Shropshire Associates LLC

SBE Certified

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004
P: 609-714-0400 F: 609-714-9944 www.sallc.org

David R. Shropshire, PE, PP
A Andrew Feranda, PE, PTOE, CME
Randal C. Barranger, PE
Nathan B. Mosley, PE, CME

July 25, 2025

Mr. Christopher Morris (via email: cmorris@arh-us.com)
ARH Associates
215 Bellevue Avenue
Hammonton, New Jersey 08037

Re: **Updated Traffic Engineering Assessment**
Venue at Summers Corner
Block 286, Lots 3, 5, & 6
Block 287, Lot 7
Center Street (CR 103)
Little Egg Harbor Township, Ocean County, NJ
SA Project No. 24257

Dear Christopher:

In response to the Remington & Vernick Review Letter dated June 24, 2025, Shropshire Associates LLC has prepared an updated Traffic Engineering Assessment report to evaluate the impact of the traffic to be generated by the proposed Venue at Summers Corner age-restricted residential development along southbound Center Street (CR 103), between its intersection with Oak Lane and Mathistown Road, in Little Egg Harbor Township, Ocean County, New Jersey. The properties are currently vacant.

The proposed Venue at Summers Corner will include the construction of 415 age-restricted residential dwelling units, consisting of 199 detached dwelling units, and 216 attached dwelling units. In addition, the development will include off-street parking and a new internal roadway network to provide circulation throughout the development.

The Venue at Summers Corner residential will have access via two (2) new full-movement roadways / driveways along southbound Center Street (CR 103). The new access points will be located at the existing T-shaped Center Street / Windstar Drive and Center Street / Timberline Drive intersections, creating a new fourth leg at each existing intersection. The site access opposite Windstar Drive will be designed as a boulevard style access with bifurcated inbound and outbound lanes. In addition, the development will include the following roadway improvements along its Center Street frontage based upon our preliminary discussions with Ocean County.

- Widening along the site's frontage along westbound Center Street to provide a full-width shoulder area. This area will be sufficient for the provision of bike lanes in the future if a need is determined by the County.

- Construction of dedicated left-turn lanes for both the eastbound and westbound Center Street approaches at the future site roadway access points and intersections with Windstar Drive and Timberline Drive.

- Restriping of Center Street between its intersections with Windstar Drive and Timberline Drive to create a center two-way left-turn area.

All improvements along the site's Center Street frontage will require final approval from the County with regards to design and operations.

It should also be noted that the Applicant and project team have had two (2) preliminary pre-application meetings with the Ocean County Engineering and Planning Department staff to discuss the proposed Venue at Summers Corner age-restricted development. As a result of these conversations, the Applicant has incorporated the above-referenced frontage and roadway improvements along Center Street. In addition, the study locations analyzed and evaluated in this Traffic Engineering Assessment were recommended by the County staff.

Existing Conditions

A field reconnaissance was conducted to determine features of the adjacent roadway network, roadways and intersections within the study area. Descriptions of the roadways and intersections within the study area are provided below.

Along the site's frontage, **Center Street (CR 103)** is a two-lane undivided roadway that is under the jurisdiction of Ocean County and is classified as an Urban Minor Collector roadway. Center Street has a variable cartway width and consists of a 12' travel lane and a variable shoulder width in each direction. The posted speed limit on Center Street west of its intersection with Mathistown Road is 30 MPH. The posted speed limit on Center Street between its intersection with Mathistown Road and the intersection of Oak Lane is 40 MPH. The posted speed limit on Center Street east of its intersection with Oak Lane is 25 MPH. For this assessment, Center Street is assumed to extend in a general east-west direction.

West of the site, **Mathistown Road (CR 2)** is a two-lane undivided roadway that is under the jurisdiction of Ocean County and is classified as an Urban Major Collector roadway. In the vicinity of the site, Mathistown Road has a variable cartway width and consists of a 12' travel lane and an variable shoulder width in each direction. The posted speed limit on Mathistown Road north of its intersection with Center Street is 45 MPH and the posted speed limit on Mathistown Road south of its intersection with Center Street is 35 MPH. For this assessment, Mathistown Road is assumed to extend in a general north-south direction.

East of the site, **Oak Lane** is a two-lane undivided roadway that is classified as an Urban Major Collector and is under the jurisdiction of Little Egg Harbor Township. Oak Lane has a cartway width of 32' consisting of a 16' travel lane in both the northbound and southbound directions. Oak Lane has a posted speed limit of 25 MPH. For this assessment, Oak Lane is assumed to extend in a general north-south direction.

Opposite the site, **Windstar Drive** is a two-lane undivided local roadway that provides access to an existing residential neighborhood. Windstar Drive has a cartway width of 26' consisting of 13' travel lanes in both the northbound and southbound directions. Windstar Drive has an assumed speed limit of 25 MPH. For this assessment, Windstar Drive is assumed to extend in a general north-south direction.

Opposite the site, **Timberline Drive** is a two-lane undivided local roadway that provides access to an existing residential neighborhood. Timberline Drive has a cartway width of 20' consisting of 10' travel lanes in both the northbound and southbound directions. Timberline Drive has a posted speed limit of 15 MPH. For this assessment, Timberline Drive is assumed to extend in a general north-south direction.

The four-legged **Mathistown Road (CR 2) and Center Street (CR 103)** intersection is controlled by a four-phase semi-actuated traffic signal that operates with a 120-second cycle length during peak hour conditions. All approaches consist of an exclusive left-turn lane, and a shared through/right-turn lane.

The four-legged **Center Street (CR 103) and Oak Lane** intersection is controlled by a two-phase semi-actuated traffic signal that operates with a variable cycle length during peak hour conditions. All approaches consist of a single lane for all permitted movements.

The T-shaped **Center Street (CR 103) and Timberline Drive** intersection is stop-controlled along the northbound Timberline Drive approach. All approaches consist of a single lane for all permitted movements.

The T-shaped **Center Street (CR 103) and Windstar Drive** intersection is stop-controlled along the northbound Windstar Drive approach. All approaches consist of a single lane for all permitted movements.

Traffic Count Data

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Wednesday, February 5, 2025, and Tuesday, February 11, 2025. The counts were conducted during the weekday morning (7:00 AM to 9:00 AM) and the weekday afternoon (2:00 PM to 6:00 PM) peak periods. A summary of the traffic counts can be found in the appendix to this assessment and the existing weekday AM and weekday PM peak hour volumes are illustrated on Figure 1A.

In addition, given the seasonality of traffic volumes and conditions in Little Egg Harbor Township, a seasonal adjustment factor was calculated and applied to the February 2025 peak hour volumes based upon the current New Jersey Department of Transportation (NJDOT) Seasonal Adjustment Table. Based upon this NJDOT data, a seasonal increase of approximately 29% was applied to the collected February 2025 peak hour volumes at all study locations. The seasonally adjusted peak hour volumes are shown in attached Figure 1B. It should be noted that this seasonal adjustment was applied to the collected February 2025 peak hour volume data, which included existing traffic volume associated with school traffic. School traffic would not be occurring during the peak seasonal times of July / August, so it is our opinion that this approach provides for a conservative analysis of the peak seasonal conditions in the vicinity of the site. The NJDOT Seasonal Adjustment table worksheet is attached in the appendix for your review.

It should be noted that based upon the collected weekday AM and weekday PM peak period data, the existing weekday AM and weekday PM peak hours along Center Street in the vicinity of the site occur at the following times.

- Weekday AM Peak Hour = 7:45 AM to 8:45 AM
- Weekday PM Peak Hour = 4:30 PM to 5:30 PM

Future Conditions

As indicated above, the proposed Venue at Summers Corner residential development will consist of 415 residential dwelling units. The traffic resulting from the proposed development will not fully affect the adjacent roadway network until the development is completed. Per the current Ocean County standards, a 10-year development build-out scenario is required for the proposed Venue at Summers Corner residential development. As such, the future No-Build and Build scenarios assume a development completion year of 2035.

It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the NJDOT *Annual Background Growth Table*, a 1.00% to 2.00% annual background traffic growth will be in the vicinity of the site. Therefore, in order to estimate the future 2035 No-Build volumes, the annual growth rates of 1.00% to 2.00% were applied to the seasonal adjusted existing peak hour traffic volumes and are illustrated in Figure 2. The NJDOT Annual Background Growth table worksheet is attached in the appendix for your review.

Trip Generation

The trip generation for the proposed Venue at Summers Corner residential development was updated to reflect the numbers provided in the review letter. The total amount of traffic generated by the proposed development is summarized below in Table 1.

Table 1
Trip Generation
Venue at Summers Corner

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Senior Adult Housing - Single Family (199 Units)	23	46	69	55	35	90
Senior Adult Housing - Multifamily (216 Units)	29	55	84	42	33	75
Total						
Total	**52**	**101**	**153**	**97**	**68**	**165**

The traffic to be generated by the proposed age-restricted Venue at Summers Corner residential development must be distributed to the adjacent roadway network in a manner in which the residents can reasonably be expected to travel. The site traffic was assigned to the roadway network based on the routes that residents will take to and from the development. The anticipated trip distribution is shown on Figure 3, with the resulting site traffic assignment on Figure 4. The site traffic was then added to the No-Build volumes to determine the Build volumes, which are illustrated in Figure 5.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *2010 Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. LOS are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The determination for the LOS for an unsignalized intersection is based upon the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio. The Level of Service criteria for signalized and unsignalized intersections is summarized below in Table 2.

Table 2
Level of Service Criteria

Level of Service	Unsignalized Delay (sec)	Signalized Delay (sec)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

The existing and future operating conditions at the study intersections were evaluated using the above-described methodology and the latest Synchro computer simulation modeling software. The existing and future levels of service are illustrated on Figures 6, 7, and 8A; with the detailed printouts and capacity analyses worksheets attached for your review. A detailed description of the intersections' operating conditions is provided below.

Mathistown Road (CR 2) and Center Street (CR 103) Intersection

Overall, the existing Mathistown Road (CR 2) and Center Street (CR 103) signalized intersection currently operates at a LOS C during both the weekday AM and the weekday PM peak hours. In addition, all individual movements currently operate at a LOS C or better during all peak hours with the exception of the following:

- The westbound Center Street through/right-turn lane which operates at a LOS D during the weekday PM peak hour.

- The eastbound Center Street through/right-turn lane which operates at a LOS D during both peak hours.

In the future No-Build conditions, the Mathistown Road (CR 2) and Center Street (CR 103) signalized intersection will operate at an overall LOS C during both the weekday AM and the weekday PM peak hours. In addition, all individual movements will operate at existing levels of service with the exception of the northbound Mathistown Road left-turn lane which will operate at a LOS B during the weekday PM peak hour.

In the future Build conditions, the Mathistown Road (CR 2) and Center Street (CR 103) signalized intersection will operate at an overall LOS C during both the weekday AM and the weekday PM peak hours. In addition, all individual movements will operate at No-Build levels of service with the exception of the northbound Mathistown Road through/right-turn lane which will operate at a LOS C during the weekday PM peak hour. The traffic resulting from the proposed Venue at Summers Corner residential development will cause minimal changes in the future levels of service at this study location. No further changes or mitigation are recommended at this location to accommodate the traffic to be generated by the proposed development.

Center Street (CR 103) and Oak Lane Intersection

Overall, the existing Center Street (CR 103) and Oak Lane signalized intersection currently operates at a LOS C during the weekday AM peak hour and a LOS B during the weekday PM peak hour. In addition, all individual movements currently operate at a LOS B or better during all peak hours with the exception of the eastbound Center Street approach, which currently operates at a LOS D during both peak hours.

In the future No-Build scenario, the Center Street (CR 103) and Oak Lane signalized intersection will operate at an overall LOS D during the weekday AM peak hour and a LOS C during the weekday PM peak hour. In addition, all individual movements will operate at existing levels of service with the exception of the following:

- The eastbound Center Street approach operates at a LOS F during the weekday AM peak hour.

- The southbound Oak Lane approach, which will operate at a LOS C during the weekday PM peak hour.

- The northbound Oak Lane approach, which will operate at a LOS B during the weekday PM peak hour.

Under the future Build conditions, the traffic resulting from the proposed Venue at Summers Corner residential development will cause minor changes in the overall and individual levels of service at the Center Street (CR 103) and Oak Lane signalized intersection. The intersection will operate at an overall LOS E during the weekday AM peak hour and a LOS C during the weekday PM peak hour. In addition, all individual movements will operate at No-Build levels of service during both peak hours.

In order to mitigate future delays noted during both the No-Build and Build scenarios during the weekday AM peak hour, traffic signal timing modifications are recommended for the Center Street / Oak Lane signalized intersection. Final review and approval of these proposed timing modifications will be required from Ocean County. No further modifications to the existing traffic signal equipment or roadway approaches are recommended.

With the proposed Traffic Signal Timing adjustments, the Center Street (CR 103) and Oak Lane signalized intersection will operate at an overall LOS C during the weekday AM peak hour, as compared to an overall LOS E without the mitigation. In addition, all individual movements at the Center Street / Oak Lane intersection will operate at a LOS D or better with the proposed Traffic Signal Timing adjustments, specifically mitigating the LOS F that will occur in the future for the eastbound Center Street approach during the AM peak hour. The new operating conditions with the adjusted signal timings for the weekday AM peak hour are shown in Figure 8B, with the updated analyses attached. The Build Adjusted condition will provide improved levels of service over the No-Build scenario and will operate similar to the existing levels of service. In addition, Table 3 below provides a summary of the existing and future levels of service at the Center Street / Oak Lane signalized intersection.

Table 3
Center Street (CR 103) and Oak Lane
Level of Service Summary

Scenario	Center Street (Eastbound)		Center Street (Westbound)		Oak Lane (Northbound)		Oak Lane (Southbound)		Overall	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing	D	D	A	B	B	A	A	B	C	B
No-Build	F	D	A	B	B	B	A	C	D	C
Build	F	D	A	B	B	B	A	C	E	C
Build Adjusted	D	D	A	B	B	B	B	C	C	C

Center Street (CR 103) and Timberline Drive / Site Driveway Intersection

Under the existing conditions, the northbound Timberline Drive stop-controlled approach operates at LOS B during both the weekday AM and the weekday PM peak hours. The westbound Center Street conflicting left-turn movements operate at LOS A during both peak hours.

In the future No-Build scenario, all movements will continue to operate at existing levels of service.

In the future Build conditions, access to the Venue at Summers Corner residential development is proposed via a new driveway along westbound Center Street, opposite Timberline Drive. Both the northbound Timberline Drive approach and the southbound site driveway approach will be stop-controlled at the intersection with Center Street. All approaches will consist of a single lane for all permitted movements.

A left-turn lane warrant analysis was performed for eastbound Center Street at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **warranted** for the driveway location along eastbound Center Street during the PM peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review. However, based upon our conversations with the Ocean County Engineering and Planning staff, left-turn lanes are being proposed for both the eastbound and westbound Center Street approaches.

In addition to the proposed dedicated left-turn lanes, the Applicant is proposing widening along its westbound Center Street frontage to provide for a full-width shoulder as requested by Ocean County.

Based upon this configuration, the northbound Timberline Drive stop-controlled approach will operate at LOS B during both the weekday AM and the weekday PM peak hours. The southbound Site Driveway stop-controlled approach will operate at LOS C during both the weekday AM and the weekday PM peak hour. Both the eastbound and westbound Center Street conflicting left-turn movements will operate at LOS A during both peak hours.

In addition, during the most recent Little Egg Harbor Township Planning Board meeting, questions were raised about the need for a traffic signal at the future Center Street / Timberline Drive / Site Driveway intersection. As noted above, the future inbound and outbound movements will operate at a LOS C or better, which are good levels of service. However, a preliminary traffic signal warrant analysis has been prepared utilizing the future weekday AM and weekday PM peak hour volumes.

The future peak hour volumes were evaluated based upon the Warrant 3: Peak Hour volume conditions contained in the current *Manual of Uniform Traffic Control Devices (MUTCD)*. The MUTCD Warrant 3: Peak Hour condition is the most conservative volume-based traffic signal warrant analysis with regards to the future peak hour volumes.

Per the current MUTCD, and based upon the future weekday AM and weekday PM Build scenario peak hour volumes, the Center Street / Timberline Drive / Site Driveway study location does **not meet** the Peak Hour Warrant volume criteria.

Center Street (CR 103) and Windstar Drive / Site Driveway Intersection

Under the existing conditions, the northbound Windstar Drive stop-controlled approach operates at LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. The westbound Center Street conflicting left-turn movements operate at LOS A during both peak hours.

In the future No-Build scenario, all movements will continue to operate at existing levels of service.

In the future Build conditions, access to the Venue at Summers Corner residential development is proposed via a new driveway along westbound Center Street, opposite Windstar Drive. Both the northbound Windstar Drive approach and the southbound site driveway approach will be stop-controlled at the intersection with Center Street. All approaches will consist of a single lane for all permitted movements.

A left-turn lane warrant analysis was performed for eastbound Center Street at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **warranted** for the driveway location along eastbound Center Street during the PM peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review. However, based upon our conversations with the Ocean County Engineering and Planning staff, left-turn lanes are being proposed for both the eastbound and westbound Center Street approaches.

In addition to the proposed dedicated left-turn lanes, the Applicant is proposing widening along its westbound Center Street frontage to provide for a full-width shoulder as requested by Ocean County.

Based upon this configuration, the northbound Windstar Drive stop-controlled approach will operate at LOS C during the weekday AM peak hour and a LOS D during the weekday PM peak hour. The southbound Site Driveway stop-controlled approach will operate at LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. Both the eastbound and westbound Center Street conflicting left-turn movements will operate at LOS A during both peak hours. No further mitigation is recommended to accommodate the traffic to be generated by the proposed development.

Conclusion

Based on the results presented in this traffic engineering assessment report, the traffic resulting from the proposed Venue at Summers Corner age-restricted residential development will have the following minimal impacts on the adjacent roadway network:

- Based upon the trip generation rates provided in the review letter, the proposed age-restricted residential development will generate a total of 153 trips during the AM peak hour and 165 trips during the weekday PM peak hour.

- The Venue at Summers Corner development will include two (2) new access points along westbound Center Street as well as the following roadway improvements along its Center Street frontage based upon our preliminary discussions with Ocean County.

    - Widening along the site's frontage along westbound Center Street to provide a full-width shoulder area. This area will be sufficient for the provision of bike lanes in the future if a need is determined by the County.

    - Construction of dedicated left-turn lanes for both the eastbound and westbound Center Street approaches at the future site roadway access points and intersections with Windstar Drive and Timberline Drive.

    - Restriping of Center Street between its intersections with Windstar Drive and Timberline Drive to create a center two-way left-turn area.

- Under the future Build conditions, the Mathistown Road (CR 2) and Center Street (CR 103) signalized intersection will operate at an overall LOS C during both the weekday AM and the weekday PM peak hours. In addition, all individual movements will operate at No-Build levels of service with the exception of the northbound Mathistown Road through/right-turn lane which will operate at a LOS C during the weekday PM peak hour. No further changes or mitigation are recommended at this location to accommodate the traffic to be generated by the proposed development. The overall and individual levels of service will continue to operate at acceptable levels of service.

- Under the future Build conditions, the traffic resulting from the proposed Venue at Summers Corner residential development will cause minor changes in the overall and individual levels of service at the Center Street (CR 103) and Oak Lane signalized intersection. The intersection will operate at an overall LOS E during the weekday AM peak hour and a LOS C during the weekday PM peak hour. In addition, all individual movements will operate at No-Build levels of service during both peak hours.

  In order to mitigate future delays noted during both the No-Build and Build scenarios during the weekday AM peak hour, traffic signal timing modifications are recommended for the Center Street / Oak Lane signalized intersection. Final review and approval of these proposed timing modifications will be required from Ocean County. No further modifications to the existing traffic signal equipment or roadway approaches are recommended.

  With the proposed timing adjustments, the Center Street (CR 103) and Oak Lane signalized intersection will operate at an overall LOS C during both peak hours and all individual movements will operate at a LOS D or above. The new operating conditions with the adjusted signal timings for the weekday AM peak hour are shown in Figure 8B, with the updated analyses attached. No further mitigation is recommended to accommodate the traffic to be generated by the proposed development. The proposed timing adjustments implemented at the studied intersection will make the intersection operate at acceptable levels of service.

- In the future Build conditions, a site driveway will be constructed as the northern leg of the existing intersection creating a four-legged intersection. Both the northbound Timberline Drive approach and the southbound Site Driveway approach will be stop-controlled at the intersection with Center Street. All approaches will consist of a single lane for all permitted movements.

  A left-turn lane warrant analysis was performed for eastbound Center Street at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **warranted** for the driveway location along eastbound Center Street during the PM peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.

Based upon this configuration, the northbound Timberline Drive stop-controlled approach will operate at LOS B during both the weekday AM and the weekday PM peak hours. The southbound Site Driveway stop-controlled approach will operate at LOS C during both the weekday AM and the weekday PM peak hour. Both the eastbound and westbound Center Street conflicting left-turn movements will operate at LOS A during both peak hours. No further mitigation is recommended to accommodate the traffic to be generated by the proposed development. The levels of service at the Timberline Drive and Center Street intersection will continue to operate at acceptable levels of service.

- In the future Build conditions, a site driveway will be constructed as the northern leg of the existing intersection creating a four-legged intersection. Both the northbound Windstar Drive approach and the southbound Site Driveway approach will be stop-controlled at the intersection with Center Street. All approaches will consist of a single lane for all permitted movements.

  A left-turn lane warrant analysis was performed for eastbound Center Street at the proposed site driveway location. Based upon the future weekday AM and weekday PM peak hour volumes and the Highway Research Board Number 211 guidelines, a left-turn lane is **warranted** for the driveway location along eastbound Center Street during the PM peak hour conditions. The AM and PM peak hour warrant graphs are attached for your review.

  Based upon this configuration, the northbound Windstar Drive stop-controlled approach will operate at LOS C during the weekday AM peak hour and a LOS D during the weekday PM peak hour. The southbound Site Driveway stop-controlled approach will operate at LOS B during the weekday AM peak hour and a LOS C during the weekday PM peak hour. Both the eastbound and westbound Center Street conflicting left-turn movements will operate at LOS A during both peak hours. The levels of service at the Windstar Drive and Center Street intersection will continue to operate at acceptable levels of service.

Should you have any questions or require additional information, please feel free to contact us.

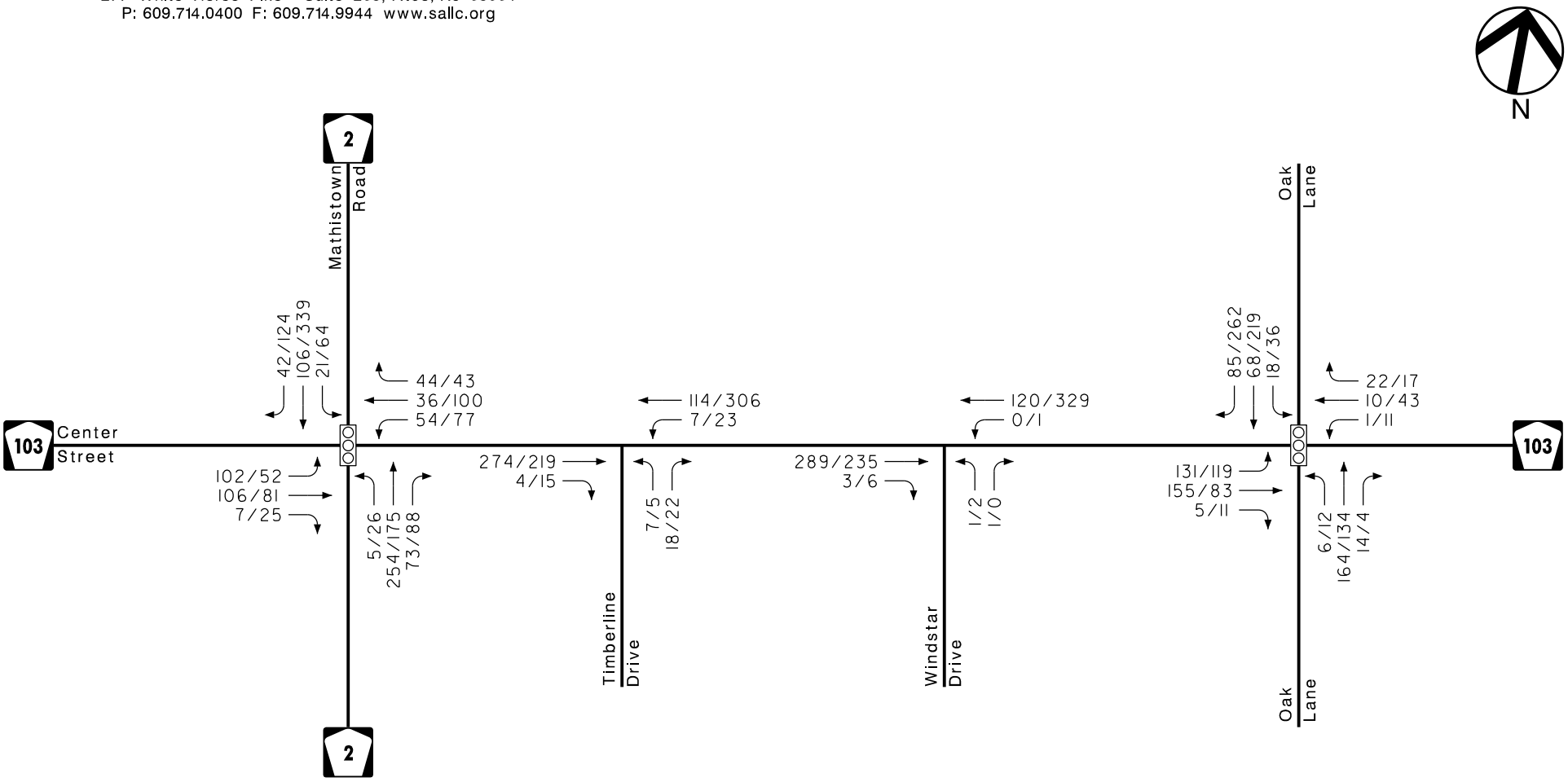
Sincerely,
Shropshire Associates LLC

Nathan B. Mosley, P.E., C.M.E.
Professional Engineer
N.J. License No. #48698
NBM/jab
Attachments

cc: Carolyn Feigin (via email: cfeigin@arh-us.com)
Wayne Birchler (via email: wayne.birchler@lennar.com)

Shropshire Associates LLC
277 White Horse Pike - Suite 203, Atco, NJ 08004
P: 609.714.0400 F: 609.714.9944 www.sallc.org

FIGURE 1A
EXISTING VOLUMES



Venue at Summers Corner

Little Egg Harbor Township, Ocean County, NJ
July 2025

TRAFFIC SIGNAL
AM/PM PEAK HOUR

SA Project No. 24257

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FIGURE 1B
EXISTING VOLUMES
(SEASONAL ADJUSTMENT)

N

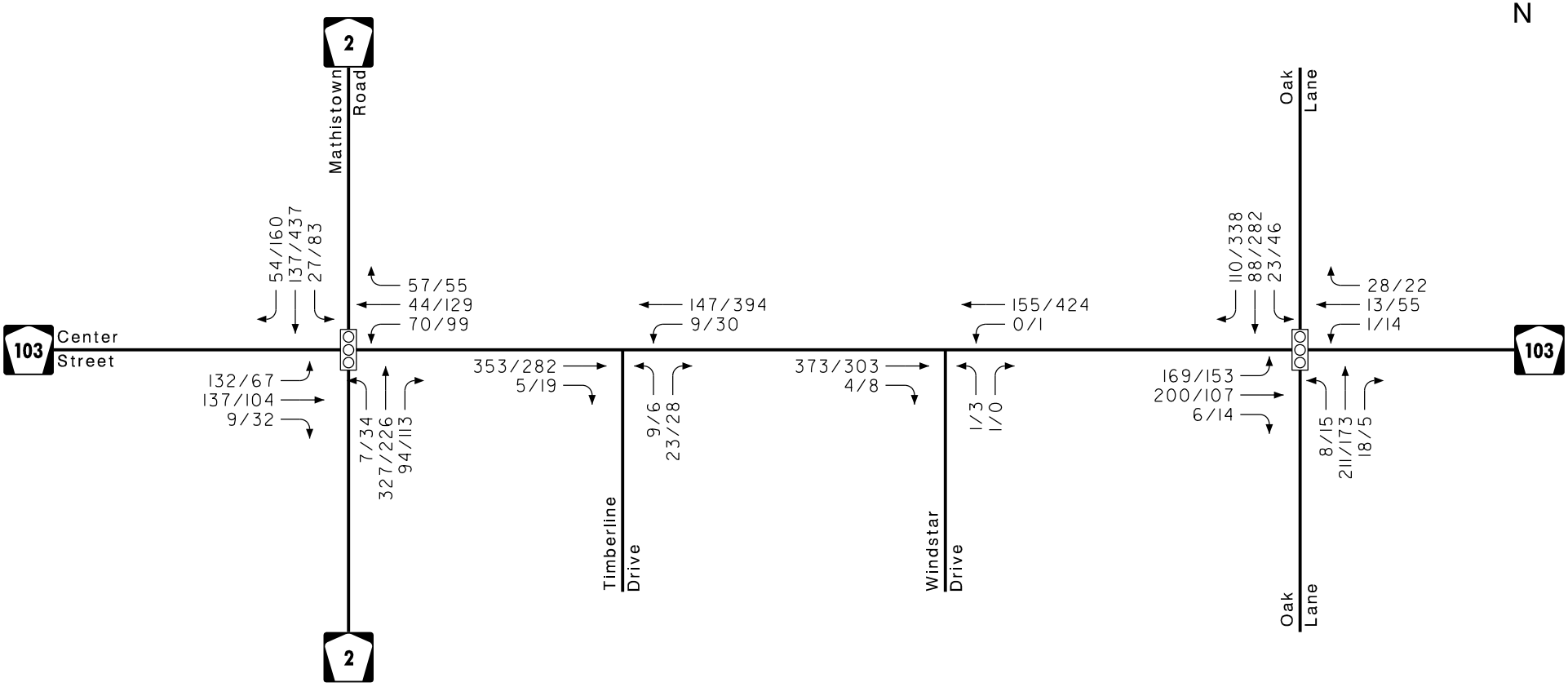

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FIGURE 2
NO-BUILD VOLUMES

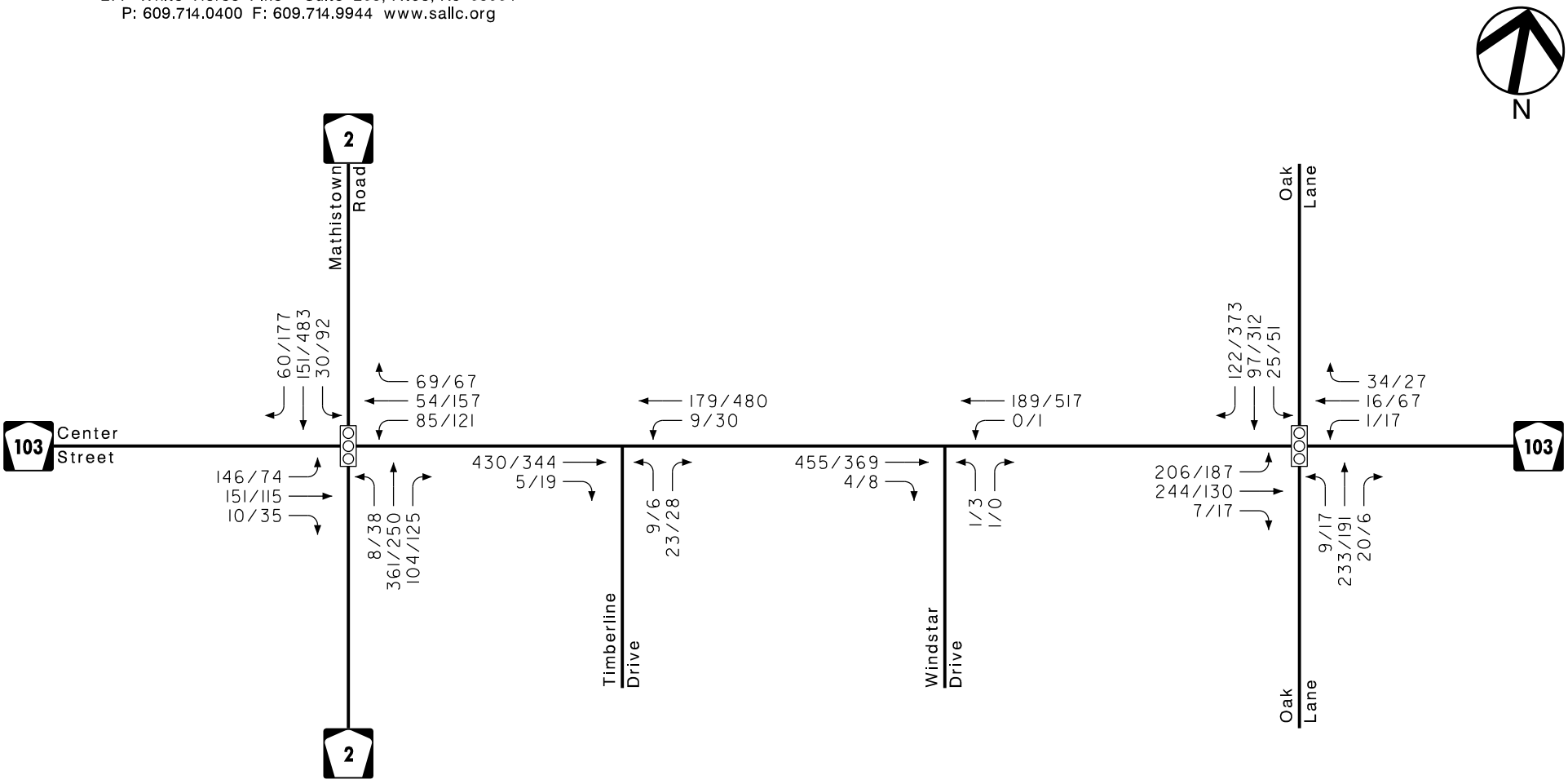

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FIGURE 3
TRIP DISTRIBUTION

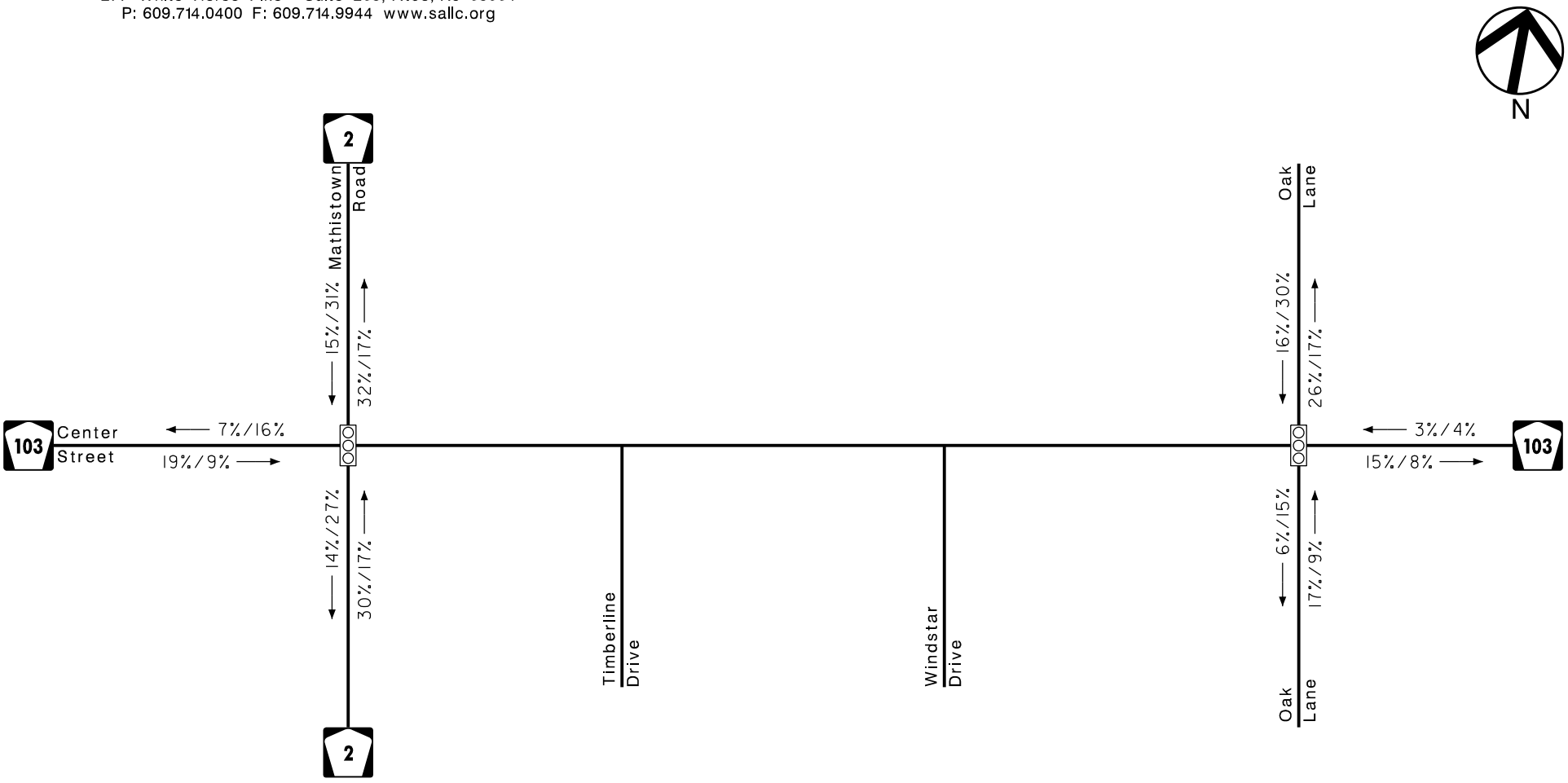

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FIGURE 4
SITE TRAFFIC

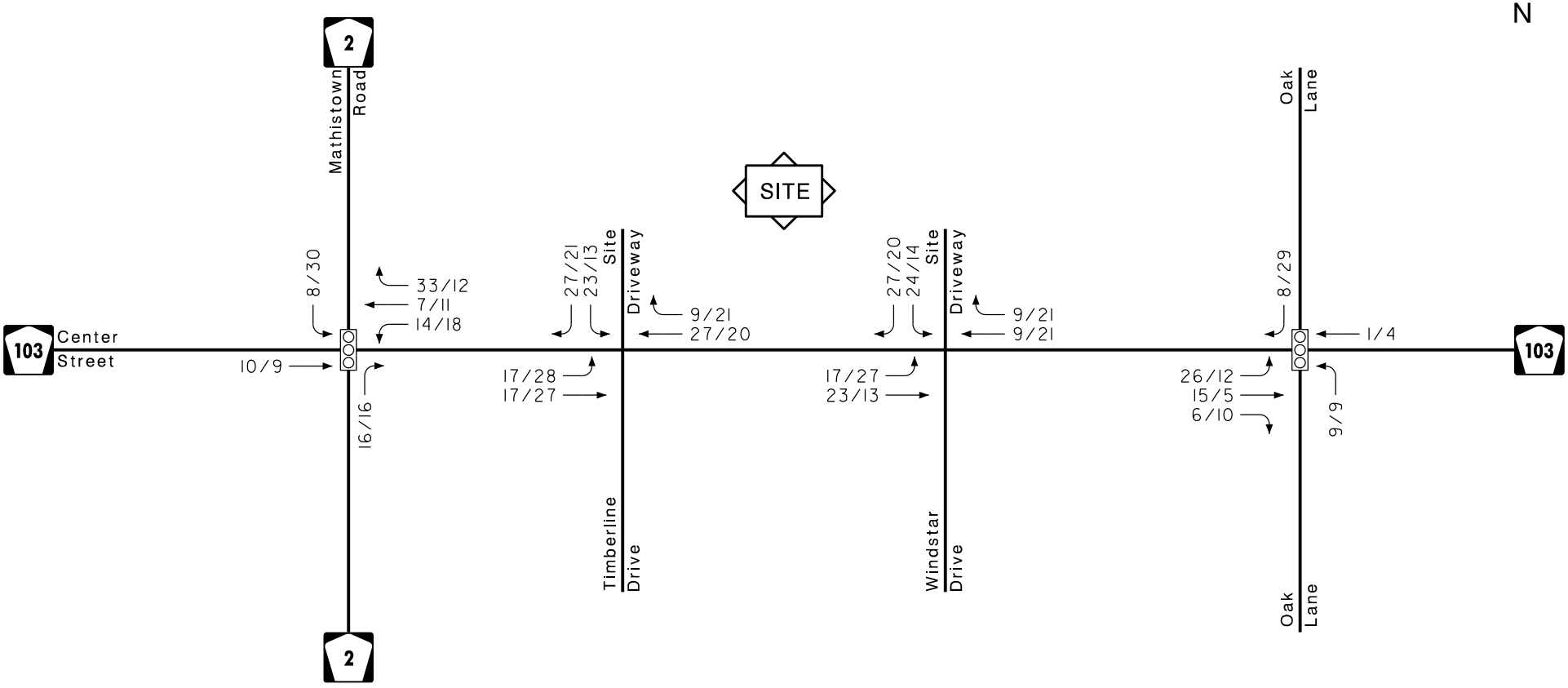

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FIGURE 5
BUILD VOLUMES

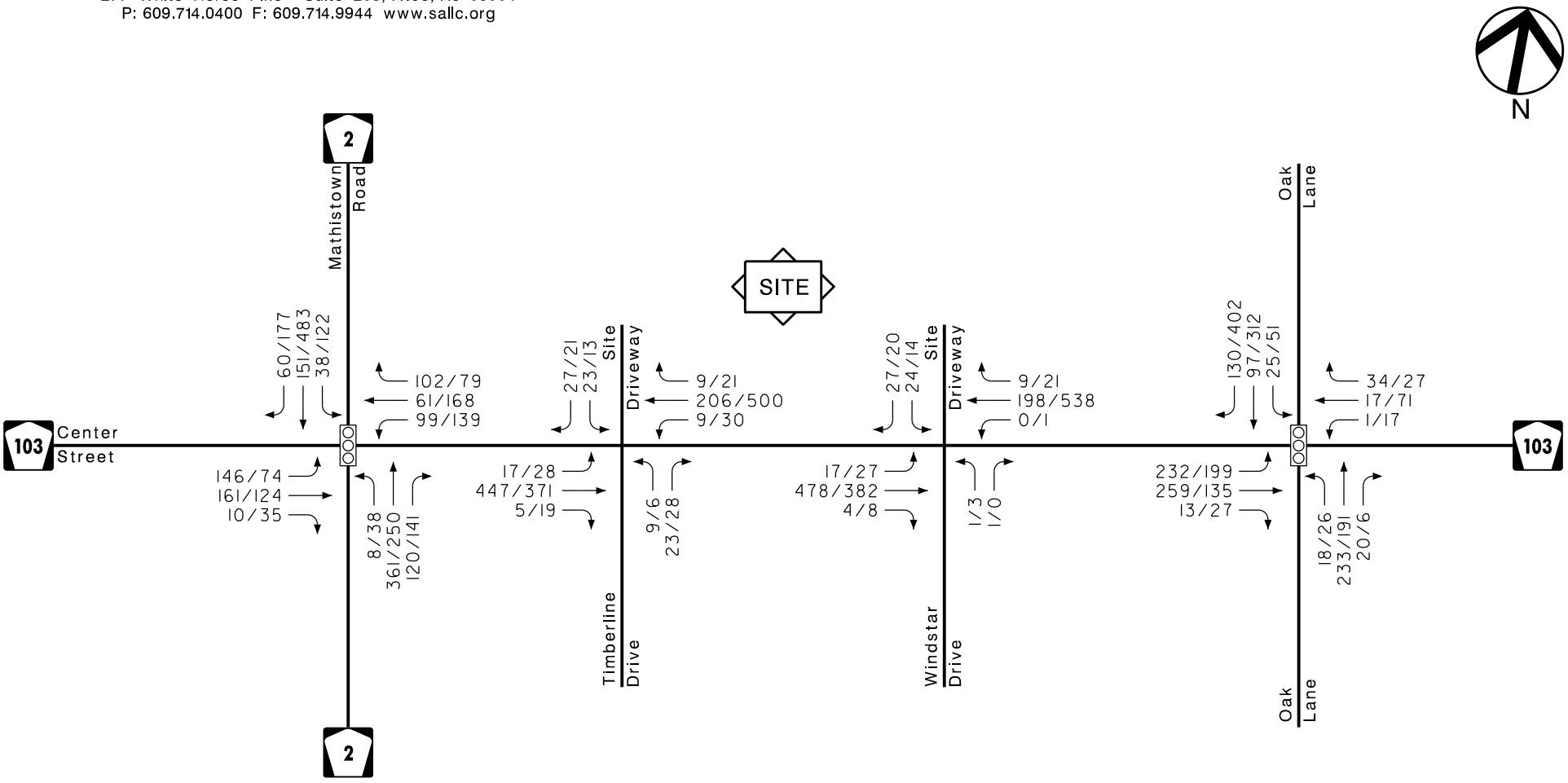

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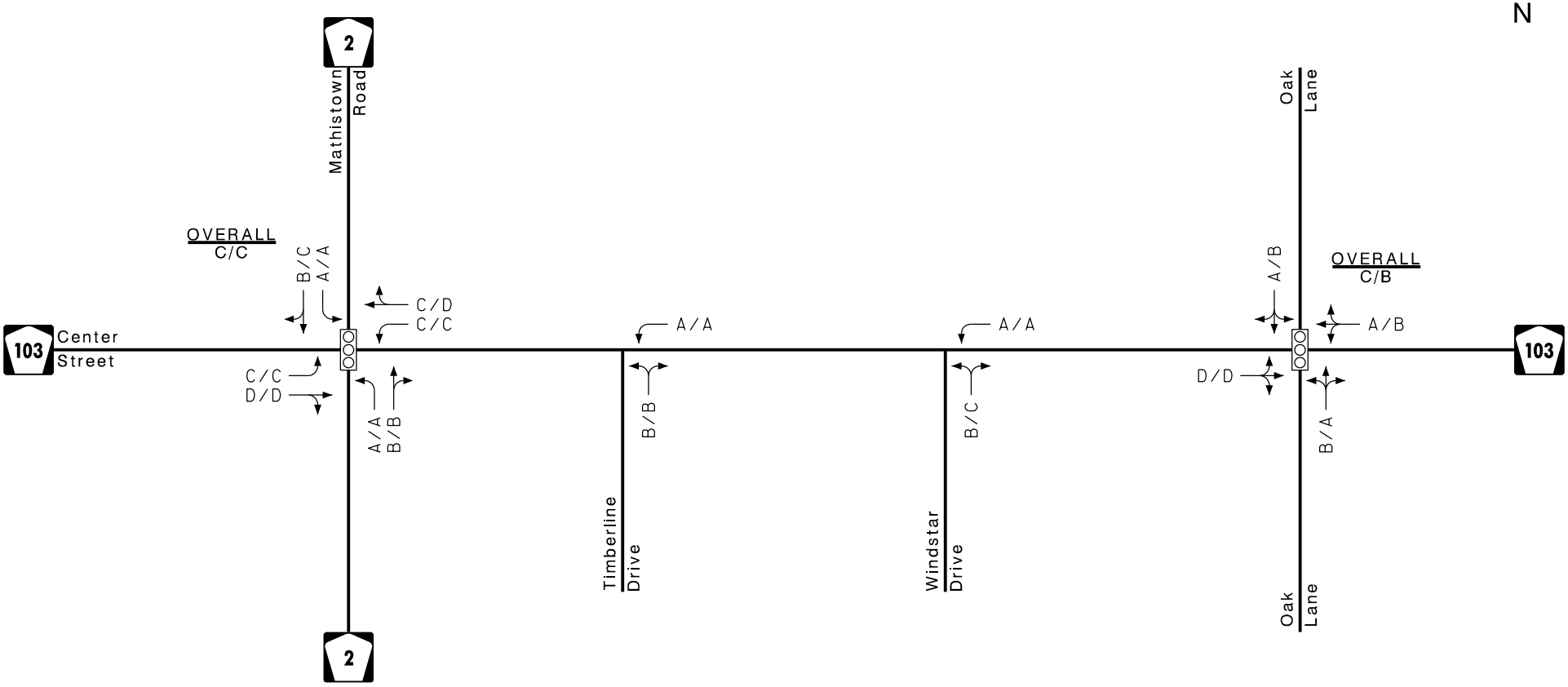
FIGURE 6
EXISTING LEVELS OF SERVICE



Venue at Summers Corner

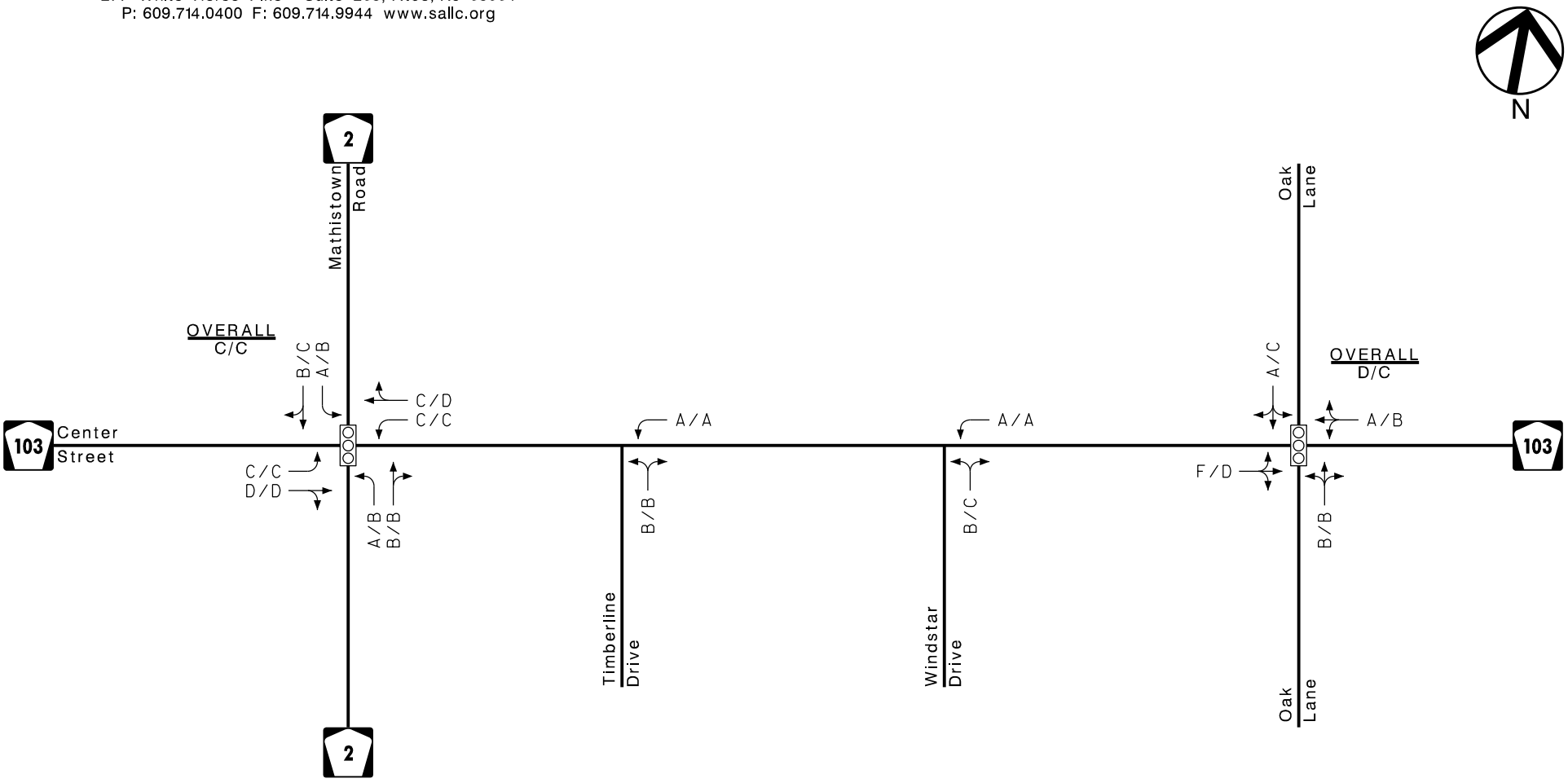
Little Egg Harbor Township, Ocean County, NJ
July 2025

TRAFFIC SIGNAL
AM/PM PEAK HOUR

SA Project No. 24257

Shropshire Associates LLC
277 White Horse Pike - Suite 203, Atco, NJ 08004
P: 609.714.0400 F: 609.714.9944 www.sallc.org

FIGURE 7
NO-BUILD LEVELS OF SERVICE



Venue at Summers Corner

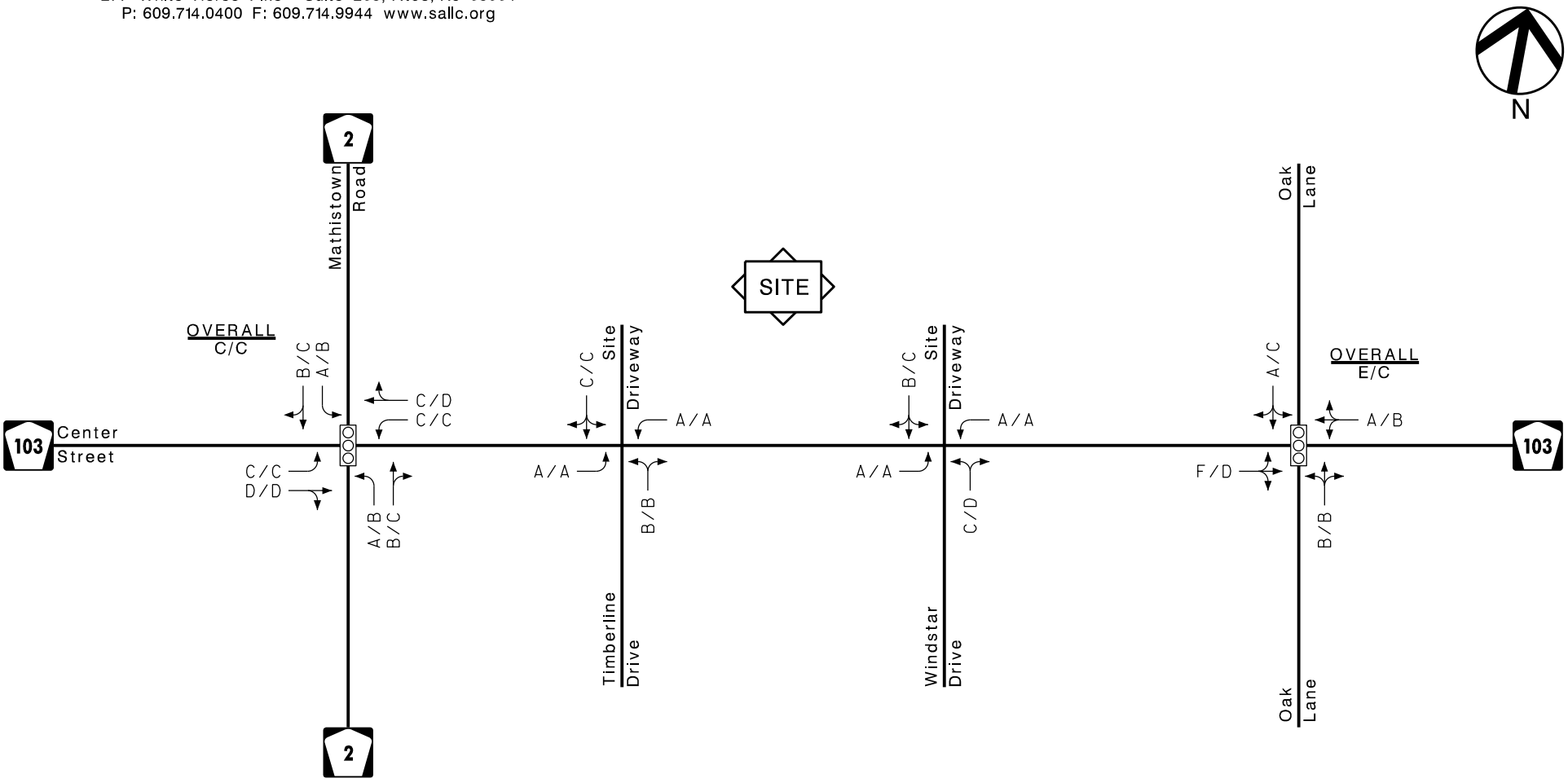
Little Egg Harbor Township, Ocean County, NJ
July 2025

TRAFFIC SIGNAL
AM/PM PEAK HOUR

SA Project No. 24257

Shropshire Associates LLC
277 White Horse Pike - Suite 203, Atco, NJ 08004
P: 609.714.0400 F: 609.714.9944 www.sallc.org

FIGURE 8A
BUILD LEVELS OF SERVICE



Venue at Summers Corner

Little Egg Harbor Township, Ocean County, NJ
July 2025

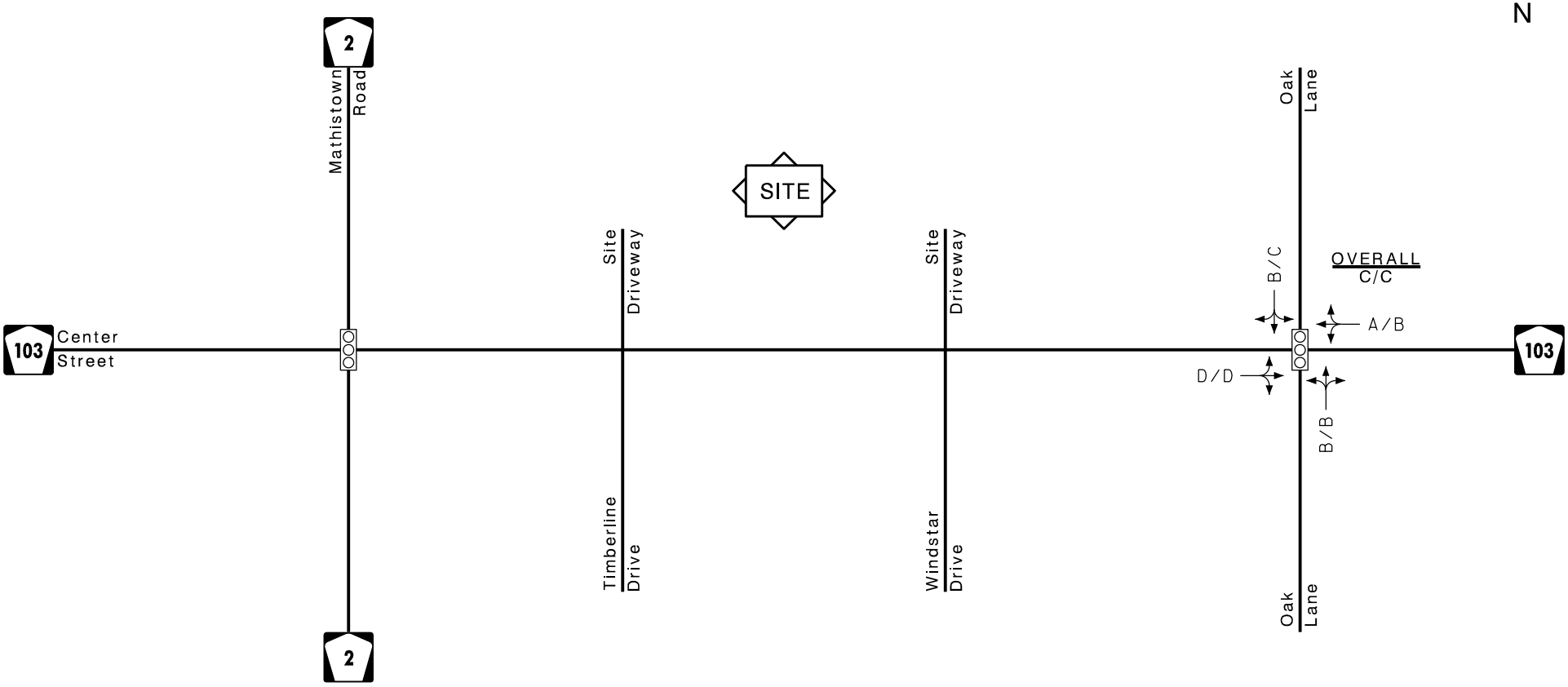
TRAFFIC SIGNAL
AM/PM PEAK HOUR

SA Project No. 24257

Shropshire Associates LLC
277 White Horse Pike - Suite 203, Atco, NJ 08004
P: 609.714.0400 F: 609.714.9944 www.sallc.org

FIGURE 8B
BUILD LEVELS OF SERVICE
(MITIGATION)

N



Venue at Summers Corner

Little Egg Harbor Township, Ocean County, NJ
July 2025

TRAFFIC SIGNAL
AM/PM PEAK HOUR

SA Project No. 24257

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Mathistown Rd.
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Wednesday/Overcast/EM CC/D4-2584

File Name : 24257005
Site Code : 24257005
Start Date : 2/5/2025
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	Mathistown Rd. Southbound					Center St. Westbound					Mathistown Rd. Northbound					Center St. Eastbound					
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
07:00 AM	4	17	1	0	22	4	5	8	5	22	18	68	0	2	88	1	27	35	0	63	195
07:15 AM	21	29	1	0	51	4	10	14	5	33	22	69	2	0	93	1	24	29	2	56	233
07:30 AM	6	33	3	0	42	7	6	11	3	27	12	55	1	4	72	0	24	15	1	40	181
07:45 AM	5	18	10	0	33	10	11	19	2	42	17	63	0	5	85	2	35	25	0	62	222
Total	36	97	15	0	148	25	32	52	15	124	69	255	3	11	338	4	110	104	3	221	831
08:00 AM	8	26	7	2	43	5	9	10	8	32	12	67	2	1	82	0	23	33	1	57	214
08:15 AM	5	27	3	1	36	8	9	14	6	37	13	60	2	3	78	2	22	22	0	46	197
08:30 AM	11	35	7	1	54	7	15	13	5	40	12	59	5	0	76	4	24	16	3	47	217
08:45 AM	20	33	4	0	57	7	17	7	3	34	16	46	6	0	68	5	18	34	1	58	217
Total	44	121	21	4	190	27	50	44	22	143	53	232	15	4	304	11	87	105	5	208	845
*** BREAK ***																					
02:00 PM	22	66	15	0	103	7	35	24	2	68	16	60	5	3	84	4	20	15	3	42	297
02:15 PM	17	67	15	1	100	7	27	13	2	49	25	45	6	6	82	8	19	17	1	45	276
02:30 PM	12	83	13	2	110	5	18	21	5	49	15	46	5	1	67	0	27	27	1	55	281
02:45 PM	18	54	13	3	88	10	30	16	1	57	19	52	2	1	74	3	19	17	6	45	264
Total	69	270	56	6	401	29	110	74	10	223	75	203	18	11	307	15	85	76	11	187	1118
03:00 PM	20	69	17	1	107	10	21	26	2	59	10	45	9	5	69	4	32	22	2	60	295
03:15 PM	22	78	10	1	111	7	30	21	3	61	23	39	6	3	71	6	18	13	3	40	283
03:30 PM	22	80	11	1	114	13	25	19	6	63	13	44	7	3	67	7	12	17	2	38	282
03:45 PM	28	86	14	2	130	9	17	21	2	49	16	50	14	3	83	2	15	20	2	39	301
Total	92	313	52	5	462	39	93	87	13	232	62	178	36	14	290	19	77	72	9	177	1161
04:00 PM	27	76	19	2	124	8	26	26	4	64	15	42	9	3	69	8	24	12	0	44	301
04:15 PM	22	90	14	5	131	6	29	22	2	59	22	43	7	2	74	3	11	13	2	29	293
04:30 PM	26	69	13	11	119	6	29	20	3	58	22	43	5	2	72	2	22	15	3	42	291
04:45 PM	28	104	18	3	153	7	16	9	7	39	20	47	5	2	74	6	24	12	1	43	309
Total	103	339	64	21	527	27	100	77	16	220	79	175	26	9	289	19	81	52	6	158	1194
05:00 PM	24	74	25	1	124	7	29	23	2	61	15	29	8	1	53	5	18	28	2	53	291
05:15 PM	28	83	11	2	124	8	33	22	3	66	14	40	8	2	64	3	23	16	2	44	298
05:30 PM	21	68	18	4	111	4	26	20	1	51	18	34	4	4	60	4	19	12	3	38	260
05:45 PM	20	68	17	1	106	4	18	22	2	46	18	39	5	2	64	2	13	16	2	33	249
Total	93	293	71	8	465	23	106	87	8	224	65	142	25	9	241	14	73	72	9	168	1098
Grand Total	437	1433	279	44	2193	170	491	421	84	1166	403	1185	123	58	1769	82	513	481	43	1119	6247
Apprch %	19.9	65.3	12.7	2		14.6	42.1	36.1	7.2		22.8	67	7	3.3		7.3	45.8	43	3.8		
Total %	7	22.9	4.5	0.7	35.1	2.7	7.9	6.7	1.3	18.7	6.5	19	2	0.9	28.3	1.3	8.2	7.7	0.7	17.9	
Unshifted	437	1431										1183									
% Unshifted	100	99.9	99.6	100	99.9	98.2	100	100	100	99.7	99.8	99.8	100	100	99.8	98.8	100	99.8	100	99.8	99.8
Tractor Trailers																					
% Tractor Trailers	0	0.1	0.4	0	0.1	1.8	0	0	0	0.3	0.2	0.2	0	0	0.2	1.2	0	0.2	0	0.2	0.2

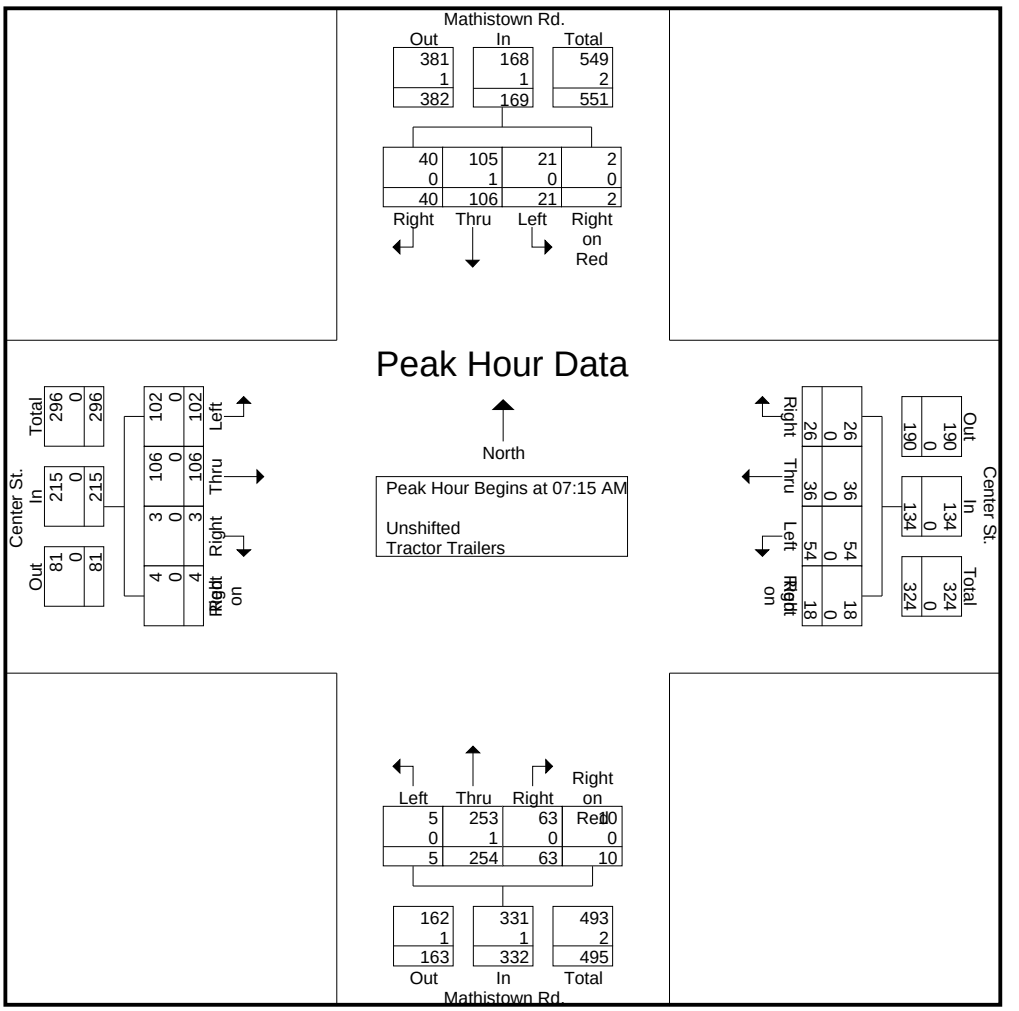
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Mathistown Rd.
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Wednesday/Overcast/EM CC/D4-2584

File Name : 24257005
Site Code : 24257005
Start Date : 2/5/2025
Page No : 2

	Mathistown Rd. Southbound					Center St. Westbound					Mathistown Rd. Northbound					Center St. Eastbound					
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**21**	29	1	0	**51**	4	10	14	5	33	**22**	**69**	**2**	0	**93**	1	24	29	**2**	56	**233**
07:30 AM	6	**33**	3	0	42	7	6	11	3	27	12	55	1	4	72	0	24	15	1	40	181
07:45 AM	5	18	**10**	0	33	**10**	**11**	**19**	2	**42**	17	63	0	**5**	85	**2**	**35**	25	0	**62**	222
08:00 AM	8	26	7	**2**	43	5	9	10	**8**	32	12	67	2	1	82	0	23	**33**	1	57	214
Total Volume	40	106	21	2	169	26	36	54	18	134	63	254	5	10	332	3	106	102	4	215	850
% App. Total	23.7	62.7	12.4	1.2		19.4	26.9	40.3	13.4		19	76.5	1.5	3		1.4	49.3	47.4	1.9		
PHF	.476	.803	.525	.250	.828	.650	.818	.711	.563	.798	.716	.920	.625	.500	.892	.375	.757	.773	.500	.867	.912
Unshifted	40	105	21	2	168	26	36	54	18	134	63	253	5	10	331	3	106	102	4	215	848
% Unshifted		99.1	100	100	99.4	100	100	100	100	100	100	99.6	100	100	99.7	100	100	100	100	100	99.8
Tractor Trailers																					
% Tractor Trailers	0	0.9	0	0	0.6	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.2



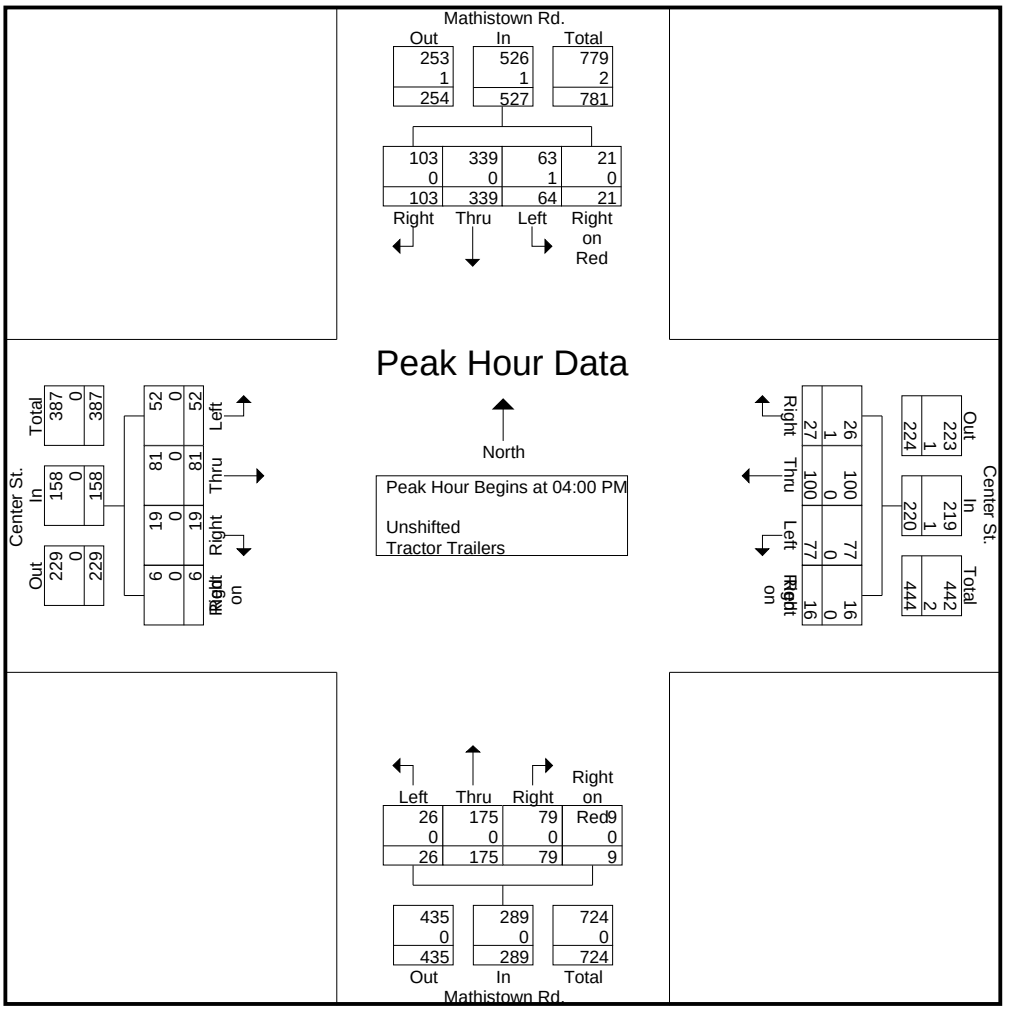
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Mathistown Rd.
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Wednesday/Overcast/EM CC/D4-2584

File Name : 24257005
Site Code : 24257005
Start Date : 2/5/2025

	Mathistown Rd. Southbound					Center St. Westbound					Mathistown Rd. Northbound					Center St. Eastbound					
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	27	76	**19**	2	124	**8**	26	**26**	4	**64**	15	42	**9**	**3**	69	**8**	**24**	12	0	**44**	301
04:15 PM	22	90	14	5	131	6	**29**	22	2	59	**22**	43	7	2	**74**	3	11	13	2	29	293
04:30 PM	26	69	13	**11**	119	6	29	20	3	58	22	43	5	2	72	2	22	**15**	**3**	42	291
04:45 PM	**28**	**104**	18	3	**153**	7	16	9	**7**	39	20	**47**	5	2	74	6	24	12	1	43	**309**
Total Volume	103	339	64	21	527	27	100	77	16	220	79	175	26	9	289	19	81	52	6	158	1194
% App. Total	19.5	64.3	12.1	4		12.3	45.5	35	7.3		27.3	60.6	9	3.1		12	51.3	32.9	3.8		
PHF	.920	.815	.842	.477	.861	.844	.862	.740	.571	.859	.898	.931	.722	.750	.976	.594	.844	.867	.500	.898	.966
Unshifted	103	339	63	21	526	26	100	77	16	219	79	175	26	9	289	19	81	52	6	158	1192
% Unshifted			98.4	100	99.8	96.3	100	100	100	99.5	100	100	100	100	100	100	100	100	100	100	99.8
Tractor Trailers																					
% Tractor Trailers	0	0	1.6	0	0.2	3.7	0	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0.2



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Oak Lane
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/LW/D4-2585

File Name : 24257006
Site Code : 24257006
Start Date : 2/11/2025
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	Oak Lane Southbound					Center St. Westbound					Oak Lane Northbound					Center St. Eastbound					
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
07:00 AM	17	15	3	5	40	6	2	0	4	12	7	67	2	0	76	1	41	39	0	81	209
07:15 AM	21	26	8	4	59	0	4	0	0	4	3	29	2	0	34	1	31	24	1	57	154
07:30 AM	18	12	2	3	35	2	1	0	4	7	1	37	1	1	40	0	33	28	0	61	143
07:45 AM	13	15	5	4	37	2	3	1	4	10	2	31	1	0	34	2	50	40	0	92	173
Total	69	68	18	16	171	10	10	1	12	33	13	164	6	1	184	4	155	131	1	291	679
08:00 AM	16	9	2	3	30	7	5	0	4	16	5	35	1	0	41	1	30	42	1	74	161
08:15 AM	19	21	2	5	47	0	2	0	4	6	1	28	0	1	30	0	37	26	0	63	146
08:30 AM	12	13	1	6	32	5	1	0	1	7	2	17	2	0	21	2	13	19	0	34	94
08:45 AM	28	12	3	5	48	3	7	1	3	14	1	34	4	0	39	0	30	29	0	59	160
Total	75	55	8	19	157	15	15	1	12	43	9	114	7	1	131	3	110	116	1	230	561
*** BREAK ***																					
02:00 PM	48	47	13	6	114	3	9	1	3	16	3	31	3	0	37	3	37	22	0	62	229
02:15 PM	45	43	8	12	108	3	13	1	3	20	0	23	3	0	26	0	27	44	0	71	225
02:30 PM	34	28	6	7	75	2	9	0	2	13	1	28	3	1	33	1	26	18	0	45	166
02:45 PM	46	44	9	7	106	1	9	1	2	13	2	20	3	0	25	2	20	22	0	44	188
Total	173	162	36	32	403	9	40	3	10	62	6	102	12	1	121	6	110	106	0	222	808
03:00 PM	52	51	6	7	116	4	11	0	1	16	3	30	2	0	35	3	26	20	0	49	216
03:15 PM	52	40	7	9	108	2	15	1	3	21	1	26	3	0	30	4	21	23	1	49	208
03:30 PM	54	52	13	6	125	0	5	1	2	8	1	24	5	0	30	0	20	29	2	51	214
03:45 PM	52	49	12	4	117	2	7	0	3	12	4	40	4	1	49	2	18	17	1	38	216
Total	210	192	38	26	466	8	38	2	9	57	9	120	14	1	144	9	85	89	4	187	854
04:00 PM	58	41	10	10	119	2	15	2	2	21	3	35	2	0	40	0	15	35	2	52	232
04:15 PM	58	46	11	7	122	0	5	2	2	9	1	27	3	0	31	1	16	22	0	39	201
04:30 PM	58	44	9	7	118	2	10	2	2	16	1	38	3	0	42	5	24	29	0	58	234
04:45 PM	66	56	7	4	133	2	10	4	1	17	2	29	3	0	34	2	24	27	0	53	237
Total	240	187	37	28	492	6	40	10	7	63	7	129	11	0	147	8	79	113	2	202	904
05:00 PM	46	55	10	14	125	3	8	3	4	18	0	35	3	0	38	2	25	30	0	57	238
05:15 PM	55	64	10	12	141	1	15	2	2	20	1	32	3	0	36	2	10	33	0	45	242
05:30 PM	53	52	10	7	122	2	2	0	1	5	3	22	5	0	30	3	23	14	0	40	197
05:45 PM	45	48	6	14	113	1	11	0	5	17	1	22	6	0	29	1	24	13	1	39	198
Total	199	219	36	47	501	7	36	5	12	60	5	111	17	0	133	8	82	90	1	181	875
Grand Total	966	883	173	168	2190	55	179	22	62	318	49	740	67	4	860	38	621	645	9	1313	4681
Apprch %	44.1	40.3	7.9	7.7		17.3	56.3	6.9	19.5		5.7	86	7.8	0.5		2.9	47.3	49.1	0.7		
Total %	20.6	18.9	3.7	3.6	46.8	1.2	3.8	0.5	1.3	6.8	1	15.8	1.4	0.1	18.4	0.8	13.3	13.8	0.2	28	
Unshifted	966	882	173	168	2189	55	179	22	62	318	49	740	67	4	860	38	621	645	9	1313	4680
% Unshifted																					
Tractor Trailers	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Tractor Trailers	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

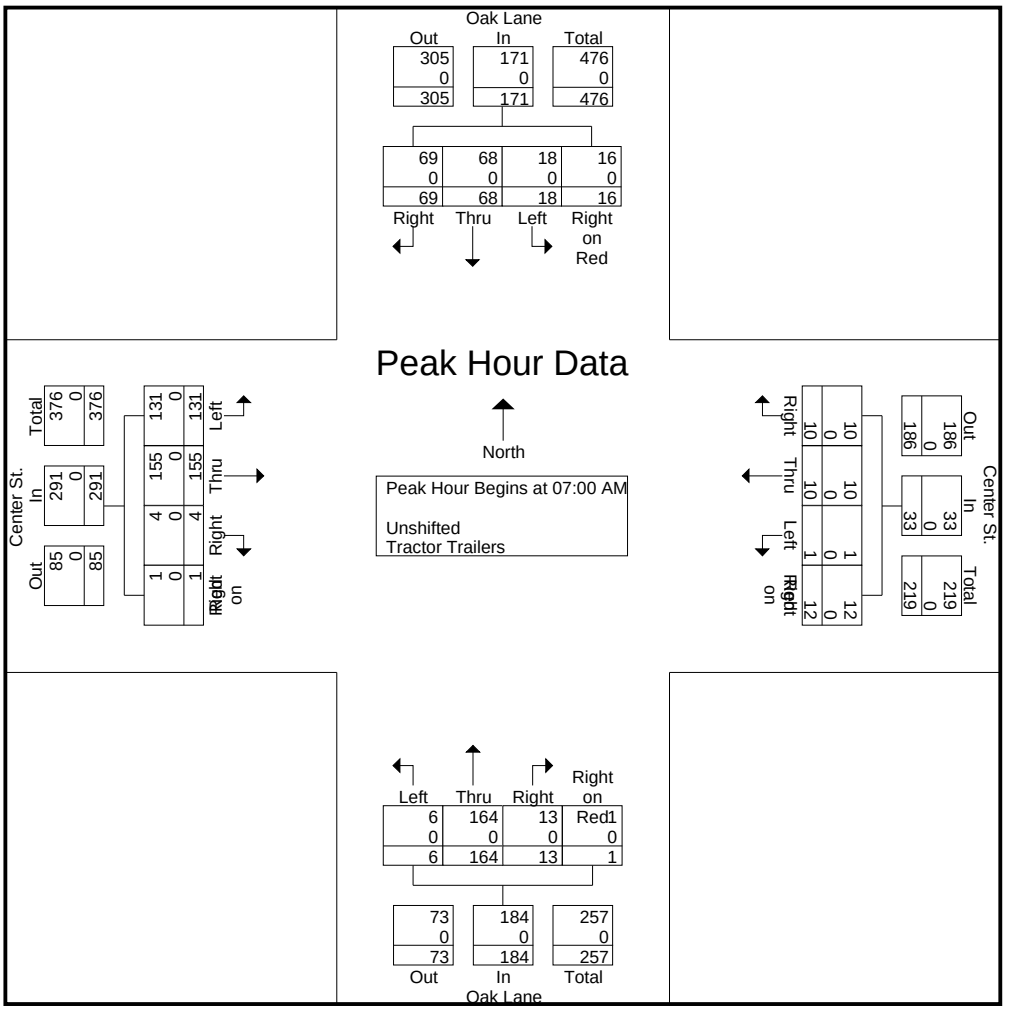
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Oak Lane
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/LW/D4-2585

File Name : 24257006
Site Code : 24257006
Start Date : 2/11/2025
Page No : 2

	Oak Lane Southbound					Center St. Westbound					Oak Lane Northbound					Center St. Eastbound					
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	15	3	**5**	40	**6**	2	0	**4**	**12**	**7**	**67**	**2**	0	**76**	1	41	39	0	81	**209**
07:15 AM	**21**	**26**	**8**	4	**59**	0	**4**	0	0	4	3	29	2	0	34	1	31	24	**1**	57	154
07:30 AM	18	12	2	3	35	2	1	0	4	7	1	37	1	**1**	40	0	33	28	0	61	143
07:45 AM	13	15	5	4	37	2	3	**1**	4	10	2	31	1	0	34	**2**	**50**	**40**	0	**92**	173
Total Volume	69	68	18	16	171	10	10	1	12	33	13	164	6	1	184	4	155	131	1	291	679
% App. Total	40.4	39.8	10.5	9.4		30.3	30.3	3	36.4		7.1	89.1	3.3	0.5		1.4	53.3	45	0.3		
PHF	.821	.654	.563	.800	.725	.417	.625	.250	.750	.688	.464	.612	.750	.250	.605	.500	.775	.819	.250	.791	.812
Unshifted	69	68	18	16	171	10	10	1	12	33	13	164	6	1	184	4	155	131	1	291	679
% Unshifted																					
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



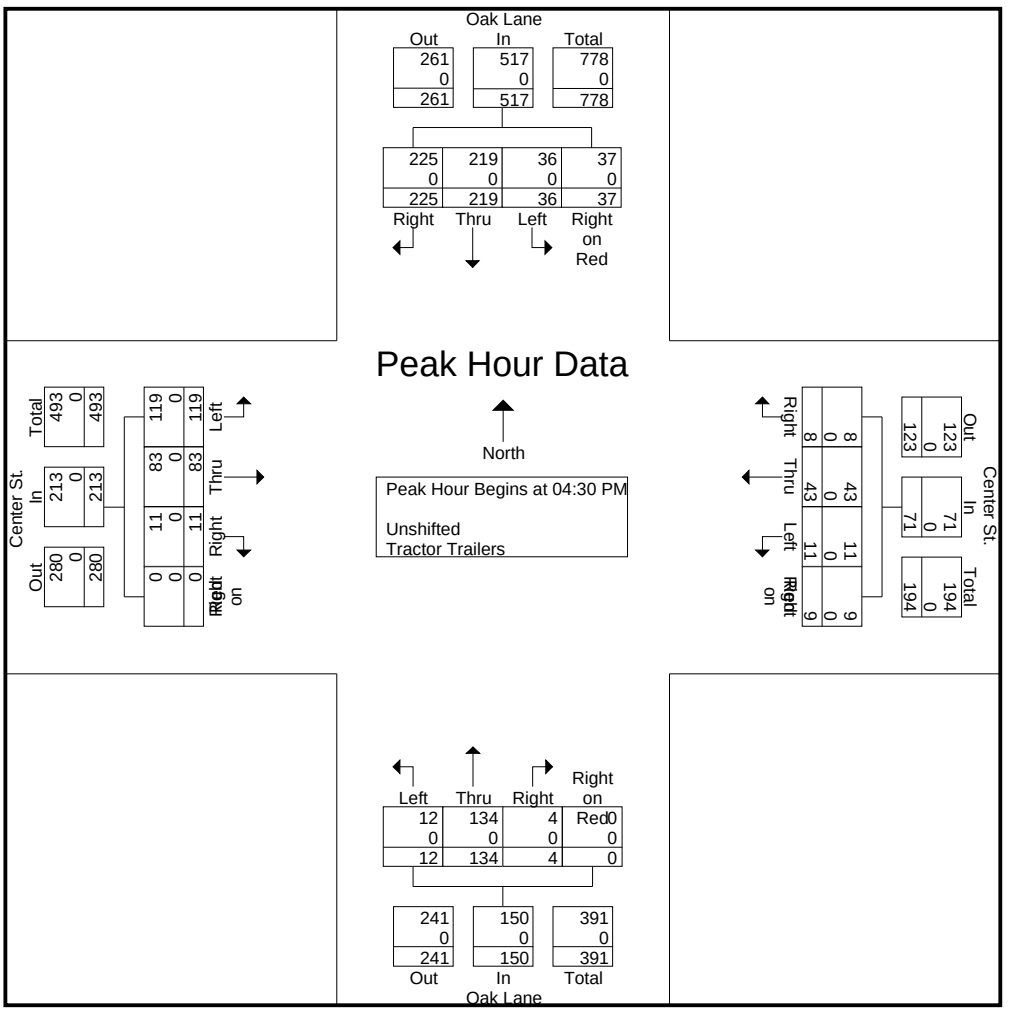
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Oak Lane
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/LW/D4-2585

File Name : 24257006
Site Code : 24257006
Start Date : 2/11/2025
Page No : 3

	Oak Lane Southbound					Center St. Westbound					Oak Lane Northbound					Center St. Eastbound					
Start Time	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Right	Thru	Left	Right on Red	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	58	44	9	7	118	2	10	2	2	16	1	**38**	**3**	0	**42**	**5**	24	29	0	**58**	234
04:45 PM	**66**	56	7	4	133	2	10	**4**	1	17	**2**	29	3	0	34	2	24	27	0	53	237
05:00 PM	46	55	**10**	**14**	125	**3**	8	3	**4**	18	0	35	3	0	38	2	**25**	30	0	57	238
05:15 PM	55	**64**	10	12	**141**	1	**15**	2	2	**20**	1	32	3	0	36	2	10	**33**	0	45	**242**
Total Volume	225	219	36	37	517	8	43	11	9	71	4	134	12	0	150	11	83	119	0	213	951
% App. Total	43.5	42.4	7	7.2		11.3	60.6	15.5	12.7		2.7	89.3	8	0		5.2	39	55.9	0		
PHF	.852	.855	.900	.661	.917	.667	.717	.688	.563	.888	.500	.882	1.00	.000	.893	.550	.830	.902	.000	.918	.982
Unshifted	225	219	36	37	517	8	43	11	9	71	4	134	12	0	150	11	83	119	0	213	951
% Unshifted																					
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Windstar
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/RS/D4-3142

File Name : 24257007
Site Code : 24257007
Start Date : 2/11/2025
Page No : 1

Groups Printed- Windstar Drive Turns

	Center St. Westbound		Windstar Drive Northbound			Center St. Eastbound		
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
07:00 AM	0	0	0	1	1	0	0	1
07:15 AM	0	0	1	0	1	2	2	3
07:30 AM	0	0	0	0	0	1	1	1
*** BREAK ***								
Total	0	0	1	1	2	3	3	5
08:00 AM	0	0	1	0	1	0	0	1
*** BREAK ***								
08:30 AM	0	0	1	0	1	0	0	1
08:45 AM	0	0	1	0	1	0	0	1
Total	0	0	3	0	3	0	0	3
*** BREAK ***								
02:00 PM	1	1	0	1	1	1	1	3
02:15 PM	0	0	0	1	1	0	0	1
02:30 PM	0	0	0	0	0	4	4	4
02:45 PM	0	0	0	0	0	1	1	1
Total	1	1	0	2	2	6	6	9
*** BREAK ***								
03:15 PM	0	0	0	0	0	1	1	1
03:30 PM	2	2	0	0	0	0	0	2
03:45 PM	0	0	0	1	1	1	1	2
Total	2	2	0	1	1	2	2	5
04:00 PM	0	0	0	0	0	2	2	2
*** BREAK ***								
04:30 PM	1	1	0	0	0	3	3	4
04:45 PM	0	0	0	0	0	1	1	1
Total	1	1	0	0	0	6	6	7
05:00 PM	1	1	0	0	0	0	0	1
05:15 PM	0	0	1	0	1	0	0	1
*** BREAK ***								
Total	1	1	1	0	1	0	0	2
Grand Total	5	5	5	4	9	17	17	31
Apprch %	100		55.6	44.4		100		
Total %	16.1	16.1	16.1	12.9	29	54.8	54.8	

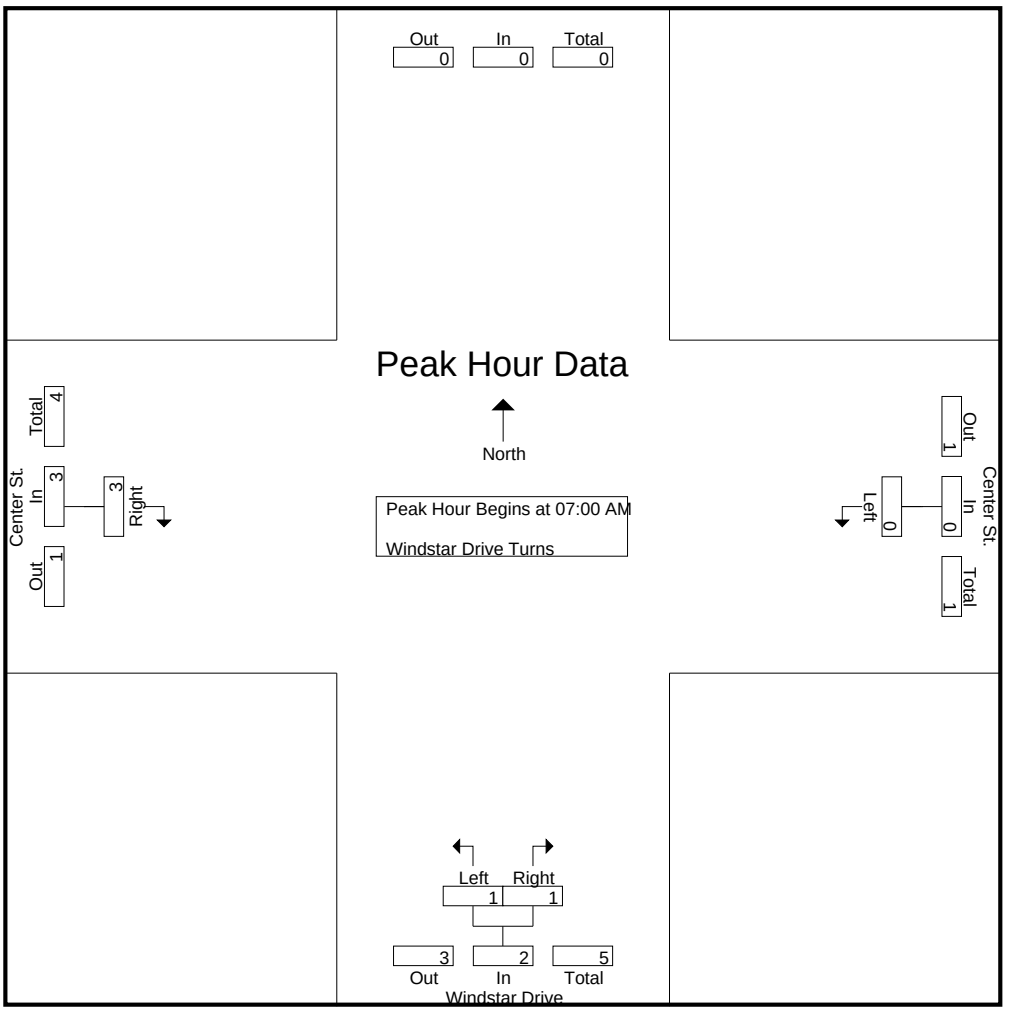
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Windstar
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/RS/D4-3142

File Name : 24257007
Site Code : 24257007
Start Date : 2/11/2025
Page No : 2

	Center St. Westbound		Windstar Drive Northbound			Center St. Eastbound		
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1								
Peak Hour for Entire Intersection Begins at 07:00 AM								
07:00 AM	0	0	0	**1**	**1**	0	0	1
07:15 AM	0	0	**1**	0	1	**2**	**2**	**3**
07:30 AM	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	2	3	3	5
% App. Total	0		50	50		100		
PHF	.000	.000	.250	.250	.500	.375	.375	.417



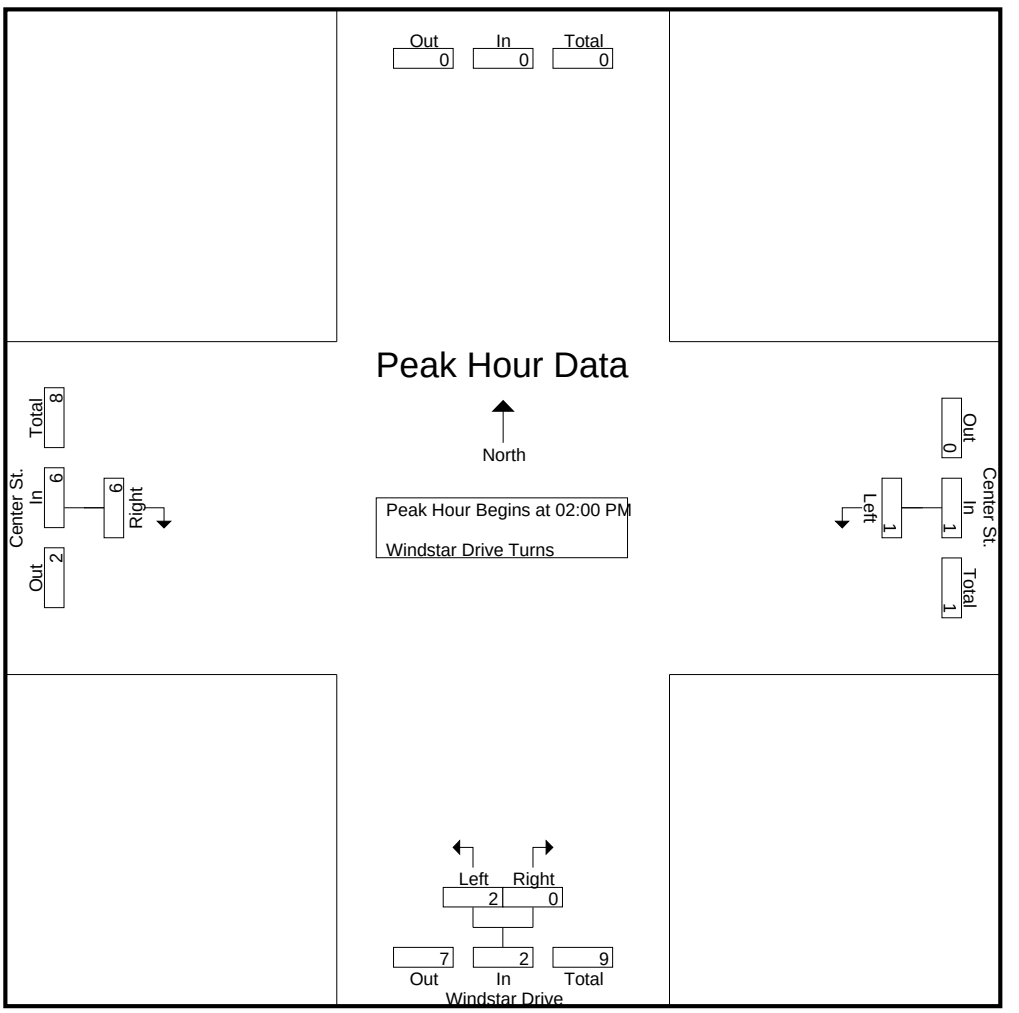
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Windstar
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/RS/D4-3142

File Name : 24257007
Site Code : 24257007
Start Date : 2/11/2025
Page No : 3

	Center St. Westbound		Windstar Drive Northbound			Center St. Eastbound		
Start Time	Left	App. Total	Right	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1								
Peak Hour for Entire Intersection Begins at 02:00 PM								
02:00 PM	**1**	**1**	0	**1**	**1**	1	1	3
02:15 PM	0	0	0	1	1	0	0	1
02:30 PM	0	0	0	0	0	**4**	**4**	**4**
02:45 PM	0	0	0	0	0	1	1	1
Total Volume	1	1	0	2	2	6	6	9
% App. Total	100		0	100		100		
PHF	.250	.250	.000	.500	.500	.375	.375	.563



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Timberline Drive (Easternmost)
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/RS/D4-3142

File Name : 24257007
Site Code : 24257007
Start Date : 2/11/2025
Page No : 1

Groups Printed- Unshifted - Tractor Trailers

	Center St. Westbound			Timberline Drive (Easternmost) Northbound			Center St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
07:00 AM	26	0	26	4	3	7	0	69	69	102
07:15 AM	32	2	34	8	0	8	0	51	51	93
07:30 AM	28	2	30	11	0	11	0	53	53	94
07:45 AM	24	3	27	7	2	9	2	83	85	121
Total	110	7	117	30	5	35	2	256	258	410
08:00 AM	25	3	28	4	2	6	2	73	75	109
08:15 AM	30	1	31	5	3	8	0	59	59	98
08:30 AM	35	0	35	2	0	2	0	59	59	96
08:45 AM	43	2	45	2	3	5	1	47	48	98
Total	133	6	139	13	8	21	3	238	241	401
*** BREAK ***										
02:00 PM	62	4	66	2	2	4	3	63	66	136
02:15 PM	74	1	75	4	0	4	3	69	72	151
02:30 PM	63	1	64	3	1	4	0	51	51	119
02:45 PM	62	2	64	3	1	4	2	47	49	117
Total	261	8	269	12	4	16	8	230	238	523
03:00 PM	65	8	73	1	2	3	2	53	55	131
03:15 PM	87	2	89	2	1	3	1	49	50	142
03:30 PM	74	4	78	3	2	5	2	54	56	139
03:45 PM	76	6	82	1	0	1	3	56	59	142
Total	302	20	322	7	5	12	8	212	220	554
04:00 PM	85	4	89	2	0	2	2	61	63	154
04:15 PM	71	3	74	1	0	1	2	38	40	115
04:30 PM	85	3	88	7	0	7	2	63	65	160
04:45 PM	74	4	78	6	1	7	1	50	51	136
Total	315	14	329	16	1	17	7	212	219	565
05:00 PM	61	11	72	6	1	7	9	59	68	147
05:15 PM	86	5	91	3	3	6	3	47	50	147
05:30 PM	61	7	68	2	1	3	6	48	54	125
05:45 PM	82	5	87	6	3	9	5	47	52	148
Total	290	28	318	17	8	25	23	201	224	567
Grand Total	1411	83	1494	95	31	126	51	1349	1400	3020
Apprch %	94.4	5.6		75.4	24.6		3.6	96.4		
Total %	46.7	2.7	49.5	3.1	1	4.2	1.7	44.7	46.4	
Unshifted	1411	83	1494	95	31	126	51	1348	1399	3019
% Unshifted	100	100	100	100	100	100	100	99.9	99.9	100
Tractor Trailers	0	0	0	0	0	0	0	1	1	1
% Tractor Trailers	0	0	0	0	0	0	0	0.1	0.1	0

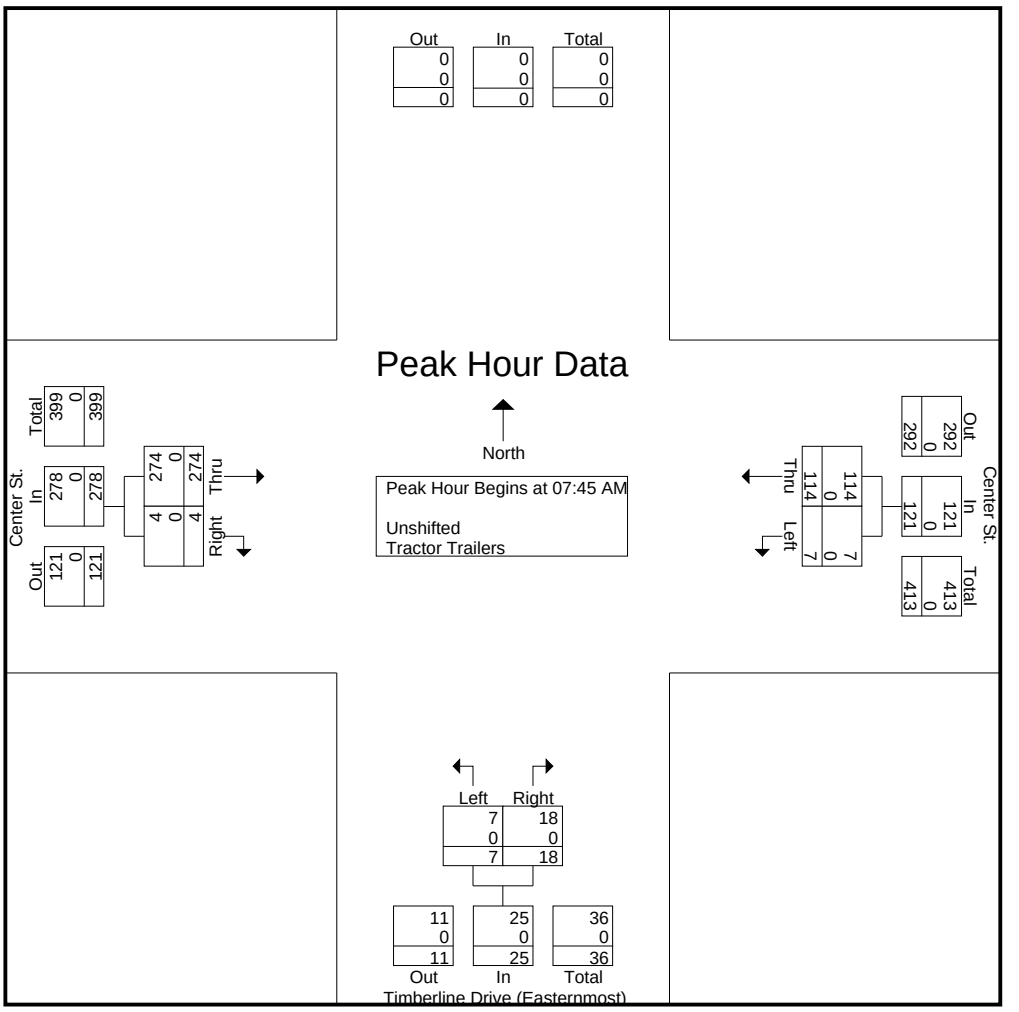
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Timberline Drive (Easternmost)
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/RS/D4-3142

File Name : 24257007
Site Code : 24257007
Start Date : 2/11/2025
Page No : 2

	Center St. Westbound			Timberline Drive (Easternmost) Northbound			Center St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	24	**3**	27	**7**	2	**9**	**2**	**83**	**85**	**121**
08:00 AM	25	3	28	4	2	6	2	73	75	109
08:15 AM	30	1	31	5	**3**	8	0	59	59	98
08:30 AM	**35**	0	**35**	2	0	2	0	59	59	96
Total Volume	114	7	121	18	7	25	4	274	278	424
% App. Total	94.2	5.8		72	28		1.4	98.6		
PHF	.814	.583	.864	.643	.583	.694	.500	.825	.818	.876
Unshifted	114	7	121	18	7	25	4	274	278	424
% Unshifted	100	100	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0



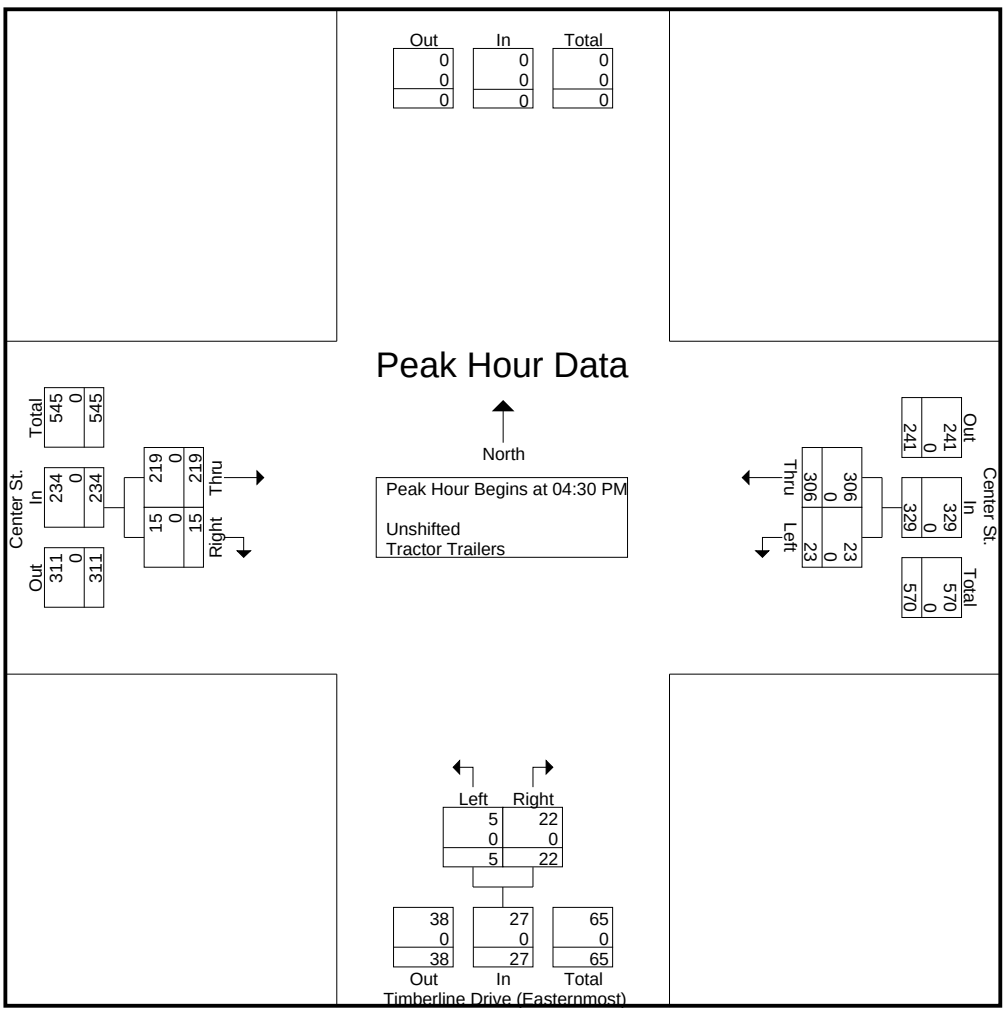
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Timberline Drive (Easternmost)
E/W Route: Center St.
Little Egg Harbor/Ocean County/NJ
Tuesday/Overcast to Snow/RS/D4-3142

File Name : 24257007
Site Code : 24257007
Start Date : 2/11/2025
Page No : 3

	Center St. Westbound			Timberline Drive (Easternmost) Northbound			Center St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	85	3	88	**7**	0	**7**	2	**63**	65	**160**
04:45 PM	74	4	78	6	1	7	1	50	51	136
05:00 PM	61	**11**	72	6	1	7	**9**	59	**68**	147
05:15 PM	**86**	5	**91**	3	**3**	6	3	47	50	147
Total Volume	306	23	329	22	5	27	15	219	234	590
% App. Total	93	7		81.5	18.5		6.4	93.6		
PHF	.890	.523	.904	.786	.417	.964	.417	.869	.860	.922
Unshifted	306	23	329	22	5	27	15	219	234	590
% Unshifted	100	100	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0

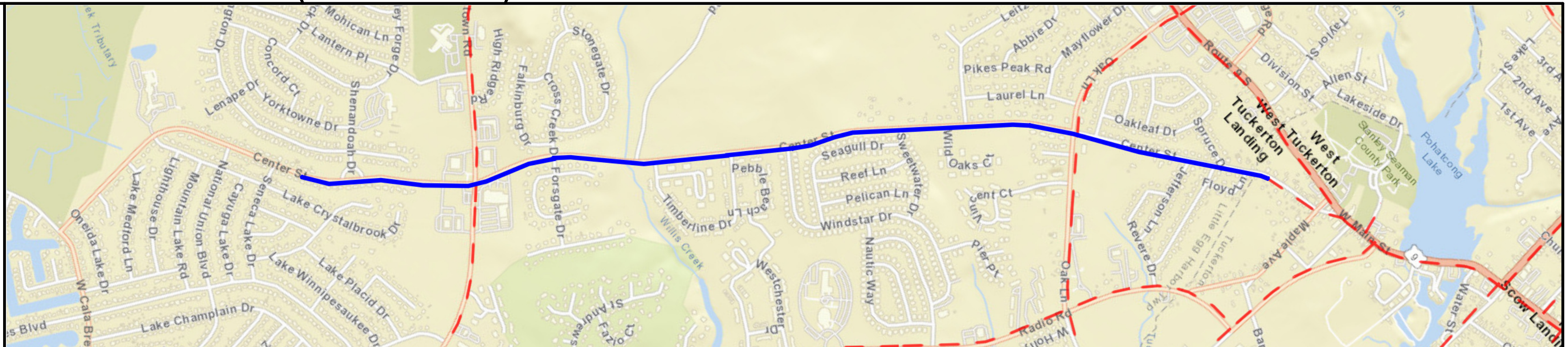


OCEAN COUNTY 103 (South to North)

Mile Posts: 0.000 - 2.000

Secondary Direction

Primary Direction



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route 287

US Route 22

NJ Route 33

County Road 689

Interchange Number 2

Grade Separated Interchange

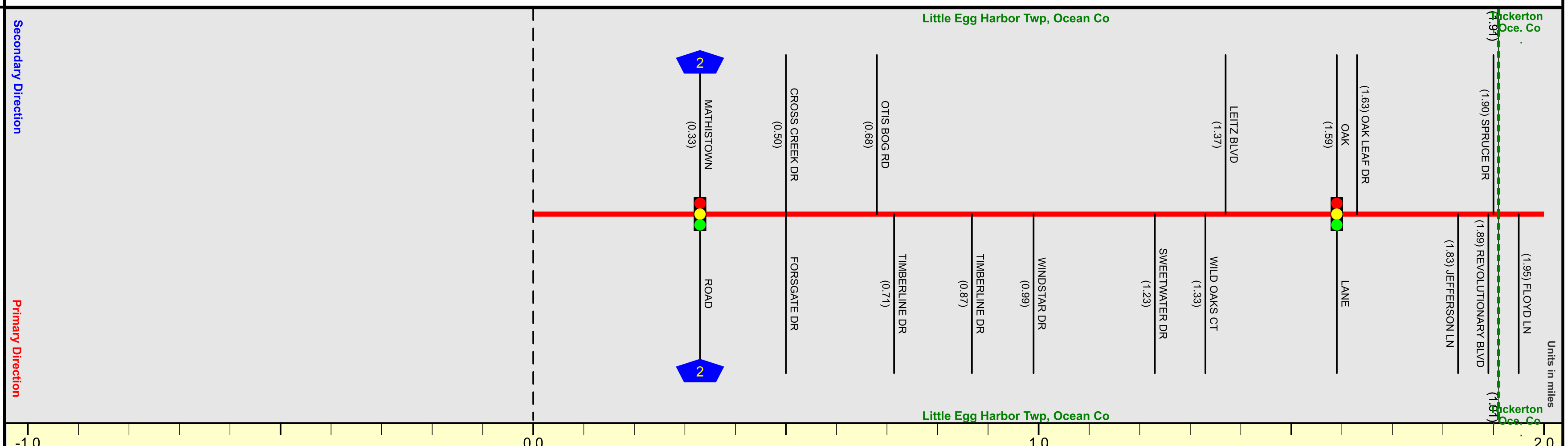
Traffic Signal

Traffic Monitoring Sites WIM AVC VOL

Road Underpass

Road Overpass

Dyn Msg Sign DMS



Street Name	Center Street					
Jurisdiction	County	Municipal				
Functional Class	Urban Local	Urban Minor Collector	Urban Local			
Federal Aid - NHS Sy	Non-Federal Aid	STP	Non-Federal Aid			
Control Section						
Speed Limit	30	40	25			
Number of Lanes	2					
Med. Type	None					
Med. Width						
Pavement	24	22				
Shoulder	4	2	8	12	2	
Traffic Volume						
Traffic Sta. ID						
Structure No.						
Enlarged Views						

Begin Ocean County 103 MP=0.00

Page Created: June, 2020

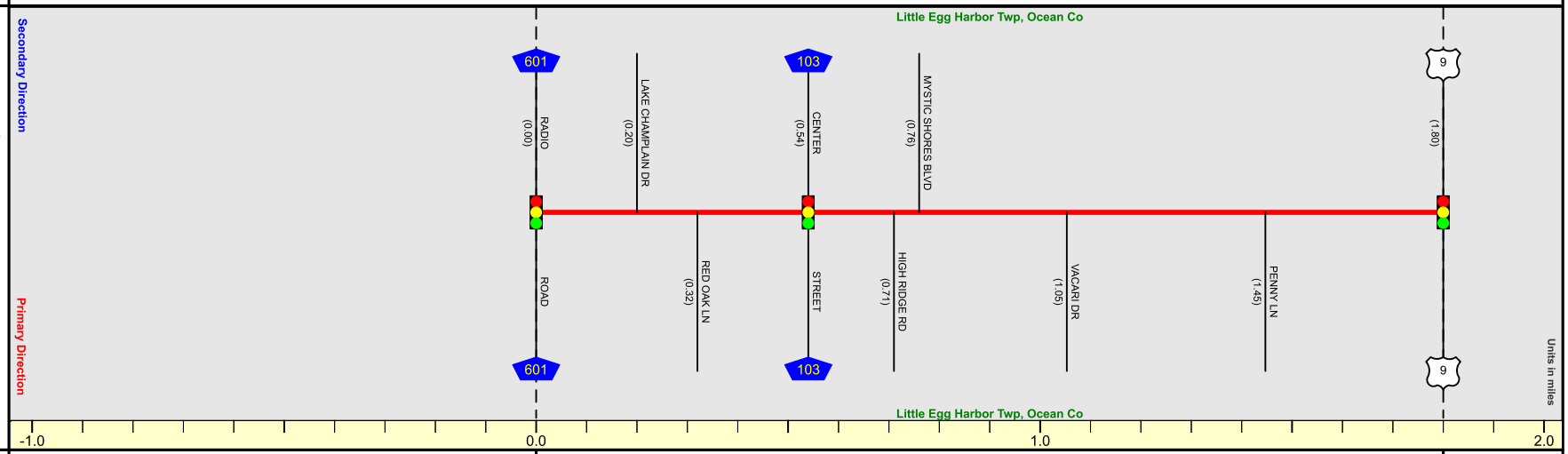
SRI = 15000103__

Date last inventoried: September 2011

MATHISTOWN RD (South to North)

Mile Posts: 0.000 - 1.800

Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Mathistown Road
Jurisdiction	County
Functional Class	Urban Major Collector
Federal Aid - NHS Sy	STP
Control Section	Begin Mathistown Rd MP=0.00 / End Mathistown Rd MP=1.80
Speed Limit	35 / 45
Number of Lanes	2
Med. Type	None
Med. Width	
Pavement	24 / 32 / 24
Shoulder	4 / 10 / 8 / 14 / 4
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 15160002__

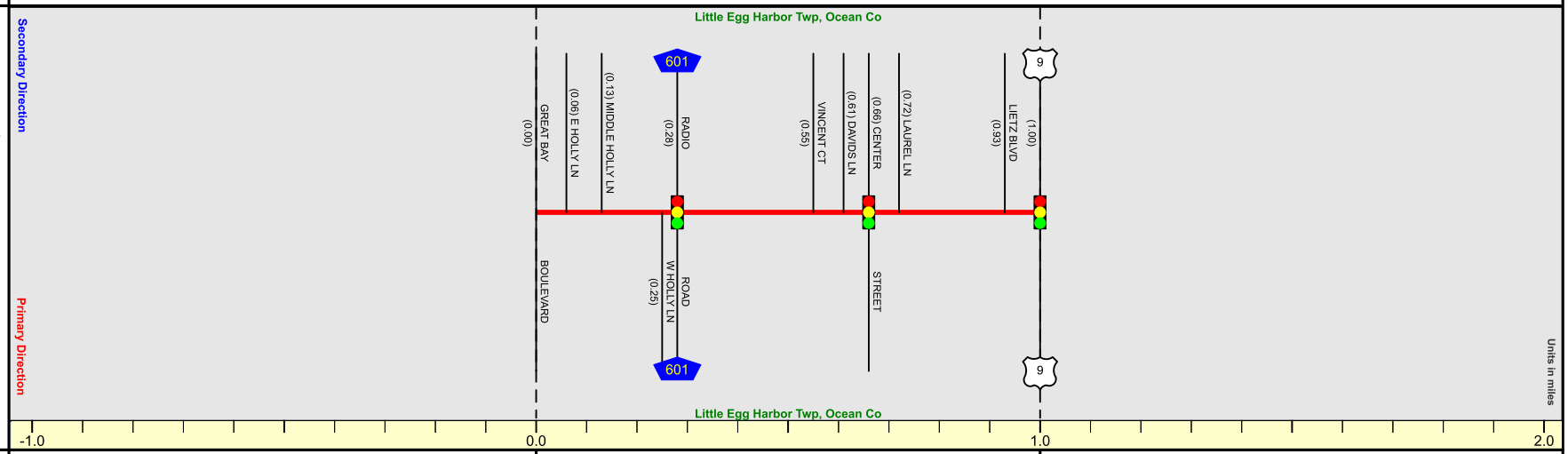
Date last inventoried: November 2012

Page Created: June, 2020

OAK LN (South to North)

Mile Posts: 0.000 - 1.000

Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name		Oak Lane	
Jurisdiction		Municipal	
Functional Class		Urban Local / Urban Major Collector	
Federal Aid - NHS Sy		Non-Federal Aid / STP	
Control Section			
Speed Limit	Begin Oak Ln MP=0.00	25	End Oak Ln MP=1.00
Number of Lanes		2	
Med. Type		None	
Med. Width			
Pavement		32	
Shoulder			
Traffic Volume			
Traffic Sta. ID			
Structure No.			
Enlarged Views			

SRI = 15161320__

Date last inventoried: January 2016

Page Created: June, 2020

CR 103 (Center Street)
Oak Lane
Little Egg Harbor Twp.

Date: July 25, 2008
Revised: October 26, 2009

WITHOUT PEDESTRIAN ACTUATION 59-77 SECOND VARIABLE CYCLE

Phase	1-3	4-6	7-12	13-16	17-20	Time (sec.)
A. Oak Lane R.O.W.	G	G	R	M	H	24
Pedestrian Clearance	G	G	R	FH	H	15
Change	Y	Y	R	H	H	4
Clearance	R	R	R	H	H	2
B. Center Street R.O.W.	R	R	G	H	H	8-26
Change	R	R	Y	H	H	4
Clearance	R	R	R	H	H	2

WITH PEDESTRIAN ACTUATION

Phase	1-3	4-6	7-12	13-16	17-20	Time (sec.)
A. Oak Lane R.O.W.	G	G	R	M	H	25
Pedestrian Clearance	G	G	R	FH	H	15
Change	Y	Y	R	H	H	4
Clearance	R	R	R	H	H	2
B. Center Street R.O.W.	R	R	G	H	M	7
Pedestrian Clearance	R	R	G	H	FH	19
Change	R	R	Y	H	H	4
Clearance	R	R	R	H	H	2
EMERGENCY FLASHING	Y	Y	R	DARK	DARK	50-60 per min.

NOTES:

Vehicle interval to be set a 2 seconds. Detectors to be equipped with delay units adjusted to provide 10 seconds of delay before placing a call.

Memory circuits are to be disconnected.

If no actuation occurs, signal to rest in Phase A (Oak Lane R.O.W.).

Manual control to be disconnected.

LEH-1
C.R. #2 (Mathistown Road)
C.R. #103 (Center Street)
Little Egg Harbor Township

John N. Ernst, P.E.
Ocean County Engineer

3/9/23
Date

Date: August 16, 1990
Revised: September 8, 2006
July 26, 2011
March 8, 2023

120 SECOND BACKGROUND AND 71-96 SECOND VARIABLE CYCLE LENGTH

Phase		Signal Faces										Time (Seconds)	
		1,2	3	4,5	6	7,8	9	10,11	12	13,14, 15,16	17,18, 19,20	Plan I 120 sec Cycle	Plan II Variable Cycle
						NO PEDESTRIAN ACTUATION							
A)	Mathistown Rd Lead Left	<G-/R	R	<G-/R	R	R	R	R	R	DW	DW	7-10	7-10
	Change	<Y-/R	R	<Y-/R	R	R	R	R	R	DW	DW	3	3
B)	Mathistown Rd ROW	G	G	G	G	R	R	R	R	W	DW	56-27	7 MIN
	Pedestrian Clearance	G	G	G	G	R	R	R	R	FDW	DW	23	23
	Change	Y	Y	Y	Y	R	R	R	R	DW	DW	5	5
	Clearance	R	R	R	R	R	R	R	R	DW	DW	2	2
C)	Center St Lead Left	R	R	R	R	<G-/R	R	<G-/R	R	DW	DW	7-10	7-10
	Change	R	R	R	R	<Y-/R	R	<Y-/R	R	DW	DW	3	3
D)	Center St ROW	R	R	R	R	G	G	G	G	DW	DW	7-30	7-15
	Change	R	R	R	R	Y	Y	Y	Y	DW	DW	4	4
	Clearance	R	R	R	R	R	R	R	R	DW	DW	3	3
						PEDESTRIAN ACTUATION							
A)	Mathistown Rd Lead Left	<G-/R	R	<G-/R	R	R	R	R	R	DW	DW	7-10	7-10
	Change	<Y-/R	R	<Y-/R	R	R	R	R	R	DW	DW	3	3
B)	Mathistown Rd ROW	G	G	G	G	R	R	R	R	W	DW	37-27	7 MIN
	Pedestrian Clearance	G	G	G	G	R	R	R	R	FDW	DW	23	23
	Change	Y	Y	Y	Y	R	R	R	R	DW	DW	5	5
	Clearance	R	R	R	R	R	R	R	R	DW	DW	2	2
C)	Center St Lead Left	R	R	R	R	<G-/R	R	<G-/R	R	DW	DW	7-10	7-10
	Change	R	R	R	R	<Y-/R	R	<Y-/R	R	DW	DW	3	3
D)	Center St ROW	R	R	R	R	G	G	G	G	DW	W	8	8
	Pedestrian Clearance	R	R	R	R	G	G	G	G	DW	FDW	18	18
	Vehicle Extension	R	R	R	R	G	G	G	G	DW	DW	0-4	0
	Change	R	R	R	R	Y	Y	Y	Y	DW	DW	4	4
	Clearance	R	R	R	R	R	R	R	R	DW	DW	3	3
Emergency Flash		Y	Y	Y	Y	R	R	R	R	DARK	DARK	-	-
Offset												-	-

LEH-1
C.R. #2 (Mathistown Road)
C.R. #103 (Center Street)
Little Egg Harbor Township

John N. Ernst, P.E.
Ocean County Engineer

3/9/23
Date

Notes:

1. Signal shall rest in Phase B - Mathistown Road R.O.W.
2. Phase A must be followed by Phase B.
3. Phase C must be followed by Phase D.
4. The vehicle interval is to be set at 2 seconds for Phases A, C and D.
5. Recall is to be in the OFF position.
6. The manual control is to be disconnected.
7. The left-turn slots in Phase A are to be separate phases but concurrently timed if actuation occurs in both slots. Each left-turn slot has the capability of terminating or extending separately or independently of the other, thereby reverting the timing to the non-conflicting Phase B movement.
8. The left-turn slots in Phase C are to be separate phases but concurrently timed if actuation occurs in both slots. Each left-turn slot has the capability of terminating or extending separately or independently of the other, thereby reverting the timing to the non-conflicting Phase D movement.

The following is the Time-Of-Day schedule:

5:00 AM to 11:00 PM	Monday to Sunday	Plan I
All Other Times	Monday to Sunday	Plan II

NJDOT ACCESS PERMIT
ANNUAL BACKGROUND GROWTH RATE TABLE
Valid for NJDOT Access Permits submitted November 2023 - November 2025

	Functional Classification													
	RURAL							URBAN						
COUNTY	Interstate	Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local	Interstate	Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
ATLANTIC	N/A	2.25%	1.50%	2.00%	1.75%	1.00%	1.00%	N/A	2.25%	2.00%	1.50%	2.25%	2.50%	1.00%
BERGEN	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.25%	2.50%	2.75%	2.75%	2.00%	1.00%	1.75%
BURLINGTON	2.50%	3.00%	2.50%	2.25%	1.00%	1.00%	1.00%	3.00%	2.00%	2.25%	3.00%	1.00%	1.25%	1.25%
CAMDEN	2.25%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	2.25%	2.00%	2.25%	1.00%	2.25%	1.25%	1.00%
CAPE MAY	N/A	2.25%	2.00%	1.00%	1.50%	1.50%	1.00%	N/A	2.25%	1.50%	1.50%	1.25%	1.25%	1.25%
CUMBERLAND	N/A	2.25%	1.75%	2.50%	1.25%	1.00%	1.00%	N/A	3.00%	1.25%	2.00%	1.00%	1.25%	1.00%
ESSEX	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.25%	1.75%	2.00%	1.75%	1.00%	1.00%	1.00%
GLOUCESTER	2.75%	2.00%	1.00%	1.50%	1.25%	1.00%	1.00%	2.75%	2.25%	2.00%	1.75%	1.25%	1.25%	1.00%
HUDSON	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.50%	1.00%	2.50%	2.25%	1.25%	1.00%	1.50%
HUNTERDON	2.25%	1.50%	2.50%	1.75%	1.00%	1.00%	1.75%	1.00%	1.75%	2.00%	1.00%	2.00%	1.00%	1.00%
MERCER	2.75%	1.75%	1.00%	1.25%	1.00%	1.00%	1.25%	2.50%	2.25%	3.00%	1.50%	1.00%	1.00%	1.00%
MIDDLESEX	2.75%	1.75%	1.00%	1.25%	1.50%	1.50%	1.00%	2.75%	3.00%	2.50%	2.75%	1.00%	1.00%	1.00%
MONMOUTH	2.50%	2.25%	1.50%	2.25%	1.50%	1.00%	1.00%	1.00%	1.75%	2.00%	1.00%	2.75%	1.00%	1.00%
MORRIS	3.00%	1.75%	1.00%	1.25%	1.50%	1.50%	1.25%	2.75%	2.00%	2.00%	2.50%	1.00%	1.00%	1.25%
OCEAN	1.25%	2.00%	1.75%	2.00%	2.00%	1.50%	1.50%	1.00%	2.50%	2.00%	2.00%	1.00%	2.00%	1.00%
PASSAIC	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.25%	2.25%	2.00%	1.00%	1.25%	1.00%	1.00%
SALEM	2.00%	2.00%	2.00%	1.75%	1.25%	1.00%	1.00%	3.00%	2.25%	1.00%	2.25%	1.00%	1.25%	1.00%
SOMERSET	2.25%	2.00%	2.00%	1.00%	1.75%	3.00%	1.00%	2.50%	2.75%	2.75%	1.00%	1.75%	1.00%	1.75%
SUSSEX	1.00%	1.75%	3.00%	1.00%	1.25%	1.75%	2.25%	2.00%	1.75%	1.00%	2.00%	2.50%	2.00%	1.00%
UNION	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.50%	2.75%	2.25%	2.25%	2.75%	1.00%	1.00%
WARREN	3.00%	1.50%	1.00%	2.75%	1.00%	1.00%	1.00%	2.00%	1.75%	1.75%	2.75%	1.00%	1.50%	1.75%

NOTE: For use in short term (within 1-3 years) background growth ONLY.

Example: Assume existing condition is 1,500 peak hour trips and the applicable growth rate is 2%. The multiplication factor for 2% compounded for 3 years is 1.0612. The three-year peak hour forecast is 1,591.8, or 1,592 peak hour trips. [1592 = 1500(1+ 0.02)^3 = 1500(1.0612)]

Future Growth (compounded) = Present Growth * (1+Growth Rate) $^{\text{\# of years}}$

New Jersey Department Of Transportation

Seasonal Correction Factors 2023

Region 1 2023		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Rural	1	1.130	1.105	1.064	1.008	0.966	0.950	0.964	0.953	1.010	0.968	0.993	1.052
	2	1.077	1.055	1.024	1.010	0.984	0.971	0.986	0.976	1.010	0.978	1.006	1.040
	3	1.068	1.048	1.029	1.002	0.983	0.972	1.014	1.000	1.020	0.984	1.018	1.033
	4	1.148	1.101	1.061	1.037	1.007	0.970	1.042	1.069	1.044	1.057	1.084	1.071
	5	1.263	1.152	1.197	1.117	1.087	1.100	1.254	1.242	1.146	1.165	1.172	1.010
	6	1.145	1.158	1.112	1.011	0.884	0.922	0.981	0.915	0.986	0.950	0.988	1.061
	7	1.891	1.676	1.897	1.399	1.590	1.534	1.898	2.024	1.417	1.314	1.612	1.649
Urban	1	1.130	1.105	1.064	1.008	0.966	0.950	0.964	0.953	1.010	0.968	0.993	1.052
	2	1.077	1.055	1.024	1.010	0.984	0.971	0.986	0.976	1.010	0.978	1.006	1.040
	3	1.068	1.048	1.029	1.002	0.983	0.972	1.014	1.000	1.020	0.984	1.018	1.033
	4	1.148	1.101	1.061	1.037	1.007	0.970	1.042	1.069	1.044	1.057	1.084	1.071
	5	1.263	1.152	1.197	1.117	1.087	1.100	1.254	1.242	1.146	1.165	1.172	1.010
	6	1.145	1.158	1.112	1.011	0.884	0.922	0.981	0.915	0.986	0.950	0.988	1.061
	7	1.891	1.676	1.897	1.399	1.590	1.534	1.898	2.024	1.417	1.314	1.612	1.649

Region 2 2023		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Rural	1	1.068	1.060	1.015	1.046	0.981	0.978	0.960	0.957	1.030	1.006	0.965	1.038
	2	1.142	1.094	1.062	1.006	0.960	0.950	0.969	0.940	1.015	0.987	1.040	1.035
	3	1.170	1.156	1.130	1.019	0.945	0.937	0.948	0.917	0.978	0.962	1.013	1.066
	4	1.110	1.096	1.053	0.992	0.948	0.947	0.979	0.989	1.050	1.025	1.095	1.136
	5	1.281	1.258	1.121	1.206	0.971	0.911	0.926	0.766	1.004	1.043	1.063	1.019
	6	1.145	1.158	1.112	1.011	0.884	0.922	0.981	0.915	0.986	0.950	0.988	1.061
	7	1.891	1.676	1.897	1.399	1.590	1.534	1.898	2.024	1.417	1.314	1.612	1.649
Urban	1	1.162	1.104	1.104	1.016	0.956	0.943	0.915	0.904	1.015	1.012	0.987	1.058
	2	1.142	1.094	1.062	1.006	0.960	0.950	0.969	0.940	1.015	0.987	1.040	1.035
	3	1.136	1.112	1.071	1.009	0.947	0.945	0.967	0.949	1.010	0.968	1.020	1.069
	4	1.110	1.096	1.053	0.992	0.948	0.947	0.979	0.989	1.050	1.025	1.095	1.136
	5	1.281	1.258	1.121	1.206	0.971	0.911	0.926	0.766	1.004	1.043	1.063	1.019
	6	1.145	1.158	1.112	1.011	0.884	0.922	0.981	0.915	0.986	0.950	0.988	1.061
	7	1.891	1.676	1.897	1.399	1.590	1.534	1.898	2.024	1.417	1.314	1.612	1.649

Region 3 2023		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Rural	1	1.245	1.218	1.172	1.004	0.955	0.891	0.868	0.826	0.983	0.940	1.049	1.138
	2	1.103	1.058	1.031	1.006	0.988	0.991	1.008	0.997	0.997	0.975	1.016	1.055
	3	1.195	1.147	1.086	1.003	0.945	0.873	0.878	0.878	0.983	1.008	1.071	1.147
	4	1.160	1.117	1.063	0.983	0.929	1.006	0.955	0.956	0.938	0.970	1.046	1.065
	5	1.168	1.136	1.119	1.002	0.929	0.938	0.964	0.953	0.949	0.989	1.060	1.101
	6	1.168	1.136	1.119	1.002	0.929	0.938	0.964	0.953	0.949	0.989	1.060	1.101
	7	1.168	1.136	1.119	1.002	0.929	0.938	0.964	0.953	0.949	0.989	1.060	1.101
Urban	1	1.136	1.099	1.063	1.027	0.984	0.970	1.001	0.984	1.026	0.982	1.006	1.035
	2	1.103	1.058	1.031	1.006	0.988	0.991	1.008	0.997	0.997	0.975	1.016	1.055
	3	1.105	1.076	1.038	0.998	0.961	0.952	0.985	0.993	1.020	0.988	1.021	1.043
	4	1.129	1.081	1.033	1.005	0.966	0.970	1.021	1.007	1.010	0.989	1.047	1.075
	5	1.168	1.136	1.119	1.002	0.929	0.938	0.964	0.953	0.949	0.989	1.060	1.101
	6	1.168	1.136	1.119	1.002	0.929	0.938	0.964	0.953	0.949	0.989	1.060	1.101
	7	1.168	1.136	1.119	1.002	0.929	0.938	0.964	0.953	0.949	0.989	1.060	1.101

Region 4 2023		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Rural	1	1.281	1.198	1.152	1.065	0.932	0.875	0.888	0.872	0.972	1.005	1.088	1.127
	2	1.281	1.198	1.152	1.065	0.932	0.875	0.888	0.872	0.972	1.005	1.088	1.127
	3	1.429	1.438	1.341	1.092	0.939	0.797	0.666	0.672	0.970	1.129	1.288	1.375
	4	1.343	1.285	1.232	1.084	0.918	0.818	0.814	0.776	0.951	1.093	1.241	1.308
	5	1.206	1.144	1.111	1.022	0.921	0.917	0.939	0.950	0.962	1.010	1.067	1.062
	6	1.251	1.171	1.137	1.014	0.900	0.916	0.867	0.883	0.912	1.009	1.096	1.124
	7	1.301	1.226	1.293	0.928	0.922	0.968	0.847	0.863	0.870	1.140	1.123	1.226
Urban	1	1.281	1.198	1.152	1.065	0.932	0.875	0.888	0.872	0.972	1.005	1.088	1.127
	2	1.281	1.198	1.152	1.065	0.932	0.875	0.888	0.872	0.972	1.005	1.088	1.127
	3	1.218	1.179	1.103	1.050	0.943	0.907	0.862	0.870	0.996	1.035	1.120	1.161
	4	1.369	1.289	1.325	1.082	0.960	0.860	0.788	0.823	0.954	1.099	1.308	1.397
	5	1.191	1.145	1.104	1.078	1.001	0.975	0.989	1.028	1.087	1.079	1.147	1.095
	6	1.251	1.171	1.137	1.014	0.900	0.916	0.867	0.883	0.912	1.009	1.096	1.124
	7	1.301	1.226	1.293	0.928	0.922	0.968	0.847	0.863	0.870	1.140	1.123	1.226

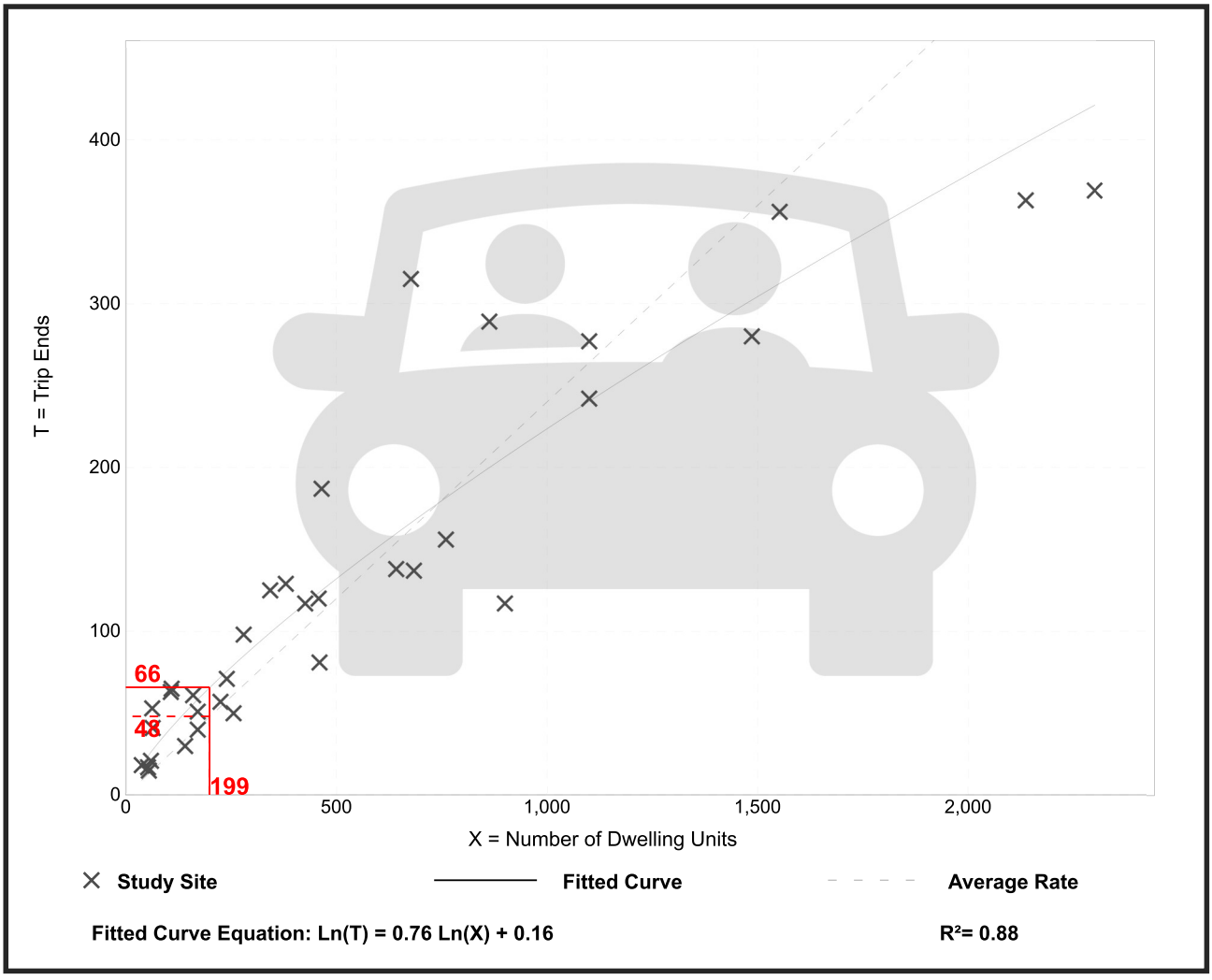
Senior Adult Housing - Single-Family
(251)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
Avg. Num. of Dwelling Units:	557
Directional Distribution:	33% entering, 67% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.24	0.13 - 0.84	0.10

Data Plot and Equation



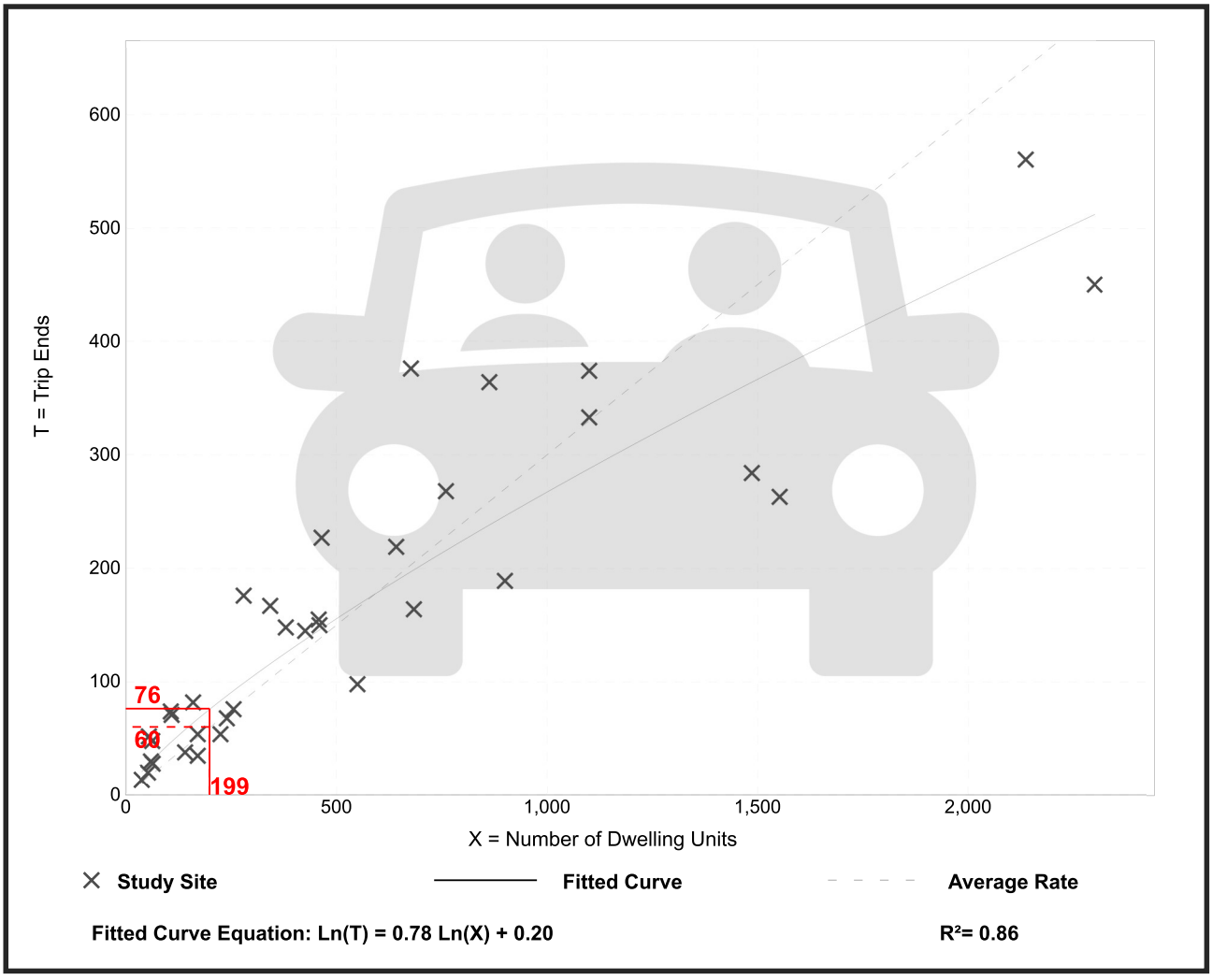
Senior Adult Housing - Single-Family
(251)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	35
Avg. Num. of Dwelling Units:	556
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.30	0.17 - 0.95	0.12

Data Plot and Equation



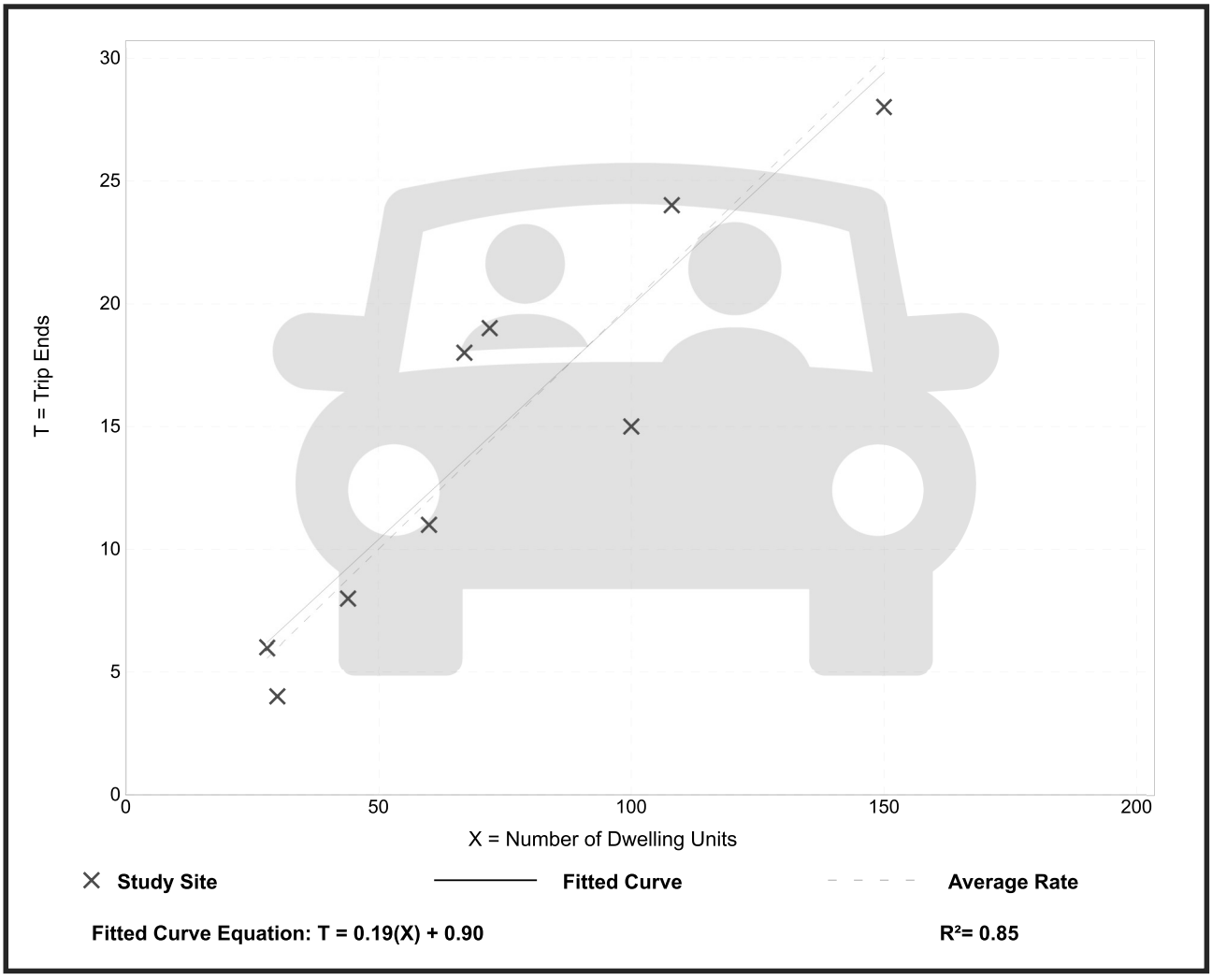
Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.13 - 0.27	0.04

Data Plot and Equation



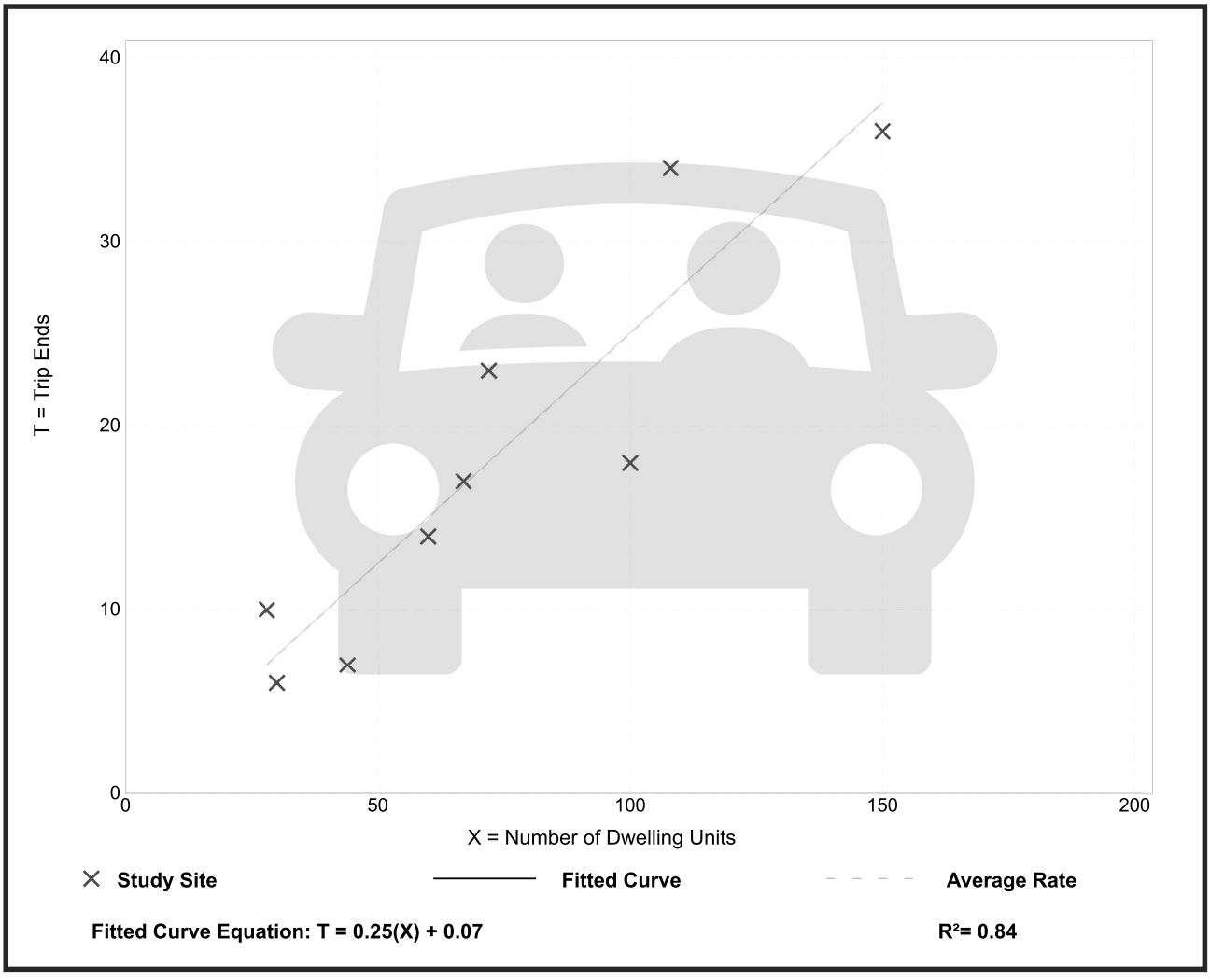
Senior Adult Housing - Multifamily
(252)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 9
Avg. Num. of Dwelling Units: 73
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



Shropshire Associates LLC

Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	AM	**Analyzed Roadway**	Center Street	**Analyzed Roadway Speed Limit (MPH):**	**40**
SA Project No.	24257	**Intersecting Roadway**	Site Driveway (West)		
Date	6/26/25	**Municipality**	Little Egg Harbor		
Analyst	BC	**County**	Ocean		

Highway Research Record, Number 211, Table 21

Opposing Volume (V_O)	Percent Left Turns in Advancing Volume (V_A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V_A) - Veh / Hr	469
Left-Turning Vehicles in V_A - Veh / Hr	17
Opposing Traffic Volume (V_O) - Veh / Hr	224

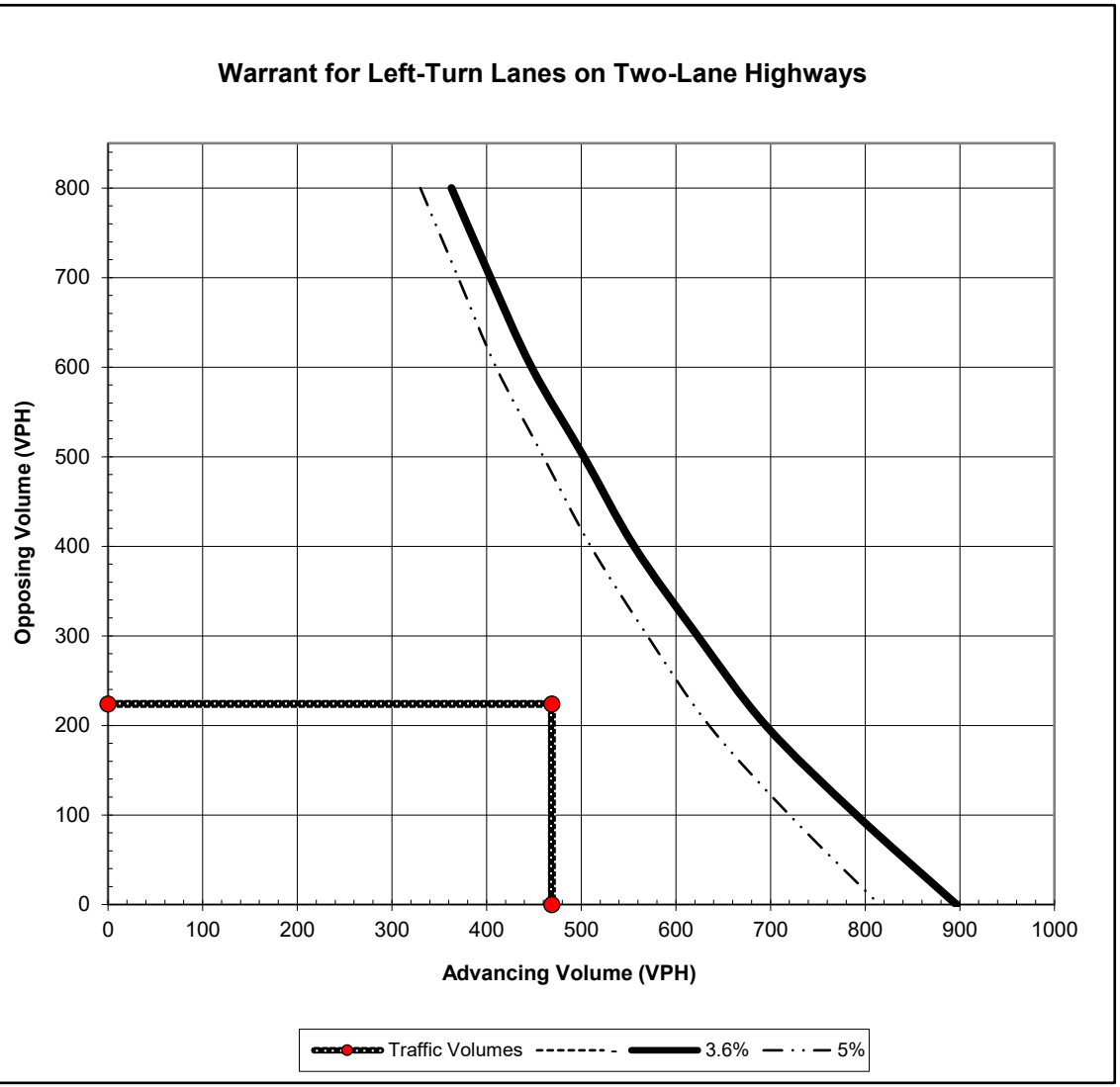
Analyses

Opposing Volume (V_O) in Veh / Hr	Advancing Volume (V_A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	-	**3.6%**	5%
800		363	330
700		404	370
600		447	410
500		503	460
400		556	510
300		623	570
200		695	635
100		791	720

Conclusion

Left-Turn Lane Not Warranted

Note: Percent Left-Turns in Advancing Volume Less Than 5% - Results Extrapolated



Shropshire Associates LLC

Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	AM	**Analyzed Roadway**	Center Street	**Analyzed Roadway Speed Limit (MPH):**	**40**
SA Project No.	24257	**Intersecting Roadway**	Site Driveway (East)		
Date	6/26/25	**Municipality**	Little Egg Harbor		
Analyst	BC	**County**	Ocean		

Highway Research Record, Number 211, Table 21

Opposing Volume (V_O)	Percent Left Turns in Advancing Volume (V_A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V_A) - Veh / Hr	499
Left-Turning Vehicles in V_A - Veh / Hr	17
Opposing Traffic Volume (V_O) - Veh / Hr	207

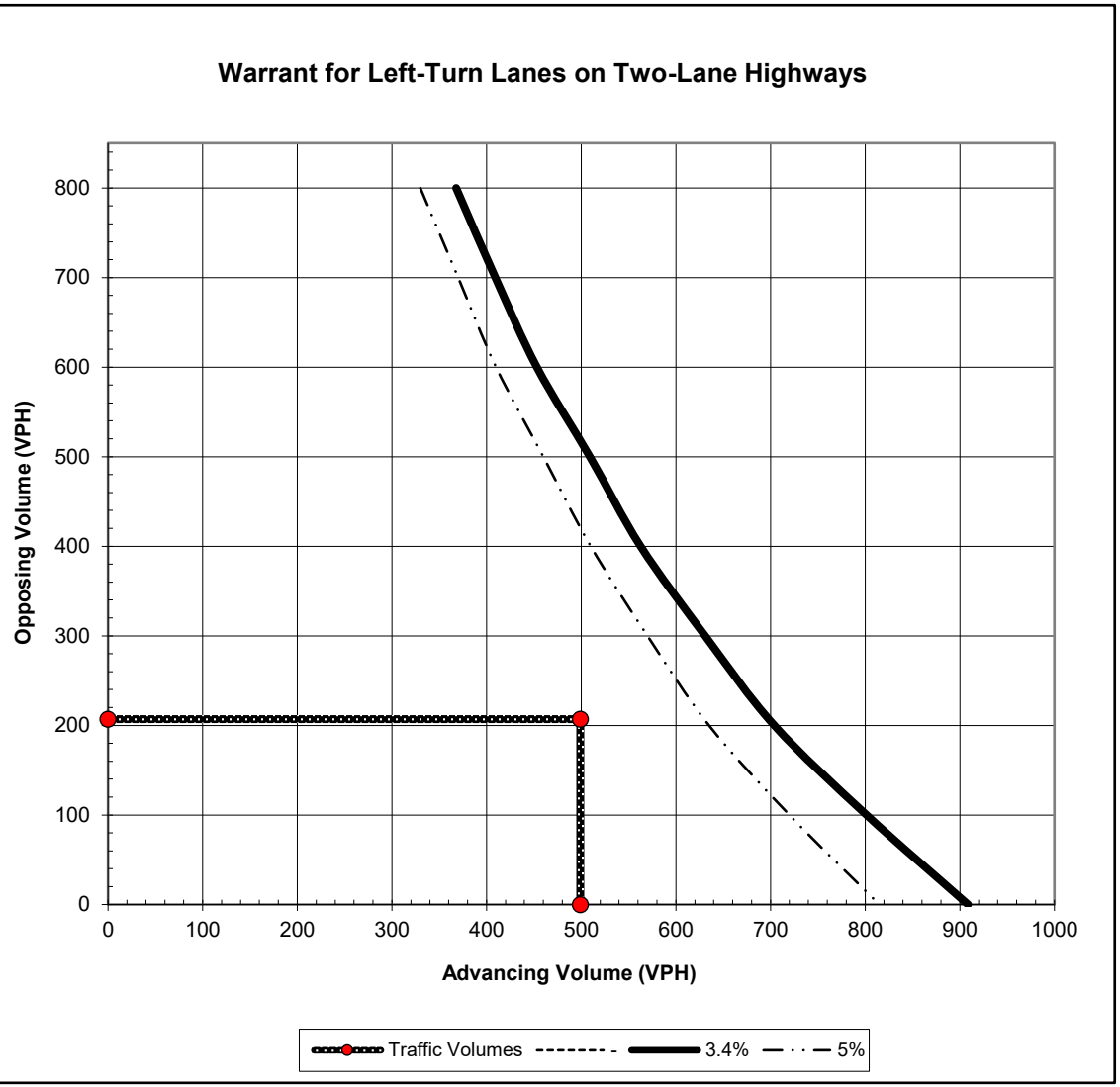
Analyses

Opposing Volume (V_O) in Veh / Hr	Advancing Volume (V_A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	-	**3.4%**	5%
800		368	330
700		409	370
600		453	410
500		509	460
400		563	510
300		631	570
200		704	635
100		801	720

Conclusion

Left-Turn Lane Not Warranted

Note: Percent Left-Turns in Advancing Volume Less Than 5% - Results Extrapolated



Shropshire Associates LLC

Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	PM	**Analyzed Roadway**	Center Street	**Analyzed Roadway Speed Limit (MPH):**	**40**
SA Project No.	24257	**Intersecting Roadway**	Site Driveway (West)		
Date	6/26/25	**Municipality**	Little Egg Harbor		
Analyst	BC	**County**	Ocean		

Highway Research Record, Number 211, Table 21

Opposing Volume (V_O)	Percent Left Turns in Advancing Volume (V_A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V_A) - Veh / Hr	418
Left-Turning Vehicles in V_A - Veh / Hr	28
Opposing Traffic Volume (V_O) - Veh / Hr	551

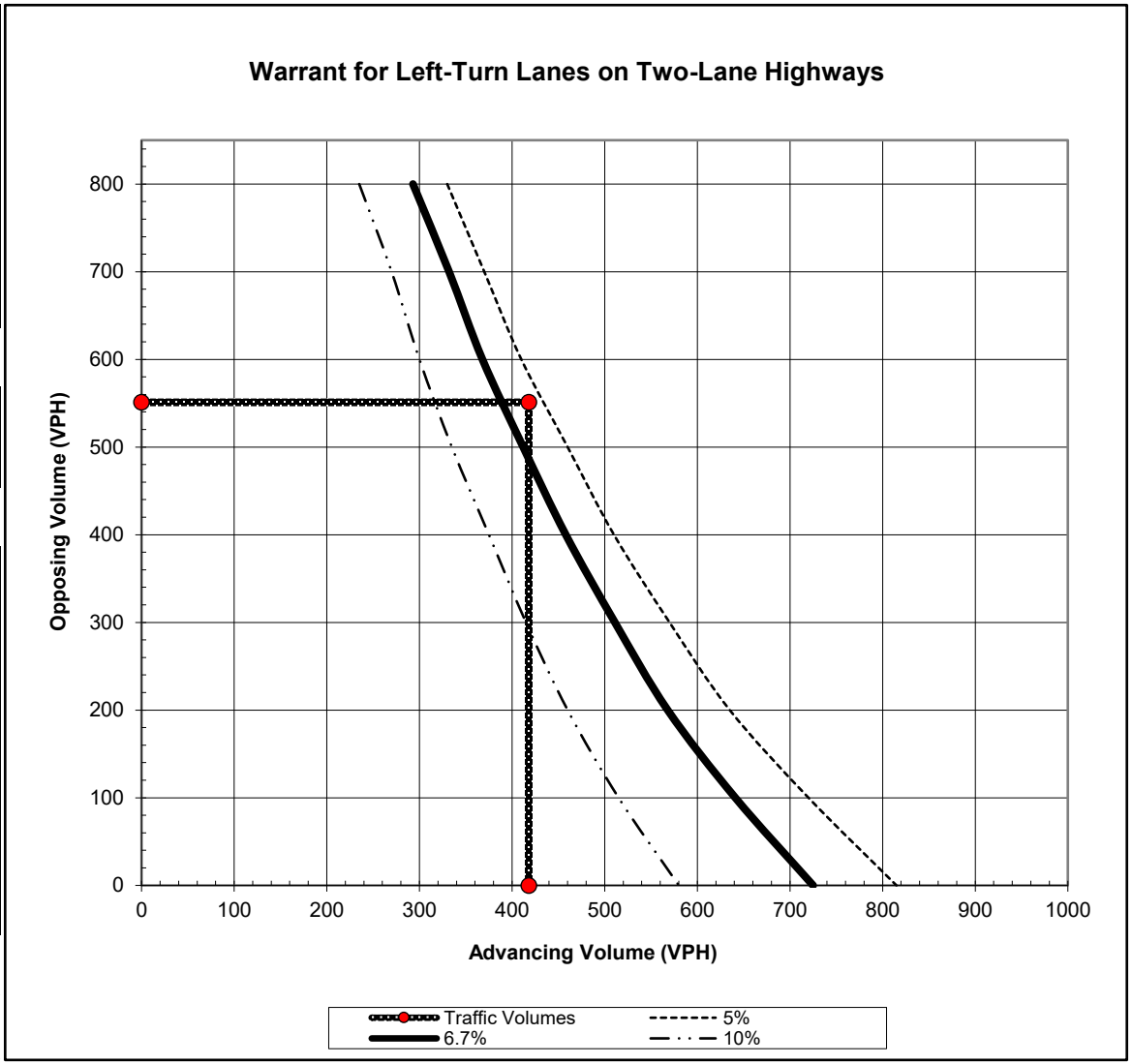
Analyses

Opposing Volume (V_O) in Veh / Hr	Advancing Volume (V_A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	5%	**6.7%**	10%
800	330	293	235
700	370	332	270
600	410	368	300
500	460	412	335
400	510	458	375
300	570	511	415
200	635	568	460
100	720	641	515

Conclusion

Left-Turn Lane Warranted

Note: -



Shropshire Associates LLC

Left-Turn Lane Warrant Analysis (Two-Lane Roadways)

Time Period	PM	**Analyzed Roadway**	Center Street	**Analyzed Roadway Speed Limit (MPH):**	**40**
SA Project No.	24257	**Intersecting Roadway**	Site Driveway (East)		
Date	6/26/25	**Municipality**	Little Egg Harbor		
Analyst	BC	**County**	Ocean		

Highway Research Record, Number 211, Table 21

Opposing Volume (V_O)	Percent Left Turns in Advancing Volume (V_A)					
	5%	10%	15%	20%	30%	40%
800	330	235	200	180	165	150
700	370	270	225	200	180	170
600	410	300	250	225	200	190
500	460	335	280	250	220	210
400	510	375	310	275	245	230
300	570	415	350	310	275	255
200	635	460	390	345	305	285
100	720	515	440	390	335	320

Inputs

Advancing Traffic Volume (V_A) - Veh / Hr	409
Left-Turning Vehicles in V_A - Veh / Hr	27
Opposing Traffic Volume (V_O) - Veh / Hr	560

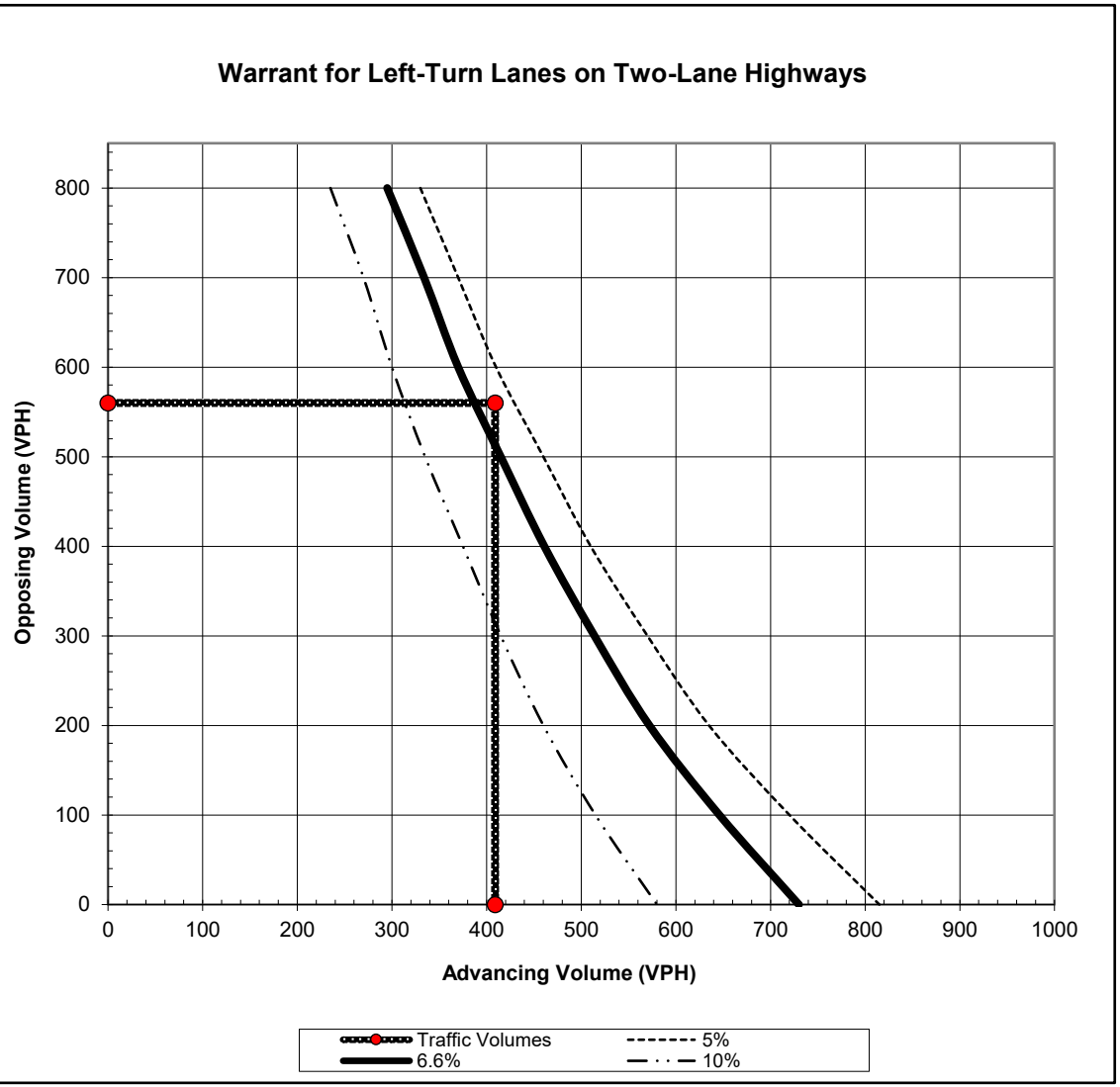
Analyses

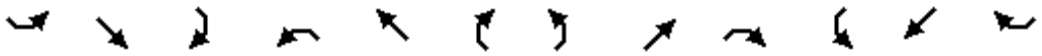
Opposing Volume (V_O) in Veh / Hr	Advancing Volume (V_A) Required For Warrant		
	Next Lower Range	Calculated % Left-Turns	Next Higher Range
	5%	**6.6%**	10%
800	330	295	235
700	370	334	270
600	410	370	300
500	460	415	335
400	510	461	375
300	570	514	415
200	635	572	460
100	720	646	515

Conclusion

Left-Turn Lane Warranted

Note: -





Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	137	54	7	327	94	132	137	9	70	44	57
Future Volume (vph)	27	137	54	7	327	94	132	137	9	70	44	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	150		0	90		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			40			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.966			0.991			0.915	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1807	0	1805	1835	0	1805	1883	0	1805	1738	0
Flt Permitted	0.385			0.615			0.562			0.651		
Satd. Flow (perm)	732	1807	0	1168	1835	0	1068	1883	0	1237	1738	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			15			3			52	
Link Speed (mph)		45			35			30			40	
Link Distance (ft)		2135			1615			2580			1403	
Travel Time (s)		32.3			31.5			58.6			23.9	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.87	0.87	0.87	0.80	0.80	0.80
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	33	165	65	8	367	106	152	157	10	88	55	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	230	0	8	473	0	152	167	0	88	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		7			7			7			7	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	27.0		7.0	27.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.0	14.0		10.0	14.0	
Total Split (s)	13.0	57.0		13.0	57.0		13.0	37.0		13.0	37.0	
Total Split (%)	10.8%	47.5%		10.8%	47.5%		10.8%	30.8%		10.8%	30.8%	
Maximum Green (s)	10.0	50.0		10.0	50.0		10.0	30.0		10.0	30.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	59.6	54.3		58.5	50.5		26.3	14.7		23.7	11.5	
Actuated g/C Ratio	0.63	0.58		0.62	0.54		0.28	0.16		0.25	0.12	
v/c Ratio	0.06	0.22		0.01	0.48		0.41	0.56		0.24	0.49	
Control Delay	7.6	10.9		7.6	16.9		29.6	45.9		26.9	30.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	10.9		7.6	16.9		29.6	45.9		26.9	30.6	
LOS	A	B		A	B		C	D		C	C	
Approach Delay		10.4			16.8			38.1			29.1	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 93.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

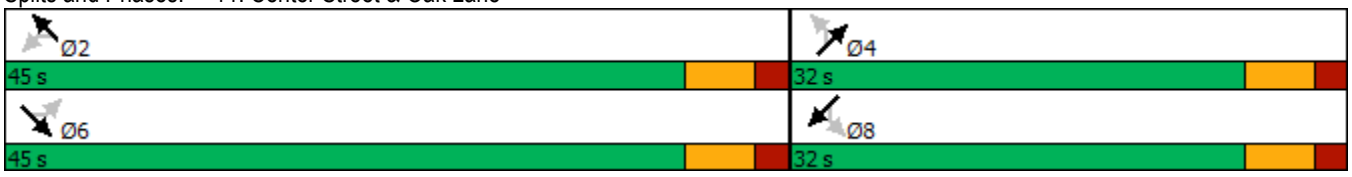
Splits and Phases: 16: Center Street & Mathistown Road

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	88	110	8	211	18	169	200	6	1	13	28
Future Volume (vph)	23	88	110	8	211	18	169	200	6	1	13	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.933			0.990			0.998			0.909	
Flt Protected		0.995			0.998			0.978			0.999	
Satd. Flow (prot)	0	1764	0	0	1877	0	0	1854	0	0	1725	0
Flt Permitted		0.936			0.986			0.826			0.994	
Satd. Flow (perm)	0	1659	0	0	1855	0	0	1566	0	0	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93			8			1			41	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.73	0.73	0.73	0.61	0.61	0.61	0.79	0.79	0.79	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	32	121	151	13	346	30	214	253	8	1	19	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	304	0	0	389	0	0	475	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.0			39.0			24.6			24.6	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
v/c Ratio		0.34			0.41			0.93			0.10	
Control Delay		8.8			12.9			52.7			9.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.8			12.9			52.7			9.2	
LOS		A			B			D			A	
Approach Delay		8.8			12.9			52.7			9.2	
Approach LOS		A			B			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 75.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 27.1		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	353	5	9	147	9	23
Future Vol, veh/h	353	5	9	147	9	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	430	6	10	171	13	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	436	0	624	433
Stage 1	-	-	-	-	433	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1134	-	452	627
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	846	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1134	-	447	627
Mov Cap-2 Maneuver	-	-	-	-	447	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	838	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	563	-	-	1134	-
HCM Lane V/C Ratio	0.082	-	-	0.009	-
HCM Control Delay (s)	12	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

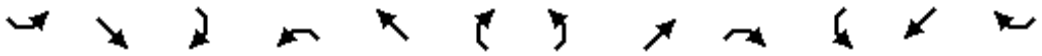
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	373	4	0	155	1	1
Future Vol, veh/h	373	4	0	155	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	455	5	0	180	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	460	0	638	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	180	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1112	-	444	607
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	856	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1112	-	444	607
Mov Cap-2 Maneuver	-	-	-	-	444	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	856	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	513	-	-	1112	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	12.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	83	437	160	34	226	113	67	104	32	99	129	55
Future Volume (vph)	83	437	160	34	226	113	67	104	32	99	129	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	150		0	90		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			40			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.950			0.964			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1814	0	1805	1805	0	1805	1832	0	1805	1793	0
Flt Permitted	0.483			0.236			0.547			0.535		
Satd. Flow (perm)	918	1814	0	448	1805	0	1039	1832	0	1016	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			26			12			17	
Link Speed (mph)		45			35			30			40	
Link Distance (ft)		2135			1615			2580			1403	
Travel Time (s)		32.3			31.5			58.6			23.9	
Peak Hour Factor	0.86	0.86	0.86	0.98	0.98	0.98	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	97	508	186	35	231	115	74	116	36	115	150	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	694	0	35	346	0	74	152	0	115	214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		7			7			7			7	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	27.0		7.0	27.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.0	14.0		10.0	14.0	
Total Split (s)	13.0	57.0		13.0	57.0		13.0	37.0		13.0	37.0	
Total Split (%)	10.8%	47.5%		10.8%	47.5%		10.8%	30.8%		10.8%	30.8%	
Maximum Green (s)	10.0	50.0		10.0	50.0		10.0	30.0		10.0	30.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	61.5	53.1		60.0	50.6		26.3	14.2		28.5	17.4	
Actuated g/C Ratio	0.62	0.54		0.61	0.51		0.27	0.14		0.29	0.18	
v/c Ratio	0.15	0.71		0.10	0.37		0.22	0.56		0.32	0.65	
Control Delay	8.8	24.3		8.9	16.8		26.8	44.7		28.2	46.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.8	24.3		8.9	16.8		26.8	44.7		28.2	46.5	
LOS	A	C		A	B		C	D		C	D	
Approach Delay		22.4			16.1			38.9			40.1	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.9			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

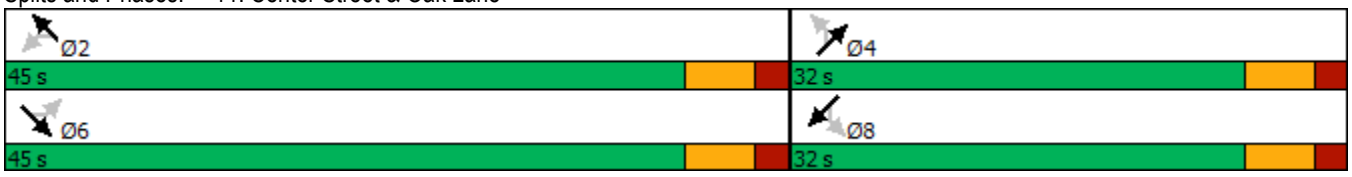
Splits and Phases: 16: Center Street & Mathistown Road

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	46	282	338	15	173	5	153	107	14	14	55	22
Future Volume (vph)	46	282	338	15	173	5	153	107	14	14	55	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.996			0.993			0.967	
Flt Protected		0.997			0.996			0.973			0.992	
Satd. Flow (prot)	0	1765	0	0	1885	0	0	1836	0	0	1823	0
Flt Permitted		0.966			0.936			0.774			0.932	
Satd. Flow (perm)	0	1711	0	0	1771	0	0	1460	0	0	1712	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			3			4			23	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	50	307	367	17	194	6	166	116	15	16	62	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	724	0	0	217	0	0	297	0	0	103	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.2			39.2			17.8			17.8	
Actuated g/C Ratio		0.57			0.57			0.26			0.26	
v/c Ratio		0.71			0.22			0.79			0.23	
Control Delay		15.8			9.2			38.5			16.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.8			9.2			38.5			16.7	
LOS		B			A			D			B	
Approach Delay		15.8			9.2			38.5			16.7	
Approach LOS		B			A			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 69.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.8		Intersection LOS: B	
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	282	19	30	394	6	28
Future Vol, veh/h	282	19	30	394	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	328	22	33	438	7	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	350	0	843	339
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	504	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1220	-	337	708
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1220	-	325	708
Mov Cap-2 Maneuver	-	-	-	-	325	-
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	586	-	-	1220	-
HCM Lane V/C Ratio	0.063	-	-	0.027	-
HCM Control Delay (s)	11.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

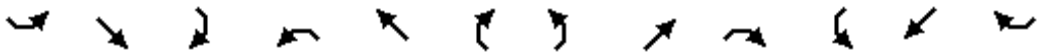
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	303	8	1	424	3	0
Future Vol, veh/h	303	8	1	424	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	352	9	1	471	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	361	0	830	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	473	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1209	-	343	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1209	-	343	692
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	-	-	1209	-
HCM Lane V/C Ratio	0.01	-	-	0.001	-
HCM Control Delay (s)	15.6	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	30	151	60	8	361	104	146	151	10	85	54	69
Future Volume (vph)	30	151	60	8	361	104	146	151	10	85	54	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	150		0	90		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			40			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.966			0.991			0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1805	0	1805	1835	0	1805	1883	0	1805	1740	0
Flt Permitted	0.344			0.602			0.575			0.550		
Satd. Flow (perm)	654	1805	0	1144	1835	0	1092	1883	0	1045	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			15			3			51	
Link Speed (mph)		45			35			30			40	
Link Distance (ft)		2135			1615			2580			1403	
Travel Time (s)		32.3			31.5			58.6			23.9	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.87	0.87	0.87	0.80	0.80	0.80
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	36	182	72	9	406	117	168	174	11	106	68	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	254	0	9	523	0	168	185	0	106	154	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		7			7			7			7	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	27.0		7.0	27.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.0	14.0		10.0	14.0	
Total Split (s)	13.0	57.0		13.0	57.0		13.0	37.0		13.0	37.0	
Total Split (%)	10.8%	47.5%		10.8%	47.5%		10.8%	30.8%		10.8%	30.8%	
Maximum Green (s)	10.0	50.0		10.0	50.0		10.0	30.0		10.0	30.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	59.6	54.3		58.5	50.6		26.9	13.6		25.4	12.8	
Actuated g/C Ratio	0.62	0.57		0.61	0.53		0.28	0.14		0.27	0.13	
v/c Ratio	0.07	0.25		0.01	0.53		0.45	0.69		0.31	0.56	
Control Delay	8.2	11.7		8.1	18.8		29.9	52.5		27.4	34.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.2	11.7		8.1	18.8		29.9	52.5		27.4	34.0	
LOS	A	B		A	B		C	D		C	C	
Approach Delay		11.3			18.6			41.8			31.3	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 95.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

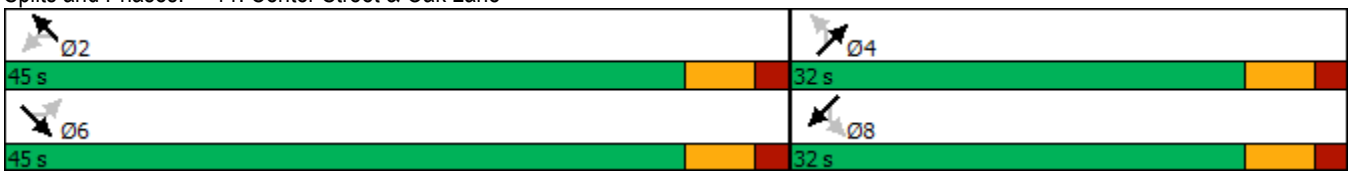
Splits and Phases: 16: Center Street & Mathistown Road

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	25	97	122	9	233	20	206	244	7	1	16	34
Future Volume (vph)	25	97	122	9	233	20	206	244	7	1	16	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.990			0.998			0.909	
Flt Protected		0.995			0.998			0.978			0.999	
Satd. Flow (prot)	0	1762	0	0	1877	0	0	1854	0	0	1725	0
Flt Permitted		0.931			0.984			0.820			0.994	
Satd. Flow (perm)	0	1649	0	0	1851	0	0	1555	0	0	1717	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95			8			1			49	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.73	0.73	0.73	0.61	0.61	0.61	0.79	0.79	0.79	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	34	133	167	15	382	33	261	309	9	1	23	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	334	0	0	430	0	0	579	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.0			39.0			26.0			26.0	
Actuated g/C Ratio		0.51			0.51			0.34			0.34	
v/c Ratio		0.38			0.46			1.10			0.12	
Control Delay		9.5			13.9			98.0			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.5			13.9			98.0			9.0	
LOS		A			B			F			A	
Approach Delay		9.5			13.9			98.0			9.0	
Approach LOS		A			B			F			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 77			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 47.0		Intersection LOS: D	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	430	5	9	179	9	23
Future Vol, veh/h	430	5	9	179	9	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	524	6	10	208	13	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	530	0	755	527
Stage 1	-	-	-	-	527	-
Stage 2	-	-	-	-	228	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1048	-	379	555
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1048	-	375	555
Mov Cap-2 Maneuver	-	-	-	-	375	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	489	-	-	1048	-
HCM Lane V/C Ratio	0.095	-	-	0.01	-
HCM Control Delay (s)	13.1	-	-	8.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

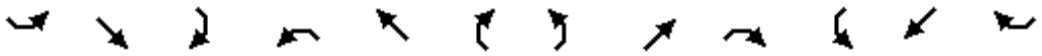
Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	455	4	0	189	1	1
Future Vol, veh/h	455	4	0	189	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	86	86	69	69
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	555	5	0	220	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	560	0	778	558
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1021	-	368	533
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	821	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1021	-	368	533
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	1021	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	13.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	92	483	177	38	250	125	74	115	35	121	157	67
Future Volume (vph)	92	483	177	38	250	125	74	115	35	121	157	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	150		0	90		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			40			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.950			0.965			0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1814	0	1805	1805	0	1805	1834	0	1805	1793	0
Flt Permitted	0.430			0.179			0.427			0.500		
Satd. Flow (perm)	817	1814	0	340	1805	0	811	1834	0	950	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			26			12			17	
Link Speed (mph)		45			35			30			40	
Link Distance (ft)		2135			1615			2580			1403	
Travel Time (s)		32.3			31.5			58.6			23.9	
Peak Hour Factor	0.86	0.86	0.86	0.98	0.98	0.98	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	107	562	206	39	255	128	82	128	39	141	183	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	768	0	39	383	0	82	167	0	141	261	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		7			7			7			7	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	27.0		7.0	27.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.0	14.0		10.0	14.0	
Total Split (s)	13.0	57.0		13.0	57.0		13.0	37.0		13.0	37.0	
Total Split (%)	10.8%	47.5%		10.8%	47.5%		10.8%	30.8%		10.8%	30.8%	
Maximum Green (s)	10.0	50.0		10.0	50.0		10.0	30.0		10.0	30.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	64.2	55.5		61.4	50.3		29.1	16.9		31.7	20.1	
Actuated g/C Ratio	0.62	0.53		0.59	0.48		0.28	0.16		0.30	0.19	
v/c Ratio	0.19	0.79		0.13	0.43		0.27	0.55		0.39	0.73	
Control Delay	10.2	29.7		10.6	19.9		27.0	43.7		29.1	50.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	29.7		10.6	19.9		27.0	43.7		29.1	50.2	
LOS	B	C		B	B		C	D		C	D	
Approach Delay		27.3			19.1			38.2			42.8	
Approach LOS		C			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 104.3			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 30.1		Intersection LOS: C	
Intersection Capacity Utilization 78.5%		ICU Level of Service D	
Analysis Period (min) 15			

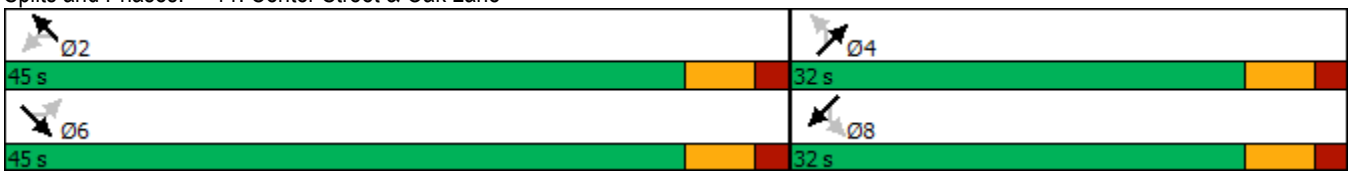
Splits and Phases: 16: Center Street & Mathistown Road

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	312	373	17	191	6	187	130	17	17	67	27
Future Volume (vph)	51	312	373	17	191	6	187	130	17	17	67	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.996			0.993			0.967	
Flt Protected		0.997			0.996			0.973			0.992	
Satd. Flow (prot)	0	1765	0	0	1885	0	0	1836	0	0	1823	0
Flt Permitted		0.962			0.926			0.787			0.925	
Satd. Flow (perm)	0	1704	0	0	1752	0	0	1485	0	0	1700	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			3			4			23	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	55	339	405	19	215	7	203	141	18	19	75	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	799	0	0	241	0	0	362	0	0	124	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.2			39.2			20.8			20.8	
Actuated g/C Ratio		0.54			0.54			0.29			0.29	
v/c Ratio		0.82			0.25			0.84			0.24	
Control Delay		22.4			10.5			41.8			16.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.4			10.5			41.8			16.7	
LOS		C			B			D			B	
Approach Delay		22.4			10.5			41.8			16.7	
Approach LOS		C			B			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 72.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 24.7		Intersection LOS: C	
Intersection Capacity Utilization 88.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	344	19	30	480	6	28
Future Vol, veh/h	344	19	30	480	6	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	400	22	33	533	7	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	422	0	1010	411
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1148	-	268	645
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1148	-	257	645
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	509	-	-	1148	-
HCM Lane V/C Ratio	0.073	-	-	0.029	-
HCM Control Delay (s)	12.6	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	369	8	1	517	3	0
Future Vol, veh/h	369	8	1	517	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	90	90	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	429	9	1	574	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	438	0	1010	434
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1133	-	268	626
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1133	-	268	626
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	268	-	-	1133	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	18.6	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	38	151	60	8	361	120	146	161	10	99	61	102
Future Volume (vph)	38	151	60	8	361	120	146	161	10	99	61	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	150		0	90		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			40			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.963			0.992			0.906	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1805	0	1805	1830	0	1805	1885	0	1805	1721	0
Flt Permitted	0.327			0.602			0.431			0.514		
Satd. Flow (perm)	621	1805	0	1144	1830	0	819	1885	0	977	1721	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			17			2			67	
Link Speed (mph)		45			35			30			40	
Link Distance (ft)		2135			1615			2580			1403	
Travel Time (s)		32.3			31.5			58.6			23.9	
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.87	0.87	0.87	0.80	0.80	0.80
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	46	182	72	9	406	135	168	185	11	124	76	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	254	0	9	541	0	168	196	0	124	204	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		7			7			7			7	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	27.0		7.0	27.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.0	14.0		10.0	14.0	
Total Split (s)	13.0	57.0		13.0	57.0		13.0	37.0		13.0	37.0	
Total Split (%)	10.8%	47.5%		10.8%	47.5%		10.8%	30.8%		10.8%	30.8%	
Maximum Green (s)	10.0	50.0		10.0	50.0		10.0	30.0		10.0	30.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	59.6	54.3		58.5	50.6		28.0	14.5		26.7	13.8	
Actuated g/C Ratio	0.62	0.56		0.61	0.52		0.29	0.15		0.28	0.14	
v/c Ratio	0.10	0.25		0.01	0.56		0.50	0.69		0.36	0.67	
Control Delay	8.7	12.2		8.4	19.9		31.3	52.4		28.0	37.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.7	12.2		8.4	19.9		31.3	52.4		28.0	37.9	
LOS	A	B		A	B		C	D		C	D	
Approach Delay		11.6			19.7			42.7			34.1	
Approach LOS		B			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 96.6			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

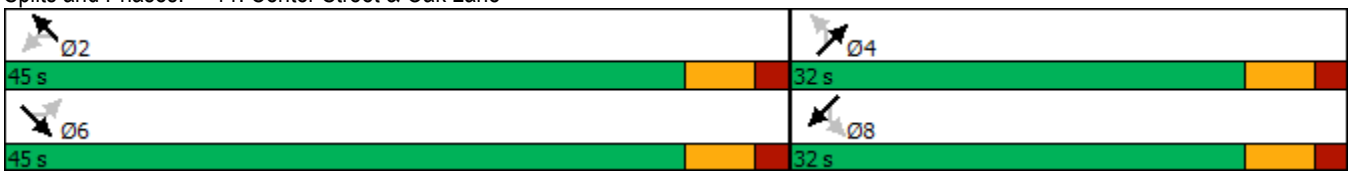
Splits and Phases: 16: Center Street & Mathistown Road

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	25	97	130	18	233	20	232	259	13	1	17	34
Future Volume (vph)	25	97	130	18	233	20	232	259	13	1	17	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.930			0.990			0.997			0.912	
Flt Protected		0.995			0.997			0.977			0.999	
Satd. Flow (prot)	0	1758	0	0	1875	0	0	1851	0	0	1731	0
Flt Permitted		0.931			0.961			0.816			0.994	
Satd. Flow (perm)	0	1645	0	0	1808	0	0	1546	0	0	1722	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		101			8			2			49	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.73	0.73	0.73	0.61	0.61	0.61	0.79	0.79	0.79	0.69	0.69	0.69
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	34	133	178	30	382	33	294	328	16	1	25	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	0	0	445	0	0	638	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.0			39.0			26.0			26.0	
Actuated g/C Ratio		0.51			0.51			0.34			0.34	
v/c Ratio		0.39			0.48			1.22			0.12	
Control Delay		9.5			14.4			141.9			9.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.5			14.4			141.9			9.1	
LOS		A			B			F			A	
Approach Delay		9.5			14.4			141.9			9.1	
Approach LOS		A			B			F			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 77			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 67.2		Intersection LOS: E	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	447	5	9	206	9	9	0	23	23	0	27
Future Vol, veh/h	17	447	5	9	206	9	9	0	23	23	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	82	82	86	86	92	69	92	69	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	18	545	6	10	240	10	13	0	33	25	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	250	0	0	551	0	0	864	854	548	866	852	245
Stage 1	-	-	-	-	-	-	584	584	-	265	265	-
Stage 2	-	-	-	-	-	-	280	270	-	601	587	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1316	-	-	1029	-	-	277	296	540	274	297	794
Stage 1	-	-	-	-	-	-	501	498	-	740	689	-
Stage 2	-	-	-	-	-	-	731	686	-	487	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1316	-	-	1029	-	-	260	287	540	251	288	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	287	-	251	288	-
Stage 1	-	-	-	-	-	-	491	488	-	725	681	-
Stage 2	-	-	-	-	-	-	696	678	-	448	487	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	14.8	15.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	414	1316	-	-	1029	-	-	398
HCM Lane V/C Ratio	0.112	0.014	-	-	0.01	-	-	0.137
HCM Control Delay (s)	14.8	7.8	0	-	8.5	0	-	15.5
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.5

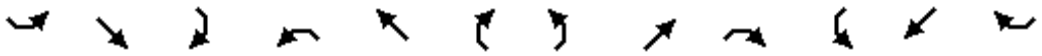
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	478	4	0	198	9	1	0	1	24	0	27
Future Vol, veh/h	17	478	4	0	198	9	1	0	1	24	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	82	82	86	86	92	69	92	69	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	18	583	5	0	230	10	1	0	1	26	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	240	0	0	588	0	0	872	862	586	857	859	235
Stage 1	-	-	-	-	-	-	622	622	-	235	235	-
Stage 2	-	-	-	-	-	-	250	240	-	622	624	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1327	-	-	997	-	-	273	293	514	277	294	804
Stage 1	-	-	-	-	-	-	478	479	-	768	710	-
Stage 2	-	-	-	-	-	-	759	707	-	474	478	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1327	-	-	997	-	-	259	287	514	272	288	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	287	-	272	288	-
Stage 1	-	-	-	-	-	-	468	469	-	753	710	-
Stage 2	-	-	-	-	-	-	731	707	-	463	468	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0	15.6	14.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	344	1327	-	-	997	-	-	419
HCM Lane V/C Ratio	0.008	0.014	-	-	-	-	-	0.132
HCM Control Delay (s)	15.6	7.8	0	-	0	-	-	14.9
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	122	483	177	38	250	141	74	124	35	139	168	79
Future Volume (vph)	122	483	177	38	250	141	74	124	35	139	168	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	150		0	90		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			40			200		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.946			0.967			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1814	0	1805	1797	0	1805	1837	0	1805	1786	0
Flt Permitted	0.410			0.173			0.378			0.484		
Satd. Flow (perm)	779	1814	0	329	1797	0	718	1837	0	920	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			29			11			19	
Link Speed (mph)		45			35			30			40	
Link Distance (ft)		2135			1615			2580			1403	
Travel Time (s)		32.3			31.5			58.6			23.9	
Peak Hour Factor	0.86	0.86	0.86	0.98	0.98	0.98	0.90	0.90	0.90	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	4%
Adj. Flow (vph)	142	562	206	39	255	144	82	138	39	162	195	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	768	0	39	399	0	82	177	0	162	287	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		7			7			7			7	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	27.0		7.0	27.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.0	34.0		10.0	34.0		10.0	14.0		10.0	14.0	
Total Split (s)	13.0	57.0		13.0	57.0		13.0	37.0		13.0	37.0	
Total Split (%)	10.8%	47.5%		10.8%	47.5%		10.8%	30.8%		10.8%	30.8%	
Maximum Green (s)	10.0	50.0		10.0	50.0		10.0	30.0		10.0	30.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	3.0		0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	65.3	56.1		61.5	50.4		30.8	18.4		33.6	21.8	
Actuated g/C Ratio	0.61	0.53		0.58	0.47		0.29	0.17		0.31	0.20	
v/c Ratio	0.26	0.80		0.14	0.46		0.28	0.54		0.44	0.76	
Control Delay	11.4	31.2		11.4	21.5		27.1	43.5		30.0	51.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.4	31.2		11.4	21.5		27.1	43.5		30.0	51.2	
LOS	B	C		B	C		C	D		C	D	
Approach Delay		28.1			20.6			38.3			43.6	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 106.7			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 31.2		Intersection LOS: C	
Intersection Capacity Utilization 79.8%		ICU Level of Service D	
Analysis Period (min) 15			

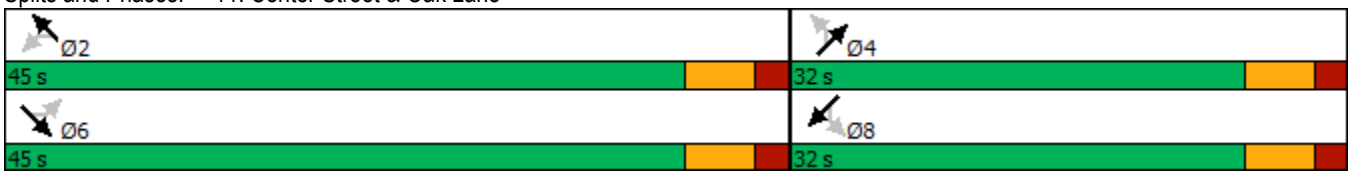
Splits and Phases: 16: Center Street & Mathistown Road

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	312	402	26	191	6	199	135	27	17	71	27
Future Volume (vph)	51	312	402	26	191	6	199	135	27	17	71	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.929			0.996			0.990			0.969	
Flt Protected		0.997			0.994			0.973			0.993	
Satd. Flow (prot)	0	1760	0	0	1881	0	0	1830	0	0	1828	0
Flt Permitted		0.962			0.877			0.786			0.925	
Satd. Flow (perm)	0	1698	0	0	1660	0	0	1478	0	0	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		105			3			6			21	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	55	339	437	29	215	7	216	147	29	19	80	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	831	0	0	251	0	0	392	0	0	129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		8			8			8			8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.2			39.2			22.1			22.1	
Actuated g/C Ratio		0.53			0.53			0.30			0.30	
v/c Ratio		0.87			0.28			0.87			0.24	
Control Delay		26.4			11.2			45.1			16.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.4			11.2			45.1			16.8	
LOS		C			B			D			B	
Approach Delay		26.4			11.2			45.1			16.8	
Approach LOS		C			B			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 73.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	371	19	30	500	21	6	0	28	13	0	21
Future Vol, veh/h	28	371	19	30	500	21	6	0	28	13	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	86	90	90	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	30	431	22	33	556	23	7	0	30	14	0	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	579	0	0	453	0	0	1147	1147	442	1151	1147	568
Stage 1	-	-	-	-	-	-	502	502	-	634	634	-
Stage 2	-	-	-	-	-	-	645	645	-	517	513	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	995	-	-	1118	-	-	178	199	620	175	199	522
Stage 1	-	-	-	-	-	-	555	542	-	467	473	-
Stage 2	-	-	-	-	-	-	464	467	-	541	536	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	995	-	-	1118	-	-	159	183	620	156	183	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	183	-	156	183	-
Stage 1	-	-	-	-	-	-	533	520	-	448	452	-
Stage 2	-	-	-	-	-	-	424	446	-	494	515	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.5	14.6	20.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	410	995	-	-	1118	-	-	275
HCM Lane V/C Ratio	0.09	0.031	-	-	0.03	-	-	0.134
HCM Control Delay (s)	14.6	8.7	0	-	8.3	0	-	20.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	382	8	1	538	21	3	0	0	14	0	20
Future Vol, veh/h	27	382	8	1	538	21	3	0	0	14	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	86	86	90	90	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	2	0	2	0	2	2	2
Mvmt Flow	29	444	9	1	598	23	3	0	0	15	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	621	0	0	453	0	0	1130	1130	449	1119	1123	610
Stage 1	-	-	-	-	-	-	507	507	-	612	612	-
Stage 2	-	-	-	-	-	-	623	623	-	507	511	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.52	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.018	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	960	-	-	1118	-	-	183	204	614	184	206	494
Stage 1	-	-	-	-	-	-	552	539	-	480	484	-
Stage 2	-	-	-	-	-	-	477	478	-	548	537	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	960	-	-	1118	-	-	169	196	614	178	198	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	196	-	178	198	-
Stage 1	-	-	-	-	-	-	530	517	-	461	484	-
Stage 2	-	-	-	-	-	-	456	478	-	526	516	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	26.7	19.5
HCM LOS			D	C

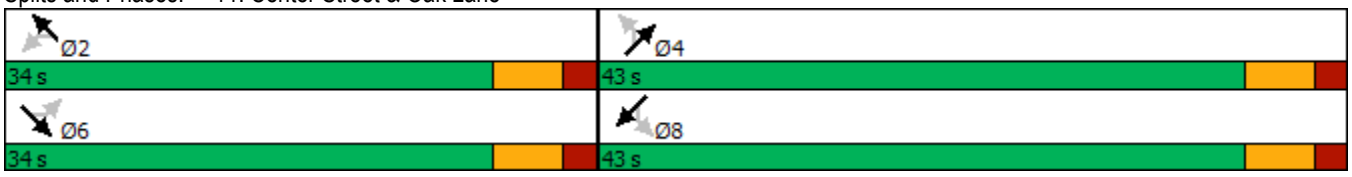
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	169	960	-	-	1118	-	-	285
HCM Lane V/C Ratio	0.019	0.031	-	-	0.001	-	-	0.13
HCM Control Delay (s)	26.7	8.9	0	-	8.2	0	-	19.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	25	97	130	18	233	20	232	259	13	1	17	34
Future Volume (vph)	25	97	130	18	233	20	232	259	13	1	17	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.931			0.990			0.997			0.911	
Flt Protected		0.995			0.997			0.978			0.999	
Satd. Flow (prot)	0	1760	0	0	1875	0	0	1853	0	0	1729	0
Flt Permitted		0.941			0.966			0.821			0.994	
Satd. Flow (perm)	0	1665	0	0	1817	0	0	1555	0	0	1721	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78			6			2			42	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	31	120	160	22	288	25	286	320	16	1	21	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	335	0	0	622	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	28.0	28.0		28.0	28.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	34.0	34.0		34.0	34.0		14.0	14.0		14.0	14.0	
Total Split (s)	34.0	34.0		34.0	34.0		43.0	43.0		43.0	43.0	
Total Split (%)	44.2%	44.2%		44.2%	44.2%		55.8%	55.8%		55.8%	55.8%	
Maximum Green (s)	28.0	28.0		28.0	28.0		37.0	37.0		37.0	37.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.2			28.2			31.2			31.2	
Actuated g/C Ratio		0.39			0.39			0.44			0.44	
v/c Ratio		0.44			0.47			0.92			0.08	
Control Delay		15.3			19.8			39.0			5.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			19.8			39.0			5.8	
LOS		B			B			D			A	
Approach Delay		15.3			19.8			39.0			5.8	
Approach LOS		B			B			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 71.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	51	312	402	26	191	6	199	135	27	17	71	27
Future Volume (vph)	51	312	402	26	191	6	199	135	27	17	71	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.929			0.996			0.990			0.968	
Flt Protected		0.997			0.994			0.973			0.993	
Satd. Flow (prot)	0	1760	0	0	1881	0	0	1830	0	0	1826	0
Flt Permitted		0.965			0.885			0.789			0.930	
Satd. Flow (perm)	0	1703	0	0	1675	0	0	1484	0	0	1710	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		105			3			6			22	
Link Speed (mph)		25			25			40			25	
Link Distance (ft)		544			1578			1479			1338	
Travel Time (s)		14.8			43.0			25.2			36.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	52	318	410	27	195	6	203	138	28	17	72	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	780	0	0	228	0	0	369	0	0	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	39.0	39.0		39.0	39.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	45.0	45.0		45.0	45.0		14.0	14.0		14.0	14.0	
Total Split (s)	45.0	45.0		45.0	45.0		32.0	32.0		32.0	32.0	
Total Split (%)	58.4%	58.4%		58.4%	58.4%		41.6%	41.6%		41.6%	41.6%	
Maximum Green (s)	39.0	39.0		39.0	39.0		26.0	26.0		26.0	26.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		39.2			39.2			21.0			21.0	
Actuated g/C Ratio		0.54			0.54			0.29			0.29	
v/c Ratio		0.80			0.25			0.85			0.23	
Control Delay		21.0			10.6			42.3			16.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.0			10.6			42.3			16.5	
LOS		C			B			D			B	
Approach Delay		21.0			10.6			42.3			16.5	
Approach LOS		C			B			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 77			
Actuated Cycle Length: 72.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 24.4		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: Center Street & Oak Lane