
June 7, 2023
Via Fed-Ex

Pennington Borough Planning and Zoning Board
Pennington Borough Hall
30 North Main Street
Pennington, NJ 08534

Attn: Eileen Heinzl, Acting Land Use Administrator

**RE: Traffic Impact Assessment
The Pennington School
Master Plan – Phase I
Block 502 – Lot 4
112 West Delaware Avenue
Pennington, Mercer Co., NJ
DT# 1117-99-020TE**

Dear Board Members:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with Phase I of The Pennington School's Master Plan improvements. The school is located at the southwest corner of West Delaware Avenue and Burd Street in Pennington Borough, Mercer County, New Jersey (see Figure 1 in Appendix A). The property is designated as Block 502 – Lot 4 on the Pennington Borough Tax Maps. Access to the school is currently provided via two ingress only driveways (Wesley Drive and central school driveway) along West Delaware Avenue as well as an egress only driveway and a full movement driveway along Burd Street.

The Pennington School is broken up by grade level with the Middle School containing students from 6th through 8th grade and Upper School containing students from 9th through 12th grade. The school has a total population of 529 students (some of which live on campus and the rest of which come by bus, parent drop-off, or are self-driven) as well as 184 staff (69 of which live on or near campus and 115 that commute to work).

Phase I of the Master Plan is proposed to include renovation of the existing gymnasium and two existing Halls (Old Main and Stainton Lecture Hall). Site access and circulation will also be modified by closure of the existing driveway from West Delaware Avenue just east of the Kenneth Kai Tai Yen Humanities Building (central school driveway) as well as separating the full movement Burd Street driveway into dedicated ingress and egress driveways (The Project).

Based on information provided by school administration, it is our understanding the Phase I of the Master Plan is intended to provide new and improved facilities to serve the existing school. There is no proposed increase to the number of students or staff on the campus; therefore, there is no new traffic anticipated. The improvements will simply improve the safety and efficiency of site access, circulation, and parking.

Existing Conditions

West Delaware Avenue is an Urban Major Collector roadway under Mercer County jurisdiction with a general east/west orientation and a 25 MPH posted speed limit. West Delaware Avenue generally provides one travel lane in each direction. On-street parking is prohibited on both sides of the roadway west of Green Street with designated two-hour parking spaces along the westbound side of the roadway east of Green Street. Note that a push button actuated Rapid Rectangular Flashing Beacon (RRFB) is provided for pedestrians crossing West Delaware Avenue at its intersection with Green Street. In the vicinity of the school, the roadway provides a straight horizontal alignment and a relatively flat vertical alignment with the exception of a train overpass to the west of the school.

Burd Street is a local roadway under Pennington Borough jurisdiction with a general north/south orientation and a 25 MPH posted speed limit. Along the school frontage, Burd Street provides one travel lane in each direction with parking prohibited along the southbound side of the roadway and two-hour parking along the northbound side of the roadway. In the vicinity of the school, the roadway alignment provides a slight horizontal curve between West Delaware Avenue and Academy Avenue and is slightly downhill from Delaware Avenue.

Green Street is an Urban Minor Collector roadway under Pennington Borough jurisdiction with a general north/south orientation and a 30 MPH posted speed limit. Green Street provides one travel lane in each direction with parking prohibited along the southbound side of the roadway and unregulated on-street parking along the northbound side of the roadway. The roadway provides a straight horizontal alignment and a relatively flat vertical alignment.

Academy Avenue is a local roadway under Pennington Borough jurisdiction with a general east/west orientation and the speed limit is unposted (statutory 25 MPH). Academy Avenue provides one travel lane in each direction with parking prohibited along the westbound side of the roadway and two-hour parking along the eastbound side of the roadway. The roadway provides a straight horizontal alignment and a relatively flat vertical alignment.

Existing Operational Information

The existing operational conditions for the school were established utilizing a combination of driveway traffic volume counts and observations as well as information provided by the school administration (such as typical existing circulation patterns, student and staff populations, and bus operations).

Staff

Commuting staff enter the school via the three existing ingress access points, two along West Delaware Avenue and one along Burd Street. There are currently 115 commuting employees (day staff), inclusive of 95 staff/faculty and 20 daily outside contractors. Note, that there are also 69 employees (residential staff) that live in the vicinity of the school, a large portion of which walk to work. Currently, there are four parking lots where the staff/faculty park which have been labeled by letter throughout this report as shown on the maps in Appendix D. The Upper School staff/faculty primarily park in Lot D, which can be accessed via Wesley Drive, or Lot F, which can be access via Wesley Drive or the Burd Street driveway. The Middle School staff/faculty primarily park in Lots A and B which can be accessed via Wesley Drive.

Buses

There are 2 buses that serve the school; one from Council Rock and one from Pennsbury. Both buses arrive for drop off at 7:45 AM and arrive for pick up 5:30 PM with Council Rock having one additional pick up time at 3:30 PM.

Parents

Parents of Middle School students typically enter Wesley Drive and drop off their students in the northern aisle of the Stainton Hall parking lot (Lot B), then exit the site via either driveway along Burd Street. Parents of Upper School students typically drop off their students along the curbline fronting the Campus Center as the central school driveway curbline south of the pedestrian crosswalk, then exit the site primarily by the north school driveway along Burd Street. Drop-off occurs between 7:30 - 8:00 AM Monday through Thursday and 7:30 – 8:30 AM on Friday due to fluctuating class schedules throughout the week. Pick-up generally occurs during two time periods, from 3:15 – 3:30 PM for after school dismissal and 5:00 – 5:30 PM for the students that participate in after school activities. The pick-up route is generally the same as the drop-off route due to the one-way circulation on campus.

Walkers/Bikers

School administration has indicated that there are 130 students that board at the school. Two of the boarding halls (Old Main and Buck) are located towards the east side of campus along Burd Street and one boarding hall (Becher) is located across West Delaware Avenue on Green Street. There is currently a pedestrian crosswalk on the east side of Green Street to cross West Delaware Avenue which is equipped with RRFB and pedestrian signage.

Commuters

Most students that are license eligible drive themselves to school via their personal vehicle. School administration indicated that in September there were 79 students that drive themselves. As the year continues more students become license eligible up to a theoretical maximum of 135 students. However, in practice, the school has observed that not all students eligible to drive do so. Note that senior drivers enter the site via Wesley Drive, park in the “Senior Lot” (Lot E), and exit via the southern site driveway along Burd Street. Junior drivers, including those that become license eligible mid-year, park off-campus (most typically along Green Street).

Existing Traffic Volumes

Traffic volume data was collected via manual turning movement counts on Thursday, December 2, 2021 from 7:00 to 9:00 AM and from 3:00 to 6:00 PM. On the date the traffic counts were conducted, classes were in regular session consisting of in person learning (no virtual) and greater than 97 percent attendance. Traffic counts were conducted at the following intersections:

- West Delaware Avenue and Wesley Drive
- West Delaware Avenue and Central School Driveway
- West Delaware Avenue and Green Street
- West Delaware Avenue and Burd Street
- Burd Street and North School Driveway/Academy Court Driveway
- Burd Street and South School Driveway/Academy Avenue

Based on a review of the count data, it was determined that the peak hours to be utilized for analysis purposes are 7:15 - 8:15 AM (inclusive of school arrival), 3:00 – 4:00 PM (inclusive of school dismissal), and 5:00 – 6:00 PM (peak hour of adjacent street traffic and after school activity dismissal). Note that dismissal occurs at 3:15 PM; however, due to sporting events and after school activities, some students and staff leave as late as 5:30 pm. All traffic counts are contained in Appendix B.

COVID-19 Traffic Count Normalization

Although the school was operating on a normal schedule with in person learning and more than 97 percent attendance, it should be noted that working from home, remote learning, and other protocols associated with the COVID-19 pandemic were in effect in the region at large as of the time of the traffic counts. As a result, current traffic volumes on the surrounding roadways may be atypical at this time and not entirely representative of “existing” traffic conditions. Therefore, historical traffic volume data has been reviewed and compared with current traffic volumes in order to account for this effect. Specifically, this firm reviewed NJDOT Automatic Traffic Recorder (ATR) data along West Delaware Avenue west of Green Street from April 2018.

In order to perform an appropriate comparison, the 2018 volumes were increased to better represent 2021 conditions by applying a growth rate of 1.0% per year, obtained from the NJDOT Annual Background Growth Rate Table, for a period of three (3) years. The adjusted 2018 traffic volumes were then compared to the existing 2021 traffic counts as summarized in the table below.

**Table I
Traffic Count Comparison**

Location	Date	West Delaware Avenue Peak Hour Traffic Volume						% Difference		
		As-Counted			With Background Growth ^[1]					
		AM	School Dismissal	PM	AM	School Dismissal	PM	AM	School Dismissal	PM
West Delaware Avenue west of Green Street	2018 NJDOT ATR ^[2]	588	622	729	605	641	751	+14%	+31%	+56%
	December 2021	531	488	481	531	488	481			

^[1] 2018 data increased by 1.0% per NJDOT Annual Background Growth Rate Table compounded annually for three years.

^[2] The NJDOT ATR data was calculated by taking the average total road volumes from Tuesday to Thursday during the peak time periods.

As seen above, the current traffic volumes were found to be lower than the historical volumes grown to the current year during the studied peak hours; therefore, adjustment factors of 1.14, 1.31, and 1.56 were applied to the public roadway traffic volumes to provide a conservative analysis to the weekday AM, school dismissal, and weekday PM peak hours, respectively. Figure 3, located in Appendix A, shows the adjusted existing peak hour traffic volumes at the study intersections.

Future Conditions

Future Traffic Volumes

Traffic volumes and operational analyses were developed for 2024 No Build and Build conditions, representative of the 2023-2024 school year. A growth rate for the surrounding roadways was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.0% per year. Future traffic volumes were developed by applying the background growth rate of 1.0% per year for a period of three (3) years to the study area roadway existing traffic volumes. Figure 4 shows the 2024 No Build traffic volumes.

Future School Projections

It is noted that Phase I of the Master Plan does not propose to increase the overall attendance or staffing of the school. Therefore, no additional traffic is anticipated. However, some redistribution of existing traffic is anticipated, based upon the proposed driveway modifications.

Existing traffic which currently utilizes the central school driveway, which will be removed, will be redistributed to enter at Wesley Drive and exit via the driveways to Burd Street. Additionally, in the proposed condition, the ingress traffic of the south school driveway along Burd Street will be redistributed to the proposed ingress only driveway at the northern corner of the Health Center parking lot. The redistribution of traffic is illustrated on Figure 5.

The redistribution traffic was surcharged onto the No Build traffic volumes to generate the Build traffic volumes, shown on Figure 6.

Proposed School Improvements

As part of the Phase I Master Plan improvements, numerous traffic, parking, and pedestrian improvements are proposed, which will result in significant benefit to the safety and efficiency of vehicular and pedestrian school traffic.

- The central school driveway along West Delaware Avenue is proposed to be closed. This driveway is narrow and currently provides for one-way ingress traffic only. Additionally, the driveway intersects the drop-off/pick-up loop along the Gymnasium and Campus Center midway along the curblin, which limits the “effective” number of vehicles that can unload at one time. By closing this driveway, entering traffic will utilize Wesley Drive, allowing all traffic to enter from the west and thus maximizing the curblin used for drop-off/pick-up activity.
- The internal drive aisles leading to the Gymnasium from Stainton Hall are proposed to be modified to streamline drop-off/pick-up operations. In the existing configuration, three back-to-back 90-degree turns are required to reach the drop-off/pick-up curblin from the Stainton Hall parking lot. It is proposed to reconfigure the aisles to require only one turn with a softer radius and improved pedestrian and directional signage/stripping, thereby improving the efficiency of traffic and pedestrian safety.

- The Wesley Driveway is proposed to be modified to add a right turn lane along West Delaware Avenue eastbound. This right turn lane will allow for through traffic traveling eastbound along West Delaware Avenue continue uninterrupted from school traffic. Additionally, the sight lines traveling over the railroad bridge will improved due to turning vehicles vacating the through lane.
- The access to the Health Center parking lot is proposed to be separated with dedicated ingress and egress driveways. The ingress driveway will be constructed on the northern corner of the parking lot along Burd Street while the egress driveway will maintain the existing driveway. This improvement will allow parent drop-off to circulate the parking lot more efficiently creating a one-way loop around the outer parts of the Health Center parking lot.

Future Capacity Analysis

Operational conditions were analyzed under the No Build and Build conditions at the following study intersections in order to quantitatively assess the impact of the modifications proposed as part of Phase I of the Master Plan.

- West Delaware Avenue and Wesley Drive
- West Delaware Avenue and Central School Driveway
- West Delaware Avenue and Green Street
- West Delaware Avenue and Burd Street
- Burd Street and North School Driveway/Academy Court Driveway
- Burd Street and South School Driveway Ingress Only
- Burd Street and South School Driveway Egress Only
- Burd Street and Academy Avenue

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. The following table describes the level of service ranges for unsignalized (stop controlled) intersections.

Table II
Level of Service Criteria
for Unsignalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	greater than 50.0

All capacity analyses were performed utilizing Synchro 11 software. Table III summarizes the No Build and Build levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table III
Future Levels of Service

Intersection	Direction/ Movement		AM PSH		School Dismissal PSH		PM PSH	
			No Build	Build	No Build	Build	No Build	Build
West Delaware Avenue & Wesley Drive	WB	L	a (8)	a (9)	a (8)	a (8)	a (8)	a (8)
West Delaware Avenue & Central School Driveway	WB	L	a (8)	-	a (8)	-	a (8)	-
West Delaware Avenue & Green Street	EB	L	a (9)	a (9)	a (9)	a (9)	a (9)	a (9)
	SB	LTR	c (25)	c (25)	e (39)	e (39)	d (29)	d (29)
West Delaware Avenue & Burd Street	WB	L	a (8)	a (8)	a (8)	a (8)	a (9)	a (9)
	NB	LR	f (56)	f (56)	c (22)	c (22)	c (21)	c (21)
Burd Street & North School Driveway/Academy Court Driveway	EB	LTR	b (12)	b (12)	b (11)	b (11)	b (10)	b (10)
	WB	LR	a (10)	a (10)	b (11)	b (11)	a (9)	a (9)
	SB	L	a (8)	a (8)	a (8)	a (8)	a (7)	a (7)
Burd Street & South School Driveway (Ingress Only)	NB	L	-	a (8)	-	a (8)	-	a (8)
Burd Street & South School Driveway (Egress Only)	EB	LR	b (13)	b (12)	b (11)	b (11)	b (10)	a (10)
	NB	L	a (8)	-	a (8)	-	a (8)	-
Burd Street & Academy Avenue	WB	LR	b (10)	b (10)	a (10)	a (10)	a (9)	a (9)
	SB	L	a (8)	a (8)	a (8)	a (8)	a (7)	a (7)

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

West Delaware Avenue and Wesley Drive

Wesley Drive intersects West Delaware Avenue to form an unsignalized T-intersection with Wesley Drive operating as one-way ingress only. The eastbound approach of West Delaware Avenue provides a shared through/right turn lane, while the westbound approach provides a shared left turn/through lane.

It is proposed to construct a dedicated right turn lane for the eastbound approach as part of the project. This does not affect the intersection delays as there are no impeding movements.

As proposed, the intersection is anticipated to operate at levels of service “A” with little to no change in levels of service or delay from the No Build condition.

West Delaware Avenue and Central School Driveway

The central school driveway intersects West Delaware Avenue to form an unsignalized T-intersection. The school driveway functions as a one-way ingress from West Delaware Avenue. The eastbound approach of West Delaware Avenue provides a shared through/right turn lane, while the westbound approach provides a shared left turn/through lane. This driveway is proposed to be removed as part of the proposed circulation improvements.

West Delaware Avenue and Green Street

In the existing condition, Green Street intersects West Delaware Avenue to form an unsignalized T-intersection with Green Street operating under stop control. All approaches provide a single lane to accommodate all movements.

As proposed, the intersection is anticipated to operate at levels of service “E” or better during the analyzed peak hours with little to no change in levels of service or delay from the No Build condition.

West Delaware Avenue and Burd Street

Burd Street intersects West Delaware Avenue to form an unsignalized T- intersection with Burd Street operating under stop control. The eastbound approach of West Delaware Avenue provides a shared through/right turn lane, while the westbound approach provides a shared left turn/through lane. The northbound approach of Burd Street provides a shared left turn/right turn lane.

As proposed, the intersection will continue to operate at No Build delays and levels of service during the weekday morning peak hour, school dismissal, and weekday PM peak hours. It is noted that the Burd Street approach operates at level of service “F” during the morning peak hour, primarily as a result of the public traffic volumes on West Delaware Avenue and Burd Street being at their highest. However, as stated previously, there is no additional traffic added to the surrounding roadways and no change to the number of staff or students due to Phase I of the Master Plan. Therefore, there is no traffic impact from the Project in this location.

Burd Street and North School Driveway/Academy Court Driveway

The north school driveway and the academy court driveway intersect Burd Street to form an unsignalized four-leg intersection with the north school driveway and the academy circle driveway operating under stop control. All approaches provide a single lane to accommodate all movements. It is noted that the driveways are offset from one another approximately 50 feet; however, they have been analyzed as a single four-leg intersection in order to provide a conservative analysis.

As proposed, the intersection is anticipated to operate at levels of service “B” or better during the analyzed peak hours with little to no change in levels of service or delay from the No Build condition.

Burd Street and South School Driveways

The south school driveway intersects Burd Street to form an unsignalized T-intersection with the school driveway operating under stop control. In the existing conditions, the northbound approach of Burd street provides a shared left turn/through lane, while the southbound approach provides a shared through/right turn lane. The eastbound approach of the site driveway provides a shared left turn/right turn lane.

It is proposed to eliminate the northbound and southbound ingress movements at this intersection and direct all ingress traffic destined for the Health Center parking lot just north to the proposed ingress only driveway. As proposed for the egress only driveway, the northbound and southbound approaches of Burd Street will provide a dedicated through lane, while the eastbound approach of the site driveway will provide a shared left turn/right turn lane. For the ingress only driveway, the northbound approach of Burd street will provide a shared left turn/through lane, while the southbound approach will provide a shared through/right turn lane.

As proposed, the intersections are anticipated to operate at levels of service “B” or better during the analyzed peak hours with little to no change in levels of service or delay from the No Build condition.

Burd Street and Academy Avenue

Academy Avenue intersects Burd Street to form an unsignalized T- intersection with Academy Avenue operating under stop control. The northbound approach of Burd street provides a shared through/right turn lane, while the southbound approach provides a shared left turn/through lane. The westbound approach of Academy Avenue provides a shared left turn/right turn lane.

As proposed, the intersection is anticipated to operate at levels of service “B” or better during the analyzed peak hours with little to no change in levels of service or delay from the No Build condition.

Parking

The existing school currently provides 283 parking spaces in 8 different parking lots, inclusive of 2 designated for nurses, 8 designated visitor spaces, 12 handicap spaces, and 261 spaces for use by staff/faculty and students.

Parking accumulation counts of the existing school were conducted on Tuesday, December 7th, 2021 from 7:00 AM to 7:00 PM. On the date the parking counts were conducted, classes were in regular session consisting of in person learning (no virtual). The maximum parking demand observed at the school was 221 vehicles which occurred from 11:00 AM – 12:00 PM. As such, there is a surplus of 62 existing spaces that were not occupied on the day of the counts. The parking count data is contained in Appendix D.

As part of the Project, several parking modifications are proposed including the elimination of 10 spaces from the lot west of Stainton Hall (Lot A), the expansion and reconfiguration of the lot south of Stainton Hall (Lot B), the redesign of the lot south of Meckler Library (Lot C), and the removal of the lot west of the Gymnasium (Lot D). The resulting parking supply in the proposed condition is 241 spaces. As such, a surplus of 20 spaces will be maintained over the observed parking demand.

It is important to note that the site was previously granted approval for an expansion of the gymnasium that was never constructed. Under the approved plan, the parking supply was reduced to 238 spaces. As such, the current proposal represents an increase of 3 spaces from the latest approved plan.

In summary, the reduction of Lot A, the expansion and reconfiguration of Lot B, the redesign of Lot C, and the removal of Lot D will result in 241 proposed parking spaces which is more than sufficient to satisfy the demand of the school.

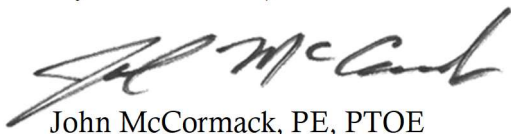
Conclusion

Based upon our Traffic Impact Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the roadway network adjacent to The Pennington School will continue to operate efficiently with the construction of the Master Plan – Phase I improvements. The improvements proposed by the school will accommodate the redistributed traffic circulation, as well as improve safety and efficiency for both vehicles and pedestrians. The plan provides good circulation throughout the school property, and provides adequate parking to accommodate the school's needs.

If you have any questions on the above, please do not hesitate to contact our office.

Sincerely,

Dynamic Traffic, LLC



John McCormack, PE, PTOE
Principal
NJ PE License 41701



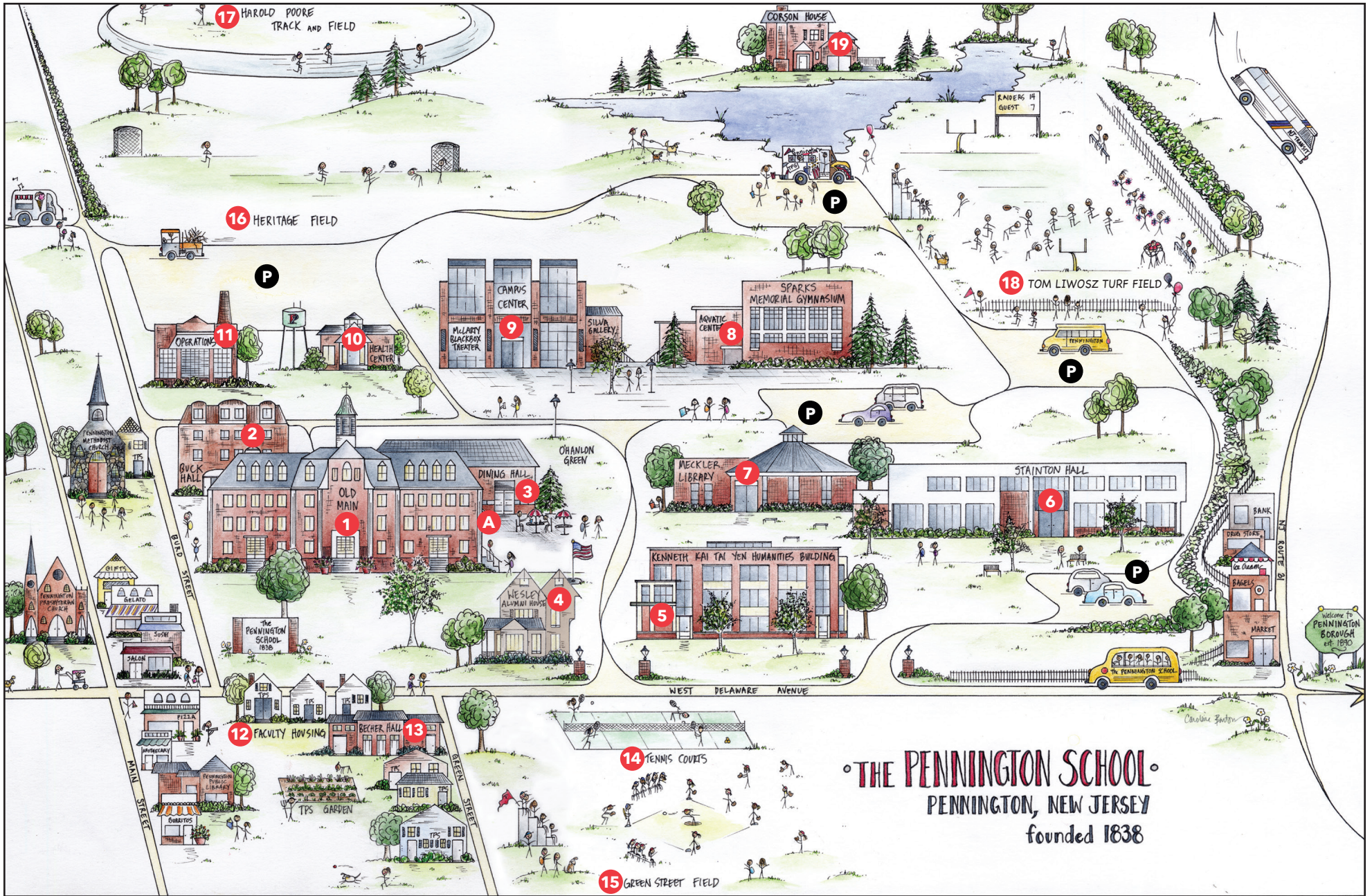
Patrick Downey, PE, PTOE
Principal
NJ PE License 55686

MJB
Enclosures

cc: Kate Farewell, School Business Administrator
Jim Bash, VCE Engineers

Appendix A

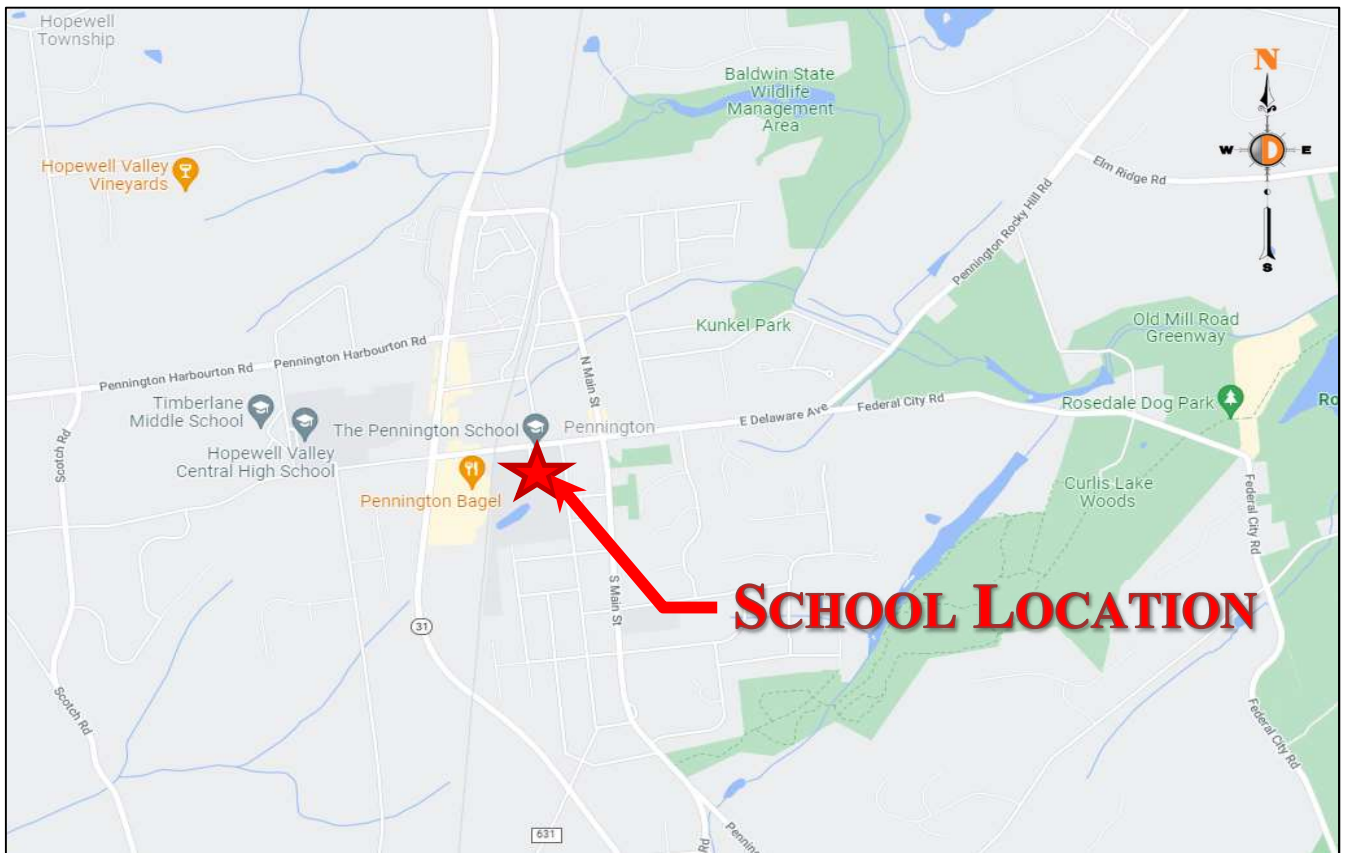
Figures



THE PENNINGTON SCHOOL
 PENNINGTON, NEW JERSEY
 founded 1838

- | | | | |
|--|--|-----------------------|------------------------------------|
| 1 Old Main: * Fifth Avenue Hall, Grace Hall, Green Hall, Goorley Hall, and Smythe Hall | 6 Stainton Hall* | 10 Health Center* | 16 Heritage Field |
| 2 Buck Hall* | 7 Meckler Library* | 11 Operations | 17 Harold Poore Track and Field |
| 3 Dining Hall* | 8 Sparks Memorial Gymnasium and Michael T. Martin Aquatic Center* | 12 Faculty Housing | 18 Tom Liwosz Turf Field |
| 4 Wesley Alumni House* | 9 Campus Center: * Diane T. McLarty "Black Box" Theater and Silva Gallery of Art | 13 Becher Hall* | 19 Corson House |
| 5 Kenneth Kai Tai Yen Humanities Building | | 14 Tennis Courts | A Office of Admission* (Long Hall) |
| | | 15 Green Street Field | |

* AED inside





← 252 (268) [274]
 ← 105 (19) [10]

← 357 (287) [284]
 ← 87 (24) [34]

[56] (88) 50
 [47] (88) 49

Green Street
 ← 110 (77) [48]
 ← 395 (253) [271]

← 346 (231) [254]
 ← 10 (12) [6]

← 197 (201) 174
 ← 8 (12) 44

← 188 (184) 148
 ← 9 (17) 26

← 13 (10) 9
 ← 175 (174) 139

← 164 (172) 137
 ← 67 (70) 52

West Delaware Avenue

← 61 (27) [28]
 ← 159 (99) [65]

Burd Street

← 6 (1) [2]
 ← 1 (2) [1]

Wesley Drive

Central School Driveway

North School Driveway

← 38 (39) 76
 ← 0 (1) 0
 ← 17 (21) 45

Academy Court

← 138 (1) [1]
 ← 86 (86) [53]



[82] (96) 98

South School Driveway

← 12 (33) 28
 ← 23 (49) 42

← 111 (54) [42]
 ← 44 (7) [17]

Academy Avenue

← 42 (14) [20]
 ← 2 (3) [4]

Burd Street

← 0 (1) [1]
 ← 111 (79) [66]

LEGEND

- Existing Roadway/Driveway
- - - Proposed Driveway
- ← AM (School Dismissal) [PM]



304 (345) [431]
105 (19) [10]

409 (364) [441]
87 (24) [34]

Green Street
[87] (89) 57
[73] (76) 56

125 (101) [75]
440 (312) [402]

394 (303) [396]
11 (16) [9]

West Delaware Avenue

West Delaware Avenue

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[8] (12) 44

[298] (246) 172
[9] (17) 26

[20] (13) 10
[278] (233) 162

[260] (230) 159
[105] (92) 60

66 (33) [36]
171 (110) [81]

Wesley Drive

Central School Driveway

Burd Street

[5] (4) 1
[109] (104) 70

7 (1) [3]
1 (3) [2]

North School Driveway

Academy Court

[38] (39) 76
[0] (1) 0
[17] (21) 45

154 (1) [2]
(103) [76]



[122] (122) 107

South School Driveway

[12] (33) 28
[23] (49) 42

127 (71) [66]
44 (7) [17]

[2] (5) 99
[80] (111) 38

48 (18) [31]
2 (4) [6]

Academy Avenue

Burd Street

0 (1) [2]
271 (09) [25]

LEGEND

- Existing Roadway/Driveway
- - - Proposed Driveway
- ← AM (School Dismissal) [PM]



317 (354) [443]
105 (19) [10]

422 (373) [453]
87 (24) [34]

[90] (92) 59
[75] (78) 58

Green Street
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451 (319) [412]

406 (312) [408]
11 (16) [9]

West Delaware Avenue

West Delaware Avenue

[316] (270) 204
[8] (12) 44

[307] (253) 178
[9] (17) 26

[21] (13) 10
[286] (240) 168

[268] (237) 165
[108] (95) 62

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68 (34) [37]

[5] (4) 1
[112] (107) 72

7 (1) [3]
1 (3) [2]

Wesley Drive

Central School Driveway

North School Driveway

Academy Court

[38] (39) 76
[0] (1) 0
[17] (21) 45

1 (1) [2]
159 (105) [77]



[125] (125) 109
[9] (9) 6

South School Driveway
[12] (33) 28
[23] (49) 42

132 (73) [67]
44 (7) [17]

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[501] (811) 58

49 (19) [32]
2 (4) [6]

Academy Avenue

0 (1) [2]
121 (19) [25]

LEGEND

- Existing Roadway/Driveway
- - - Proposed Driveway
- ← AM (School Dismissal) [PM]



West Delaware Avenue
 87 (24) [34]
 87 (24) [34]
 87 (-24) [-34]

[-9] (-17) -26
 [9] (17) 26

[-9] (-17) -26

Wesley Drive

Central School Driveway

Green Street

West Delaware Avenue

Burd Street

North School Driveway

Academy Court



South School Driveway

Figures Only

[9] (9) 6
 [9] (9) 6

44 (7) [17]

South School Driveway

Figures Only

[9] (9) 6
 [9] (9) 6

44 (7) [17]

Academy Avenue

Burd Street

LEGEND

- Existing Roadway/Driveway
- - - Proposed Driveway
- ← AM (School Dismissal) [PM]



317 (354) [443]
192 (43) [44]

West Delaware Avenue

[90] (92) 59
[75] (78) 58

Green Street

129 (104) [77]
451 (319) [412]

406 (312) [408]
11 (16) [9]

[307] (253) 178
[17] (29) 70

Westley Drive

[21] (13) 10
[286] (240) 168

[268] (237) 165
[108] (95) 62

West Delaware Avenue

[124] (111) [81]

[5] (4) 1
[112] (107) 72

North School Driveway

[38] (39) 76
[0] (1) 0
[17] (21) 45

Academy Court

1 (1) [2]
159 (105) [77]



[521] (521) 601
[9] (9) 6

South School Driveway

44 991 (901) [62]
17 (7) [11]

[125] (125) 109

South School Driveway

[12] (33) 28
[23] (49) 42

176 (80) [84]

[43] (95) 89
[501] (811) 88

Academy Avenue

49 (19) [32]
2 (4) [6]

- LEGEND**
- Existing Roadway/Driveway
 - - - Proposed Driveway
 - ← AM (School Dismissal) [PM]

Appendix B
Traffic Counts

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: W. Delaware Avenue
 N/S: Burd Street
 Town/County: Pennington/Mercer
 Job #: 1117-99-020TE

File Name : W Delaware Ave & Burd St - AM&PM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	W. Delaware Avenue Eastbound					W. Delaware Avenue Westbound					Burd Street Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	6	4	0	10	1	30	0	0	31	7	0	2	0	9	50
07:15 AM	0	30	7	1	38	0	65	0	4	69	38	0	4	2	44	151
07:30 AM	0	37	18	0	55	2	104	0	1	107	38	0	13	1	52	214
07:45 AM	0	34	18	2	54	2	119	0	0	121	56	0	33	4	93	268
Total	0	107	47	3	157	5	318	0	5	328	139	0	52	7	198	683
08:00 AM	0	36	9	2	47	6	58	0	1	65	26	0	11	0	37	149
08:15 AM	0	32	12	0	44	4	40	0	1	45	8	0	0	1	9	98
08:30 AM	0	35	11	0	46	5	34	0	0	39	12	0	4	0	16	101
08:45 AM	0	34	10	2	46	4	50	0	1	55	12	0	2	0	14	115
Total	0	137	42	4	183	19	182	0	3	204	58	0	17	1	76	463
*** BREAK ***																
03:00 PM	0	62	27	14	103	7	47	0	0	54	31	0	9	0	40	197
03:15 PM	0	32	10	7	49	3	60	0	0	63	15	0	9	1	25	137
03:30 PM	0	34	20	5	59	1	60	0	2	63	32	0	5	1	38	160
03:45 PM	0	44	13	1	58	1	64	0	4	69	20	0	4	2	26	153
Total	0	172	70	27	269	12	231	0	6	249	98	0	27	4	129	647
04:00 PM	0	38	8	0	46	4	82	0	0	86	32	0	14	0	46	178
04:15 PM	0	42	9	3	54	2	75	0	1	78	15	0	5	1	21	153
04:30 PM	0	55	21	2	78	6	67	0	2	75	16	0	6	3	25	178
04:45 PM	0	59	14	5	78	2	67	0	1	70	22	0	7	0	29	177
Total	0	194	52	10	256	14	291	0	4	309	85	0	32	4	121	686
05:00 PM	0	44	17	0	61	3	73	0	12	88	20	0	9	1	30	179
05:15 PM	0	61	19	6	86	1	64	0	6	71	16	0	8	0	24	181
05:30 PM	0	32	13	2	47	1	67	0	1	69	14	0	8	2	24	140
05:45 PM	0	27	16	3	46	1	50	0	3	54	15	0	3	5	23	123
Total	0	164	65	11	240	6	254	0	22	282	65	0	28	8	101	623
Grand Total	0	774	276	55	1105	56	1276	0	40	1372	445	0	156	24	625	3102
Apprch %	0	70	25	5		4.1	93	0	2.9		71.2	0	25	3.8		
Total %	0	25	8.9	1.8	35.6	1.8	41.1	0	1.3	44.2	14.3	0	5	0.8	20.1	
Cars	0	743	269	55	1067	53	1227	0	40	1320	438	0	153	24	615	3002
% Cars	0	96	97.5	100	96.6	94.6	96.2	0	100	96.2	98.4	0	98.1	100	98.4	96.8
Buses	0	17	3	0	20	0	28	0	0	28	4	0	2	0	6	54
% Buses	0	2.2	1.1	0	1.8	0	2.2	0	0	2	0.9	0	1.3	0	1	1.7
Trucks	0	14	4	0	18	3	21	0	0	24	3	0	1	0	4	46
% Trucks	0	1.8	1.4	0	1.6	5.4	1.6	0	0	1.7	0.7	0	0.6	0	0.6	1.5

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

File Name : W Delaware Ave & Burd St - AM&PM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 2

Start Time	W. Delaware Avenue Eastbound					W. Delaware Avenue Westbound					Burd Street Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:15 AM																
07:15 AM	0	30	7	1	38	0	65	0	4	69	38	0	4	2	44	151
07:30 AM	0	37	18	0	55	2	104	0	1	107	38	0	13	1	52	214
07:45 AM	0	34	18	2	54	2	119	0	0	121	56	0	33	4	93	268
08:00 AM	0	36	9	2	47	6	58	0	1	65	26	0	11	0	37	149
Total Volume	0	137	52	5	194	10	346	0	6	362	158	0	61	7	226	782
% App. Total	0	70.6	26.8	2.6		2.8	95.6	0	1.7		69.9	0	27	3.1		
PHF	.000	.926	.722	.625	.882	.417	.727	.000	.375	.748	.705	.000	.462	.438	.608	.729
Cars	0	126	49	5	180	10	331	0	6	347	153	0	60	7	220	747
% Cars	0	92.0	94.2	100	92.8	100	95.7	0	100	95.9	96.8	0	98.4	100	97.3	95.5
Buses	0	5	0	0	5	0	10	0	0	10	3	0	0	0	3	18
% Buses	0	3.6	0	0	2.6	0	2.9	0	0	2.8	1.9	0	0	0	1.3	2.3
Trucks	0	6	3	0	9	0	5	0	0	5	2	0	1	0	3	17
% Trucks	0	4.4	5.8	0	4.6	0	1.4	0	0	1.4	1.3	0	1.6	0	1.3	2.2
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 03:00 PM																
03:00 PM	0	62	27	14	103	7	47	0	0	54	31	0	9	0	40	197
03:15 PM	0	32	10	7	49	3	60	0	0	63	15	0	9	1	25	137
03:30 PM	0	34	20	5	59	1	60	0	2	63	32	0	5	1	38	160
03:45 PM	0	44	13	1	58	1	64	0	4	69	20	0	4	2	26	153
Total Volume	0	172	70	27	269	12	231	0	6	249	98	0	27	4	129	647
% App. Total	0	63.9	26	10		4.8	92.8	0	2.4		76	0	20.9	3.1		
PHF	.000	.694	.648	.482	.653	.429	.902	.000	.375	.902	.766	.000	.750	.500	.806	.821
Cars	0	163	69	27	259	10	223	0	6	239	98	0	26	4	128	626
% Cars	0	94.8	98.6	100	96.3	83.3	96.5	0	100	96.0	100	0	96.3	100	99.2	96.8
Buses	0	7	1	0	8	0	5	0	0	5	0	0	1	0	1	14
% Buses	0	4.1	1.4	0	3.0	0	2.2	0	0	2.0	0	0	3.7	0	0.8	2.2
Trucks	0	2	0	0	2	2	3	0	0	5	0	0	0	0	0	7
% Trucks	0	1.2	0	0	0.7	16.7	1.3	0	0	2.0	0	0	0	0	0	1.1
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	0	44	17	0	61	3	73	0	12	88	20	0	9	1	30	179
05:15 PM	0	61	19	6	86	1	64	0	6	71	16	0	8	0	24	181
05:30 PM	0	32	13	2	47	1	67	0	1	69	14	0	8	2	24	140
05:45 PM	0	27	16	3	46	1	50	0	3	54	15	0	3	5	23	123
Total Volume	0	164	65	11	240	6	254	0	22	282	65	0	28	8	101	623
% App. Total	0	68.3	27.1	4.6		2.1	90.1	0	7.8		64.4	0	27.7	7.9		
PHF	.000	.672	.855	.458	.698	.500	.870	.000	.458	.801	.813	.000	.778	.400	.842	.860
Cars	0	163	64	11	238	5	250	0	22	277	64	0	28	8	100	615
% Cars	0	99.4	98.5	100	99.2	83.3	98.4	0	100	98.2	98.5	0	100	100	99.0	98.7
Buses	0	1	1	0	2	0	2	0	0	2	1	0	0	0	1	5
% Buses	0	0.6	1.5	0	0.8	0	0.8	0	0	0.7	1.5	0	0	0	1.0	0.8
Trucks	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
% Trucks	0	0	0	0	0	16.7	0.8	0	0	1.1	0	0	0	0	0	0.5

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: West Delaware Avenue
 N/S: Green Street
 Town/County: Pennington/Mercer
 Job #: 1117-99-020TE

File Name : Green St & W Delaware Ave - AM&PM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	West Delaware Avenue Eastbound					West Delaware Avenue Westbound					Green Street Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	7	0	0	7	0	30	8	3	41	3	0	5	0	8	56
07:15 AM	2	30	0	0	32	0	82	24	14	120	6	0	6	7	19	171
07:30 AM	4	40	0	1	45	0	109	36	10	155	12	0	10	0	22	222
07:45 AM	2	38	0	0	40	0	136	27	28	191	8	0	15	1	24	255
Total	8	115	0	1	124	0	357	95	55	507	29	0	36	8	73	704
08:00 AM	1	21	0	0	22	0	50	18	5	73	20	0	18	0	38	133
08:15 AM	1	27	0	0	28	0	38	10	4	52	17	0	7	0	24	104
08:30 AM	1	29	0	0	30	0	35	12	2	49	17	0	13	1	31	110
08:45 AM	1	33	0	0	34	0	50	9	4	63	8	0	3	1	12	109
Total	4	110	0	0	114	0	173	49	15	237	62	0	41	2	105	456
*** BREAK ***																
03:00 PM	2	47	1	0	50	0	51	22	27	100	25	0	23	33	81	231
03:15 PM	2	25	0	1	28	0	57	14	13	84	8	0	5	15	28	140
03:30 PM	2	34	0	0	36	0	70	17	15	102	16	0	17	3	36	174
03:45 PM	4	38	0	0	42	0	67	21	3	91	7	0	13	4	24	157
Total	10	144	1	1	156	0	245	74	58	377	56	0	58	55	169	702
04:00 PM	1	28	0	0	29	1	89	17	7	114	12	0	18	2	32	175
04:15 PM	5	39	0	0	44	0	73	7	3	83	9	0	16	2	27	154
04:30 PM	3	44	0	0	47	0	67	17	8	92	26	0	21	0	47	186
04:45 PM	7	52	0	0	59	0	63	17	12	92	14	0	15	0	29	180
Total	16	163	0	0	179	1	292	58	30	381	61	0	70	4	135	695
05:00 PM	7	44	0	0	51	0	70	15	21	106	16	0	11	0	27	184
05:15 PM	3	64	1	0	68	0	63	8	6	77	10	0	4	1	15	160
05:30 PM	0	28	0	0	28	0	63	12	8	83	10	0	14	1	25	136
05:45 PM	3	20	0	0	23	0	53	8	11	72	14	0	18	0	32	127
Total	13	156	1	0	170	0	249	43	46	338	50	0	47	2	99	607
Grand Total	51	688	2	2	743	1	1316	319	204	1840	258	0	252	71	581	3164
Apprch %	6.9	92.6	0.3	0.3		0.1	71.5	17.3	11.1		44.4	0	43.4	12.2		
Total %	1.6	21.7	0.1	0.1	23.5	0	41.6	10.1	6.4	58.2	8.2	0	8	2.2	18.4	
Cars	51	673	2	2	728	1	1287	314	204	1806	250	0	250	71	571	3105
% Cars	100	97.8	100	100	98	100	97.8	98.4	100	98.2	96.9	0	99.2	100	98.3	98.1
Buses	0	15	0	0	15	0	22	4	0	26	8	0	1	0	9	50
% Buses	0	2.2	0	0	2	0	1.7	1.3	0	1.4	3.1	0	0.4	0	1.5	1.6
Trucks	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	9
% Trucks	0	0	0	0	0	0	0.5	0.3	0	0.4	0	0	0.4	0	0.2	0.3

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: West Delaware Avenue
 N/S: Old Main Driveway
 Town/County: Pennington/Mercer
 Job #: 1117-99-020TE

File Name : W Delaware Ave & Old Main Driveway - AM&PM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	West Delaware Avenue Eastbound					West Delaware Avenue Westbound					Old Main Driveway Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	7
07:30 AM	0	0	6	0	6	17	0	0	0	17	0	0	0	0	0	23
07:45 AM	0	0	14	0	14	55	0	0	0	55	0	0	0	3	3	72
Total	0	0	22	0	22	78	0	0	0	78	0	0	0	3	3	103
08:00 AM	0	0	4	0	4	9	0	0	0	9	0	0	0	0	0	13
08:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	6	0	0	0	6	0	0	0	1	1	7
Total	0	0	5	0	5	17	0	0	0	17	0	0	0	1	1	23
*** BREAK ***																
03:00 PM	0	0	7	0	7	5	0	0	2	7	0	0	0	2	2	16
03:15 PM	0	0	3	0	3	5	0	0	0	5	0	0	0	2	2	10
03:30 PM	0	0	3	0	3	6	0	0	0	6	0	0	0	1	1	10
03:45 PM	0	0	4	0	4	8	0	0	0	8	0	0	0	3	3	15
Total	0	0	17	0	17	24	0	0	2	26	0	0	0	8	8	51
04:00 PM	0	0	10	0	10	10	0	0	0	10	0	0	0	1	1	21
04:15 PM	0	0	6	0	6	4	0	0	0	4	0	0	0	1	1	11
04:30 PM	0	0	0	0	0	7	0	0	0	7	0	0	0	1	1	8
04:45 PM	0	0	3	0	3	9	0	0	0	9	0	0	0	2	2	14
Total	0	0	19	0	19	30	0	0	0	30	0	0	0	5	5	54
05:00 PM	0	0	2	0	2	12	0	0	0	12	0	0	0	4	4	18
05:15 PM	0	0	4	0	4	7	0	0	0	7	0	0	0	1	1	12
05:30 PM	0	0	1	0	1	10	0	0	0	10	0	0	0	2	2	13
05:45 PM	0	0	2	0	2	5	0	0	0	5	0	0	0	2	2	9
Total	0	0	9	0	9	34	0	0	0	34	0	0	0	9	9	52
Grand Total	0	0	72	0	72	183	0	0	2	185	0	0	0	26	26	283
Apprch %	0	0	100	0		98.9	0	0	1.1		0	0	0	100		
Total %	0	0	25.4	0	25.4	64.7	0	0	0.7	65.4	0	0	0	9.2	9.2	
Cars	0	0	72	0	72	183	0	0	2	185	0	0	0	26	26	283
% Cars	0	0	100	0	100	100	0	0	100	100	0	0	0	100	100	100
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

File Name : W Delaware Ave & Old Main Driveway - AM&PM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 2

Start Time	West Delaware Avenue Eastbound					West Delaware Avenue Westbound					Old Main Driveway Northbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:15 AM																
07:15 AM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	7
07:30 AM	0	0	6	0	6	17	0	0	0	17	0	0	0	0	0	23
07:45 AM	0	0	14	0	14	55	0	0	0	55	0	0	0	3	3	72
08:00 AM	0	0	4	0	4	9	0	0	0	9	0	0	0	0	0	13
Total Volume	0	0	26	0	26	86	0	0	0	86	0	0	0	3	3	115
% App. Total	0	0	100	0	100	100	0	0	0	100	0	0	0	100	100	100
PHF	.000	.000	.464	.000	.464	.391	.000	.000	.000	.391	.000	.000	.000	.250	.250	.399
Cars	0	0	26	0	26	86	0	0	0	86	0	0	0	3	3	115
% Cars	0	0	100	0	100	100	0	0	0	100	0	0	0	100	100	100
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 03:00 PM																
03:00 PM	0	0	7	0	7	5	0	0	2	7	0	0	0	2	2	16
03:15 PM	0	0	3	0	3	5	0	0	0	5	0	0	0	2	2	10
03:30 PM	0	0	3	0	3	6	0	0	0	6	0	0	0	1	1	10
03:45 PM	0	0	4	0	4	8	0	0	0	8	0	0	0	3	3	15
Total Volume	0	0	17	0	17	24	0	0	2	26	0	0	0	8	8	51
% App. Total	0	0	100	0	100	92.3	0	0	7.7	100	0	0	0	100	100	100
PHF	.000	.000	.607	.000	.607	.750	.000	.000	.250	.813	.000	.000	.000	.667	.667	.797
Cars	0	0	17	0	17	24	0	0	2	26	0	0	0	8	8	51
% Cars	0	0	100	0	100	100	0	0	100	100	0	0	0	100	100	100
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	0	0	2	0	2	12	0	0	0	12	0	0	0	4	4	18
05:15 PM	0	0	4	0	4	7	0	0	0	7	0	0	0	1	1	12
05:30 PM	0	0	1	0	1	10	0	0	0	10	0	0	0	2	2	13
05:45 PM	0	0	2	0	2	5	0	0	0	5	0	0	0	2	2	9
Total Volume	0	0	9	0	9	34	0	0	0	34	0	0	0	9	9	52
% App. Total	0	0	100	0	100	100	0	0	0	100	0	0	0	100	100	100
PHF	.000	.000	.563	.000	.563	.708	.000	.000	.000	.708	.000	.000	.000	.563	.563	.722
Cars	0	0	9	0	9	34	0	0	0	34	0	0	0	9	9	52
% Cars	0	0	100	0	100	100	0	0	0	100	0	0	0	100	100	100
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: West Delaware Avenue
 N/S: Wesley Drive
 Town/County: Pennington/Mercer
 Job #: 1117-99-020TE

File Name : W Delaware Ave & Wesley Drive - AM&PM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	West Delaware Avenue Eastbound					West Delaware Avenue Westbound					Wesley Drive Northbound		Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Peds	App. Total	
07:00 AM	0	7	1	0	8	2	30	0	0	32	0	0	40
07:15 AM	0	37	2	0	39	4	77	0	0	81	0	0	120
07:30 AM	0	46	11	0	57	25	72	0	0	97	0	0	154
07:45 AM	0	40	27	1	68	74	40	0	0	114	1	1	183
Total	0	130	41	1	172	105	219	0	0	324	1	1	497
08:00 AM	0	24	4	0	28	2	56	0	0	58	0	0	86
08:15 AM	0	29	2	0	31	3	40	0	0	43	0	0	74
08:30 AM	0	27	3	0	30	5	41	0	0	46	0	0	76
08:45 AM	0	33	3	0	36	5	43	0	0	48	0	0	84
Total	0	113	12	0	125	15	180	0	0	195	0	0	320

*** BREAK ***

03:00 PM	0	57	0	4	61	4	66	0	0	70	4	4	135
03:15 PM	0	31	5	3	39	4	54	0	0	58	3	3	100
03:30 PM	0	39	4	2	45	5	77	0	0	82	2	2	129
03:45 PM	0	50	3	2	55	6	66	0	0	72	2	2	129
Total	0	177	12	11	200	19	263	0	0	282	11	11	493
04:00 PM	0	36	2	2	40	9	93	0	0	102	2	2	144
04:15 PM	0	43	3	1	47	2	82	0	0	84	1	1	132
04:30 PM	0	55	1	3	59	1	74	0	0	75	3	3	137
04:45 PM	0	61	1	0	62	3	80	0	0	83	0	0	145
Total	0	195	7	6	208	15	329	0	0	344	6	6	558
05:00 PM	0	58	4	4	66	2	76	0	0	78	4	4	148
05:15 PM	0	68	2	1	71	3	59	0	0	62	1	1	134
05:30 PM	0	32	1	0	33	5	72	0	0	77	0	0	110
05:45 PM	0	34	1	0	35	0	64	0	0	64	0	0	99
Total	0	192	8	5	205	10	271	0	0	281	5	5	491
Grand Total	0	807	80	23	910	164	1262	0	0	1426	23	23	2359
Aprch %	0	88.7	8.8	2.5		11.5	88.5	0	0		100		
Total %	0	34.2	3.4	1	38.6	7	53.5	0	0	60.4	1	1	
Cars	0	790	80	23	893	164	1219	0	0	1383	23	23	2299
% Cars	0	97.9	100	100	98.1	100	96.6	0	0	97	100	100	97.5
Buses	0	17	0	0	17	0	41	0	0	41	0	0	58
% Buses	0	2.1	0	0	1.9	0	3.2	0	0	2.9	0	0	2.5
Trucks	0	0	0	0	0	0	2	0	0	2	0	0	2
% Trucks	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0.1

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Driveways
 N/S: Burd St
 Town/County: Pennington/Mercer
 Job #: 1117-99-020T

File Name : Burd St & Driveways - AMPM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	School Driveway Eastbound					Academy Ct Driveway Westbound					Burd Street Northbound					Burd Street Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	0	0	1	1	0	0	0	1	0	7	0	0	7	0	5	0	0	5	14
07:15 AM	4	0	0	3	7	0	0	4	2	6	0	32	0	1	33	0	8	0	0	8	54
07:30 AM	12	0	6	0	18	1	0	0	3	4	0	40	0	0	40	1	15	0	0	16	78
07:45 AM	37	0	24	1	62	0	0	1	3	4	0	42	1	0	43	0	21	0	0	21	130
Total	54	0	30	4	88	2	0	5	8	15	0	121	1	1	123	1	49	0	0	50	276
08:00 AM	23	0	15	5	43	0	0	1	0	1	1	18	0	0	19	0	11	0	0	11	74
08:15 AM	3	0	1	6	10	0	0	0	1	1	0	5	0	0	5	0	15	0	0	15	31
08:30 AM	2	0	0	1	3	1	0	0	2	3	0	13	1	0	14	0	18	0	0	18	38
08:45 AM	3	0	1	2	6	0	0	0	1	1	0	11	0	0	11	1	12	0	0	13	31
Total	31	0	17	14	62	1	0	1	4	6	1	47	1	0	49	1	56	0	0	57	174

*** BREAK ***

03:00 PM	9	1	11	7	28	1	0	1	0	2	0	32	0	0	32	1	31	0	0	32	94
03:15 PM	9	0	5	0	14	1	0	0	2	3	0	17	0	0	17	2	12	0	0	14	48
03:30 PM	15	0	5	3	23	0	0	0	1	1	0	20	0	0	20	0	20	0	0	20	64
03:45 PM	6	0	0	0	6	0	0	0	5	5	0	17	1	0	18	0	13	0	0	13	42
Total	39	1	21	10	71	2	0	1	8	11	0	86	1	0	87	3	76	0	0	79	248
04:00 PM	20	0	7	2	29	3	0	0	2	5	0	21	0	0	21	2	8	0	0	10	65
04:15 PM	9	0	3	3	15	0	0	0	2	2	0	14	2	0	16	1	5	0	0	6	39
04:30 PM	7	0	8	5	20	1	0	0	3	4	0	10	0	0	10	1	27	0	0	28	62
04:45 PM	8	0	3	5	16	0	0	2	2	4	0	19	1	0	20	0	15	0	0	15	55
Total	44	0	21	15	80	4	0	2	9	15	0	64	3	0	67	4	55	0	0	59	221
05:00 PM	13	0	5	2	20	0	0	1	3	4	0	9	1	0	10	0	19	0	0	19	53
05:15 PM	8	0	5	2	15	0	0	1	2	3	0	15	0	0	15	2	18	0	0	20	53
05:30 PM	11	0	4	2	17	1	0	0	0	1	0	12	0	0	12	1	17	0	0	18	48
05:45 PM	6	0	3	1	10	0	0	0	5	5	0	11	0	0	11	0	16	0	0	16	42
Total	38	0	17	7	62	1	0	2	10	13	0	47	1	0	48	3	70	0	0	73	196
Grand Total	206	1	106	50	363	10	0	11	39	60	1	365	7	1	374	12	306	0	0	318	1115
Apprch %	56.7	0.3	29.2	13.8		16.7	0	18.3	65		0.3	97.6	1.9	0.3		3.8	96.2	0	0		
Total %	18.5	0.1	9.5	4.5	32.6	0.9	0	1	3.5	5.4	0.1	32.7	0.6	0.1	33.5	1.1	27.4	0	0	28.5	
Cars	202	1	106	50	359	10	0	11	39	60	0	360	7	1	368	12	300	0	0	312	1099
% Cars	98.1	100	100	100	98.9	100	0	100	100	100	0	98.6	100	100	98.4	100	98	0	0	98.1	98.6
Buses	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	9
% Buses	1	0	0	0	0.6	0	0	0	0	0	0	0.8	0	0	0.8	0	1.3	0	0	1.3	0.8
Trucks	2	0	0	0	2	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	7
% Trucks	1	0	0	0	0.6	0	0	0	0	0	100	0.5	0	0	0.8	0	0.7	0	0	0.6	0.6

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

File Name : Burd St & Driveways - AMPM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 2

Start Time	School Driveway Eastbound					Academy Ct Driveway Westbound					Burd Street Northbound					Burd Street Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	4	0	0	3	7	0	0	4	2	6	0	32	0	1	33	0	8	0	0	8	54
07:30 AM	12	0	6	0	18	1	0	0	3	4	0	40	0	0	40	1	15	0	0	16	78
07:45 AM	37	0	24	1	62	0	0	1	3	4	0	42	1	0	43	0	21	0	0	21	130
08:00 AM	23	0	15	5	43	0	0	1	0	1	1	18	0	0	19	0	11	0	0	11	74
Total Volume	76	0	45	9	130	1	0	6	8	15	1	132	1	1	135	1	55	0	0	56	336
% App. Total	58.5	0	34.6	6.9		6.7	0	4.0	53.3		0.7	97.8	0.7	0.7		1.8	98.2	0	0		
PHF	.514	.000	.469	.450	.524	.250	.000	.375	.667	.625	.250	.786	.250	.250	.785	.250	.655	.000	.000	.667	.646
Cars	75	0	45	9	129	1	0	6	8	15	0	127	1	1	129	1	54	0	0	55	328
% Cars	98.7	0	100	100	99.2	100	0	100	100	100	0	96.2	100	100	95.6	100	98.2	0	0	98.2	97.6
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	2.3	0	0	2.2	0	0	0	0	0	0.9
Trucks	1	0	0	0	1	0	0	0	0	0	1	2	0	0	3	0	1	0	0	1	5
% Trucks	1.3	0	0	0	0.8	0	0	0	0	0	100	1.5	0	0	2.2	0	1.8	0	0	1.8	1.5

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	9	1	11	7	28	1	0	1	0	2	0	32	0	0	32	1	31	0	0	32	94
03:15 PM	9	0	5	0	14	1	0	0	2	3	0	17	0	0	17	2	12	0	0	14	48
03:30 PM	15	0	5	3	23	0	0	0	1	1	0	20	0	0	20	0	20	0	0	20	64
03:45 PM	6	0	0	0	6	0	0	0	5	5	0	17	1	0	18	0	13	0	0	13	42
Total Volume	39	1	21	10	71	2	0	1	8	11	0	86	1	0	87	3	76	0	0	79	248
% App. Total	54.9	1.4	29.6	14.1		18.2	0	9.1	72.7		0	98.9	1.1	0		3.8	96.2	0	0		
PHF	.650	.250	.477	.357	.634	.500	.000	.250	.400	.550	.000	.672	.250	.000	.680	.375	.613	.000	.000	.617	.660
Cars	38	1	21	10	70	2	0	1	8	11	0	86	1	0	87	3	73	0	0	76	244
% Cars	97.4	100	100	100	98.6	100	0	100	100	100	0	100	100	0	100	100	96.1	0	0	96.2	98.4
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
% Buses	2.6	0	0	0	1.4	0	0	0	0	0	0	0	0	0	0	0	2.6	0	0	2.5	1.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.3	0	0	1.3	0.4

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	13	0	5	2	20	0	0	1	3	4	0	9	1	0	10	0	19	0	0	19	53
05:15 PM	8	0	5	2	15	0	0	1	2	3	0	15	0	0	15	2	18	0	0	20	53
05:30 PM	11	0	4	2	17	1	0	0	0	1	0	12	0	0	12	1	17	0	0	18	48
05:45 PM	6	0	3	1	10	0	0	0	5	5	0	11	0	0	11	0	16	0	0	16	42
Total Volume	38	0	17	7	62	1	0	2	10	13	0	47	1	0	48	3	70	0	0	73	196
% App. Total	61.3	0	27.4	11.3		7.7	0	15.4	76.9		0	97.9	2.1	0		4.1	95.9	0	0		
PHF	.731	.000	.850	.875	.775	.250	.000	.500	.500	.650	.000	.783	.250	.000	.800	.375	.921	.000	.000	.913	.925
Cars	37	0	17	7	61	1	0	2	10	13	0	47	1	0	48	3	69	0	0	72	194
% Cars	97.4	0	100	100	98.4	100	0	100	100	100	0	100	100	0	100	100	98.6	0	0	98.6	99.0
Buses	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% Buses	2.6	0	0	0	1.6	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	1.4	1.0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Dway/Academy Ave
 N/S: Burd St
 Town/County: Pennington/Mercer
 Job #: 1117-99-020T

File Name : Burd St & Academy Ave-Dway - AMPM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	School Driveway Eastbound					Academy Avenue Westbound					Burd Street Northbound					Burd Street Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	0	0	0	1	0	2	2	0	4	3	1	0	0	4	0	3	1	0	4	13
07:15 AM	0	0	0	2	2	0	1	4	0	5	0	24	0	1	25	1	3	2	0	6	38
07:30 AM	5	5	1	0	11	1	6	2	0	9	2	29	0	1	32	7	12	2	0	21	73
07:45 AM	20	18	9	5	52	0	13	9	1	23	14	19	0	3	36	15	28	2	0	45	156
Total	26	23	10	7	66	1	22	17	1	41	19	73	0	5	97	23	46	7	0	76	280
08:00 AM	3	3	6	5	17	1	4	3	0	8	4	11	0	0	15	8	16	3	0	27	67
08:15 AM	1	0	1	6	8	0	0	2	0	2	2	0	0	0	2	6	11	0	0	17	29
08:30 AM	1	0	2	1	4	1	0	1	0	2	0	13	0	0	13	3	14	1	0	18	37
08:45 AM	1	1	0	1	3	1	4	0	1	6	1	8	0	3	12	2	8	1	0	11	32
Total	6	4	9	13	32	3	8	6	1	18	7	32	0	3	42	19	49	5	0	73	165
*** BREAK ***																					
03:00 PM	15	4	10	4	33	1	4	3	1	9	0	13	1	2	16	10	31	2	0	43	101
03:15 PM	3	5	6	1	15	1	0	2	2	5	0	9	0	0	9	2	12	1	0	15	44
03:30 PM	8	7	10	1	26	0	0	2	0	2	1	7	0	1	9	4	14	2	0	20	57
03:45 PM	7	3	4	0	14	1	0	3	4	8	2	6	0	2	10	4	10	1	0	15	47
Total	33	19	30	6	88	3	4	10	7	24	3	35	1	5	44	20	67	6	0	93	249
04:00 PM	10	4	3	3	20	0	2	3	1	6	1	8	1	6	16	5	12	0	0	17	59
04:15 PM	1	5	3	1	10	0	1	4	1	6	1	10	1	1	13	1	7	0	0	8	37
04:30 PM	4	1	6	4	15	0	0	2	3	5	0	5	2	6	13	9	22	2	0	33	66
04:45 PM	3	1	3	3	10	0	0	2	2	4	1	15	0	0	16	3	14	1	0	18	48
Total	18	11	15	11	55	0	3	11	7	21	3	38	4	13	58	18	55	3	0	76	210
05:00 PM	3	3	3	0	9	3	0	2	1	6	3	4	0	5	12	1	18	4	0	23	50
05:15 PM	4	2	3	0	9	1	4	4	2	11	2	6	0	0	8	6	16	1	0	23	51
05:30 PM	4	4	5	1	14	0	3	2	0	5	2	6	1	0	9	4	14	1	0	19	47
05:45 PM	1	3	0	1	5	0	2	3	2	7	1	5	0	1	7	3	16	0	0	19	38
Total	12	12	11	2	37	4	9	11	5	29	8	21	1	6	36	14	64	6	0	84	186
Grand Total	95	69	75	39	278	11	46	55	21	133	40	199	6	32	277	94	281	27	0	402	1090
Apprch %	34.2	24.8	27	14		8.3	34.6	41.4	15.8		14.4	71.8	2.2	11.6		23.4	69.9	6.7	0		
Total %	8.7	6.3	6.9	3.6	25.5	1	4.2	5	1.9	12.2	3.7	18.3	0.6	2.9	25.4	8.6	25.8	2.5	0	36.9	
Cars	94	68	74	39	275	10	45	54	21	130	40	195	6	32	273	92	279	26	0	397	1075
% Cars	98.9	98.6	98.7	100	98.9	90.9	97.8	98.2	100	97.7	100	98	100	100	98.6	97.9	99.3	96.3	0	98.8	98.6
Buses	1	1	1	0	3	1	1	1	0	3	0	4	0	0	4	2	2	1	0	5	15
% Buses	1.1	1.4	1.3	0	1.1	9.1	2.2	1.8	0	2.3	0	2	0	0	1.4	2.1	0.7	3.7	0	1.2	1.4
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

File Name : Burd St & Academy Ave-Dway - AMPM
 Site Code : 00000000
 Start Date : 12/2/2021
 Page No : 2

Start Time	School Driveway Eastbound					Academy Avenue Westbound					Burd Street Northbound					Burd Street Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	2	2	0	1	4	0	5	0	24	0	1	25	1	3	2	0	6	38
07:30 AM	5	5	1	0	11	1	6	2	0	9	2	29	0	1	32	7	12	2	0	21	73
07:45 AM	20	18	9	5	52	0	13	9	1	23	14	19	0	3	36	15	28	2	0	45	156
08:00 AM	3	3	6	5	17	1	4	3	0	8	4	11	0	0	15	8	16	3	0	27	67
Total Volume	28	26	16	12	82	2	24	18	1	45	20	83	0	5	108	31	59	9	0	99	334
% App. Total	34.1	31.7	19.5	14.6		4.4	53.3	40	2.2		18.5	76.9	0	4.6		31.3	59.6	9.1	0		
PHF	.350	.361	.444	.600	.394	.500	.462	.500	.250	.489	.357	.716	.000	.417	.750	.517	.527	.750	.000	.550	.535
Cars	28	26	16	12	82	2	24	17	1	44	20	79	0	5	104	31	58	9	0	98	328
% Cars	100	100	100	100	100	100	100	94.4	100	97.8	100	95.2	0	100	96.3	100	98.3	100	0	99.0	98.2
Buses	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	6
% Buses	0	0	0	0	0	0	0	5.6	0	2.2	0	4.8	0	0	3.7	0	1.7	0	0	1.0	1.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	15	4	10	4	33	1	4	3	1	9	0	13	1	2	16	10	31	2	0	43	101
03:15 PM	3	5	6	1	15	1	0	2	2	5	0	9	0	0	9	2	12	1	0	15	44
03:30 PM	8	7	10	1	26	0	0	2	0	2	1	7	0	1	9	4	14	2	0	20	57
03:45 PM	7	3	4	0	14	1	0	3	4	8	2	6	0	2	10	4	10	1	0	15	47
Total Volume	33	19	30	6	88	3	4	10	7	24	3	35	1	5	44	20	67	6	0	93	249
% App. Total	37.5	21.6	34.1	6.8		12.5	16.7	41.7	29.2		6.8	79.5	2.3	11.4		21.5	72	6.5	0		
PHF	.550	.679	.750	.375	.667	.750	.250	.833	.438	.667	.375	.673	.250	.625	.688	.500	.540	.750	.000	.541	.616
Cars	33	19	29	6	87	2	4	10	7	23	3	35	1	5	44	18	66	6	0	90	244
% Cars	100	100	96.7	100	98.9	66.7	100	100	100	95.8	100	100	100	100	100	90.0	98.5	100	0	96.8	98.0
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	1	0	0	3	5
% Buses	0	0	3.3	0	1.1	33.3	0	0	0	4.2	0	0	0	0	0	10.0	1.5	0	0	3.2	2.0
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	3	3	3	0	9	3	0	2	1	6	3	4	0	5	12	1	18	4	0	23	50
05:15 PM	4	2	3	0	9	1	4	4	2	11	2	6	0	0	8	6	16	1	0	23	51
05:30 PM	4	4	5	1	14	0	3	2	0	5	2	6	1	0	9	4	14	1	0	19	47
05:45 PM	1	3	0	1	5	0	2	3	2	7	1	5	0	1	7	3	16	0	0	19	38
Total Volume	12	12	11	2	37	4	9	11	5	29	8	21	1	6	36	14	64	6	0	84	186
% App. Total	32.4	32.4	29.7	5.4		13.8	31	37.9	17.2		22.2	58.3	2.8	16.7		16.7	76.2	7.1	0		
PHF	.750	.750	.550	.500	.661	.333	.563	.688	.625	.659	.667	.875	.250	.300	.750	.583	.889	.375	.000	.913	.912
Cars	11	11	11	2	35	4	8	11	5	28	8	21	1	6	36	14	64	5	0	83	182
% Cars	91.7	91.7	100	100	94.6	100	88.9	100	100	96.6	100	100	100	100	100	100	100	83.3	0	98.8	97.8
Buses	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
% Buses	8.3	8.3	0	0	5.4	0	11.1	0	0	3.4	0	0	0	0	0	0	0	16.7	0	1.2	2.2
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 04/23/2018 to 04/29/2018

Site names: 5-4-633,DELAWARE AVE-.33,11081029__
 County: MERCER
 Funct Class: Urban Major Collector
 Location: BET NJ 31 & GREEN ST

Seasonal Factor Grp: rg3_5U
 Daily Factor Grp: rg3_5U
 Axle Factor Grp: rg3_5U
 Growth Factor Grp: rg3_5U

	Sun, Apr 22, 2018			Mon, Apr 23, 2018			Tue, Apr 24, 2018			Wed, Apr 25, 2018			Thu, Apr 26, 2018			Fri, Apr 27, 2018			Sat, Apr 28, 2018		
	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W
00:00				2	1	1	4	2	2	4	2	2	4	3	1	6	4	2	7	4	3
01:00				3	2	1	1	1	0	3	3	0	3	2	1	2	0	2	2	0	2
02:00				2	2	0	0	0	0	0	0	0	5	2	3	1	0	1	1	0	1
03:00				0	0	0	0	0	0	4	0	4	2	0	2	2	1	1	1	1	0
04:00				9	1	8	13	10	3	10	5	5	12	1	11	5	0	5	3	2	1
05:00				23	9	14	33	17	16	27	14	13	25	11	14	40	18	22	18	5	13
06:00				98	43	55	116	61	55	111	44	67	120	56	64	92	42	50	47	20	27
07:00				497	171	326	585	220	365	583	235	348	595	210	385	550	225	325	142	54	88
08:00				414	162	252	444	176	268	423	181	242	469	204	265	418	172	246	331	136	195
09:00				325	125	200	373	167	206	360	150	210	409	174	235	360	127	233	415	192	223
10:00				322	132	190	340	156	184	317	138	179	353	141	212	323	150	173	484	193	291
11:00				398	180	218	418	164	254	397	174	223	422	174	248	467	213	254	518	255	263
12:00				405	186	219	464	219	245	416	183	233	495	236	259	535	225	310	478	206	272
13:00				415	188	227	370	161	209	390	154	236	435	195	240	533	238	295	466	239	227
14:00				474	222	252	479	217	262	497	230	267	539	252	287	540	240	300	425	198	227
15:00				539	210	329	637	243	394	593	231	362	636	270	366	633	280	353	385	184	201
16:00				685	266	419	753	318	435	666	248	418	753	284	469	664	259	405	384	188	196
17:00				696	319	377	782	346	436	704	321	383	701	319	382	704	297	407	336	168	168
18:00				483	199	284	509	230	279	469	212	257	462	224	238	466	196	270	333	169	164
19:00				404	204	200	346	191	155	340	182	158	379	185	194	272	131	141	197	95	102
20:00				207	133	74	199	100	99	173	89	84	214	96	118	212	107	105	104	55	49
21:00				84	53	31	94	51	43	126	65	61	128	60	68	144	73	71	98	50	48
22:00				29	19	10	27	11	16	19	10	9	31	14	17	72	37	35	93	46	47
23:00				6	4	2	12	4	8	12	8	4	12	6	6	24	13	11	40	22	18
Total				6,520	2,831	3,689	6,999	3,065	3,934	6,644	2,879	3,765	7,204	3,119	4,085	7,065	3,048	4,017	5,308	2,482	2,826
AM Peak Vol				497	180	326	585	220	365	583	235	348	595	210	385	550	225	325	518	255	291
AM Peak Fct				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
AM Peak Hr				7: 00	11: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	7: 00	11: 00	11: 00	10: 00
PM Peak Vol				696	319	419	782	346	436	704	321	418	753	319	469	704	297	407	478	239	272
PM Peak Fct				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PM Peak Hr				17: 00	17: 00	16: 00	17: 00	17: 00	17: 00	17: 00	17: 00	16: 00	16: 00	17: 00	16: 00	17: 00	17: 00	17: 00	12: 00	13: 00	12: 00
Seasonal Fct				.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966	.966
Daily Fct				.890	.890	.890	.905	.905	.905	.864	.864	.864	.858	.858	.858	.924	.924	.924	1.251	1.251	1.251
Axle Fct				.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488	.488
Pulse Fct				2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 04/23/2018 to 04/29/2018

Site names: 5-4-633,DELAWARE AVE--33,11081029__
 County: MERCER
 Funct Class: Urban Major Collector
 Location: BET NJ 31 & GREEN ST

Seasonal Factor Grp: rg3_5U
 Daily Factor Grp: rg3_5U
 Axle Factor Grp: rg3_5U
 Growth Factor Grp: rg3_5U

	Sun, Apr 29, 2018			Mon, Apr 30, 2018			Tue, May 1, 2018			Wed, May 2, 2018			Thu, May 3, 2018			Fri, May 4, 2018			Sat, May 5, 2018		
	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W
00:00	11	4	7																		
01:00	7	5	2																		
02:00	5	3	2																		
03:00	1	0	1																		
04:00	2	1	1																		
05:00	6	3	3																		
06:00	21	10	11																		
07:00	149	81	68																		
08:00	187	78	109																		
09:00	302	155	147																		
10:00	343	141	202																		
11:00	401	179	222																		
12:00	372	164	208																		
13:00	354	164	190																		
14:00	344	166	178																		
15:00	326	134	192																		
16:00	359	171	188																		
17:00	256	137	119																		
18:00	201	98	103																		
19:00	148	83	65																		
20:00	80	43	37																		
21:00	30	14	16																		
22:00	15	6	9																		
23:00	7	5	2																		
Total	3,927	1,845	2,082																		
AM Peak Vol	401	179	222																		
AM Peak Fct	1	1	1																		
AM Peak Hr	11: 00	11: 00	11: 00																		
PM Peak Vol	372	171	208																		
PM Peak Fct	1	1	1																		
PM Peak Hr	12: 00	16: 00	12: 00																		
Seasonal Fct	.966	.966	.966																		
Daily Fct	1.614	1.614	1.614																		
Axle Fct	.488	.488	.488																		
Pulse Fct	2.000	2.000	2.000																		

Appendix C
Capacity Analyses

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	204	44	105	317	0	0
Future Vol, veh/h	204	44	105	317	0	0
Conflicting Peds, #/hr	0	1	1	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	5	0	0	6	0	0
Mvmt Flow	276	59	142	428	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	336	0	1020
Stage 1	-	-	-	-	307
Stage 2	-	-	-	-	713
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1235	-	264
Stage 1	-	-	-	-	751
Stage 2	-	-	-	-	489
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1234	-	224
Mov Cap-2 Maneuver	-	-	-	-	224
Stage 1	-	-	-	-	750
Stage 2	-	-	-	-	415

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1234	-
HCM Lane V/C Ratio	-	-	-	0.115	-
HCM Control Delay (s)	0	-	-	8.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.4	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	12	19	354	0	0
Future Vol, veh/h	270	12	19	354	0	0
Conflicting Peds, #/hr	0	11	11	0	11	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	297	13	21	389	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	321	0	757	-
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.1	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	-
Pot Cap-1 Maneuver	-	-	1250	-	378	0
Stage 1	-	-	-	-	744	0
Stage 2	-	-	-	-	652	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1237	-	363	-
Mov Cap-2 Maneuver	-	-	-	-	363	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1237	-
HCM Lane V/C Ratio	-	-	-	0.017	-
HCM Control Delay (s)	0	-	-	8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	316	8	10	443	0	0
Future Vol, veh/h	316	8	10	443	0	0
Conflicting Peds, #/hr	0	5	5	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	381	10	12	534	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	396	0	954
Stage 1	-	-	-	-	391
Stage 2	-	-	-	-	563
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1174	-	289
Stage 1	-	-	-	-	688
Stage 2	-	-	-	-	574
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1168	-	282
Mov Cap-2 Maneuver	-	-	-	-	282
Stage 1	-	-	-	-	685
Stage 2	-	-	-	-	563

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1168	-
HCM Lane V/C Ratio	-	-	-	0.01	-
HCM Control Delay (s)	0	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	178	70	192	317	0	0
Future Vol, veh/h	178	70	192	317	0	0
Conflicting Peds, #/hr	0	1	1	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	5	0	0	6	0	0
Mvmt Flow	241	95	259	428	0	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	337	0	- 242
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1234	-	0 802
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1233	-	- 801
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1233	-
HCM Lane V/C Ratio	-	-	-	0.21	-
HCM Control Delay (s)	0	-	-	8.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.8	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		↑
Traffic Vol, veh/h	253	29	43	354	0	0
Future Vol, veh/h	253	29	43	354	0	0
Conflicting Peds, #/hr	0	11	11	0	11	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	278	32	47	389	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	289
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	6.2
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	3.3
Pot Cap-1 Maneuver	-	1250	755
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1237	747
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1237	-
HCM Lane V/C Ratio	-	-	-	0.038	-
HCM Control Delay (s)	0	-	-	8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖		↗
Traffic Vol, veh/h	307	17	44	443	0	0
Future Vol, veh/h	307	17	44	443	0	0
Conflicting Peds, #/hr	0	5	5	0	5	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	370	20	53	534	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	395
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	-
Pot Cap-1 Maneuver	-	1175	0
Stage 1	-	-	0
Stage 2	-	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1169	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1169	-
HCM Lane V/C Ratio	-	-	-	0.045	-
HCM Control Delay (s)	0	-	-	8.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	178	26	87	422	0	0
Future Vol, veh/h	178	26	87	422	0	0
Conflicting Peds, #/hr	0	3	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	7	0	0	4	0	0
Mvmt Flow	254	37	124	603	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	294	0	1127	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	851	-
Critical Hdwy	-	-	4.1	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	-
Pot Cap-1 Maneuver	-	-	1279	-	228	0
Stage 1	-	-	-	-	775	0
Stage 2	-	-	-	-	422	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1275	-	194	-
Mov Cap-2 Maneuver	-	-	-	-	194	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	360	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1275	-
HCM Lane V/C Ratio	-	-	-	0.097	-
HCM Control Delay (s)	0	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	253	17	24	373	0	0
Future Vol, veh/h	253	17	24	373	0	0
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	278	19	26	410	0	0

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	305	0	758	-
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	4.1	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	-
Pot Cap-1 Maneuver	-	-	1267	-	378	0
Stage 1	-	-	-	-	759	0
Stage 2	-	-	-	-	638	0
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1257	-	365	-
Mov Cap-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	753	-
Stage 2	-	-	-	-	621	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1257	-
HCM Lane V/C Ratio	-	-	-	0.021	-
HCM Control Delay (s)	0	-	-	7.9	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	307	9	34	453	0	0
Future Vol, veh/h	307	9	34	453	0	0
Conflicting Peds, #/hr	0	9	9	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	357	10	40	527	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	376	0	978
Stage 1	-	-	-	-	371
Stage 2	-	-	-	-	607
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1194	-	280
Stage 1	-	-	-	-	702
Stage 2	-	-	-	-	548
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1184	-	264
Mov Cap-2 Maneuver	-	-	-	-	264
Stage 1	-	-	-	-	696
Stage 2	-	-	-	-	522

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1184	-
HCM Lane V/C Ratio	-	-	-	0.033	-
HCM Control Delay (s)	0	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Intersection

Int Delay, s/veh 3.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	10	168	451	129	59	58
Future Vol, veh/h	10	168	451	129	59	58
Conflicting Peds, #/hr	8	0	0	8	57	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	5	3	1	4	0
Mvmt Flow	13	218	586	168	77	75

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	762	0	-	0	979	679
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	859	-	-	-	275	455
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	850	-	-	-	265	450
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	739	-

Approach EB WB SB

HCM Control Delay, s	0.5	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	850	-	-	-	333
HCM Lane V/C Ratio	0.015	-	-	-	0.456
HCM Control Delay (s)	9.3	0	-	-	24.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.3

Intersection

Int Delay, s/veh 8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	240	319	104	92	78
Future Vol, veh/h	13	240	319	104	92	78
Conflicting Peds, #/hr	55	0	0	55	58	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	4	1	3	2	0
Mvmt Flow	17	316	420	137	121	103

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	952
Stage 1	-	-	-	-	544
Stage 2	-	-	-	-	408
Critical Hdwy	4.1	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.2	-	-	-	3.518
Pot Cap-1 Maneuver	977	-	-	-	288
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	671
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	909	-	-	-	243
Mov Cap-2 Maneuver	-	-	-	-	243
Stage 1	-	-	-	-	529
Stage 2	-	-	-	-	624

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	38.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	909	-	-	-	319
HCM Lane V/C Ratio	0.019	-	-	-	0.701
HCM Control Delay (s)	9	0	-	-	38.9
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	5

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	21	286	412	77	90	75
Future Vol, veh/h	21	286	412	77	90	75
Conflicting Peds, #/hr	2	0	0	2	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	2	0
Mvmt Flow	25	345	496	93	108	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	591	0	-	0	986 545
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	441 -
Critical Hdwy	4.1	-	-	-	6.42 6.2
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.2	-	-	-	3.518 3.3
Pot Cap-1 Maneuver	995	-	-	-	275 542
Stage 1	-	-	-	-	581 -
Stage 2	-	-	-	-	648 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	992	-	-	-	265 541
Mov Cap-2 Maneuver	-	-	-	-	265 -
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	646 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	992	-	-	-	345
HCM Lane V/C Ratio	0.026	-	-	-	0.576
HCM Control Delay (s)	8.7	0	-	-	28.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	3.4

Intersection

Int Delay, s/veh 3.4

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	10	168	451	129	59	58
Future Vol, veh/h	10	168	451	129	59	58
Conflicting Peds, #/hr	8	0	0	8	57	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	5	3	1	4	0
Mvmt Flow	13	218	586	168	77	75

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	762	0	-	0	979	679
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	859	-	-	-	275	455
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	850	-	-	-	265	450
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	739	-

Approach EB WB SB

HCM Control Delay, s	0.5	0	24.6
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	850	-	-	-	333
HCM Lane V/C Ratio	0.015	-	-	-	0.456
HCM Control Delay (s)	9.3	0	-	-	24.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.3

Intersection

Int Delay, s/veh 8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	240	319	104	92	78
Future Vol, veh/h	13	240	319	104	92	78
Conflicting Peds, #/hr	55	0	0	55	58	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	4	1	3	2	0
Mvmt Flow	17	316	420	137	121	103

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	612	0	-	0	952
Stage 1	-	-	-	-	544
Stage 2	-	-	-	-	408
Critical Hdwy	4.1	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.2	-	-	-	3.518
Pot Cap-1 Maneuver	977	-	-	-	288
Stage 1	-	-	-	-	582
Stage 2	-	-	-	-	671
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	909	-	-	-	243
Mov Cap-2 Maneuver	-	-	-	-	243
Stage 1	-	-	-	-	529
Stage 2	-	-	-	-	624

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	38.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	909	-	-	-	319
HCM Lane V/C Ratio	0.019	-	-	-	0.701
HCM Control Delay (s)	9	0	-	-	38.9
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	5

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	21	286	412	77	90	75
Future Vol, veh/h	21	286	412	77	90	75
Conflicting Peds, #/hr	2	0	0	2	46	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	1	1	0	2	0
Mvmt Flow	25	345	496	93	108	90

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	591	0	-	0	986 545
Stage 1	-	-	-	-	545 -
Stage 2	-	-	-	-	441 -
Critical Hdwy	4.1	-	-	-	6.42 6.2
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.2	-	-	-	3.518 3.3
Pot Cap-1 Maneuver	995	-	-	-	275 542
Stage 1	-	-	-	-	581 -
Stage 2	-	-	-	-	648 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	992	-	-	-	265 541
Mov Cap-2 Maneuver	-	-	-	-	265 -
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	646 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	992	-	-	-	345
HCM Lane V/C Ratio	0.026	-	-	-	0.576
HCM Control Delay (s)	8.7	0	-	-	28.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	3.4

Intersection

Int Delay, s/veh 15.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	62	11	406	174	68
Future Vol, veh/h	165	62	11	406	174	68
Conflicting Peds, #/hr	0	7	7	0	5	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	8	6	0	4	3	2
Mvmt Flow	226	85	15	556	238	93

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	318	0	867
Stage 1	-	-	-	-	276
Stage 2	-	-	-	-	591
Critical Hdwy	-	-	4.1	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.2	-	3.527
Pot Cap-1 Maneuver	-	-	1253	-	322
Stage 1	-	-	-	-	768
Stage 2	-	-	-	-	551
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1245	-	313
Mov Cap-2 Maneuver	-	-	-	-	313
Stage 1	-	-	-	-	763
Stage 2	-	-	-	-	539

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	56.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1245	-
HCM Lane V/C Ratio	0.886	-	-	0.012	-
HCM Control Delay (s)	56.1	-	-	7.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.8	-	-	0	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	237	95	16	312	111	34
Future Vol, veh/h	237	95	16	312	111	34
Conflicting Peds, #/hr	0	4	4	0	27	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	1	17	4	0	4
Mvmt Flow	289	116	20	380	135	41

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	409	0	798 357
Stage 1	-	-	-	-	351 -
Stage 2	-	-	-	-	447 -
Critical Hdwy	-	-	4.27	-	6.4 6.24
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.353	-	3.5 3.336
Pot Cap-1 Maneuver	-	-	1073	-	358 683
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	649 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1069	-	339 677
Mov Cap-2 Maneuver	-	-	-	-	339 -
Stage 1	-	-	-	-	714 -
Stage 2	-	-	-	-	617 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	1069	-
HCM Lane V/C Ratio	0.46	-	-	0.018	-
HCM Control Delay (s)	22.1	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.3	-	-	0.1	-

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	268	108	9	408	81	37
Future Vol, veh/h	268	108	9	408	81	37
Conflicting Peds, #/hr	0	8	8	0	11	22
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	2	17	2	2	0
Mvmt Flow	312	126	10	474	94	43

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	446
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.27
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.353
Pot Cap-1 Maneuver	-	-	1039
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1031
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	1031	-
HCM Lane V/C Ratio	0.378	-	-	0.01	-
HCM Control Delay (s)	20.8	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-

Intersection

Int Delay, s/veh 15.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	165	62	11	406	174	68
Future Vol, veh/h	165	62	11	406	174	68
Conflicting Peds, #/hr	0	7	7	0	5	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	8	6	0	4	3	2
Mvmt Flow	226	85	15	556	238	93

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	318	0	867
Stage 1	-	-	-	-	276
Stage 2	-	-	-	-	591
Critical Hdwy	-	-	4.1	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.2	-	3.527
Pot Cap-1 Maneuver	-	-	1253	-	322
Stage 1	-	-	-	-	768
Stage 2	-	-	-	-	551
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1245	-	313
Mov Cap-2 Maneuver	-	-	-	-	313
Stage 1	-	-	-	-	763
Stage 2	-	-	-	-	539

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	56.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1245	-
HCM Lane V/C Ratio	0.886	-	-	0.012	-
HCM Control Delay (s)	56.1	-	-	7.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	8.8	-	-	0	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	237	95	16	312	111	34
Future Vol, veh/h	237	95	16	312	111	34
Conflicting Peds, #/hr	0	4	4	0	27	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	5	1	17	4	0	4
Mvmt Flow	289	116	20	380	135	41

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	409	0	798
Stage 1	-	-	-	-	351
Stage 2	-	-	-	-	447
Critical Hdwy	-	-	4.27	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.353	-	3.5
Pot Cap-1 Maneuver	-	-	1073	-	358
Stage 1	-	-	-	-	717
Stage 2	-	-	-	-	649
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1069	-	339
Mov Cap-2 Maneuver	-	-	-	-	339
Stage 1	-	-	-	-	714
Stage 2	-	-	-	-	617

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	384	-	-	1069	-
HCM Lane V/C Ratio	0.46	-	-	0.018	-
HCM Control Delay (s)	22.1	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.3	-	-	0.1	-

Intersection

Int Delay, s/veh 2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	268	108	9	408	81	37
Future Vol, veh/h	268	108	9	408	81	37
Conflicting Peds, #/hr	0	8	8	0	11	22
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	1	2	17	2	2	0
Mvmt Flow	312	126	10	474	94	43

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	446	0	888
Stage 1	-	-	-	-	383
Stage 2	-	-	-	-	505
Critical Hdwy	-	-	4.27	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.353	-	3.518
Pot Cap-1 Maneuver	-	-	1039	-	314
Stage 1	-	-	-	-	689
Stage 2	-	-	-	-	606
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1031	-	304
Mov Cap-2 Maneuver	-	-	-	-	304
Stage 1	-	-	-	-	683
Stage 2	-	-	-	-	592

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	363	-	-	1031	-
HCM Lane V/C Ratio	0.378	-	-	0.01	-
HCM Control Delay (s)	20.8	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	76	0	45	1	0	7	0	159	1	1	72	0
Future Vol, veh/h	76	0	45	1	0	7	0	159	1	1	72	0
Conflicting Peds, #/hr	0	0	1	1	0	0	9	0	8	8	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	1	0	0	0	0	0	100	4	0	0	2	0
Mvmt Flow	117	0	69	2	0	11	0	245	2	2	111	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	367	370	112	405	369	254	-	0	0	255	0	0
Stage 1	115	115	-	254	254	-	-	-	-	-	-	-
Stage 2	252	255	-	151	115	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	591	563	947	560	563	790	0	-	-	1322	-	0
Stage 1	892	804	-	755	701	-	0	-	-	-	-	0
Stage 2	754	700	-	856	804	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	582	557	946	514	557	784	-	-	-	1312	-	-
Mov Cap-2 Maneuver	582	557	-	514	557	-	-	-	-	-	-	-
Stage 1	892	802	-	755	695	-	-	-	-	-	-	-
Stage 2	744	694	-	791	802	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	10	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	736	1312	-
HCM Lane V/C Ratio	-	-	0.274	0.017	0.001	-
HCM Control Delay (s)	-	-	12.3	10	7.7	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	0	-

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	1	21	3	0	1	0	105	1	4	107	0
Future Vol, veh/h	39	1	21	3	0	1	0	105	1	4	107	0
Conflicting Peds, #/hr	0	0	0	0	0	0	10	0	8	8	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	3	0	0	0	0	0	0	0	0	0	4	0
Mvmt Flow	59	2	32	5	0	2	0	159	2	6	162	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	335	343	162	359	342	168	-	0	0	169	0	0
Stage 1	174	174	-	168	168	-	-	-	-	-	-	-
Stage 2	161	169	-	191	174	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	617	583	888	600	583	881	0	-	-	1421	-	0
Stage 1	825	759	-	839	763	-	0	-	-	-	-	0
Stage 2	839	763	-	815	759	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	613	575	888	571	575	874	-	-	-	1410	-	-
Mov Cap-2 Maneuver	613	575	-	571	575	-	-	-	-	-	-	-
Stage 1	825	755	-	839	757	-	-	-	-	-	-	-
Stage 2	838	757	-	780	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		10.8		0		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	685	625	1410	-
HCM Lane V/C Ratio	-	-	0.135	0.01	0.004	-
HCM Control Delay (s)	-	-	11.1	10.8	7.6	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↕	
Traffic Vol, veh/h	38	0	17	2	0	3	0	77	2	5	112	0
Future Vol, veh/h	38	0	17	2	0	3	0	77	2	5	112	0
Conflicting Peds, #/hr	0	0	1	1	0	0	7	0	10	10	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	41	0	18	2	0	3	0	83	2	5	120	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	216	225	121	234	224	94	-	0	0	95	0	0
Stage 1	130	130	-	94	94	-	-	-	-	-	-	-
Stage 2	86	95	-	140	130	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	738	678	936	725	678	968	0	-	-	1512	-	0
Stage 1	871	792	-	918	821	-	0	-	-	-	-	0
Stage 2	919	820	-	868	792	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	734	669	935	701	669	959	-	-	-	1498	-	-
Mov Cap-2 Maneuver	734	669	-	701	669	-	-	-	-	-	-	-
Stage 1	871	789	-	918	813	-	-	-	-	-	-	-
Stage 2	916	812	-	847	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9.3	0	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	836	1498	-
HCM Lane V/C Ratio	-	-	0.075	0.006	0.004	-
HCM Control Delay (s)	-	-	10	9.3	7.4	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↔			↕	
Traffic Vol, veh/h	76	0	45	1	0	7	0	159	1	1	72	0
Future Vol, veh/h	76	0	45	1	0	7	0	159	1	1	72	0
Conflicting Peds, #/hr	0	0	1	1	0	0	9	0	8	8	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	1	0	0	0	0	0	100	4	0	0	2	0
Mvmt Flow	117	0	69	2	0	11	0	245	2	2	111	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	367	370	112	405	369	254	-	0	0	255	0	0
Stage 1	115	115	-	254	254	-	-	-	-	-	-	-
Stage 2	252	255	-	151	115	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	591	563	947	560	563	790	0	-	-	1322	-	0
Stage 1	892	804	-	755	701	-	0	-	-	-	-	0
Stage 2	754	700	-	856	804	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	582	557	946	514	557	784	-	-	-	1312	-	-
Mov Cap-2 Maneuver	582	557	-	514	557	-	-	-	-	-	-	-
Stage 1	892	802	-	755	695	-	-	-	-	-	-	-
Stage 2	744	694	-	791	802	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	10	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	679	736	1312	-
HCM Lane V/C Ratio	-	-	0.274	0.017	0.001	-
HCM Control Delay (s)	-	-	12.3	10	7.7	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	0	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	1	21	3	0	1	0	105	1	4	107	0
Future Vol, veh/h	39	1	21	3	0	1	0	105	1	4	107	0
Conflicting Peds, #/hr	0	0	0	0	0	0	10	0	8	8	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	3	0	0	0	0	0	0	0	0	0	4	0
Mvmt Flow	59	2	32	5	0	2	0	159	2	6	162	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	335	343	162	359	342	168	-	0	0	169	0	0
Stage 1	174	174	-	168	168	-	-	-	-	-	-	-
Stage 2	161	169	-	191	174	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	617	583	888	600	583	881	0	-	-	1421	-	0
Stage 1	825	759	-	839	763	-	0	-	-	-	-	0
Stage 2	839	763	-	815	759	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	613	575	888	571	575	874	-	-	-	1410	-	-
Mov Cap-2 Maneuver	613	575	-	571	575	-	-	-	-	-	-	-
Stage 1	825	755	-	839	757	-	-	-	-	-	-	-
Stage 2	838	757	-	780	755	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		10.8		0		0.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	685	625	1410	-
HCM Lane V/C Ratio	-	-	0.135	0.01	0.004	-
HCM Control Delay (s)	-	-	11.1	10.8	7.6	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	0	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	38	0	17	2	0	3	0	77	2	5	112	0
Future Vol, veh/h	38	0	17	2	0	3	0	77	2	5	112	0
Conflicting Peds, #/hr	0	0	1	1	0	0	7	0	10	10	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	41	0	18	2	0	3	0	83	2	5	120	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	216	225	121	234	224	94	-	0	0	95	0	0
Stage 1	130	130	-	94	94	-	-	-	-	-	-	-
Stage 2	86	95	-	140	130	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.5	6.2	7.1	6.5	6.2	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	738	678	936	725	678	968	0	-	-	1512	-	0
Stage 1	871	792	-	918	821	-	0	-	-	-	-	0
Stage 2	919	820	-	868	792	-	0	-	-	-	-	0
Platoon blocked, %												
Mov Cap-1 Maneuver	734	669	935	701	669	959	-	-	-	1498	-	-
Mov Cap-2 Maneuver	734	669	-	701	669	-	-	-	-	-	-	-
Stage 1	871	789	-	918	813	-	-	-	-	-	-	-
Stage 2	916	812	-	847	789	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9.3	0	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	786	836	1498	-
HCM Lane V/C Ratio	-	-	0.075	0.006	0.004	-
HCM Control Delay (s)	-	-	10	9.3	7.4	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	↖
Traffic Vol, veh/h	0	0	44	160	109	9
Future Vol, veh/h	0	0	44	160	109	9
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	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	5	2	0
Mvmt Flow	0	0	81	296	202	17

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	211	219	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	834	1362	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	834	1362	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	1.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	-	-	-
HCM Lane V/C Ratio	0.06	-	-	-	-
HCM Control Delay (s)	7.8	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	↖
Traffic Vol, veh/h	0	0	7	106	125	6
Future Vol, veh/h	0	0	7	106	125	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	62	62	62	62	62	62
Heavy Vehicles, %	0	3	0	0	2	0
Mvmt Flow	0	0	11	171	202	10

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	207	212	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.23	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.327	2.2	-	-
Pot Cap-1 Maneuver	0	831	1370	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	831	1370	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1370	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	7.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	↖
Traffic Vol, veh/h	0	0	17	79	125	6
Future Vol, veh/h	0	0	17	79	125	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	91	91	91	91	91	91
Heavy Vehicles, %	8	0	0	0	0	17
Mvmt Flow	0	0	19	87	137	7

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	141	144	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.2	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	912	1451	-	-
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	912	1451	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1451	-	-	-	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	7.5	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	42	44	132	109	9
Future Vol, veh/h	28	42	44	132	109	9
Conflicting Peds, #/hr	0	5	12	0	0	12
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	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	5	2	0
Mvmt Flow	52	78	81	244	202	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	629	228	231	0	0
Stage 1	223	-	-	-	-
Stage 2	406	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	449	816	1349	-	-
Stage 1	819	-	-	-	-
Stage 2	677	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	409	803	1334	-	-
Mov Cap-2 Maneuver	409	-	-	-	-
Stage 1	753	-	-	-	-
Stage 2	670	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1334	-	580	-	-
HCM Lane V/C Ratio	0.061	-	0.223	-	-
HCM Control Delay (s)	7.9	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	33	49	7	73	125	6
Future Vol, veh/h	33	49	7	73	125	6
Conflicting Peds, #/hr	0	5	6	0	0	6
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	62	62	62	62	62	62
Heavy Vehicles, %	0	3	0	0	2	0
Mvmt Flow	53	79	11	118	202	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	353	218	218	0	0
Stage 1	213	-	-	-	-
Stage 2	140	-	-	-	-
Critical Hdwy	6.4	6.23	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.327	2.2	-	-
Pot Cap-1 Maneuver	649	819	1364	-	-
Stage 1	827	-	-	-	-
Stage 2	892	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	635	810	1356	-	-
Mov Cap-2 Maneuver	635	-	-	-	-
Stage 1	815	-	-	-	-
Stage 2	887	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	729	-	-
HCM Lane V/C Ratio	0.008	-	0.181	-	-
HCM Control Delay (s)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	23	17	67	125	6
Future Vol, veh/h	12	23	17	67	125	6
Conflicting Peds, #/hr	0	6	37	0	0	37
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	0	0	0	0	17
Mvmt Flow	13	25	19	74	137	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	290	184	181	0	0
Stage 1	178	-	-	-	-
Stage 2	112	-	-	-	-
Critical Hdwy	6.48	6.2	4.1	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	2.2	-	-
Pot Cap-1 Maneuver	688	864	1407	-	-
Stage 1	839	-	-	-	-
Stage 2	898	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	631	829	1357	-	-
Mov Cap-2 Maneuver	631	-	-	-	-
Stage 1	798	-	-	-	-
Stage 2	867	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	748	-	-
HCM Lane V/C Ratio	0.014	-	0.051	-	-
HCM Control Delay (s)	7.7	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	42	0	176	109	0
Future Vol, veh/h	28	42	0	176	109	0
Conflicting Peds, #/hr	0	5	12	0	0	12
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	54	54	54	54	54	54
Heavy Vehicles, %	0	0	0	5	2	0
Mvmt Flow	52	78	0	326	202	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	528	207	-	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	514	839	0	-	-	0
Stage 1	837	-	0	-	-	0
Stage 2	736	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	514	835	-	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 668	-
HCM Lane V/C Ratio	- 0.194	-
HCM Control Delay (s)	- 11.7	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.7	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	49	0	80	125	0
Future Vol, veh/h	33	49	0	80	125	0
Conflicting Peds, #/hr	0	5	6	0	0	6
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	62	62	62	62	62	62
Heavy Vehicles, %	0	3	0	0	2	0
Mvmt Flow	53	79	0	129	202	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	331	207	-	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	-	-
Pot Cap-1 Maneuver	668	831	0	-	-	0
Stage 1	837	-	0	-	-	0
Stage 2	902	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	668	827	-	-	-	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	902	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 755	-
HCM Lane V/C Ratio	- 0.175	-
HCM Control Delay (s)	- 10.8	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.6	-

Intersection

Int Delay, s/veh 1.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations	↘↗			↑	↑	
Traffic Vol, veh/h	12	23	0	84	125	0
Future Vol, veh/h	12	23	0	84	125	0
Conflicting Peds, #/hr	0	6	37	0	0	37
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	8	0	0	0	0	17
Mvmt Flow	13	25	0	92	137	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	229	143	-	0	-	0
Stage 1	137	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	-	-
Pot Cap-1 Maneuver	746	910	0	-	-	0
Stage 1	875	-	0	-	-	0
Stage 2	917	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	746	905	-	-	-	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	917	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	9.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBT EBLn1 SBT

Capacity (veh/h)	-	843	-
HCM Lane V/C Ratio	-	0.046	-
HCM Control Delay (s)	-	9.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	49	127	0	68	83
Future Vol, veh/h	2	49	127	0	68	83
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	54	54	54	54	54	54
Heavy Vehicles, %	0	6	5	0	0	2
Mvmt Flow	4	91	235	0	126	154

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	641	235	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	442	794	-	-	1344	-
Stage 1	809	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	396	794	-	-	1344	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	1344
HCM Lane V/C Ratio	-	-	0.124	0.094
HCM Control Delay (s)	-	-	10.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3

Intersection

Int Delay, s/veh 2.5

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations						
Traffic Vol, veh/h	4	19	61	1	56	118
Future Vol, veh/h	4	19	61	1	56	118
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	62	62	62	62	62	62
Heavy Vehicles, %	33	0	0	0	10	2
Mvmt Flow	6	31	98	2	90	190

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	469	99	0	0	100	0
Stage 1	99	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.73	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	500	962	-	-	1444	-
Stage 1	853	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	465	962	-	-	1444	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	9.7	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	811	1444	-
HCM Lane V/C Ratio	-	-	0.046	0.063	-
HCM Control Delay (s)	-	-	9.7	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	32	52	2	43	105
Future Vol, veh/h	6	32	52	2	43	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	35	57	2	47	115

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	267	58	0
Stage 1	58	-	-
Stage 2	209	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	727	1014	-
Stage 1	970	-	-
Stage 2	831	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	704	1014	-
Mov Cap-2 Maneuver	704	-	-
Stage 1	970	-	-
Stage 2	804	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1558
HCM Lane V/C Ratio	-	-	0.044	0.03
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	49	127	0	68	83
Future Vol, veh/h	2	49	127	0	68	83
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	54	54	54	54	54	54
Heavy Vehicles, %	0	6	5	0	0	2
Mvmt Flow	4	91	235	0	126	154

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	641	235	0	0	235	0
Stage 1	235	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Critical Hdwy	6.4	6.26	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	442	794	-	-	1344	-
Stage 1	809	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	396	794	-	-	1344	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	607	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	3.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	1344
HCM Lane V/C Ratio	-	-	0.124	0.094
HCM Control Delay (s)	-	-	10.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3

Intersection

Int Delay, s/veh 2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	19	61	1	56	118
Future Vol, veh/h	4	19	61	1	56	118
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	62	62	62	62	62	62
Heavy Vehicles, %	33	0	0	0	10	2
Mvmt Flow	6	31	98	2	90	190

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	469	99	0
Stage 1	99	-	-
Stage 2	370	-	-
Critical Hdwy	6.73	6.2	-
Critical Hdwy Stg 1	5.73	-	-
Critical Hdwy Stg 2	5.73	-	-
Follow-up Hdwy	3.797	3.3	-
Pot Cap-1 Maneuver	500	962	-
Stage 1	853	-	-
Stage 2	635	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	465	962	-
Mov Cap-2 Maneuver	465	-	-
Stage 1	853	-	-
Stage 2	591	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	2.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	811	1444
HCM Lane V/C Ratio	-	-	0.046	0.063
HCM Control Delay (s)	-	-	9.7	7.7
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.2

Intersection

Int Delay, s/veh 2.7

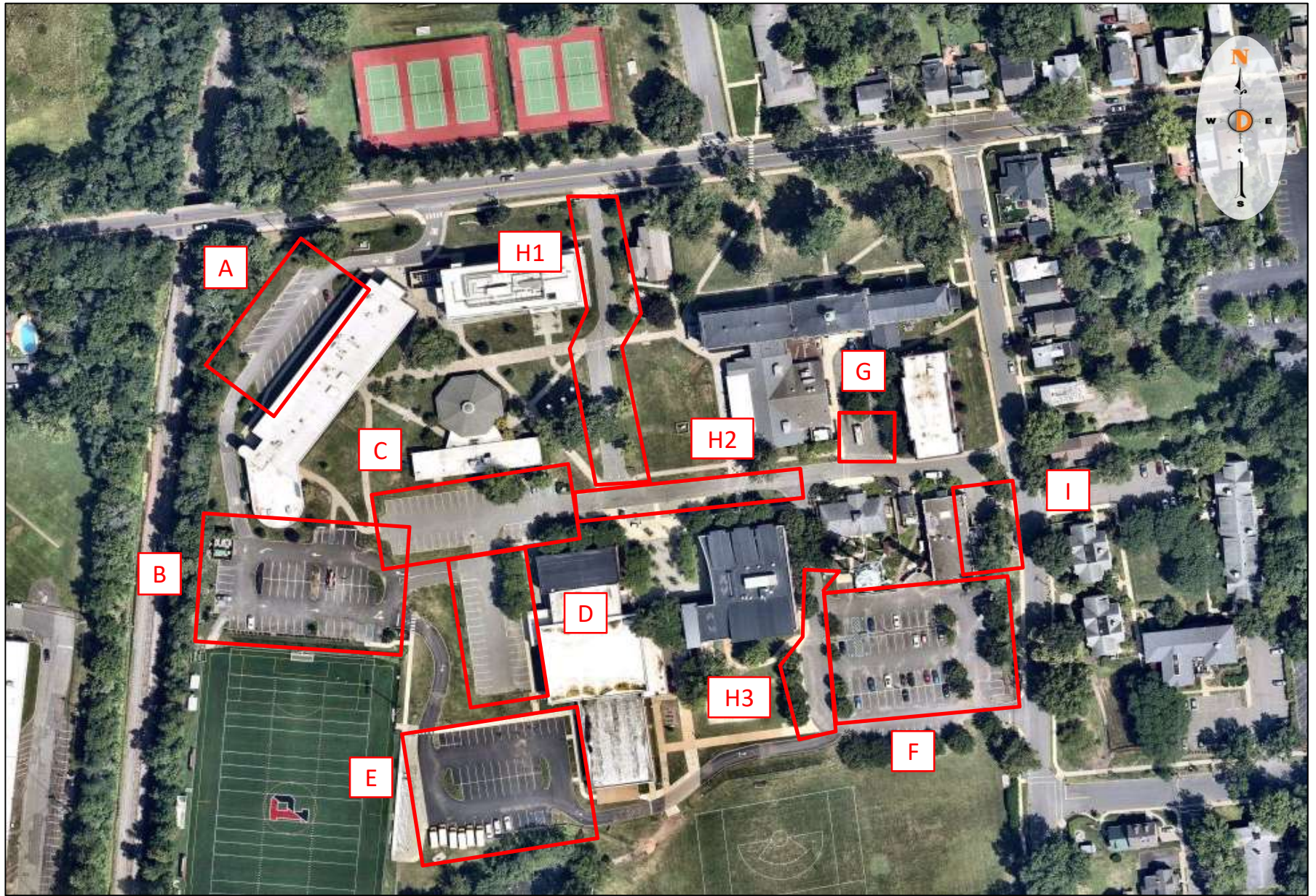
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	32	52	2	43	105
Future Vol, veh/h	6	32	52	2	43	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	35	57	2	47	115

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	267	58	0	0	59
Stage 1	58	-	-	-	-
Stage 2	209	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2
Pot Cap-1 Maneuver	727	1014	-	-	1558
Stage 1	970	-	-	-	-
Stage 2	831	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	704	1014	-	-	1558
Mov Cap-2 Maneuver	704	-	-	-	-
Stage 1	970	-	-	-	-
Stage 2	804	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	948	1558
HCM Lane V/C Ratio	-	-	0.044	0.03
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Appendix D
Parking Counts



The Pennington School
Proposed Traffic Redistribution
Traffic Impact Assessment
1117-99-020TE

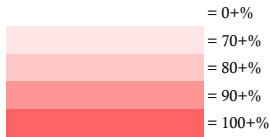
Parking Count Areas

Pennington School

Parking Demand Recordings On-Campus Parking Areas

Recorded On: Tuesday, December 7, 2021

LEGEND



Location				7am	8am	9am	10am	11am	12 Noon	1pm	2pm	3pm	4pm	5pm	6pm	7pm	
A	Stainton Hall Parking Lot	Undesignated	21	1	21	20	19	20	18	16	17	17	9	3	5	5	
B	Stainton Hall/Football Field Parking Lot	Undesignated	49	2	15	32	31	34	35	37	36	29	16	9	5	5	
		ADA (by building)	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0
C	Meckler Library Parking Lot	Undesignated (Available/Blocked)	26**	1	14	10	10	10	10	10	10	10	3	1	4	3	
		ADA	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Admissions	4	0	1	2	1	1	1	1	1	2	2	0	0	0	0
		Visitors	4	0	0	1	1	1	1	1	2	1	0	3	2	1	1
D	Sparks Gymnasium Parking Lot	Undesignated	27	3	16	25	26	25	22	23	22	25	17	6	5	4	
		ADA	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
		Visitors	4	1	1	3	4	4	4	4	4	4	4	3	1	2	0
E	Senior Parking Lot	Undesignated	34	1	29	29	29	31	33	31	29	26	21	21	15	15	
		ADA	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Compact	3	0	1	2	2	2	2	2	2	2	2	2	2	1	1
		School Vehicle	11	9	9	9	9	9	9	9	9	8	6	6	6	10	9
F	Water Tower/Heritage Field Paking Lot	Undesignated * (1 refuse)	77	57	76	74	76	75	76	74	74	67	45	37	33	32	
		ADA	4	0	1	1	2	2	2	2	2	2	2	1	2	2	2
		Nursing	2	0	1	1	1	1	1	1	1	1	1	1	0	0	0
G	Dining Hall Parking Lot	Authorized Vehicles (loading/bldg)	2	0	1	0	0	1	1	2	1	2	1	2	1	1	
H1	Left of Humanities Building	Drop-off/Pick-up		0	0	0	0	0	0	0	0	2	2	5	0	2	
H2	Front of Campus Center			0	0	0	0	0	0	0	0	0	0	0	0	0	
H3	Rear of Campus Center			0	0	0	0	0	0	0	0	0	0	0	0	0	
I	Operations Building Parking Lot	Authorized Vehicles (Lot/Garage)	7***	5	4	4	4	4	5	5	4	5	4	4	4	4	
Total			283	80	190	213	215	221	221	219	213	200	135	101	88	84	

Note:

* - It was observed that Lot F had cars parked illegally along the curb, these illegally parked cars were added to the parking demand to reflect the total number of parked cars.

** - The total number of available parking spaces in the parking lot. Note some of the spaces were blocked on the day of the parking count was conducted.

*** - The parking supply was counted to be the sum of the parking lot and the maintenance garage space.

Peak Observed Parking Demand:	221 Spaces
Proposed Parking Supply:	241 Spaces