US




A36

## 3. US Route 130 and Calvert Road - TMC

Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Sat Jan 20, 2024
Midday Peak (WKND), PM Peak (WKND) (Jan 20 2024 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

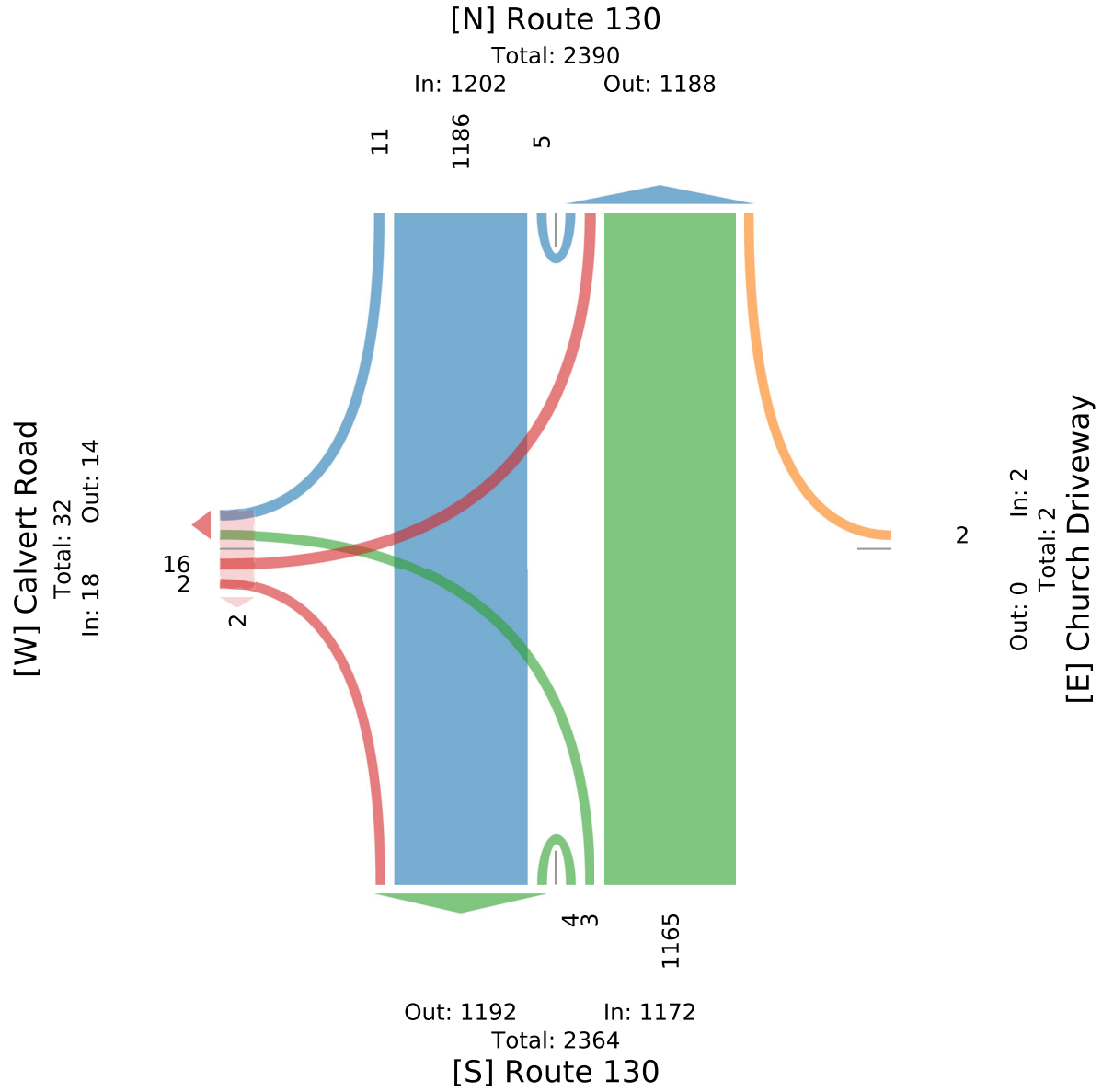
| Leg | Calvert Road | | | | | | Church Driveway | | | | | | Route 130 | | | | | | Route 130 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Direction | Eastbound | | | | | | Westbound | | | | | | Northbound | | | | | | Southbound | | | | | | |
| Time | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | L | T | R | U | App | Ped* | Int |
| 2024-01-20 1:00PM | 3 | 0 | 2 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 311 | 0 | 1 | **313** | 0 | 0 | 280 | 4 | 2 | **286** | 0 | **604** |
| 1:15PM | 5 | 0 | 0 | 0 | **5** | 2 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 288 | 0 | 1 | **290** | 0 | 0 | 308 | 2 | 3 | **313** | 0 | **609** |
| 1:30PM | 4 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 284 | 0 | 0 | **284** | 0 | 0 | 308 | 1 | 0 | **309** | 0 | **597** |
| 1:45PM | 4 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 282 | 0 | 2 | **285** | 0 | 0 | 290 | 4 | 0 | **294** | 0 | **584** |
| **Total** | 16 | 0 | 2 | 0 | **18** | 2 | 0 | 0 | 2 | 0 | **2** | 0 | 3 | 1165 | 0 | 4 | **1172** | 0 | 0 | 1186 | 11 | 5 | **1202** | 0 | **2394** |
| **% Approach** | 88.9% | 0% | 11.1% | 0% | **-** | - | 0% | 0% | 100% | 0% | **-** | - | 0.3% | 99.4% | 0% | 0.3% | **-** | - | 0% | 98.7% | 0.9% | 0.4% | **-** | - | - |
| **% Total** | 0.7% | 0% | 0.1% | 0% | **0.8%** | - | 0% | 0% | 0.1% | 0% | **0.1%** | - | 0.1% | 48.7% | 0% | 0.2% | **49.0%** | - | 0% | 49.5% | 0.5% | 0.2% | **50.2%** | - | - |
| **PHF** | 0.800 | - | 0.250 | - | **0.900** | - | - | - | 0.500 | - | **0.500** | - | 0.750 | 0.936 | - | 0.500 | **0.936** | - | - | 0.963 | 0.688 | 0.417 | **0.960** | - | 0.983 |
| **Lights** | 16 | 0 | 2 | 0 | **18** | - | 0 | 0 | 2 | 0 | **2** | - | 3 | 1143 | 0 | 4 | **1150** | - | 0 | 1157 | 11 | 5 | **1173** | - | 2343 |
| **% Lights** | 100% | 0% | 100% | 0% | **100%** | - | 0% | 0% | 100% | 0% | **100%** | - | 100% | 98.1% | 0% | 100% | **98.1%** | - | 0% | 97.6% | 100% | 100% | **97.6%** | - | 97.9% |
| **Articulated Trucks and Single-Unit Trucks** | 0 | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 21 | 0 | 0 | **21** | - | 0 | 26 | 0 | 0 | **26** | - | 47 |
| **% Articulated Trucks and Single-Unit Trucks** | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 1.8% | 0% | 0% | **1.8%** | - | 0% | 2.2% | 0% | 0% | **2.2%** | - | 2.0% |
| **Buses** | 0 | 0 | 0 | 0 | **0** | - | 0 | 0 | 0 | 0 | **0** | - | 0 | 1 | 0 | 0 | **1** | - | 0 | 3 | 0 | 0 | **3** | - | 4 |
| **% Buses** | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0% | 0% | 0% | **0%** | - | 0% | 0.1% | 0% | 0% | **0.1%** | - | 0% | 0.3% | 0% | 0% | **0.2%** | - | 0.2% |
| Pedestrians | - | - | - | - | - | 2 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Pedestrians | - | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | |
| % Bicycles on Crosswalk | - | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

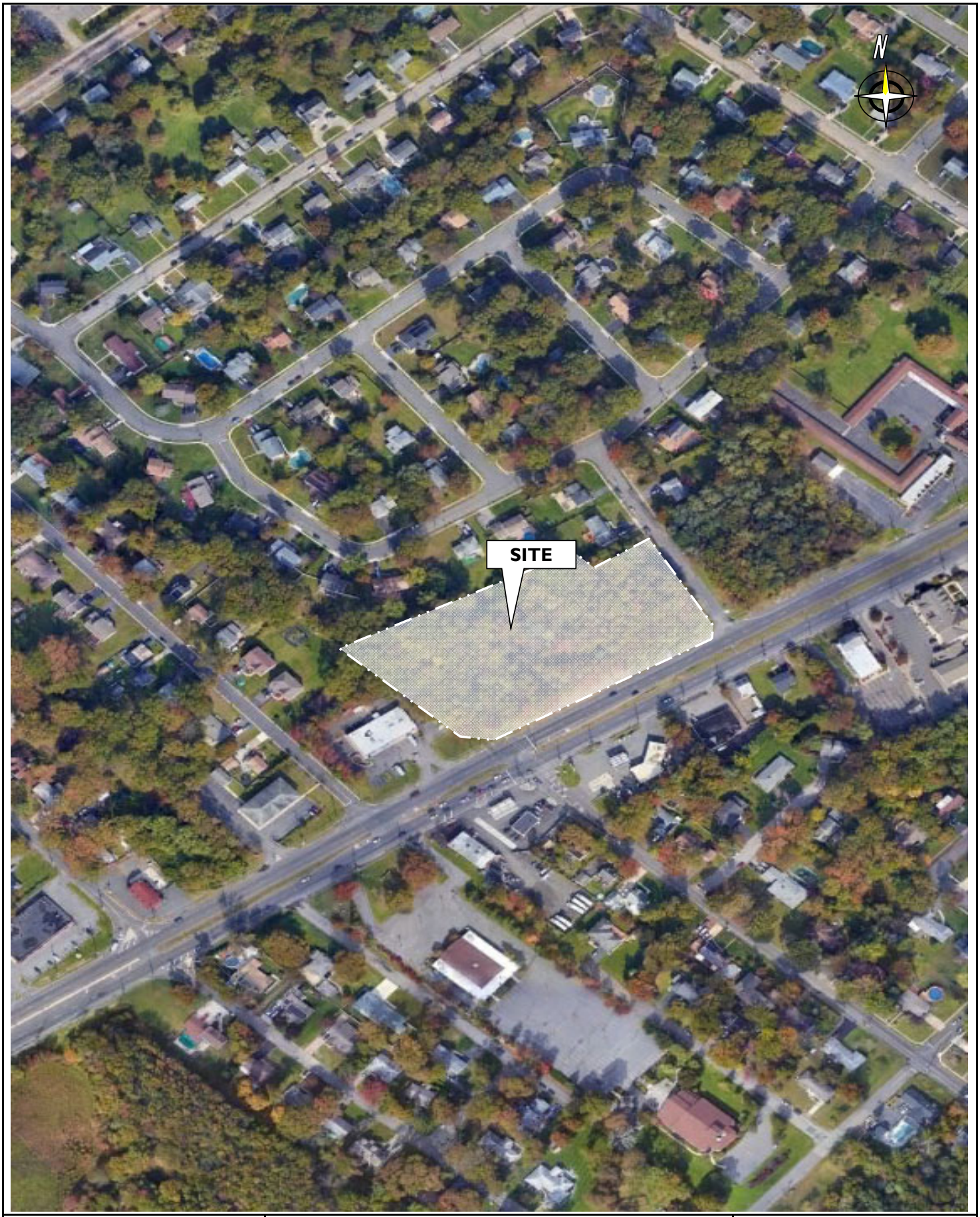
### 3. US Route 130 and Calvert Road - TMC

Sat Jan 20, 2024
Midday Peak (WKND), PM Peak (WKND) (Jan 20 2024 1PM - 2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1149403, Location: 40.442949, -74.472573, Site Code: 3

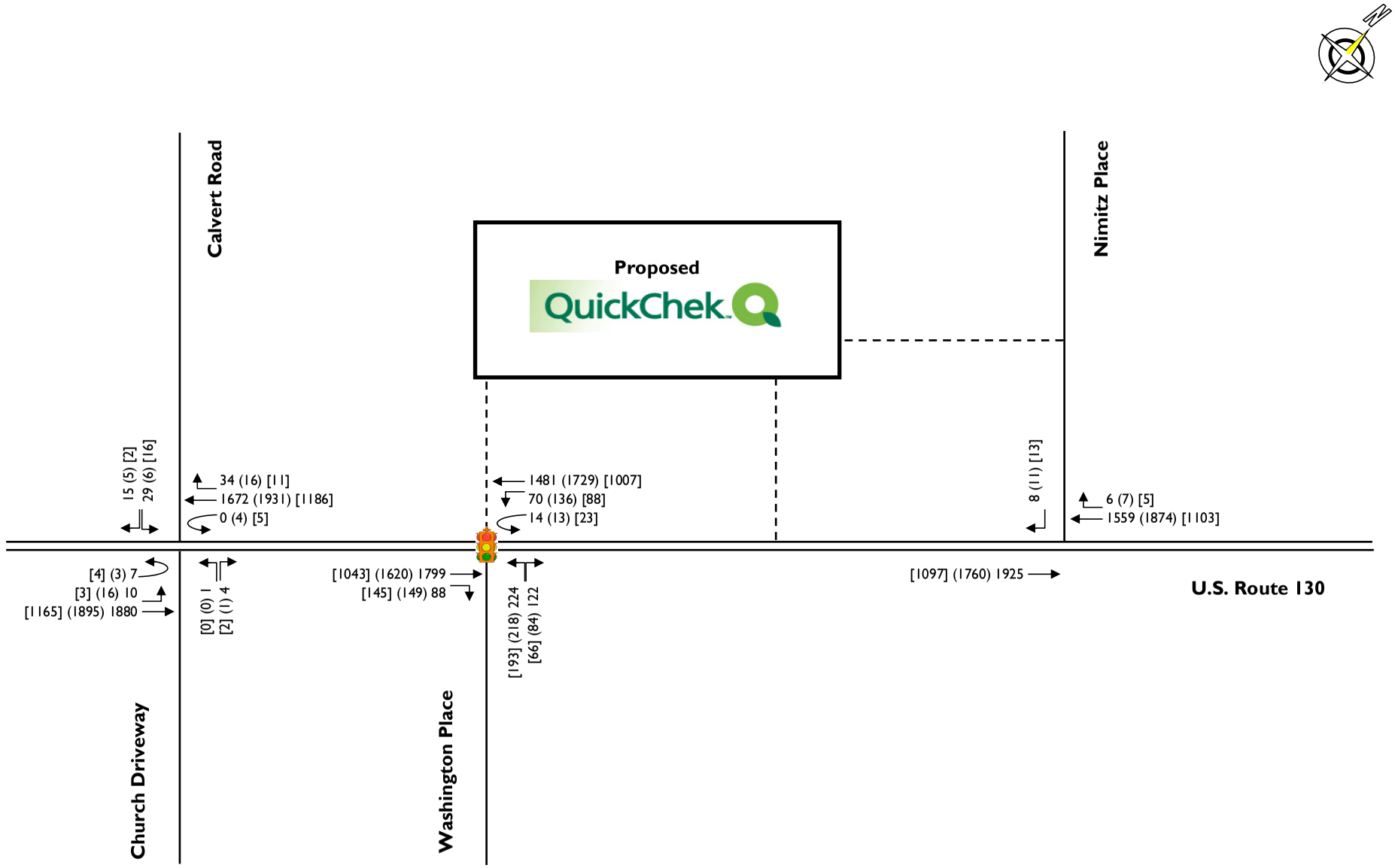
Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US



# FIGURES




| | | |
|---|---|---|
| **STONEFIELD** | **Proposed QuickChek with Fuel Sales**<br>**1661-1689 U.S. Route 130**<br>**Township of North Brunswick, Middlesex County, New Jersey** | **FIGURE 1**<br>**Site Location Map** |




**LEGEND**

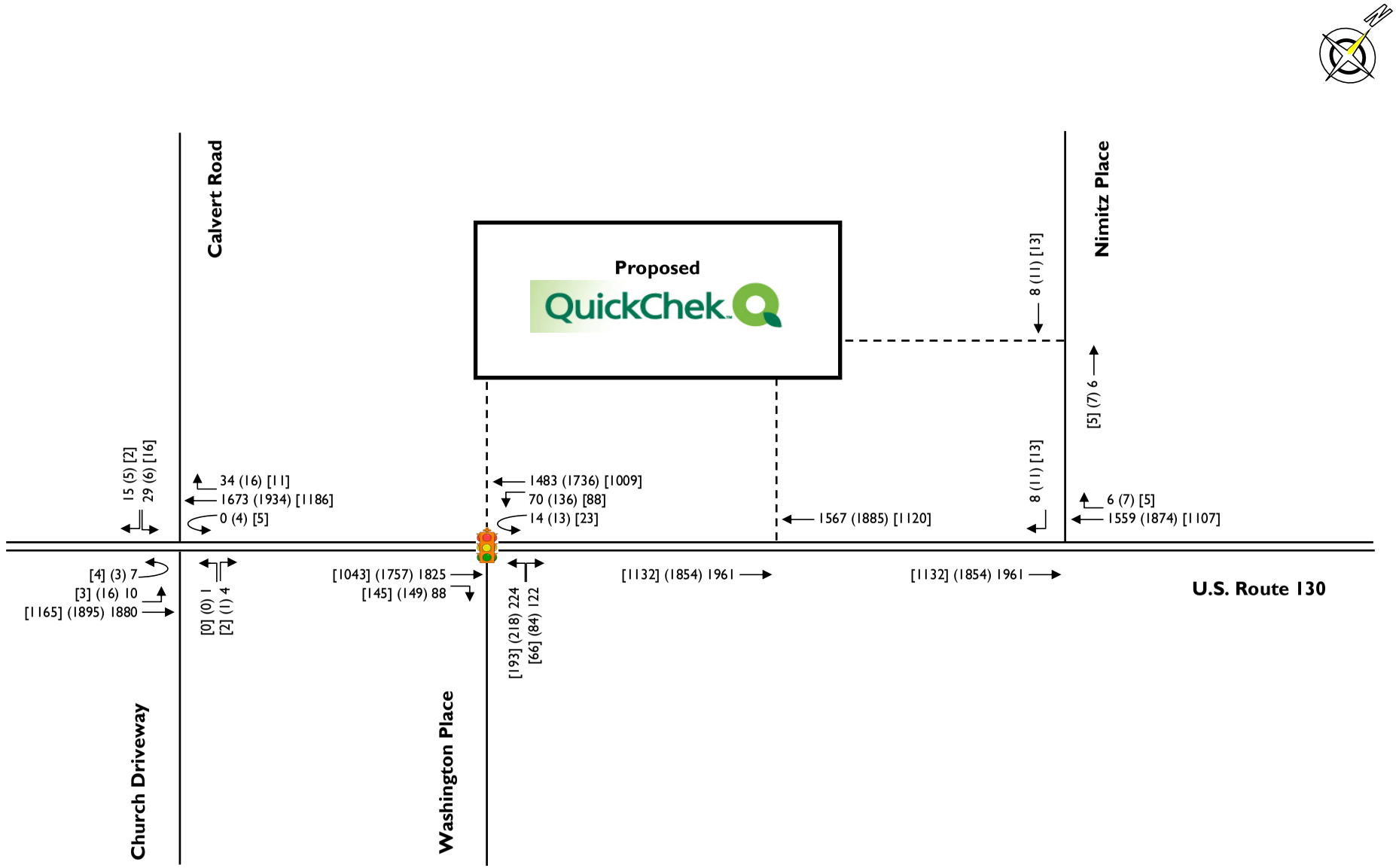
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 2**
**2024 As-Counted Traffic Volumes**




**LEGEND**

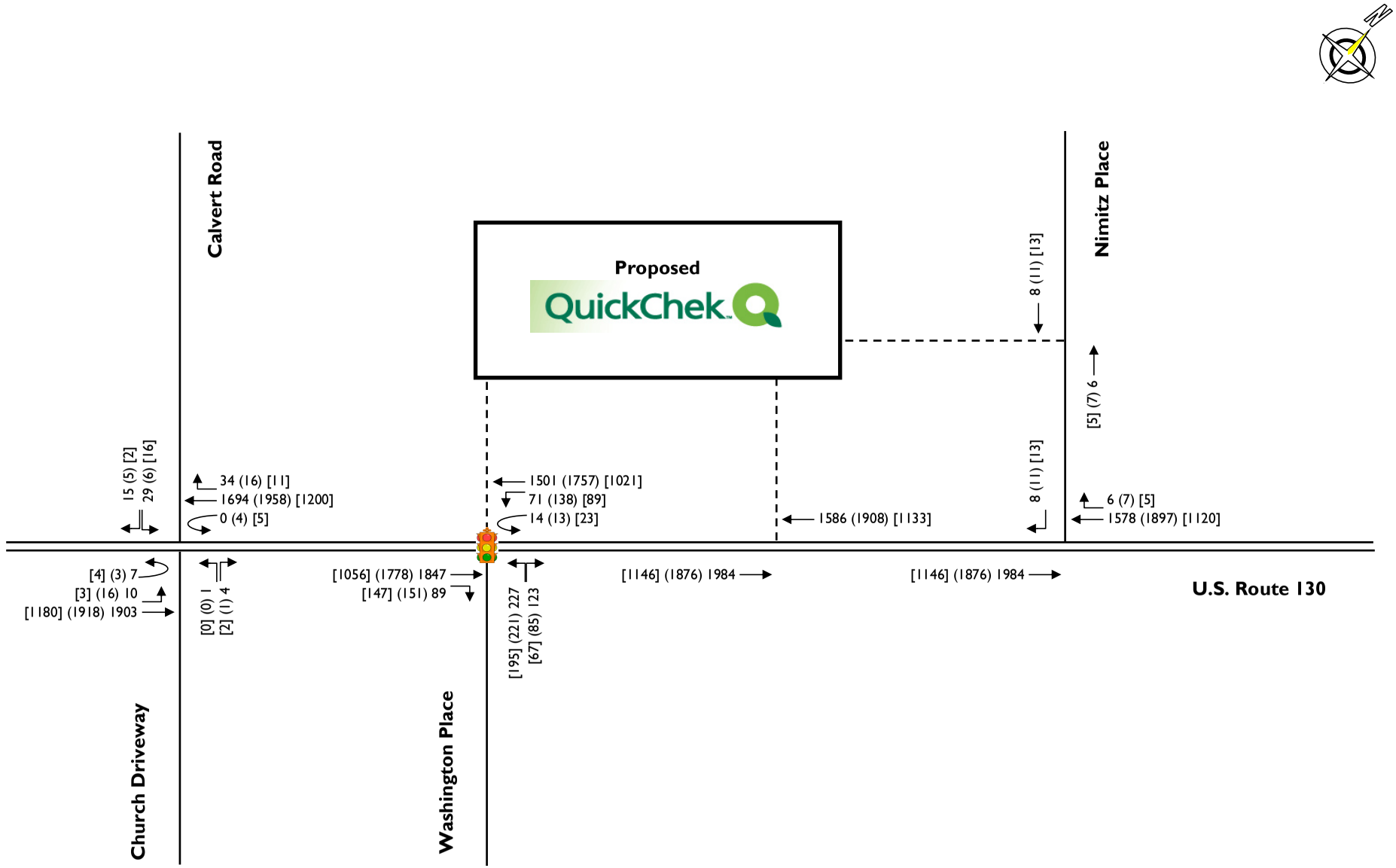
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 3**
**2024 Existing Adjusted Traffic Volumes**




**LEGEND**

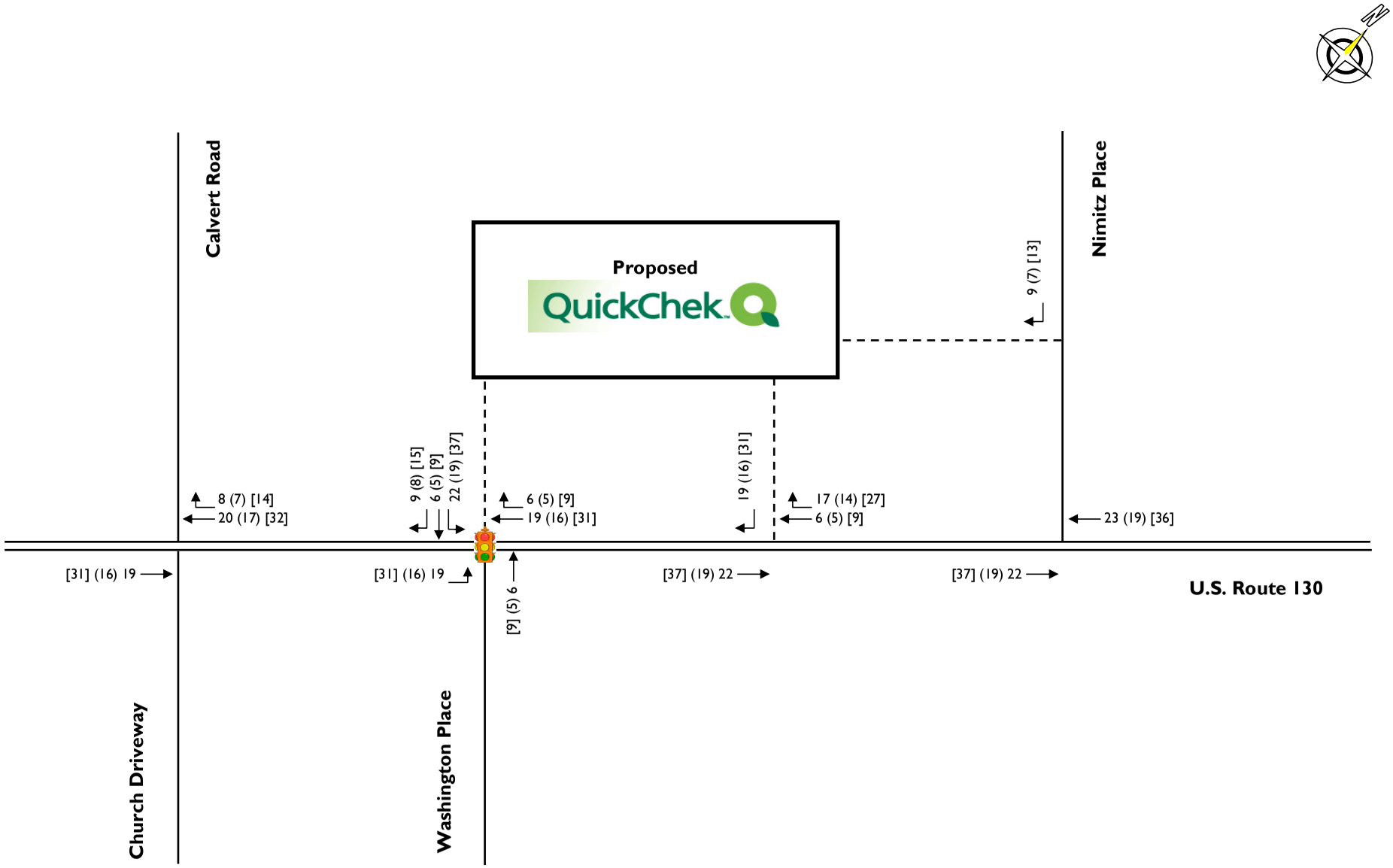
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 4**
**2027 No-Build Traffic Volumes**




**LEGEND**

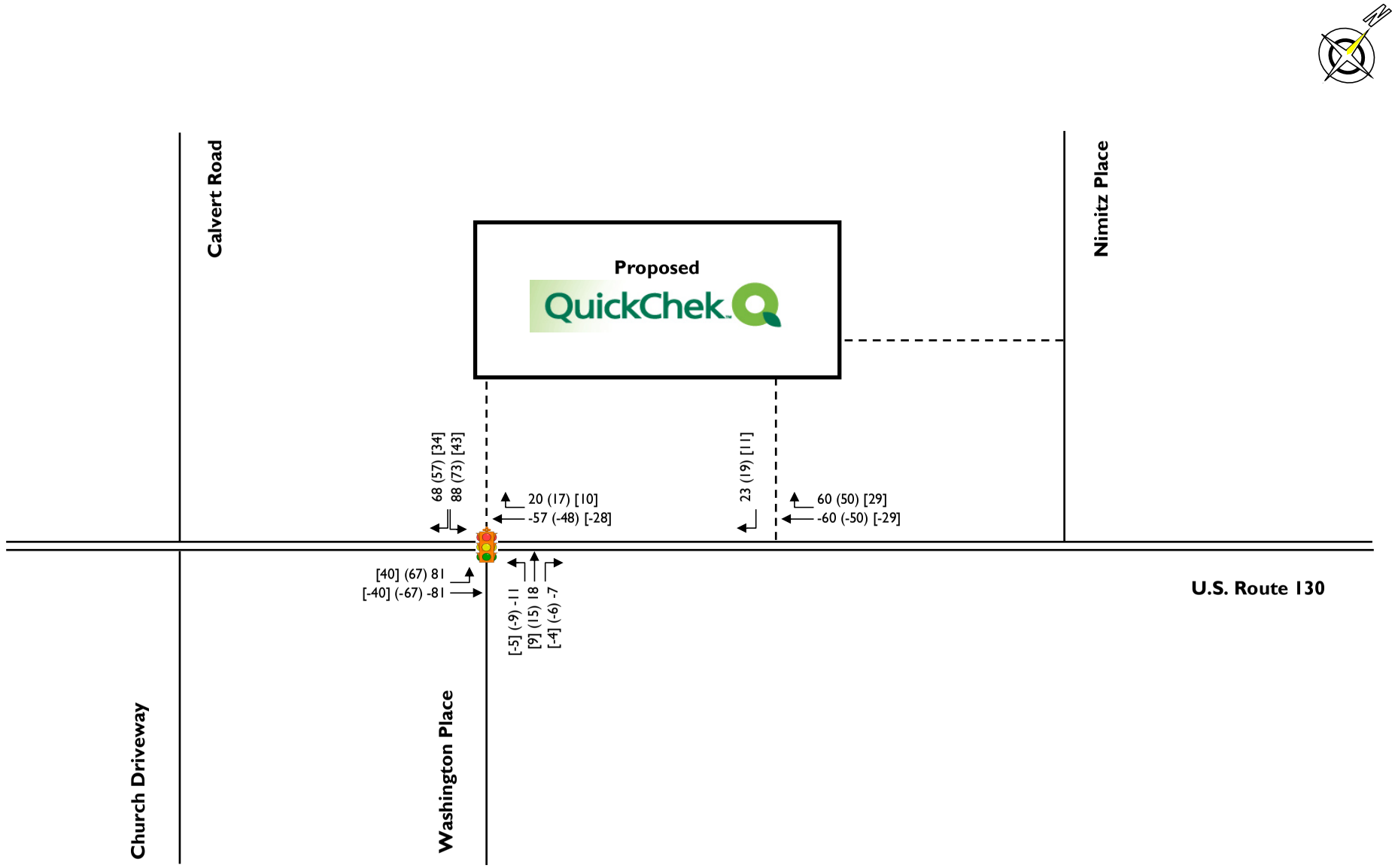
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 5**
**"New" Site-Generated Traffic Volumes**




**LEGEND**

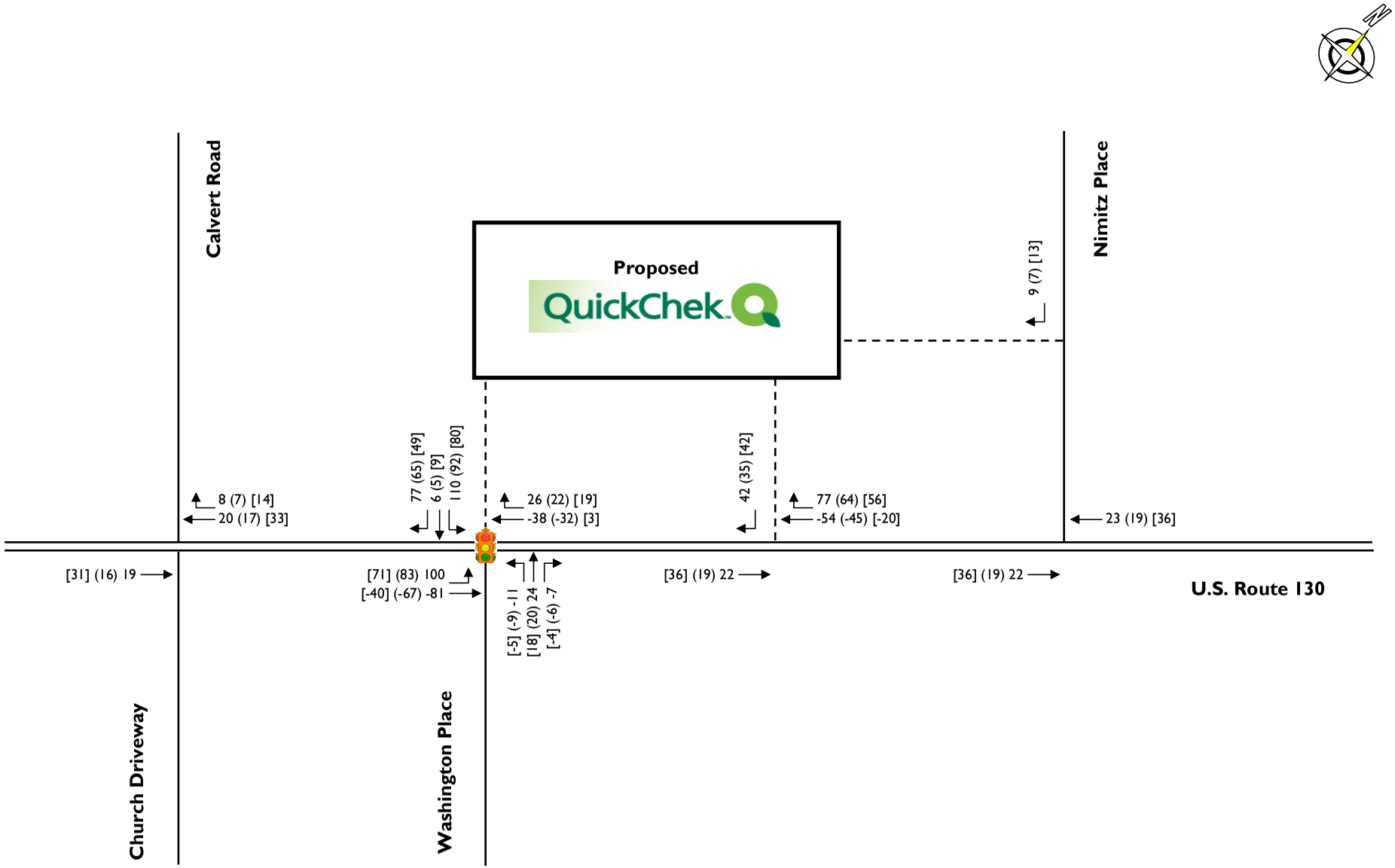
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 6**
**"Pass-By" Site-Generated Traffic Volumes**




**LEGEND**

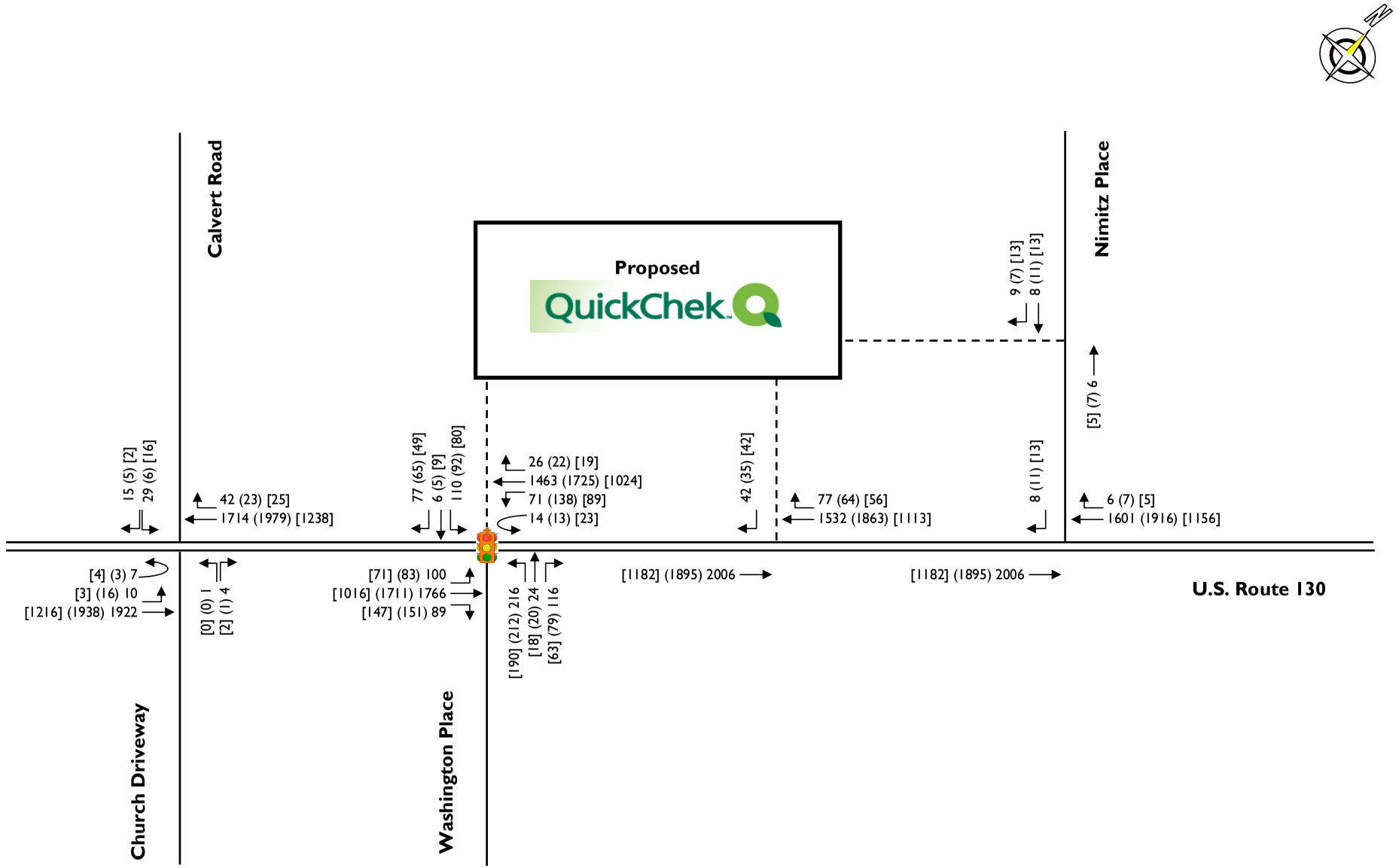
- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 7**
**Total Site-Generated Traffic Volumes**




**LEGEND**

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) [SAT] Peak Hour
- Signalized Intersection

not to scale

STONEFIELD

**Proposed QuickChek with Fuel Sales**
**1661-1689 U.S. Route 130**
**Township of North Brunswick, Middlesex County, New Jersey**

**FIGURE 8**
**2027 Build Traffic Volumes**

# HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 0 | 15 | 1 | 0 | 4 | 10 | 1880 | 0 | 0 | 1673 | 34 |
| Future Vol, veh/h | 29 | 0 | 15 | 1 | 0 | 4 | 10 | 1880 | 0 | 0 | 1673 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | 75 | - | - | 60 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 10 | 0 | 0 | 8 | 6 |
| Mvmt Flow | 32 | 0 | 16 | 1 | 0 | 4 | 11 | 2043 | 0 | 0 | 1818 | 37 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2880 | 3902 | 928 | 2974 | 3921 | 1022 | 1855 | 0 | 0 | 2043 | 0 | 0 |
| Stage 1 | 1837 | 1837 | - | 2065 | 2065 | - | - | - | - | - | - | - |
| Stage 2 | 1043 | 2065 | - | 909 | 1855 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.4 | 4.22 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.55 | 2.26 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | ~ 6 | 1 | 632 | 5 | 1 | 197 | 329 | - | - | 280 | - | - |
| Stage 1 | 109 | 152 | - | 57 | 98 | - | - | - | - | - | - | - |
| Stage 2 | 249 | 98 | - | 630 | 147 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 6 | 1 | 632 | 4 | 1 | 197 | 329 | - | - | 280 | - | - |
| Mov Cap-2 Maneuver | 70 | 54 | - | 47 | 52 | - | - | - | - | - | - | - |
| Stage 1 | 109 | 152 | - | 55 | 95 | - | - | - | - | - | - | - |
| Stage 2 | 235 | 95 | - | 614 | 147 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 69.58 | 36.37 | 0.09 | 0 |
| HCM LOS | F | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 329 | - | - | 101 | 120 | 280 | - | - |
| HCM Lane V/C Ratio | 0.033 | - | - | 0.475 | 0.045 | - | - | - |
| HCM Control Delay (s/veh) | 16.3 | - | - | 69.6 | 36.4 | 0 | - | - |
| HCM Lane LOS | C | - | - | F | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 2.1 | 0.1 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 224 | 122 | 1825 | 88 | 70 | 1483 |
| Future Volume (veh/h) | 224 | 122 | 1825 | 88 | 70 | 1483 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1874 | 1904 | 1870 | 1874 | 1828 | 1813 |
| Adj Flow Rate, veh/h | 246 | 134 | 2005 | 97 | 77 | 1630 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 5 | 3 | 10 | 5 | 8 | 9 |
| Cap, veh/h | 273 | 247 | 2193 | 105 | 107 | 2545 |
| Arrive On Green | 0.15 | 0.15 | 0.64 | 0.64 | 0.06 | 0.74 |
| Sat Flow, veh/h | 1785 | 1614 | 3544 | 166 | 1741 | 3536 |
| Grp Volume(v), veh/h | 246 | 134 | 1024 | 1078 | 77 | 1630 |
| Grp Sat Flow(s),veh/h/ln | 1785 | 1614 | 1776 | 1840 | 1741 | 1722 |
| Q Serve(g_s), s | 16.2 | 9.2 | 59.6 | 61.9 | 5.2 | 28.2 |
| Cycle Q Clear(g_c), s | 16.2 | 9.2 | 59.6 | 61.9 | 5.2 | 28.2 |
| Prop In Lane | 1.00 | 1.00 | | 0.09 | 1.00 | |
| Lane Grp Cap(c), veh/h | 273 | 247 | 1129 | 1169 | 107 | 2545 |
| V/C Ratio(X) | 0.90 | 0.54 | 0.91 | 0.92 | 0.72 | 0.64 |
| Avail Cap(c_a), veh/h | 283 | 256 | 1129 | 1169 | 218 | 2545 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.9 | 46.9 | 18.8 | 19.3 | 55.3 | 7.8 |
| Incr Delay (d2), s/veh | 28.9 | 2.2 | 12.1 | 13.2 | 8.7 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 14.5 | 7.0 | 32.1 | 34.5 | 4.4 | 12.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 78.9 | 49.1 | 30.9 | 32.5 | 64.0 | 9.0 |
| LnGrp LOS | E | D | C | C | E | A |
| Approach Vol, veh/h | 380 | | 2102 | | | 1707 |
| Approach Delay, s/veh | 68.4 | | 31.7 | | | 11.5 |
| Approach LOS | E | | C | | | B |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.4 | 83.3 | | | | 95.6 | 24.4 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 15.0 | 68.0 | | | | 88.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 7.2 | 63.9 | | | | 30.2 | 18.2 |
| Green Ext Time (p_c), s | 0.1 | 3.7 | | | | 18.1 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 26.8 |
| HCM 7th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 8 | 0 | 1961 | 1559 | 6 |
| Future Vol, veh/h | 0 | 8 | 0 | 1961 | 1559 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 13 | 0 | 10 | 8 | 0 |
| Mvmt Flow | 0 | 9 | 0 | 2228 | 1772 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 889 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.16 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.43 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 265 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 265 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 19.04 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 265 | - | - |
| HCM Lane V/C Ratio | - | 0.034 | - | - |
| HCM Control Delay (s/veh) | - | 19 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1895 | 0 | 0 | 1934 | 16 |
| Future Vol, veh/h | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1895 | 0 | 0 | 1934 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | 75 | - | - | 60 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1934 | 0 | 0 | 1973 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2981 | 3948 | 995 | 2953 | 3956 | 967 | 1990 | 0 | 0 | 1934 | 0 | 0 |
| Stage 1 | 1982 | 1982 | - | 1966 | 1966 | - | - | - | - | - | - | - |
| Stage 2 | 999 | 1966 | - | 987 | 1990 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | ~ 4 | 1 | 659 | 5 | 1 | 258 | 303 | - | - | 308 | - | - |
| Stage 1 | 87 | 126 | - | 66 | 110 | - | - | - | - | - | - | - |
| Stage 2 | 265 | 110 | - | 639 | 124 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 4 | 1 | 659 | 4 | 1 | 258 | 303 | - | - | 308 | - | - |
| Mov Cap-2 Maneuver | 60 | 52 | - | 53 | 49 | - | - | - | - | - | - | - |
| Stage 1 | 87 | 126 | - | 63 | 104 | - | - | - | - | - | - | - |
| Stage 2 | 249 | 104 | - | 634 | 124 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 44.3 | 19.02 | 0.15 | 0 |
| HCM LOS | E | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 303 | - | - | 103 | 258 | 308 | - | - |
| HCM Lane V/C Ratio | 0.054 | - | - | 0.109 | 0.004 | - | - | - |
| HCM Control Delay (s/veh) | 17.6 | - | - | 44.3 | 19 | 0 | - | - |
| HCM Lane LOS | C | - | - | E | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.4 | 0 | 0 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 218 | 84 | 1757 | 149 | 136 | 1736 |
| Future Volume (veh/h) | 218 | 84 | 1757 | 149 | 136 | 1736 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1935 | 1950 | 1981 | 1950 | 1950 | 1889 |
| Adj Flow Rate, veh/h | 227 | 88 | 1830 | 155 | 142 | 1808 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 1 | 0 | 3 | 0 | 0 | 4 |
| Cap, veh/h | 292 | 262 | 2105 | 176 | 173 | 2632 |
| Arrive On Green | 0.16 | 0.16 | 0.60 | 0.60 | 0.09 | 0.73 |
| Sat Flow, veh/h | 1843 | 1653 | 3615 | 294 | 1857 | 3684 |
| Grp Volume(v), veh/h | 227 | 88 | 967 | 1018 | 142 | 1808 |
| Grp Sat Flow(s),veh/h/ln | 1843 | 1653 | 1882 | 1928 | 1857 | 1795 |
| Q Serve(g_s), s | 14.2 | 5.7 | 50.9 | 53.9 | 9.0 | 32.5 |
| Cycle Q Clear(g_c), s | 14.2 | 5.7 | 50.9 | 53.9 | 9.0 | 32.5 |
| Prop In Lane | 1.00 | 1.00 | | 0.15 | 1.00 | |
| Lane Grp Cap(c), veh/h | 292 | 262 | 1127 | 1154 | 173 | 2632 |
| V/C Ratio(X) | 0.78 | 0.34 | 0.86 | 0.88 | 0.82 | 0.69 |
| Avail Cap(c_a), veh/h | 292 | 262 | 1127 | 1154 | 340 | 2632 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 48.5 | 44.9 | 19.9 | 20.5 | 53.5 | 8.6 |
| Incr Delay (d2), s/veh | 12.5 | 0.8 | 8.5 | 9.8 | 9.4 | 1.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 12.1 | 4.3 | 29.4 | 31.9 | 8.0 | 14.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 61.0 | 45.6 | 28.4 | 30.3 | 62.8 | 10.1 |
| LnGrp LOS | E | D | C | C | E | B |
| Approach Vol, veh/h | 315 | | 1985 | | | 1950 |
| Approach Delay, s/veh | 56.7 | | 29.4 | | | 13.9 |
| Approach LOS | E | | C | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.1 | 78.9 | | | 95.0 | 25.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 22.0 | 61.0 | | | 88.0 | 19.0 |
| Max Q Clear Time (g_c+I1), s | 11.0 | 55.9 | | | 34.5 | 16.2 |
| Green Ext Time (p_c), s | 0.2 | 4.4 | | | 21.5 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 24.3 |
| HCM 7th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 11 | 0 | 1854 | 1874 | 7 |
| Future Vol, veh/h | 0 | 11 | 0 | 1854 | 1874 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 9 | 0 | 3 | 4 | 0 |
| Mvmt Flow | 0 | 11 | 0 | 1892 | 1912 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 960 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.08 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.39 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 244 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 244 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 20.44 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 244 | - | - |
| HCM Lane V/C Ratio | - | 0.046 | - | - |
| HCM Control Delay (s/veh) | - | 20.4 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1165 | 0 | 0 | 1186 | 11 |
| Future Vol, veh/h | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1165 | 0 | 0 | 1186 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | - | - | - | 75 | - | - | 60 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Mvmt Flow | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1189 | 0 | 0 | 1210 | 11 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1816 | 2411 | 611 | 1800 | 2416 | 594 | 1221 | 0 | 0 | 1189 | 0 | 0 |
| Stage 1 | 1216 | 1216 | - | 1195 | 1195 | - | - | - | - | - | - | - |
| Stage 2 | 601 | 1195 | - | 605 | 1221 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 65 | 33 | 819 | 67 | 33 | 453 | 671 | - | - | 594 | - | - |
| Stage 1 | 283 | 325 | - | 201 | 262 | - | - | - | - | - | - | - |
| Stage 2 | 459 | 262 | - | 785 | 322 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 64 | 33 | 819 | 67 | 33 | 453 | 671 | - | - | 594 | - | - |
| Mov Cap-2 Maneuver | 187 | 147 | - | 164 | 146 | - | - | - | - | - | - | - |
| Stage 1 | 283 | 325 | - | 200 | 261 | - | - | - | - | - | - | - |
| Stage 2 | 455 | 261 | - | 783 | 322 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 24.35 | 12.99 | 0.03 | 0 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 671 | - | - | 204 | 453 | 594 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.09 | 0.005 | - | - | - |
| HCM Control Delay (s/veh) | 10.4 | - | - | 24.3 | 13 | 0 | - | - |
| HCM Lane LOS | B | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0 | 0 | - | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 193 | 66 | 1043 | 145 | 88 | 1009 |
| Future Volume (veh/h) | 193 | 66 | 1043 | 145 | 88 | 1009 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1950 | 1920 | 1996 | 1935 | 1935 | 1904 |
| Adj Flow Rate, veh/h | 197 | 67 | 1064 | 148 | 90 | 1030 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 1 | 1 | 3 |
| Cap, veh/h | 309 | 271 | 1906 | 265 | 118 | 2493 |
| Arrive On Green | 0.17 | 0.17 | 0.57 | 0.57 | 0.06 | 0.69 |
| Sat Flow, veh/h | 1857 | 1627 | 3445 | 465 | 1843 | 3714 |
| Grp Volume(v), veh/h | 197 | 67 | 603 | 609 | 90 | 1030 |
| Grp Sat Flow(s),veh/h/ln | 1857 | 1627 | 1897 | 1913 | 1843 | 1809 |
| Q Serve(g_s), s | 8.9 | 3.2 | 18.0 | 18.1 | 4.3 | 11.1 |
| Cycle Q Clear(g_c), s | 8.9 | 3.2 | 18.0 | 18.1 | 4.3 | 11.1 |
| Prop In Lane | 1.00 | 1.00 | | 0.24 | 1.00 | |
| Lane Grp Cap(c), veh/h | 309 | 271 | 1081 | 1090 | 118 | 2493 |
| V/C Ratio(X) | 0.64 | 0.25 | 0.56 | 0.56 | 0.77 | 0.41 |
| Avail Cap(c_a), veh/h | 310 | 271 | 1081 | 1090 | 287 | 2493 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.0 | 32.6 | 12.2 | 12.2 | 41.5 | 6.1 |
| Incr Delay (d2), s/veh | 4.3 | 0.5 | 2.1 | 2.1 | 9.9 | 0.5 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 7.8 | 2.3 | 11.1 | 11.2 | 3.9 | 5.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 39.3 | 33.1 | 14.3 | 14.3 | 51.3 | 6.6 |
| LnGrp LOS | D | C | B | B | D | A |
| Approach Vol, veh/h | 264 | | 1212 | | | 1120 |
| Approach Delay, s/veh | 37.7 | | 14.3 | | | 10.2 |
| Approach LOS | D | | B | | | B |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.7 | 58.3 | | | | 69.0 | 21.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 14.0 | 43.0 | | | | 62.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 6.3 | 20.1 | | | | 13.1 | 10.9 |
| Green Ext Time (p_c), s | 0.1 | 7.7 | | | | 8.0 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 14.9 |
| HCM 7th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 13 | 0 | 1132 | 1107 | 5 |
| Future Vol, veh/h | 0 | 13 | 0 | 1132 | 1107 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 8 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 0 | 14 | 0 | 1192 | 1165 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 585 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.06 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.38 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 439 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 439 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 13.46 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 439 | - | - |
| HCM Lane V/C Ratio | - | 0.031 | - | - |
| HCM Control Delay (s/veh) | - | 13.5 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 0 | 15 | 1 | 0 | 4 | 10 | 1903 | 0 | 0 | 1694 | 34 |
| Future Vol, veh/h | 29 | 0 | 15 | 1 | 0 | 4 | 10 | 1903 | 0 | 0 | 1694 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 75 | - | - | 60 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 10 | 0 | 0 | 8 | 6 |
| Mvmt Flow | 32 | 0 | 16 | 1 | 0 | 4 | 11 | 2068 | 0 | 0 | 1841 | 37 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2916 | 3950 | 939 | 3011 | 3968 | 1034 | 1878 | 0 | 0 | 2068 | 0 | 0 |
| Stage 1 | 1860 | 1860 | - | 2090 | 2090 | - | - | - | - | - | - | - |
| Stage 2 | 1056 | 2090 | - | 921 | 1878 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.4 | 4.22 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.55 | 2.26 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | ~ 5 | 1 | 618 | 4 | 1 | 193 | 320 | - | - | 273 | - | - |
| Stage 1 | 104 | 146 | - | 55 | 95 | - | - | - | - | - | - | - |
| Stage 2 | 244 | 95 | - | 617 | 142 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 5 | 1 | 618 | 4 | 1 | 193 | 320 | - | - | 273 | - | - |
| Mov Cap-2 Maneuver | 68 | 52 | - | 45 | 50 | - | - | - | - | - | - | - |
| Stage 1 | 104 | 146 | - | 53 | 92 | - | - | - | - | - | - | - |
| Stage 2 | 231 | 92 | - | 601 | 142 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 73.85 | 37.35 | 0.09 | 0 |
| HCM LOS | F | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 320 | - | - | 97 | 117 | 273 | - | - |
| HCM Lane V/C Ratio | 0.034 | - | - | 0.493 | 0.047 | - | - | - |
| HCM Ctrl Dly (s/v) | 16.6 | - | - | 73.8 | 37.3 | 0 | - | - |
| HCM Lane LOS | C | - | - | F | E | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 2.2 | 0.1 | 0 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 227 | 123 | 1847 | 89 | 85 | 1501 |
| Future Volume (veh/h) | 227 | 123 | 1847 | 89 | 85 | 1501 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1874 | 1904 | 1870 | 1874 | 1828 | 1813 |
| Adj Flow Rate, veh/h | 249 | 98 | 2030 | 76 | 93 | 1649 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 5 | 3 | 10 | 5 | 8 | 9 |
| Cap, veh/h | 277 | 251 | 2191 | 82 | 117 | 2537 |
| Arrive On Green | 0.16 | 0.16 | 0.63 | 0.63 | 0.07 | 0.74 |
| Sat Flow, veh/h | 1785 | 1614 | 3586 | 130 | 1741 | 3536 |
| Grp Volume(v), veh/h | 249 | 98 | 1026 | 1080 | 93 | 1649 |
| Grp Sat Flow(s),veh/h/ln | 1785 | 1614 | 1776 | 1846 | 1741 | 1722 |
| Q Serve(g_s), s | 16.4 | 6.6 | 61.1 | 63.0 | 6.3 | 29.0 |
| Cycle Q Clear(g_c), s | 16.4 | 6.6 | 61.1 | 63.0 | 6.3 | 29.0 |
| Prop In Lane | 1.00 | 1.00 | | 0.07 | 1.00 | |
| Lane Grp Cap(c), veh/h | 277 | 251 | 1114 | 1158 | 117 | 2537 |
| V/C Ratio(X) | 0.90 | 0.39 | 0.92 | 0.93 | 0.79 | 0.65 |
| Avail Cap(c_a), veh/h | 297 | 269 | 1114 | 1158 | 319 | 2537 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 49.8 | 45.6 | 19.7 | 20.1 | 55.1 | 8.0 |
| Incr Delay (d2), s/veh | 26.9 | 1.0 | 13.6 | 14.5 | 11.3 | 1.3 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 14.5 | 4.9 | 33.4 | 35.7 | 5.5 | 13.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 76.7 | 46.6 | 33.3 | 34.6 | 66.4 | 9.3 |
| LnGrp LOS | E | D | C | C | E | A |
| Approach Vol, veh/h | 347 | | 2106 | | | 1742 |
| Approach Delay, s/veh | 68.2 | | 34.0 | | | 12.4 |
| Approach LOS | E | | C | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.1 | 82.3 | | | 95.4 | 24.6 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 22.0 | 60.0 | | | 87.0 | 20.0 |
| Max Q Clear Time (g_c+I1), s | 8.3 | 65.0 | | | 31.0 | 18.4 |
| Green Ext Time (p_c), s | 0.2 | 0.0 | | | 18.3 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 27.8 |
| HCM 7th LOS | C |

| Notes |
|---|
| User approved pedestrian interval to be less than phase max green. |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 8 | 0 | 1984 | 1578 | 6 |
| Future Vol, veh/h | 0 | 8 | 0 | 1984 | 1578 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 13 | 0 | 10 | 8 | 0 |
| Mvmt Flow | 0 | 9 | 0 | 2255 | 1793 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 900 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.16 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.43 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 261 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 261 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.29 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 261 | - | - |
| HCM Lane V/C Ratio | - | 0.035 | - | - |
| HCM Ctrl Dly (s/v) | - | 19.3 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1918 | 0 | 0 | 1958 | 16 |
| Future Vol, veh/h | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1918 | 0 | 0 | 1958 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 75 | - | - | 60 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1957 | 0 | 0 | 1998 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 3017 | 3996 | 1007 | 2989 | 4004 | 979 | 2014 | 0 | 0 | 1957 | 0 | 0 |
| Stage 1 | 2006 | 2006 | - | 1990 | 1990 | - | - | - | - | - | - | - |
| Stage 2 | 1011 | 1990 | - | 999 | 2014 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | ~ 4 | 1 | 673 | 4 | 1 | 253 | 295 | - | - | 302 | - | - |
| Stage 1 | 84 | 122 | - | 64 | 107 | - | - | - | - | - | - | - |
| Stage 2 | 260 | 107 | - | 651 | 120 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 4 | 1 | 673 | 4 | 1 | 253 | 295 | - | - | 302 | - | - |
| Mov Cap-2 Maneuver | 58 | 51 | - | 51 | 47 | - | - | - | - | - | - | - |
| Stage 1 | 84 | 122 | - | 60 | 101 | - | - | - | - | - | - | - |
| Stage 2 | 245 | 101 | - | 646 | 120 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 45.6 | 19.27 | 0.15 | 0 |
| HCM LOS | E | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 295 | - | - | 100 | 253 | 302 | - | - |
| HCM Lane V/C Ratio | 0.055 | - | - | 0.112 | 0.004 | - | - | - |
| HCM Ctrl Dly (s/v) | 17.9 | - | - | 45.6 | 19.3 | 0 | - | - |
| HCM Lane LOS | C | - | - | E | C | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.4 | 0 | 0 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 221 | 85 | 1778 | 151 | 151 | 1757 |
| Future Volume (veh/h) | 221 | 85 | 1778 | 151 | 151 | 1757 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1935 | 1950 | 1981 | 1950 | 1950 | 1889 |
| Adj Flow Rate, veh/h | 230 | 67 | 1852 | 148 | 157 | 1830 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 1 | 0 | 3 | 0 | 0 | 4 |
| Cap, veh/h | 261 | 234 | 2145 | 169 | 188 | 2692 |
| Arrive On Green | 0.14 | 0.14 | 0.61 | 0.61 | 0.10 | 0.75 |
| Sat Flow, veh/h | 1843 | 1653 | 3632 | 279 | 1857 | 3684 |
| Grp Volume(v), veh/h | 230 | 67 | 974 | 1026 | 157 | 1830 |
| Grp Sat Flow(s),veh/h/ln | 1843 | 1653 | 1882 | 1930 | 1857 | 1795 |
| Q Serve(g_s), s | 14.7 | 4.4 | 50.6 | 53.4 | 10.0 | 31.2 |
| Cycle Q Clear(g_c), s | 14.7 | 4.4 | 50.6 | 53.4 | 10.0 | 31.2 |
| Prop In Lane | 1.00 | 1.00 | | 0.14 | 1.00 | |
| Lane Grp Cap(c), veh/h | 261 | 234 | 1142 | 1172 | 188 | 2692 |
| V/C Ratio(X) | 0.88 | 0.29 | 0.85 | 0.88 | 0.84 | 0.68 |
| Avail Cap(c_a), veh/h | 307 | 275 | 1142 | 1172 | 340 | 2692 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.5 | 46.1 | 19.2 | 19.8 | 52.9 | 7.6 |
| Incr Delay (d2), s/veh | 22.0 | 0.7 | 8.1 | 9.2 | 9.3 | 1.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 13.2 | 3.3 | 29.0 | 31.3 | 8.6 | 13.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 72.5 | 46.7 | 27.3 | 29.0 | 62.2 | 9.1 |
| LnGrp LOS | E | D | C | C | E | A |
| Approach Vol, veh/h | 297 | | 2000 | | | 1987 |
| Approach Delay, s/veh | 66.7 | | 28.2 | | | 13.3 |
| Approach LOS | E | | C | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.1 | 79.9 | | | 97.0 | 23.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 22.0 | 60.0 | | | 87.0 | 20.0 |
| Max Q Clear Time (g_c+I1), s | 12.0 | 55.4 | | | 33.2 | 16.7 |
| Green Ext Time (p_c), s | 0.3 | 3.9 | | | 22.0 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 23.9 |
| HCM 7th LOS | C |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 11 | 0 | 1876 | 1897 | 7 |
| Future Vol, veh/h | 0 | 11 | 0 | 1876 | 1897 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 9 | 0 | 3 | 4 | 0 |
| Mvmt Flow | 0 | 11 | 0 | 1914 | 1936 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 971 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.08 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.39 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 240 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 240 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.74 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 240 | - | - |
| HCM Lane V/C Ratio | - | 0.047 | - | - |
| HCM Ctrl Dly (s/v) | - | 20.7 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1180 | 0 | 0 | 1200 | 11 |
| Future Vol, veh/h | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1180 | 0 | 0 | 1200 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 75 | - | - | 60 | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Mvmt Flow | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1204 | 0 | 0 | 1224 | 11 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1838 | 2440 | 618 | 1822 | 2446 | 602 | 1236 | 0 | 0 | 1204 | 0 | 0 |
| Stage 1 | 1230 | 1230 | - | 1210 | 1210 | - | - | - | - | - | - | - |
| Stage 2 | 608 | 1210 | - | 612 | 1236 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 62 | 31 | 808 | 64 | 31 | 448 | 661 | - | - | 587 | - | - |
| Stage 1 | 277 | 319 | - | 197 | 258 | - | - | - | - | - | - | - |
| Stage 2 | 454 | 258 | - | 776 | 316 | - | - | - | - | - | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | - | | - | - |
| Mov Cap-1 Maneuver | 62 | 31 | 808 | 64 | 31 | 448 | 661 | - | - | 587 | - | - |
| Mov Cap-2 Maneuver | 183 | 144 | - | 160 | 143 | - | - | - | - | - | - | - |
| Stage 1 | 277 | 319 | - | 196 | 256 | - | - | - | - | - | - | - |
| Stage 2 | 450 | 256 | - | 774 | 316 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.85 | 13.08 | 0.03 | 0 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 661 | - | - | 200 | 448 | 587 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.092 | 0.005 | - | - | - |
| HCM Ctrl Dly (s/v) | 10.5 | - | - | 24.8 | 13.1 | 0 | - | - |
| HCM Lane LOS | B | - | - | C | B | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0 | 0 | - | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 195 | 67 | 1056 | 147 | 112 | 1021 |
| Future Volume (veh/h) | 195 | 67 | 1056 | 147 | 112 | 1021 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1950 | 1920 | 1996 | 1935 | 1935 | 1904 |
| Adj Flow Rate, veh/h | 199 | 36 | 1078 | 121 | 114 | 1042 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 2 | 2 | 1 | 1 | 3 |
| Cap, veh/h | 241 | 211 | 2031 | 228 | 147 | 2627 |
| Arrive On Green | 0.13 | 0.13 | 0.59 | 0.59 | 0.08 | 0.73 |
| Sat Flow, veh/h | 1857 | 1627 | 3538 | 386 | 1843 | 3714 |
| Grp Volume(v), veh/h | 199 | 36 | 594 | 605 | 114 | 1042 |
| Grp Sat Flow(s),veh/h/ln | 1857 | 1627 | 1897 | 1927 | 1843 | 1809 |
| Q Serve(g_s), s | 9.4 | 1.8 | 16.8 | 16.9 | 5.5 | 10.0 |
| Cycle Q Clear(g_c), s | 9.4 | 1.8 | 16.8 | 16.9 | 5.5 | 10.0 |
| Prop In Lane | 1.00 | 1.00 | | 0.20 | 1.00 | |
| Lane Grp Cap(c), veh/h | 241 | 211 | 1120 | 1138 | 147 | 2627 |
| V/C Ratio(X) | 0.83 | 0.17 | 0.53 | 0.53 | 0.77 | 0.40 |
| Avail Cap(c_a), veh/h | 330 | 289 | 1120 | 1138 | 369 | 2627 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 38.2 | 34.9 | 11.0 | 11.0 | 40.6 | 4.7 |
| Incr Delay (d2), s/veh | 11.8 | 0.4 | 1.8 | 1.8 | 8.4 | 0.4 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 8.7 | 1.3 | 10.2 | 10.3 | 4.8 | 4.3 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d), s/veh | 49.9 | 35.3 | 12.8 | 12.8 | 49.0 | 5.2 |
| LnGrp LOS | D | D | B | B | D | A |
| Approach Vol, veh/h | 235 | | 1199 | | | 1156 |
| Approach Delay, s/veh | 47.7 | | 12.8 | | | 9.5 |
| Approach LOS | D | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.2 | 60.2 | | | | 72.3 | 17.7 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | | | 7.0 | 6.0 |
| Max Green Setting (Gmax), s | 18.0 | 38.0 | | | | 61.0 | 16.0 |
| Max Q Clear Time (g_c+I1), s | 7.5 | 18.9 | | | | 12.0 | 11.4 |
| Green Ext Time (p_c), s | 0.2 | 7.1 | | | | 8.2 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 14.5 |
| HCM 7th LOS | B |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 13 | 0 | 1146 | 1120 | 5 |
| Future Vol, veh/h | 0 | 13 | 0 | 1146 | 1120 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 8 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 0 | 14 | 0 | 1206 | 1179 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 592 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.06 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.38 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 435 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 435 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.55 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 435 | - | - |
| HCM Lane V/C Ratio | - | 0.031 | - | - |
| HCM Ctrl Dly (s/v) | - | 13.5 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

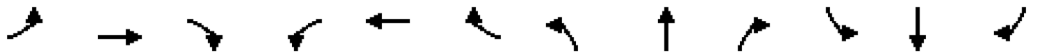
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 0 | 15 | 1 | 0 | 4 | 10 | 1922 | 0 | 0 | 1714 | 42 |
| Future Vol, veh/h | 29 | 0 | 15 | 1 | 0 | 4 | 10 | 1922 | 0 | 0 | 1714 | 42 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 120 | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 25 | 6 | 10 | 0 | 0 | 8 | 6 |
| Mvmt Flow | 32 | 0 | 16 | 1 | 0 | 4 | 11 | 2089 | 0 | 0 | 1863 | 46 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2952 | 3997 | 954 | 3042 | 4020 | 1045 | 1909 | 0 | - | - | - | 0 |
| Stage 1 | 1886 | 1886 | - | 2111 | 2111 | - | - | - | - | - | - | - |
| Stage 2 | 1066 | 2111 | - | 932 | 1909 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.4 | 4.22 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.55 | 2.26 | - | - | - | - | - |
| Pot Cap-1 Maneuver | ~ 5 | 1 | 626 | 4 | 1 | 190 | 310 | - | 0 | 0 | - | - |
| Stage 1 | 101 | 142 | - | 54 | 93 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 241 | 93 | - | 629 | 137 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 5 | 1 | 626 | 4 | 1 | 190 | 310 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 65 | 51 | - | 44 | 48 | - | - | - | - | - | - | - |
| Stage 1 | 101 | 142 | - | 52 | 90 | - | - | - | - | - | - | - |
| Stage 2 | 227 | 90 | - | 612 | 137 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 77.37 | 38.14 | 0.09 | 0 |
| HCM LOS | F | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 310 | - | 94 | 114 | - | - |
| HCM Lane V/C Ratio | 0.035 | - | 0.508 | 0.048 | - | - |
| HCM Ctrl Dly (s/v) | 17 | - | 77.4 | 38.1 | - | - |
| HCM Lane LOS | C | - | F | E | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 2.2 | 0.1 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 110 | 6 | 77 | 216 | 24 | 116 | 100 | 1766 | 89 | 85 | 1463 | 26 |
| Future Volume (veh/h) | 110 | 6 | 77 | 216 | 24 | 116 | 100 | 1766 | 89 | 85 | 1463 | 26 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1950 | 1950 | 1950 | 1874 | 1950 | 1828 | 1950 | 1870 | 1874 | 1828 | 1813 | 1950 |
| Adj Flow Rate, veh/h | 121 | 7 | 56 | 237 | 26 | 90 | 110 | 1941 | 76 | 93 | 1608 | 20 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 10 | 5 | 8 | 9 | 0 |
| Cap, veh/h | 249 | 37 | 299 | 287 | 77 | 266 | 138 | 2031 | 79 | 117 | 2005 | 25 |
| Arrive On Green | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.20 | 0.07 | 0.58 | 0.58 | 0.07 | 0.58 | 0.58 |
| Sat Flow, veh/h | 1331 | 187 | 1494 | 1342 | 384 | 1328 | 1857 | 3486 | 136 | 1741 | 3484 | 43 |
| Grp Volume(v), veh/h | 121 | 0 | 63 | 237 | 0 | 116 | 110 | 983 | 1034 | 93 | 794 | 834 |
| Grp Sat Flow(s),veh/h/ln | 1331 | 0 | 1681 | 1342 | 0 | 1711 | 1857 | 1776 | 1845 | 1741 | 1722 | 1805 |
| Q Serve(g_s), s | 10.3 | 0.0 | 3.7 | 20.3 | 0.0 | 7.0 | 7.0 | 62.0 | 63.9 | 6.3 | 43.6 | 43.7 |
| Cycle Q Clear(g_c), s | 17.3 | 0.0 | 3.7 | 24.0 | 0.0 | 7.0 | 7.0 | 62.0 | 63.9 | 6.3 | 43.6 | 43.7 |
| Prop In Lane | 1.00 | | 0.89 | 1.00 | | 0.78 | 1.00 | | 0.07 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 249 | 0 | 336 | 287 | 0 | 342 | 138 | 1035 | 1075 | 117 | 991 | 1039 |
| V/C Ratio(X) | 0.49 | 0.00 | 0.19 | 0.83 | 0.00 | 0.34 | 0.80 | 0.95 | 0.96 | 0.79 | 0.80 | 0.80 |
| Avail Cap(c_a), veh/h | 249 | 0 | 336 | 287 | 0 | 342 | 340 | 1035 | 1075 | 319 | 991 | 1039 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 48.6 | 0.0 | 39.9 | 50.3 | 0.0 | 41.2 | 54.6 | 23.4 | 23.8 | 55.1 | 20.1 | 20.1 |
| Incr Delay (d2), s/veh | 1.5 | 0.0 | 0.3 | 17.8 | 0.0 | 0.6 | 9.9 | 18.2 | 19.7 | 11.3 | 6.8 | 6.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 6.4 | 0.0 | 2.9 | 13.4 | 0.0 | 5.5 | 6.4 | 36.1 | 38.7 | 5.5 | 24.0 | 24.9 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 50.1 | 0.0 | 40.2 | 68.1 | 0.0 | 41.8 | 64.5 | 41.6 | 43.5 | 66.4 | 26.9 | 26.7 |
| LnGrp LOS | D | | D | E | | D | E | D | D | E | C | C |
| Approach Vol, veh/h | | 184 | | | 353 | | | 2127 | | | 1721 | |
| Approach Delay, s/veh | | 46.7 | | | 59.5 | | | 43.7 | | | 28.9 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 13.1 | 76.9 | | 30.0 | 13.9 | 76.1 | | 30.0 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.0 | 5.0 | 7.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 22.0 | 56.0 | | 24.0 | 22.0 | 56.0 | | 24.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 8.3 | 65.9 | | 19.3 | 9.0 | 45.7 | | 26.0 | | | | |
| Green Ext Time (p_c), s | 0.2 | 0.0 | | 0.3 | 0.2 | 6.8 | | 0.0 | | | | |

| Intersection Summary | |
|---|---|
| HCM 7th Control Delay, s/veh | 39.3 |
| HCM 7th LOS | D |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 8 | 0 | 2006 | 1601 | 6 |
| Future Vol, veh/h | 0 | 8 | 0 | 2006 | 1601 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 13 | 0 | 10 | 8 | 0 |
| Mvmt Flow | 0 | 9 | 0 | 2280 | 1819 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 913 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.16 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.43 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 256 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 256 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.6 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 256 | - | - |
| HCM Lane V/C Ratio | - | 0.036 | - | - |
| HCM Ctrl Dly (s/v) | - | 19.6 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 42 | 0 | 2006 | 1532 | 77 |
| Future Vol, veh/h | 0 | 42 | 0 | 2006 | 1532 | 77 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Free |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 0 | 0 | 10 | 9 | 0 |
| Mvmt Flow | 0 | 46 | 0 | 2204 | 1684 | 85 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 842 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 312 | 0 | - | - | 0 |
| Stage 1 | 0 | - | 0 | - | - | 0 |
| Stage 2 | 0 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | - | 312 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.54 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 312 | - |
| HCM Lane V/C Ratio | - | 0.148 | - |
| HCM Ctrl Dly (s/v) | - | 18.5 | - |
| HCM Lane LOS | - | C | - |
| HCM 95th %tile Q(veh) | - | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

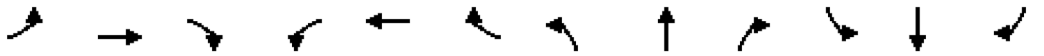
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1938 | 0 | 0 | 1979 | 23 |
| Future Vol, veh/h | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1938 | 0 | 0 | 1979 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 120 | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| Mvmt Flow | 6 | 0 | 5 | 0 | 0 | 1 | 16 | 1978 | 0 | 0 | 2019 | 23 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 3053 | 4041 | 1021 | 3020 | 4053 | 989 | 2043 | 0 | - | - | - | 0 |
| Stage 1 | 2031 | 2031 | - | 2010 | 2010 | - | - | - | - | - | - | - |
| Stage 2 | 1021 | 2010 | - | 1010 | 2043 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | ~ 4 | 1 | 653 | 4 | 1 | 249 | 284 | - | 0 | 0 | - | - |
| Stage 1 | 80 | 117 | - | 62 | 104 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 257 | 104 | - | 637 | 115 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | | | - | - |
| Mov Cap-1 Maneuver | ~ 3 | 1 | 653 | 4 | 1 | 249 | 284 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 56 | 49 | - | 49 | 45 | - | - | - | - | - | - | - |
| Stage 1 | 80 | 117 | - | 59 | 98 | - | - | - | - | - | - | - |
| Stage 2 | 241 | 98 | - | 632 | 115 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 47.68 | 19.5 | 0.15 | 0 |
| HCM LOS | E | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 284 | - | 95 | 249 | - | - |
| HCM Lane V/C Ratio | 0.058 | - | 0.118 | 0.004 | - | - |
| HCM Ctrl Dly (s/v) | 18.5 | - | 47.7 | 19.5 | - | - |
| HCM Lane LOS | C | - | E | C | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 0.4 | 0 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 92 | 5 | 65 | 212 | 20 | 79 | 83 | 1711 | 151 | 151 | 1725 | 22 |
| Future Volume (veh/h) | 92 | 5 | 65 | 212 | 20 | 79 | 83 | 1711 | 151 | 151 | 1725 | 22 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1950 | 1950 | 1950 | 1935 | 1950 | 1872 | 1950 | 1981 | 1950 | 1950 | 1889 | 1950 |
| Adj Flow Rate, veh/h | 96 | 5 | 50 | 221 | 21 | 60 | 86 | 1782 | 148 | 157 | 1797 | 21 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| Cap, veh/h | 256 | 28 | 279 | 277 | 82 | 234 | 117 | 1991 | 163 | 188 | 2194 | 26 |
| Arrive On Green | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.06 | 0.57 | 0.57 | 0.10 | 0.60 | 0.60 |
| Sat Flow, veh/h | 1373 | 152 | 1523 | 1395 | 446 | 1275 | 1857 | 3522 | 289 | 1857 | 3634 | 42 |
| Grp Volume(v), veh/h | 96 | 0 | 55 | 221 | 0 | 81 | 86 | 941 | 989 | 157 | 886 | 932 |
| Grp Sat Flow(s),veh/h/ln | 1373 | 0 | 1676 | 1395 | 0 | 1721 | 1857 | 1882 | 1929 | 1857 | 1795 | 1882 |
| Q Serve(g_s), s | 7.7 | 0.0 | 3.3 | 18.7 | 0.0 | 4.8 | 5.5 | 52.1 | 54.9 | 10.0 | 46.4 | 46.7 |
| Cycle Q Clear(g_c), s | 12.6 | 0.0 | 3.3 | 22.0 | 0.0 | 4.8 | 5.5 | 52.1 | 54.9 | 10.0 | 46.4 | 46.7 |
| Prop In Lane | 1.00 | | 0.91 | 1.00 | | 0.74 | 1.00 | | 0.15 | 1.00 | | 0.02 |
| Lane Grp Cap(c), veh/h | 256 | 0 | 307 | 277 | 0 | 315 | 117 | 1064 | 1090 | 188 | 1084 | 1136 |
| V/C Ratio(X) | 0.37 | 0.00 | 0.18 | 0.80 | 0.00 | 0.26 | 0.74 | 0.88 | 0.91 | 0.84 | 0.82 | 0.82 |
| Avail Cap(c_a), veh/h | 256 | 0 | 307 | 277 | 0 | 315 | 340 | 1064 | 1090 | 340 | 1084 | 1136 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 47.4 | 0.0 | 41.4 | 50.8 | 0.0 | 42.0 | 55.3 | 22.7 | 23.3 | 52.9 | 18.6 | 18.7 |
| Incr Delay (d2), s/veh | 0.9 | 0.0 | 0.3 | 15.0 | 0.0 | 0.4 | 8.7 | 10.7 | 12.4 | 9.3 | 6.9 | 6.7 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 4.9 | 0.0 | 2.6 | 12.4 | 0.0 | 3.8 | 5.0 | 31.2 | 33.8 | 8.6 | 25.6 | 26.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 48.3 | 0.0 | 41.7 | 65.8 | 0.0 | 42.4 | 63.9 | 33.4 | 35.7 | 62.2 | 25.5 | 25.3 |
| LnGrp LOS | D | | D | E | | D | E | C | D | E | C | C |
| Approach Vol, veh/h | | 151 | | | 302 | | | 2016 | | | 1975 | |
| Approach Delay, s/veh | | 45.9 | | | 59.5 | | | 35.8 | | | 28.3 | |
| Approach LOS | | D | | | E | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 17.1 | 74.9 | | 28.0 | 12.5 | 79.5 | | 28.0 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.0 | 5.0 | 7.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 22.0 | 58.0 | | 22.0 | 22.0 | 58.0 | | 22.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 12.0 | 56.9 | | 14.6 | 7.5 | 48.7 | | 24.0 | | | | |
| Green Ext Time (p_c), s | 0.3 | 1.0 | | 0.3 | 0.1 | 7.0 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 34.4 | |
| HCM 7th LOS | C | |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 11 | 0 | 1895 | 1916 | 7 |
| Future Vol, veh/h | 0 | 11 | 0 | 1895 | 1916 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 9 | 0 | 3 | 4 | 0 |
| Mvmt Flow | 0 | 11 | 0 | 1934 | 1955 | 7 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 981 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.08 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.39 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 236 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 236 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 236 | - | - |
| HCM Lane V/C Ratio | - | 0.048 | - | - |
| HCM Ctrl Dly (s/v) | - | 21 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 35 | 0 | 1895 | 1863 | 64 |
| Future Vol, veh/h | 0 | 35 | 0 | 1895 | 1863 | 64 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Free |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 3 | 4 | 0 |
| Mvmt Flow | 0 | 36 | 0 | 1974 | 1941 | 67 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 970 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 256 | 0 | - | - | 0 |
| Stage 1 | 0 | - | 0 | - | - | 0 |
| Stage 2 | 0 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | - | 256 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 21.35 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 256 | - |
| HCM Lane V/C Ratio | - | 0.142 | - |
| HCM Ctrl Dly (s/v) | - | 21.3 | - |
| HCM Lane LOS | - | C | - |
| HCM 95th %tile Q(veh) | - | 0.5 | - |

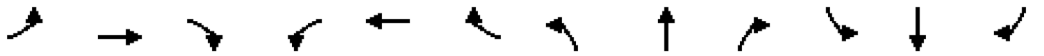
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1216 | 0 | 0 | 1238 | 25 |
| Future Vol, veh/h | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1216 | 0 | 0 | 1238 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | 120 | - | - | - | - | - |
| Veh in Median Storage, # | - | 1 | - | - | 1 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 |
| Mvmt Flow | 16 | 0 | 2 | 0 | 0 | 2 | 3 | 1241 | 0 | 0 | 1263 | 26 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1903 | 2523 | 644 | 1879 | 2536 | 620 | 1289 | 0 | - | - | - | 0 |
| Stage 1 | 1276 | 1276 | - | 1247 | 1247 | - | - | - | - | - | - | - |
| Stage 2 | 627 | 1247 | - | 632 | 1289 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 | 4.1 | - | - | - | - | - |
| Critical Hdwy Stg 1 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.5 | 5.5 | - | 6.5 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | - | - | - |
| Pot Cap-1 Maneuver | 54 | 27 | 771 | 57 | 26 | 436 | 625 | - | 0 | 0 | - | - |
| Stage 1 | 256 | 300 | - | 187 | 247 | - | - | - | 0 | 0 | - | - |
| Stage 2 | 443 | 247 | - | 752 | 295 | - | - | - | 0 | 0 | - | - |
| Platoon blocked, % | 0 | 0 | 0 | 0 | 0 | | 0 | - | | | - | - |
| Mov Cap-1 Maneuver | 54 | 27 | 771 | 57 | 26 | 436 | 625 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 170 | 136 | - | 151 | 134 | - | - | - | - | - | - | - |
| Stage 1 | 256 | 300 | - | 186 | 246 | - | - | - | - | - | - | - |
| Stage 2 | 439 | 246 | - | 750 | 295 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 26.46 | 13.3 | 0.03 | 0 |
| HCM LOS | D | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | WBLn1 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 625 | - | 186 | 436 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | 0.099 | 0.005 | - | - |
| HCM Ctrl Dly (s/v) | 10.8 | - | 26.5 | 13.3 | - | - |
| HCM Lane LOS | B | - | D | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.3 | 0 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 80 | 9 | 49 | 190 | 18 | 63 | 71 | 1016 | 147 | 112 | 1024 | 19 |
| Future Volume (veh/h) | 80 | 9 | 49 | 190 | 18 | 63 | 71 | 1016 | 147 | 112 | 1024 | 19 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Width Adj. | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.04 | 1.00 | 1.04 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1950 | 1950 | 1950 | 1950 | 1920 | 2028 | 1950 | 1996 | 1935 | 1935 | 1904 | 1950 |
| Adj Flow Rate, veh/h | 82 | 9 | 26 | 194 | 18 | 32 | 72 | 1037 | 121 | 114 | 1045 | 15 |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, % | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 280 | 74 | 213 | 294 | 103 | 184 | 95 | 1896 | 221 | 146 | 2126 | 31 |
| Arrive On Green | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.05 | 0.55 | 0.55 | 0.08 | 0.58 | 0.58 |
| Sat Flow, veh/h | 1413 | 442 | 1278 | 1432 | 620 | 1102 | 1857 | 3422 | 399 | 1843 | 3652 | 52 |
| Grp Volume(v), veh/h | 82 | 0 | 35 | 194 | 0 | 50 | 72 | 574 | 584 | 114 | 518 | 542 |
| Grp Sat Flow(s),veh/h/ln | 1413 | 0 | 1720 | 1432 | 0 | 1721 | 1857 | 1897 | 1925 | 1843 | 1809 | 1895 |
| Q Serve(g_s), s | 4.8 | 0.0 | 1.6 | 12.0 | 0.0 | 2.2 | 3.4 | 17.4 | 17.5 | 5.5 | 15.1 | 15.1 |
| Cycle Q Clear(g_c), s | 7.0 | 0.0 | 1.6 | 13.6 | 0.0 | 2.2 | 3.4 | 17.4 | 17.5 | 5.5 | 15.1 | 15.1 |
| Prop In Lane | 1.00 | | 0.74 | 1.00 | | 0.64 | 1.00 | | 0.21 | 1.00 | | 0.03 |
| Lane Grp Cap(c), veh/h | 280 | 0 | 287 | 294 | 0 | 287 | 95 | 1051 | 1066 | 146 | 1053 | 1103 |
| V/C Ratio(X) | 0.29 | 0.00 | 0.12 | 0.66 | 0.00 | 0.17 | 0.76 | 0.55 | 0.55 | 0.78 | 0.49 | 0.49 |
| Avail Cap(c_a), veh/h | 280 | 0 | 287 | 294 | 0 | 287 | 289 | 1051 | 1066 | 287 | 1053 | 1103 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.2 | 0.0 | 31.9 | 37.7 | 0.0 | 32.2 | 42.1 | 12.8 | 12.8 | 40.7 | 11.0 | 11.0 |
| Incr Delay (d2), s/veh | 0.6 | 0.0 | 0.2 | 5.4 | 0.0 | 0.3 | 11.6 | 2.0 | 2.0 | 8.6 | 1.6 | 1.6 |
| Initial Q Delay(d3), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(95%),veh/ln | 3.0 | 0.0 | 1.2 | 8.1 | 0.0 | 1.7 | 3.2 | 10.9 | 11.0 | 4.8 | 9.1 | 9.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d), s/veh | 35.8 | 0.0 | 32.1 | 43.0 | 0.0 | 32.5 | 53.7 | 14.9 | 14.9 | 49.3 | 12.6 | 12.6 |
| LnGrp LOS | D | | C | D | | C | D | B | B | D | B | B |
| Approach Vol, veh/h | | 117 | | | 244 | | | 1230 | | | 1174 | |
| Approach Delay, s/veh | | 34.7 | | | 40.9 | | | 17.2 | | | 16.2 | |
| Approach LOS | | C | | | D | | | B | | | B | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.1 | 56.9 | | 21.0 | 9.6 | 59.4 | | 21.0 | | | | |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 6.0 | 5.0 | 7.0 | | 6.0 | | | | |
| Max Green Setting (Gmax), s | 14.0 | 43.0 | | 15.0 | 14.0 | 43.0 | | 15.0 | | | | |
| Max Q Clear Time (g_c+I1), s | 7.5 | 19.5 | | 9.0 | 5.4 | 17.1 | | 15.6 | | | | |
| Green Ext Time (p_c), s | 0.1 | 7.3 | | 0.2 | 0.1 | 6.6 | | 0.0 | | | | |

| Intersection Summary | | |
|---|---|---|
| HCM 7th Control Delay, s/veh | 19.6 | |
| HCM 7th LOS | B | |

**Notes**

User approved pedestrian interval to be less than phase max green.

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 13 | 0 | 1182 | 1156 | 5 |
| Future Vol, veh/h | 0 | 13 | 0 | 1182 | 1156 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 8 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 0 | 14 | 0 | 1244 | 1217 | 5 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 611 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 7.06 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.38 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 422 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 422 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.81 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 422 | - | - |
| HCM Lane V/C Ratio | - | 0.032 | - | - |
| HCM Ctrl Dly (s/v) | - | 13.8 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 42 | 0 | 1182 | 1113 | 56 |
| Future Vol, veh/h | 0 | 42 | 0 | 1182 | 1113 | 56 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Yield | - | None | - | Free |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 0 | 0 | 2 | 3 | 0 |
| Mvmt Flow | 0 | 43 | 0 | 1206 | 1136 | 57 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 568 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.9 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.3 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 471 | 0 | - | - | 0 |
| Stage 1 | 0 | - | 0 | - | - | 0 |
| Stage 2 | 0 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | - | 471 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 13.4 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT |
|---|---|---|---|
| Capacity (veh/h) | - | 471 | - |
| HCM Lane V/C Ratio | - | 0.091 | - |
| HCM Ctrl Dly (s/v) | - | 13.4 | - |
| HCM Lane LOS | - | B | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - |

# TRAFFIC SIGNAL TIMING DIRECTIVE

Directive No. 72-17
Route US 130 and Washington Place
North Brunswick Twp., Middlesex Co.

## 120 & 90 SECOND BACKGROUND CYCLES

| PHASE | SIGNAL INDICATIONS NORMAL OPERATION | | | | | | TIME (SECS.) | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1-4 | 5, 6 | 7-9 | 10, 11 | 13, 14 | 15, 16 | I | II | III |
| A. Route US 130 SB Left Turn | R | <G- | G | R | DW | DW | 5-18 | 5-22 | 5-18 |
| Change | R | <Y- | G | R | DW | DW | 3 | 3 | 3 |
| Clearance | R | <R- | G | R | DW | DW | 2 | 2 | 2 |
| B. Route US 130 | G | <R- | G | R | DW | W | 43-21 | 73-43 | 43-7 |
| Pedestrian Clearance | G | <R- | G | R | DW | FDW | 17 | 17 | 17 |
| Change | Y | <R- | Y (5) | R | DW | DW | 5* | 5* | 5* |
| Clearance | R | <R- | R (5) | R | DW | DW | 2 | 2 | 2 |
| C. Washington Place | R | <R- | R | G | DW | DW | 7-16 | 7-20 | 7-30 |
| Change | R | <R- | R | Y | DW | DW | 3 | 3 | 3 |
| Clearance | R | <R- | R | R | DW | DW | 3 | 3 | 3 |
| EMERGENCY FLASH | Y | <R- | Y | R | DARK | DARK | - | - | - |

| PHASE | SIGNAL INDICATIONS WITH PEDESTRIAN ACTUATION | | | | | | TIME (SECS.) | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1-4 | 5, 6 | 7-9 | 10, 11 | 13, 14 | 15, 16 | I | II | III |
| A. Route US 130 SB Left Turn | R | <G- | G | R | DW | DW | 5-18 | 5-22 | 5-18 |
| Change | R | <Y- | G | R | DW | DW | 3 | 3 | 3 |
| Clearance | R | <R- | G | R | DW | DW | 2 | 2 | 2 |
| B. Route US 130 | G | <R- | G | R | DW | W | 9-7 | 40-23 | 9-7 |
| Pedestrian Clearance | G | <R- | G | R | DW | FDW | 17 | 17 | 17 |
| Change | Y | <R- | Y (5) | R | DW | DW | 5* | 5* | 5* |
| Clearance | R | <R- | R (5) | R | DW | DW | 2 | 2 | 2 |
| C. Washington Place | R | <R- | R | G | W | DW | 7 | 7 | 7 |
| Pedestrian Clearance | R | <R- | R | G | FDW | DW | 33 | 33 | 33 |
| Change | R | <R- | R | Y | DW | DW | 3 | 3 | 3 |
| Clearance | R | <R- | R | R | DW | DW | 3 | 3 | 3 |
| EMERGENCY FLASH | Y | <R- | Y | R | DARK | DARK | - | - | - |

**Directive No. 72-17**
**Route US 130 and Washington Place**
**North Brunswick Twp., Middlesex Co.**

**NOTES:**

1. *AN OFFSET OF (X) SECONDS IS TO BE MEASURED FROM THE BEGINNING OF YELLOW TO ROUTE US 130 TRAFFIC AT ADAMS LANE TO THE BEGINNING OF YELLOW TO ROUTE US 130 TRAFFIC AT THIS INTERSECTION.
2. THE PHASE A AND PHASE C VEHICULAR MEMORIES ARE TO BE DISCONNECTED AND THEIR EXTENSIONS SET AT 2.0 SECONDS.
3. THE PHASE C GREEN TIME AND CYCLE LENGTH WILL BE EXCEEDED DURING PEDESTRIAN ACTUATION USING THE PEDESTRIAN OVERRIDE FEATURE
4. THE MANUAL CONTROL IS TO BE REMOVED.
5. SHALL REMAIN "G" IF PHASE A FOLLOWS PHASE B
6. SIGNAL INDICATION 12 IS NOT IN USE.

| Hours of Operation | Cycle Length | Timing Plan | Offset (x) |
|---|---|---|---|
| 1. 6:30 AM – 9:30 AM, Monday-Friday | 120 Seconds | II | 65 |
| 2. 3:30 PM – 7:00 PM, Monday-Friday | 120 Seconds | II | 65 |
| 3. 10:00 AM – 12:00 PM, Sunday | 90 Seconds | III | 49 |
| 4. All Other Times | 90 Seconds | I | 49 |