Traffic Impact Study

Proposed Residential Development
Block 325.20, Lot 11
167 Mathistown Road
Township of Little Egg Harbor
Ocean County, New Jersey

Prepared for:
Dream Homes, Ltd.

Date: March 24, 2026

SE&D Job Number: PRI-250085

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

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

STONEFIELD
92 Park Ave
Rutherford, NJ 07070

TABLE OF CONTENTS

TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

TURNING MOVEMENT COUNT DATA

FIGURES

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

TRAFFIC SIGNAL TIMING DIRECTIVE

INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed townhouse development on the adjacent roadway network. The subject property is located along the southerly side of Mathistown Road between Center Street and Lake Champlain Drive in the Township of Little Egg Harbor, Ocean County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 325.20, Lot 11 as depicted on the Township of Little Egg Harbor Tax Map. The site has approximately 751 feet of frontage along Mathistown Road. The existing site is vacant and no formal vehicular access is presently provided. Under the proposed development program, 80 townhouses and 16 multi-family residential apartment units would be constructed. Access is proposed via one (1) full-movement driveway along Mathistown Road.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

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

2026 EXISTING CONDITION

2026 EXISTING ROADWAY CONDITIONS

The proposed townhouse development is located along Mathistown Road in the Township of Little Egg Harbor, Ocean County, New Jersey. The subject property is designated as Block 325.20, Lot 11 as depicted

on the Township of Little Egg Harbor Tax Map. The site has approximately 751 feet of frontage along Mathistown Road. Land uses in the area are predominantly residential, commercial, medical, and financial uses.

Mathistown Road is classified as an Urban Major Collector roadway with a general northwest-southeast orientation and is under the jurisdiction of Ocean County. Along the site frontage, the roadway provides one (1) lane of travel in each direction with additional turning lanes provided at key intersections to facilitate turning movements. Mathistown Road has a posted speed limit of 35 mph. Along the site frontage, curb and sidewalk are provided along both sides of the road, shoulders are provided along both sides of the roadway, and on-street parking is not permitted. Mathistown Road provides north-south mobility throughout Little Egg Harbor Township, from U.S. Route 9 at its northerly terminus to Radio Road at its southerly terminus, serving a mix of commercial and residential uses along its length.

Center Street (County Route 103) is classified as an Urban Minor Arterial roadway with a general north-south orientation, and is under the jurisdiction of Ocean County. Within the vicinity of the site, the roadway provides one (1) lane of travel in each direction with additional turning lanes provided at key intersections to facilitate turning maneuvers. Center Street has a posted speed limit of 40 mph north of its intersection with Mathistown Road and a posted speed limit of 30 mph south of its intersection with Mathistown Road. In the vicinity of Mathistown Road, curb and sidewalks are provided along the westerly side of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not permitted. Center Street provides north-south mobility throughout the Township of Little Egg Harbor, from U.S. Route 9 at its northerly terminus to West Cala Breeze Way at its southerly terminus, serving a mx of residential and commercial uses along its length.

Red Oak Lane is a local roadway with a general north-south orientation, and is under the jurisdiction of the Township of Little Egg Harbor. Within the vicinity of the site, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 15 mph. Curb is provided along both sides of the roadway, sidewalk is not provided, shoulders are not provided, and on-street parking is not permitted. Red Oak Lane provides north-south mobility within the Township of Little Egg Harbor, from Scotch Pine Drive at its northerly terminus to Mathistown Road at its southerly terminus, serving residential uses along its length.

Radio Road (County Route 601) is classified as an Uran Minor Arterial roadway with a general north-south orientation, and is under the jurisdiction of Ocean County. Within the vicinity of the site, the roadway provides one (1) lane of travel in each direction. Radio Road has a posted speed limit of 45 mph north of its intersection with Mathistown Road and a posted speed limit of 35 mph south of its intersection with Mathistown Road. Within the vicinity of the site, curb, sidewalk, and shoulders are provided along both sides of the roadway, and on-street parking is permitted, with parking restrictions in place from 11:00 p.m. to 6:00 a.m. Radio Road

provides north-south mobility throughout the Township of Little Egg Harbor, from Great Bay Boulevard at its northerly terminus to Gravel Point Beach at its southerly terminus, serving a mix of commercial and residential uses along its length.

Mathistown Road and Red Oak Lane intersect to form an unsignalized T-intersection with the southbound approach of Red Oak Lane operating under stop control. The eastbound and westbound approaches of Mathistown Road provide one (1) travel lane in each direction. The southbound approach of Red Oak Lane provides one (1) shared left/right-turn lane. Crosswalks are not provided and pedestrian ramps are provided across the northerly leg of the intersection.

Mathistown Road and Center Street intersect to form a four (4)-leg intersection controlled by a four (4)-phase traffic signal operating on a variable cycle length. The eastbound and westbound approaches of Mathistown Road each provide one (1) exclusive left-turn lane and one (1) exclusive through lane. The northbound and southbound approaches of Center Street each provide one (1) exclusive left-turn lane and one (1) exclusive through lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

Mathistown Road and Radio Road intersect to form a four (4)-leg intersection controlled by a four (4)-phase traffic signal operating on a variable cycle length. The eastbound and westbound approaches of Mathistown Road provide one (1) exclusive left-turn lane and one (1) exclusive through lane each. The northbound and southbound approaches Center Street provide one (1) exclusive left-turn lane and one (1) exclusive through lane each. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

2026 EXISTING TRAFFIC VOLUMES

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

- Center Street & Mathistown Road
- Red Oak Lane & Mathistown Road
- Radio Road & Mathistown Road

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

- Wednesday, February 11, 2026, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:30 a.m. to 8:30 a.m. and the weekday evening peak hour occurred from 4:00 p.m. to 5:00 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2026 As-Counted weekday morning and weekday evening peak-hour volumes are summarized on appended **Figure 2.**

SEASONAL ADJUSTMENT

The February 2026 As-Counted traffic volume data was adjusted to account for seasonal traffic variations to reflect typical traffic conditions. Using seasonal growth rates provided by the NJDOT, the As-Counted traffic volumes were balanced and increased by 15.30% to generate the average 2026 Existing Condition. The existing seasonally grown, weekday morning and weekday evening peak-hour volumes are summarized on appended **Figure 3**.

2026 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2026 Existing Condition during the weekday morning and weekday evening peak periods at the study intersections.

Under the existing condition, the signalized intersection of Mathistown Road and Center Street is calculated to operate at overall Level of Service C during each of the peak hours studied. The turning movements at the unsignalized intersection of Mathistown Road and Red Oak Lane are calculated to operate at Level of Service B or better during the weekday morning peak hour and at Level of Service C or better during the weekday evening peak hour. The signalized intersection of Radio Road and Mathistown Road is calculated to operate at overall Level of Service B during the weekday morning peak hour, and overall Level of Service C during the weekday evening peak hour.

2028 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2026 Existing Condition traffic volume data was grown to a future horizon year of 2028, which is a conservative estimate for when the proposed townhouse development is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 1.00% annually for two (2) years to generate the 2028 Base Traffic Volumes. These volumes are summarized on appended **Figure 4**. The 1.00% background growth rate was obtained from the NJDOT Annual Background Growth Rate Table.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. The following developments are anticipated to impact traffic volumes within the study area:

- Venue at Summer Corner – 415 age-restricted residential dwelling-units located to the north of the proposed development
- 810 Route 9 South – 75 townhouses and 16 multi-family residential apartment units located to the north-west of the proposed development

Appended **Figure 5** illustrates the site-generated traffic associated with the above-mentioned project assigned to the study area network.

2028 NO-BUILD TRAFFIC VOLUMES

The site-generated trips associated with adjacent anticipated developments were added to the 2028 Base Traffic Volumes to calculate the 2028 No-Build Traffic Volumes for the weekday morning and weekday evening peak hours. These volumes are summarized on appended **Figure 6**.

2028 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 No-Build Condition during the weekday morning and weekday evening peak hours at the study intersections.

The signalized intersection of Mathistown Road and Center Street is calculated to operate generally consistent with the findings of the 2026 Existing Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of Mathistown Road and Red Oak Lane are calculated to operate generally consistent with the findings of the 2026 Existing Condition during each of the peak hours studied. The signalized intersection of Radio Road and Mathistown Road is calculated to operate generally consistent with the finding of the 2026 Existing Condition during each of the peak hours studied.

2028 BUILD CONDITION

The site-generated traffic volume of the proposed townhouse development was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project "build out" is assumed within two (2) years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed townhouse development were prepared utilizing ITE's Trip Generation Manual, 12th Edition. Trip generation rates associated with Land Use 215 "Single-Family Attached Housing" were cited for the 80 townhouse units and Land Use 220 "Multifamily Housing (Low-Rise)" were cited for the 16 multi-family apartment units. **Table 1** provides the weekday morning and weekday evening peak hour trip generation volumes associated with the proposed development.

TABLE 1 – PROPOSED TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
80-Unit Single-Family Attached Housing *ITE Land Use 215*	9	29	38	23	18	41
16-Unit Multi-Family Apartments *ITE Land Use 220*	2	5	7	5	3	8
TOTAL	**11**	**34**	**45**	**28**	**21**	**49**

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to a Journey-to-Work Model prepared for the site using the 2023 census data with census tract 7361.91 (Little Egg Harbor) as a place of residence. The findings of the Journey-to-Work analysis are summarized in the appendix. The Site-Generated Traffic Volumes are illustrated on appended **Figure 7**.

2028 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2028 No-Build Traffic Volumes to calculate the 2028 Build Traffic Volumes and are shown on appended **Figure 8**.

2028 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 Build Condition during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveways.

The signalized intersection of Mathistown Road and Center Street is calculated to operate generally consistent with the findings of the 2028 No-Build Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of Mathistown Road, Red Oak Lane, and the site driveway are calculated to operate at Level of Service C or better during each of the peak hours studied. The signalized intersection of Radio Road and Mathistown Road is calculated to operate generally consistent with the findings

of the 2028 No-Build Condition during the each of the peak hours studied; however, during the weekday evening peak hour, the eastbound left/through turning movement of Mathistown Road is calculated to operate under capacity constraints.

PROPOSED SIGNAL TIMING ADJUSTMENTS

In order to alleviate the existing delays and mitigate the impact of the proposed development on the adjacent roadway network, signal timing adjustments are suggested at the signalized intersection of Radio Road and Mathistown Road. It is recommend that during the weekday evening peak hour two (2) seconds of green time be shifted from the northbound/southbound approaches of Radio Road through movement green time to the eastbound/westbound approach of Mathistown Road green time. By increasing the maximum green time allocated to Mathistown each cycle, additional vehicles can clear the intersection without significantly impacting the travel flow or Levels of Service along Radio Road.

2028 BUILD MITIGATION LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2028 Build Mitigation Condition during the weekday evening peak hours at the study intersections and proposed site driveways.

The signalized intersection of Radio Road and Mathistown Road is calculated to operate generally consistent with the finding of the 2028 No-Build Condition during each of the peak hours studied the eastbound left/through turning movement of Mathistown Road is calculated to no longer operate under capacity constraints. The Radio Road approaches are calculated to increase average delay by less than two (2) seconds, which is generally considered imperceptible to motorists and does not constitute a significant traffic impact.

SPEED-CHANGE LANE WARRANT ANALYSIS

In accordance with Ocean County regulations, an analysis was conducted to determine if the proposed residential development warrants deceleration lanes, acceleration lanes, and/or left-turn lanes, as per the Ocean County Site Plan and Subdivision Resolution. Per the County's regulations, the following thresholds apply for acceleration lanes, deceleration lanes, and left-turn lanes.

606.A.: Deceleration Lanes:

1. "Where a driveway serves as an entrance to a land development providing 200 or more parking spaces, and County road has a peak-hour traffic volume exceeding 1,000 vehicles per hour or a speed limit in excess of 40 miles per hour; or where the expected impact of a development as determined from a detailed traffic analysis is such that said facility will generate sufficient traffic volumes to cause a hazardous or otherwise unsafe condition to exist, a deceleration lane in addition to the standard pavement width may be required.

606.B.: Acceleration Lanes:

1. "Where a driveway serves right-turning traffic from a parking area providing 200 or more parking spaces, and the County road has a peak-hour traffic volume exceeding 1000 vehicles per hour, or a speed limit in excess of 40 miles per hour; or where the expected impact of a development as determined from a detailed traffic analysis is such that said facility will generate sufficient traffic volumes to cause a hazardous or otherwise unsafe condition to exist, an acceleration lane may be required in addition to the standard pavement width.

607.: Turn Lanes, Jughandles and Overpasses:

"The design, construction of and/or the conveyance of land to the County for turn lanes, jughandles and overpasses may be required by the County Planning Board, with the approval of the County Engineer, under one or more of the following circumstances:

A. "When a Master Plan or Traffic Control Plan for a particular area exists, which shows the proposed location of jughandles and/or overpasses.

B. When a traffic analysis shows the need for roadway and/or intersection improvements to mitigate traffic and/or safety impacts caused by the proposed development. A trip is defined as a single or one-every-vehicle movement with the origin or destination inside the study site.

C. Where the sight distance does not meet requirements.

D. Where the existing level of service is level "D", as described in the Highway Capacity Manual, published by the Transportation Research Board, during the time period when the County road could be utilized by drivers entering and leaving the development."

Under the 2028 Build Condition, Mathistown Road is calculated to have a weekday morning roadway peak-hour volume of 614 vehicles and a weekday evening roadway peak-hour volume of 971 vehicles. Although the proposed development would provide greater than 200 parking spaces, the speed limit of Mathistown Road is not in excess of 40 mph and the peak-hour traffic volume does not exceed 1,000 vehicles. Accordingly, deceleration and acceleration lanes are not warranted at the site driveway.

Regarding turn lanes, none of the criteria A-D are met for the proposed development. Accordingly, left-turn lanes are not warranted at the site driveway.

10-YEAR BUILDOUT ANALYSIS

BACKGROUND GROWTH

The 2028 No-Build Condition traffic volume data was grown to a future horizon year of 2038, as required by Ocean County. In accordance with industry guidelines, the 2028 No-Build traffic volumes at the study intersections were increased by 1.1% annually for 10 years. The 1.1% background growth rate was provided by the NJTPA's published 2050 Demographic Forecast Table, citing annualized population change rates for Little Egg Harbor Township projected for 2020-2050. These volumes are summarized on appended **Figure 9**.

10-YEAR BUILD TRAFFIC VOLUMES

The site-generated trips (as shown in Table 1) were added to the 2038 No-Build Traffic Volumes to calculate the 2038 Build Traffic Volumes and are shown on appended **Figure 10**.

10-YEAR BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2038 No-Build Condition, 2038 Build Condition, and the 2038 Build Condition with Mitigation during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveways. Appended **Table A1** compares the Level of Service and delay values for all study conditions.

Under the 2038 Build Condition, the signalized intersection of Mathistown Road and Center Street is calculated to operate generally consistent with the findings of the 2038 No-Build Condition during each of the peak hours studied. The turning movements at the unsignalized intersection of Mathistown Road, Red Oak Lane, and the site driveway are calculated to operate at Level of Service C or better during each of the peak hours studied. With the suggested signal timing improvements, the signalized intersection of Radio Road and Mathistown Road is calculated to operate generally consistent with the finding of the 2038 No-Build Condition and the eastbound left/through turning movement of Mathistown Road is calculated to no longer operate under capacity constraints.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed townhouse development using the Site Plan prepared by Challoner & Associates, LLC, dated April 25, 2025. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) full-movement driveways along Mathistown Road. The proposed townhouses would be located in the central and southerly portion of the site, with a two-way drive aisle providing two (2) rectangular loops around interior units. The proposed multifamily apartments would be located at the northerly potion of the loops and visitor parking is proposed along the loop. Each townhouse unit would be provided with one (1) garage parking space and one (1) driveway parking space.

Regarding the parking requirements for the proposed development, the Township of Little Egg Harbor Ordinance requires 2.3 parking spaces per two-bedroom townhouse unit and two (2) parking spaces per two-bedroom garden apartment. For the proposed development consisting of 80 townhouses and 16 multi-family residential apartment units, this equates to 216 required spaces. The site would provide 238 total parking

spaces, inclusive of four (4) ADA accessible parking spaces. The spaces would be nine (9) feet wide by 18 feet deep in accordance with Township of Little Egg Harbor Ordinance and industry standards.

As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all projects involving multifamily dwellings with more than five (5) units must have 15% of the parking supply be pre-wired for electric vehicle charging stations ("make-ready"). Of the make-ready spaces, 5% must be ADA compliant. As per New Jersey Department of Community Affairs guidance, simple townhouses with garages are exempt from providing EV charging spaces. For the proposed non-townhouse parking supply of 78 parking spaces, this equates to 12 make-ready spaces with one (1) being ADA accessible. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of satisfying parking requirements, up to a 10% reduction of the total requirement. As such, the development plan would be considered to provide 250 (238 + 12) total parking spaces, whereas 216 are required.

Based on Township of Little Egg Harbor parking ordinance, the proposed parking supply of 238 spaces would be sufficient to support the expected parking demand of the proposed development.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed townhouse development. The analysis findings, which have been based on industry-standard guidelines, indicate that with minor signal timing adjustments, the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the Township of Little Egg Harbor Ordinance parking requirements, local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

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

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

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

Source: Highway Capacity Manual, 7th Edition

STONEFIELD

Table A1: Comparative Level of Service (Delay) Table

Township of Little Egg Harbor, Ocean County, New Jersey

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

		Weekday Morning Peak Hour					Weekday Evening Peak Hour						
Intersection	**Lane Group**	**2026 Existing Condition**	**2028 No-Build Condition**	**2028 Build Condition**	**2038 No-Build Condition**	**2038 Build Condition**	**2026 Existing Condition**	**2028 No-Build Condition**	**2028 Build Condition**	**2028 Build Mit Condition**	**2038 No-Build Condition**	**2038 Build Condition**	**2038 Build Mit Condition**
Center Street (NB/SB) & Mathistown Road (EB/WB)	EB Left	A (7.3)	A (8.8)	A (9.1)	A (9.0)	A (9.3)	A (8.5)	A (8.8)	A (9.9)	-	B (10.1)	B (10.2)	-
	EB Through/Right	A (8.7)	B (10.1)	B (10.1)	B (10.3)	B (10.3)	B (15.7)	B (10.1)	B (17.8)	-	B (18.2)	B (18.4)	-
	WB Left	A (7.3)	A (8.8)	A (8.8)	A (8.9)	A (8.9)	B (10.2)	A (8.8)	B (11.6)	-	B (11.9)	B (12.0)	-
	WB Through/Right	B (11.8)	B (14.6)	B (15.0)	B (14.9)	B (15.3)	B (13.2)	B (14.6)	B (15.4)	-	B (15.5)	B (15.8)	-
	NB Left	D (47.5)	D (45.6)	D (45.6)	D (45.7)	D (45.7)	D (46.4)	D (45.6)	D (44.7)	-	D (44.4)	D (44.4)	-
	NB Through/Right	E (59.8)	D (53.7)	D (54.3)	D (53.6)	D (54.3)	E (57.8)	D (53.7)	D (54.1)	-	D (53.7)	D (53.7)	-
	SB Left	D (48.6)	D (45.8)	D (45.9)	D (45.7)	D (45.7)	D (44.7)	D (45.8)	D (46.8)	-	D (44.7)	D (47.0)	-
	SB Through/Right	E (61.1)	E (61.0)	E (61.0)	E (60.9)	E (60.9)	E (58.8)	E (61.0)	E (58.6)	-	E (58.9)	E (58.9)	-
	Overall	**C (28.2)**	**C (29.6)**	**C (29.5)**	**C (29.7)**	**C (29.7)**	**C (28.0)**	**C (29.6)**	**C (29.3)**	**-**	**C (29.3)**	**C (29.6)**	**-**
Site Driveway (NB) / Red Oak Lane (SB) & Mathistown Road (EB/WB)	EB Left	A (8.4)	A (8.5)	A (8.5)	A (8.5)	A (8.5)	A (8.1)	A (8.5)	A (8.1)	-	A (8.2)	A (8.2)	-
	WB Left	-	-	A (7.7)	-	A (7.7)	-	-	A (8.8)	-	-	A (8.8)	-
	NB Left/Through/Right	-	-	B (14.2)	-	B (14.4)	-	-	C (22.0)	-	-	C (22.6)	-
	SB Left/Through/Right	B (11.3)	B (11.5)	B (11.6)	B (11.6)	B (11.7)	B (14.9)	B (11.5)	C (16.1)	-	C (16.0)	C (16.4)	-
Radio Road (NB/SB) & Mathistown Road (EB/WB)	EB Left/Through	D (35.9)	D (36.0)	D (36.1)	D (36.0)	D (36.2)	D (50.9)	D (36.0)	E (79.8)	E (66.9)	E (74.1)	F (86.8)	E (72.5)
	EB Right	C (32.1)	C (30.8)	C (29.0)	C (30.4)	C (28.6)	C (29.2)	C (30.8)	C (29.6)	C (27.9)	C (29.7)	C (29.7)	C (28.0)
	WB Left/Through	C (33.7)	C (32.6)	C (31.3)	C (32.2)	C (31.0)	C (29.5)	C (32.6)	C (29.4)	C (28.2)	C (29.4)	C (29.4)	C (28.2)
	WB Right	C (31.4)	C (30.1)	C (28.3)	C (29.7)	C (28.0)	C (27.0)	C (30.1)	C (27.0)	C (25.5)	C (27.1)	C (27.1)	C (25.5)
	NB Left	A (5.1)	A (6.3)	A (8.0)	A (6.7)	A (8.5)	B (10.4)	A (6.3)	B (10.6)	B (11.6)	B (10.7)	B (10.7)	B (11.7)
	NB Through/Rlght	A (5.7)	A (7.0)	A (8.9)	A (7.5)	A (9.5)	A (9.8)	A (7.0)	A (9.9)	B (10.9)	A (9.9)	A (9.9)	B (10.9)
	SB Left/Through	A (8.8)	B (10.2)	B (12.3)	B (10.7)	B (12.9)	B (16.7)	B (10.2)	B (16.8)	B (18.2)	B (16.9)	B (16.9)	B (18.4)
	SB Right	A (8.5)	A (9.9)	B (12.0)	B (10.4)	B (12.5)	B (13.6)	A (9.9)	B (13.9)	B (15.0)	B (13.8)	B (13.9)	B (15.1)
	Overall	**B (13.8)**	**B (14.9)**	**B (16.3)**	**B (15.2)**	**B (16.7)**	**C (22.0)**	**B (14.9)**	**C (27.4)**	**C (25.8)**	**C (26.3)**	**C (28.7)**	**C (26.8)**

TURNING MOVEMENT COUNT DATA

2. Center Street & Mathistown Road - TMC

Wed Feb 11, 2026
Full Length (7 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377356, Location: 39.582587, -74.369922, Site Code: 2

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

Leg	Center Street							Center Street							Mathistown Road							Mathistown Road							
Direction	Northbound							Southbound							Eastbound							Westbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2026-02-11 7:00AM	37	31	2	0	1	**71**	0	10	7	11	0	3	**31**	0	7	12	5	0	1	**25**	0	1	78	22	0	0	**101**	0	**228**
7:15AM	17	30	2	0	0	**49**	0	9	6	2	0	3	**20**	0	6	47	14	0	0	**67**	0	0	67	10	0	0	**77**	0	**213**
7:30AM	23	28	2	0	2	**55**	0	7	8	3	0	1	**19**	0	6	28	3	0	0	**37**	0	1	61	18	0	1	**81**	0	**192**
7:45AM	28	40	1	0	0	**69**	0	12	9	9	0	8	**38**	0	11	31	9	0	3	**54**	0	6	65	20	0	6	**97**	0	**258**
Hourly Total	105	129	7	0	3	**244**	0	38	30	25	0	15	**108**	0	30	118	31	0	4	**183**	0	8	271	70	0	7	**356**	0	**891**
8:00AM	28	24	1	0	3	**56**	0	11	2	9	0	4	**26**	0	7	26	8	0	2	**43**	0	3	65	26	0	1	**95**	0	**220**
8:15AM	22	22	3	0	0	**47**	0	19	16	13	0	7	**55**	0	5	35	7	0	1	**48**	0	1	58	14	0	2	**75**	0	**225**
8:30AM	25	28	4	0	1	**58**	0	8	12	7	0	4	**31**	1	10	27	3	0	1	**41**	1	2	52	12	0	0	**66**	0	**196**
8:45AM	18	15	0	0	0	**33**	0	10	15	13	0	9	**47**	0	12	30	10	0	2	**54**	0	0	54	13	0	0	**67**	0	**201**
Hourly Total	93	89	8	0	4	**194**	0	48	45	42	0	24	**159**	1	34	118	28	0	6	**186**	1	6	229	65	0	3	**303**	0	**842**
4:00PM	17	25	5	0	3	**50**	0	31	25	5	0	8	**69**	1	18	81	34	0	2	**135**	0	8	63	7	0	5	**83**	2	**337**
4:15PM	11	17	6	0	3	**37**	0	31	36	14	0	0	**81**	1	16	81	27	0	1	**125**	2	7	46	19	0	2	**74**	0	**317**
4:30PM	21	27	8	0	3	**59**	0	24	39	11	0	0	**74**	0	15	91	34	0	0	**140**	0	12	51	16	0	4	**83**	0	**356**
4:45PM	21	21	3	0	2	**47**	0	25	19	7	0	4	**55**	0	10	79	24	0	2	**115**	0	6	53	18	0	2	**79**	0	**296**
Hourly Total	70	90	22	0	11	**193**	0	111	119	37	0	12	**279**	2	59	332	119	0	5	**515**	2	33	213	60	0	13	**319**	2	**1306**
5:00PM	31	30	4	0	1	**66**	0	24	29	3	0	3	**59**	0	13	89	23	0	0	**125**	0	9	41	18	0	3	**71**	0	**321**
5:15PM	22	19	8	0	2	**51**	0	20	24	5	0	6	**55**	2	14	77	18	0	5	**114**	0	7	53	14	0	2	**76**	0	**296**
5:30PM	17	33	5	0	1	**56**	0	26	38	8	0	2	**74**	2	12	78	24	0	1	**115**	1	7	43	23	0	3	**76**	0	**321**
5:45PM	10	14	5	0	1	**30**	0	10	24	4	0	4	**42**	0	9	79	23	0	0	**111**	0	8	30	19	0	3	**60**	0	**243**
Hourly Total	80	96	22	0	5	**203**	0	80	115	20	0	15	**230**	4	48	323	88	0	6	**465**	1	31	167	74	0	11	**283**	0	**1181**
6:00PM	18	19	3	0	1	**41**	0	19	26	3	0	2	**50**	1	7	46	21	0	1	**75**	0	5	32	16	0	2	**55**	0	**221**
6:15PM	8	14	3	0	2	**27**	0	10	23	7	0	2	**42**	0	6	74	19	0	2	**101**	0	3	22	9	0	2	**36**	0	**206**
6:30PM	7	21	5	0	2	**35**	0	24	23	4	0	2	**53**	0	15	56	15	0	0	**86**	0	8	29	18	0	2	**57**	0	**231**
6:45PM	6	12	4	0	1	**23**	0	15	14	5	0	2	**36**	0	11	37	10	0	1	**59**	1	5	28	15	0	1	**49**	0	**167**
Hourly Total	39	66	15	0	6	**126**	0	68	86	19	0	8	**181**	1	39	213	65	0	4	**321**	1	21	111	58	0	7	**197**	0	**825**
Total	387	470	74	0	29	**960**	0	345	395	143	0	74	**957**	8	210	1104	331	0	25	**1670**	5	99	991	327	0	41	**1458**	2	**5045**
% Approach	40.3%	49.0%	7.7%	0%	3.0%	-	-	36.1%	41.3%	14.9%	0%	7.7%	-	-	12.6%	66.1%	19.8%	0%	1.5%	-	-	6.8%	68.0%	22.4%	0%	2.8%	-	-	-
% Total	7.7%	9.3%	1.5%	0%	0.6%	**19.0%**	-	6.8%	7.8%	2.8%	0%	1.5%	**19.0%**	-	4.2%	21.9%	6.6%	0%	0.5%	**33.1%**	-	2.0%	19.6%	6.5%	0%	0.8%	**28.9%**	-	-
Lights	374	458	74	0	29	**935**	-	342	385	141	0	72	**940**	-	205	1071	324	0	25	**1625**	-	97	968	321	0	39	**1425**	-	4925
% Lights	96.6%	97.4%	100%	0%	100%	**97.4%**	-	99.1%	97.5%	98.6%	0%	97.3%	**98.2%**	-	97.6%	97.0%	97.9%	0%	100%	**97.3%**	-	98.0%	97.7%	98.2%	0%	95.1%	**97.7%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	8	5	0	0	0	**13**	-	2	4	1	0	2	**9**	-	4	14	4	0	0	**22**	-	2	8	3	0	1	**14**	-	58
% Articulated Trucks and Single-Unit Trucks	2.1%	1.1%	0%	0%	0%	**1.4%**	-	0.6%	1.0%	0.7%	0%	2.7%	**0.9%**	-	1.9%	1.3%	1.2%	0%	0%	**1.3%**	-	2.0%	0.8%	0.9%	0%	2.4%	**1.0%**	-	1.1%
Buses	5	7	0	0	0	**12**	-	1	6	1	0	0	**8**	-	1	19	3	0	0	**23**	-	0	15	3	0	1	**19**	-	62
% Buses	1.3%	1.5%	0%	0%	0%	**1.3%**	-	0.3%	1.5%	0.7%	0%	0%	**0.8%**	-	0.5%	1.7%	0.9%	0%	0%	**1.4%**	-	0%	1.5%	0.9%	0%	2.4%	**1.3%**	-	1.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	7	-	-	-	-	-	-	5	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	87.5%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

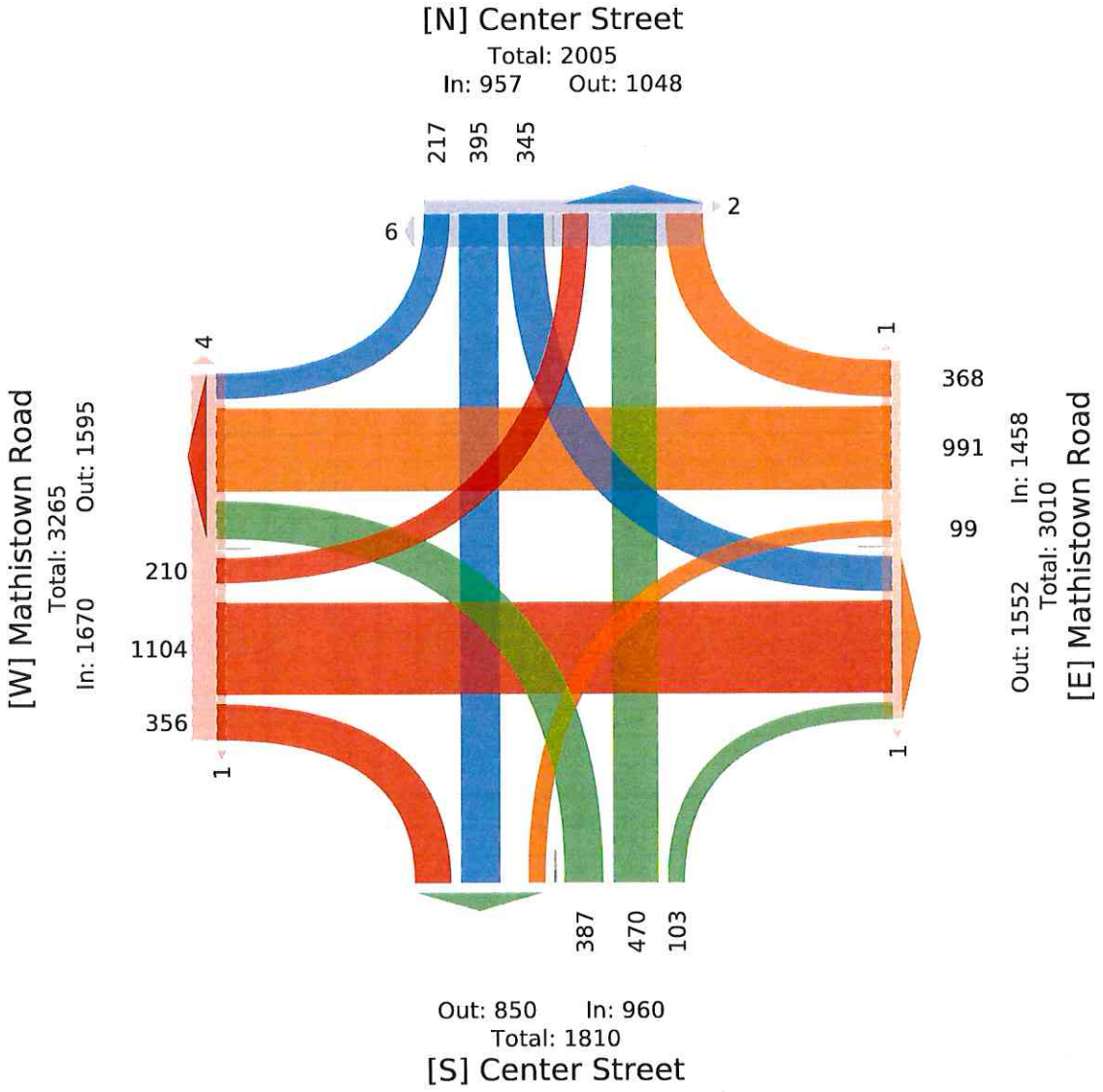
Leg	Center Street							Center Street							Mathistown Road							Mathistown Road							
Direction	Northbound							Southbound							Eastbound							Westbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	12.5%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

2. Center Street & Mathistown Road - TMC

Wed Feb 11, 2026
Full Length (7 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377356, Location: 39.582587, -74.369922, Site Code: 2

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



2. Center Street & Mathistown Road - TMC

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

Wed Feb 11, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377356, Location: 39.582587, -74.369922, Site Code: 2

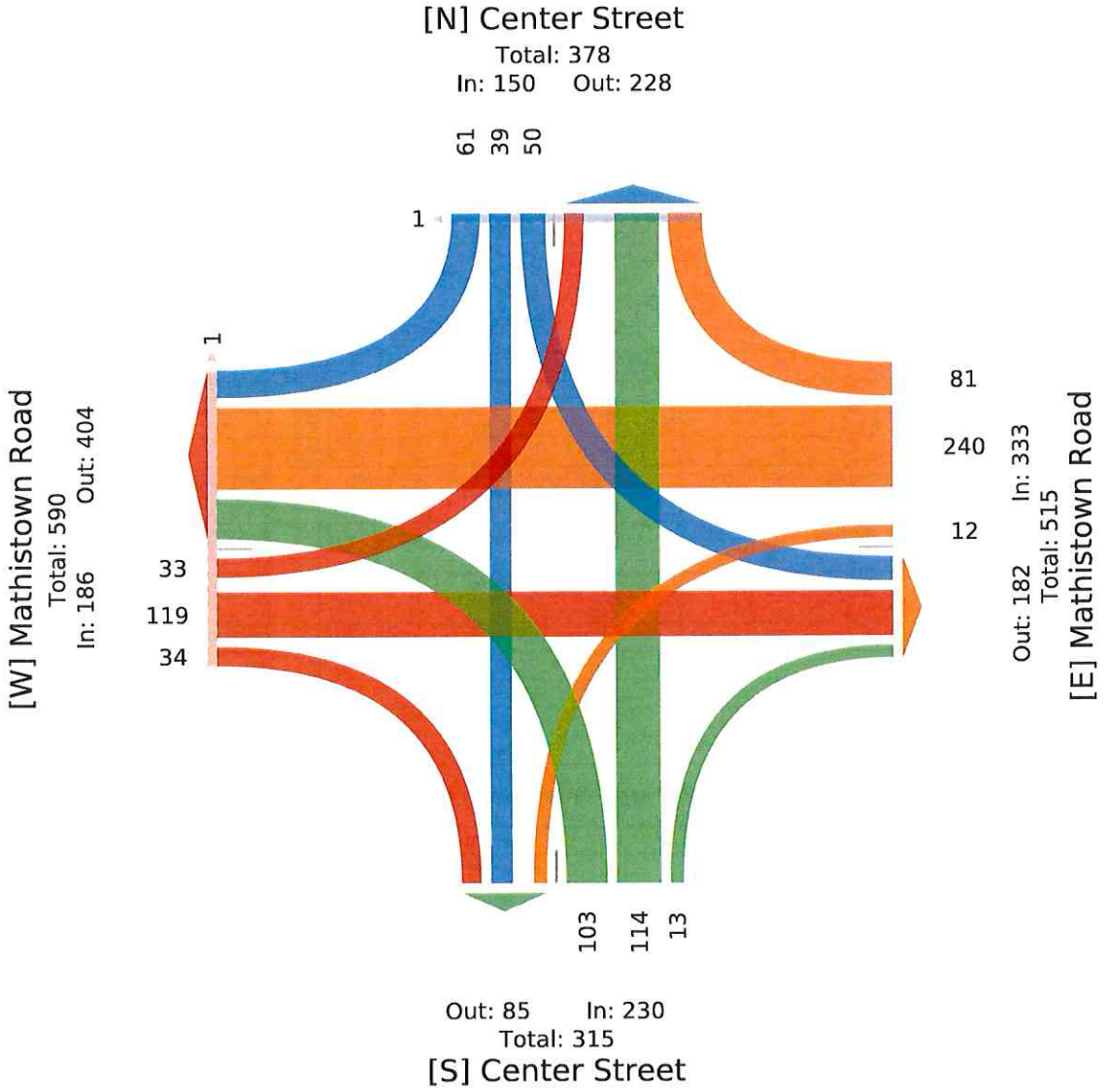
Leg	Center Street							Center Street							Mathistown Road							Mathistown Road							
Direction	Northbound							Southbound							Eastbound							Westbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2026-02-11 7:45AM	28	40	1	0	0	**69**	0	12	9	9	0	8	**38**	0	11	31	9	0	3	**54**	0	6	65	20	0	6	**97**	0	**258**
8:00AM	28	24	1	0	3	**56**	0	11	2	9	0	4	**26**	0	7	26	8	0	2	**43**	0	3	65	26	0	1	**95**	0	**220**
8:15AM	22	22	3	0	0	**47**	0	19	16	13	0	7	**55**	0	5	35	7	0	1	**48**	0	1	58	14	0	2	**75**	0	**225**
8:30AM	25	28	4	0	1	**58**	0	8	12	7	0	4	**31**	1	10	27	3	0	1	**41**	1	2	52	12	0	0	**66**	0	**196**
Total	103	114	9	0	4	**230**	0	50	39	38	0	23	**150**	1	33	119	27	0	7	**186**	1	12	240	72	0	9	**333**	0	**899**
% Approach	44.8%	49.6%	3.9%	0%	1.7%	-	-	33.3%	26.0%	25.3%	0%	15.3%	-	-	17.7%	64.0%	14.5%	0%	3.8%	-	-	3.6%	72.1%	21.6%	0%	2.7%	-	-	-
% Total	11.5%	12.7%	1.0%	0%	0.4%	**25.6%**	-	5.6%	4.3%	4.2%	0%	2.6%	**16.7%**	-	3.7%	13.2%	3.0%	0%	0.8%	**20.7%**	-	1.3%	26.7%	8.0%	0%	1.0%	**37.0%**	-	-
PHF	0.920	0.713	0.563		-	0.333	**0.833**	-	0.658	0.609	0.731		-	0.719	**0.682**	-	0.750	0.850	0.750		-	0.583	**0.861**	-	0.500	0.923	0.692		-	0.375	**0.858**	-	0.871
Lights	96	110	9	0	4	**219**	-	50	37	36	0	23	**146**	-	31	110	23	0	7	**171**	-	11	233	70	0	9	**323**	-	859
% Lights	93.2%	96.5%	100%	0%	100%	**95.2%**	-	100%	94.9%	94.7%	0%	100%	**97.3%**	-	93.9%	92.4%	85.2%	0%	100%	**91.9%**	-	91.7%	97.1%	97.2%	0%	100%	**97.0%**	-	95.6%
Articulated Trucks and Single-Unit Trucks	3	2	0	0	0	5	-	0	0	1	0	0	**1**	-	1	6	3	0	0	**10**	-	1	1	1	0	0	**3**	-	19
% Articulated Trucks and Single-Unit Trucks	2.9%	1.8%	0%	0%	0%	**2.2%**	-	0%	0%	2.6%	0%	0%	**0.7%**	-	3.0%	5.0%	11.1%	0%	0%	**5.4%**	-	8.3%	0.4%	1.4%	0%	0%	**0.9%**	-	2.1%
Buses	4	2	0	0	0	**6**	-	0	2	1	0	0	**3**	-	1	3	1	0	0	5	-	0	6	1	0	0	**7**	-	21
% Buses	3.9%	1.8%	0%	0%	0%	**2.6%**	-	0%	5.1%	2.6%	0%	0%	**2.0%**	-	3.0%	2.5%	3.7%	0%	0%	**2.7%**	-	0%	2.5%	1.4%	0%	0%	**2.1%**	-	2.3%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

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

2. Center Street & Mathistown Road - TMC

Wed Feb 11, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377356, Location: 39.582587, -74.369922, Site Code: 2

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



AI0

2. Center Street & Mathistown Road - TMC

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

Wed Feb 11, 2026
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377356, Location: 39.582587, -74.369922, Site Code: 2

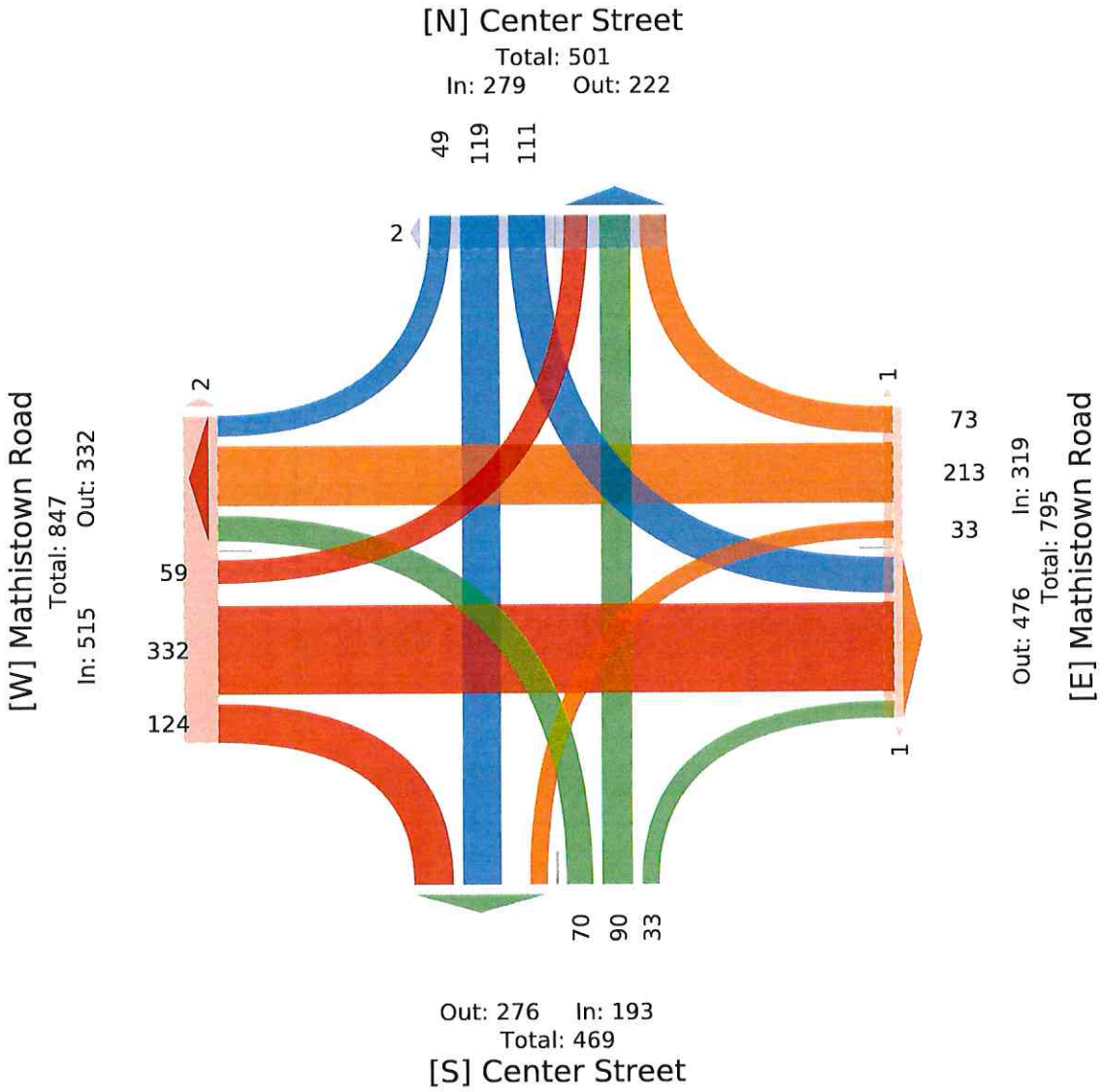
Leg	Center Street							Center Street							Mathistown Road							Mathistown Road							
Direction	Northbound							Southbound							Eastbound							Westbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2026-02-11 4:00PM	17	25	5	0	3	**50**	0	31	25	5	0	8	**69**	1	18	81	34	0	2	**135**	0	8	63	7	0	5	**83**	2	**337**
4:15PM	11	17	6	0	3	**37**	0	31	36	14	0	0	**81**	1	16	81	27	0	1	**125**	2	7	46	19	0	2	**74**	0	**317**
4:30PM	21	27	8	0	3	**59**	0	24	39	11	0	0	**74**	0	15	91	34	0	0	**140**	0	12	51	16	0	4	**83**	0	**356**
4:45PM	21	21	3	0	2	**47**	0	25	19	7	0	4	**55**	0	10	79	24	0	2	**115**	0	6	53	18	0	2	**79**	0	**296**
Total	70	90	22	0	11	**193**	0	111	119	37	0	12	**279**	2	59	332	119	0	5	**515**	2	33	213	60	0	13	**319**	2	**1306**
% Approach	36.3%	46.6%	11.4%	0%	5.7%	-	-	39.8%	42.7%	13.3%	0%	4.3%	-	-	11.5%	64.5%	23.1%	0%	1.0%	-	-	10.3%	66.8%	18.8%	0%	4.1%	-	-	-
% Total	5.4%	6.9%	1.7%	0%	0.8%	**14.8%**	-	8.5%	9.1%	2.8%	0%	0.9%	**21.4%**	-	4.5%	25.4%	9.1%	0%	0.4%	**39.4%**	-	2.5%	16.3%	4.6%	0%	1.0%	**24.4%**	-	-
PHF	0.833	0.833	0.688		0.917	**0.818**	-	0.895	0.763	0.661		0.375	**0.861**	-	0.819	0.912	0.875		0.625	**0.920**	-	0.688	0.845	0.789		0.650	**0.961**	-	0.917
Lights	69	87	22	0	11	**189**	-	110	115	37	0	10	**272**	-	59	329	119	0	5	**512**	-	32	206	58	0	11	**307**	-	1280
% Lights	98.6%	96.7%	100%	0%	100%	**97.9%**	-	99.1%	96.6%	100%	0%	83.3%	**97.5%**	-	100%	99.1%	100%	0%	100%	**99.4%**	-	97.0%	96.7%	96.7%	0%	84.6%	**96.2%**	-	98.0%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	0	**1**	-	1	2	0	0	2	**5**	-	0	1	0	0	0	**1**	-	1	3	1	0	1	**6**	-	13
% Articulated Trucks and Single-Unit Trucks	1.4%	0%	0%	0%	0%	**0.5%**	-	0.9%	1.7%	0%	0%	16.7%	**1.8%**	-	0%	0.3%	0%	0%	0%	**0.2%**	-	3.0%	1.4%	1.7%	0%	7.7%	**1.9%**	-	1.0%
Buses	0	3	0	0	0	**3**	-	0	2	0	0	0	**2**	-	0	2	0	0	0	**2**	-	0	4	1	0	1	**6**	-	13
% Buses	0%	3.3%	0%	0%	0%	**1.6%**	-	0%	1.7%	0%	0%	0%	**0.7%**	-	0%	0.6%	0%	0%	0%	**0.4%**	-	0%	1.9%	1.7%	0%	7.7%	**1.9%**	-	1.0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

2. Center Street & Mathistown Road - TMC

Wed Feb 11, 2026
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377356, Location: 39.582587, -74.369922, Site Code: 2

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



3. Red Oak Lane & Mathistown Road - TMC

Wed Feb 11, 2026
Full Length (7 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377359, Location: 39.580234, -74.366985, Site Code: 3

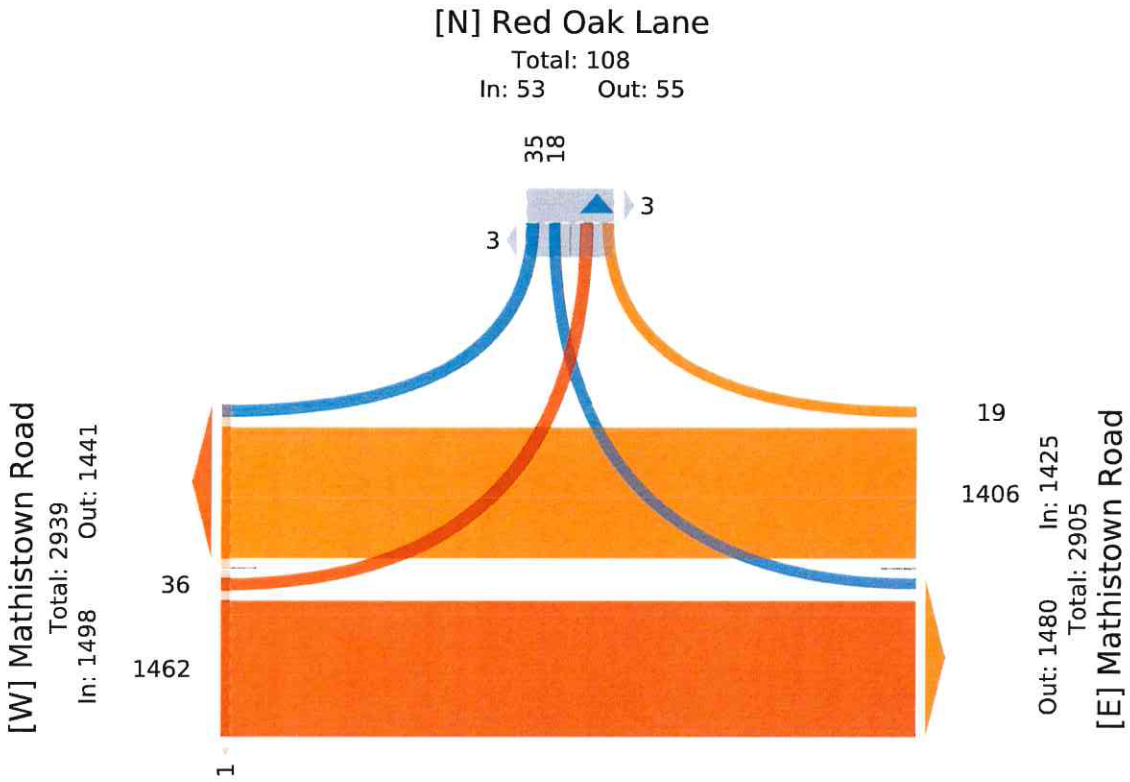
Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg / Direction	Red Oak Lane Southbound					Mathistown Road Eastbound					Mathistown Road Westbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2026-02-11 7:00AM	2	5	0	**7**	0	0	17	0	**17**	0	91	1	0	**92**	0	**116**
7:15AM	0	1	0	**1**	1	2	46	0	**48**	0	77	1	0	**78**	0	**127**
7:30AM	0	7	0	**7**	0	0	43	0	**43**	0	78	1	0	**79**	0	**129**
7:45AM	2	4	0	**6**	0	3	41	0	**44**	0	82	1	0	**83**	0	**133**
Hourly Total	4	17	0	**21**	1	5	147	0	**152**	0	328	4	0	**332**	0	**505**
8:00AM	0	2	0	**2**	0	0	34	0	**34**	0	91	0	0	**91**	0	**127**
8:15AM	0	1	0	**1**	0	2	45	0	**47**	0	70	2	0	**72**	0	**120**
8:30AM	0	3	0	**3**	1	0	34	0	**34**	0	78	3	0	**81**	0	**118**
8:45AM	0	0	0	**0**	0	0	47	0	**47**	0	63	0	0	**63**	0	**110**
Hourly Total	0	6	0	**6**	1	2	160	0	**162**	0	302	5	0	**307**	0	**475**
4:00PM	0	1	0	**1**	1	3	113	0	**116**	0	75	0	0	**75**	0	**192**
4:15PM	2	3	0	**5**	2	2	115	0	**117**	0	81	1	0	**82**	0	**204**
4:30PM	2	1	0	**3**	0	3	123	0	**126**	0	76	1	0	**77**	0	**206**
4:45PM	0	2	0	**2**	0	2	104	0	**106**	0	67	0	0	**67**	0	**175**
Hourly Total	4	7	0	**11**	3	10	455	0	**465**	0	299	2	0	**301**	0	**777**
5:00PM	1	0	0	**1**	0	3	110	0	**113**	1	75	0	0	**75**	0	**189**
5:15PM	1	1	0	**2**	0	1	108	0	**109**	0	70	1	0	**71**	0	**182**
5:30PM	1	1	0	**2**	0	2	112	0	**114**	0	82	1	0	**83**	0	**199**
5:45PM	2	1	0	**3**	0	2	78	0	**80**	0	58	1	0	**59**	0	**142**
Hourly Total	5	3	0	**8**	0	8	408	0	**416**	1	285	3	0	**288**	0	**712**
6:00PM	2	0	0	**2**	0	2	63	0	**65**	0	53	1	0	**54**	0	**121**
6:15PM	1	0	0	**1**	1	6	86	0	**92**	0	41	0	0	**41**	0	**134**
6:30PM	0	1	0	**1**	0	1	86	0	**87**	0	49	1	0	**50**	0	**138**
6:45PM	2	1	0	**3**	0	2	57	0	**59**	0	49	3	0	**52**	0	**114**
Hourly Total	5	2	0	**7**	1	11	292	0	**303**	0	192	5	0	**197**	0	**507**
Total	18	35	0	**53**	6	36	1462	0	**1498**	1	1406	19	0	**1425**	0	**2976**
% Approach	34.0%	66.0%	0%	-	-	2.4%	97.6%	0%	-	-	98.7%	1.3%	0%	-	-	-
% Total	0.6%	1.2%	0%	**1.8%**	-	1.2%	49.1%	0%	**50.3%**	-	47.2%	0.6%	0%	**47.9%**	-	-
Lights	17	33	0	**50**	-	35	1426	0	**1461**	-	1375	15	0	**1390**	-	2901
% Lights	94.4%	94.3%	0%	**94.3%**	-	97.2%	97.5%	0%	**97.5%**	-	97.8%	78.9%	0%	**97.5%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	2	0	**2**	-	0	18	0	**18**	-	13	4	0	**17**	-	37
% Articulated Trucks and Single-Unit Trucks	0%	5.7%	0%	**3.8%**	-	0%	1.2%	0%	**1.2%**	-	0.9%	21.1%	0%	**1.2%**	-	1.2%
Buses	1	0	0	**1**	-	1	18	0	**19**	-	18	0	0	**18**	-	38
% Buses	5.6%	0%	0%	**1.9%**	-	2.8%	1.2%	0%	**1.3%**	-	1.3%	0%	0%	**1.3%**	-	1.3%
Pedestrians	-	-	-	-	6	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

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

3. Red Oak Lane & Mathistown Road - TMC
Wed Feb 11, 2026
Full Length (7 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377359, Location: 39.580234, -74.366985, Site Code: 3

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



A15

3. Red Oak Lane & Mathistown Road - TMC

Wed Feb 11, 2026
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377359, Location: 39.580234, -74.366985, Site Code: 3

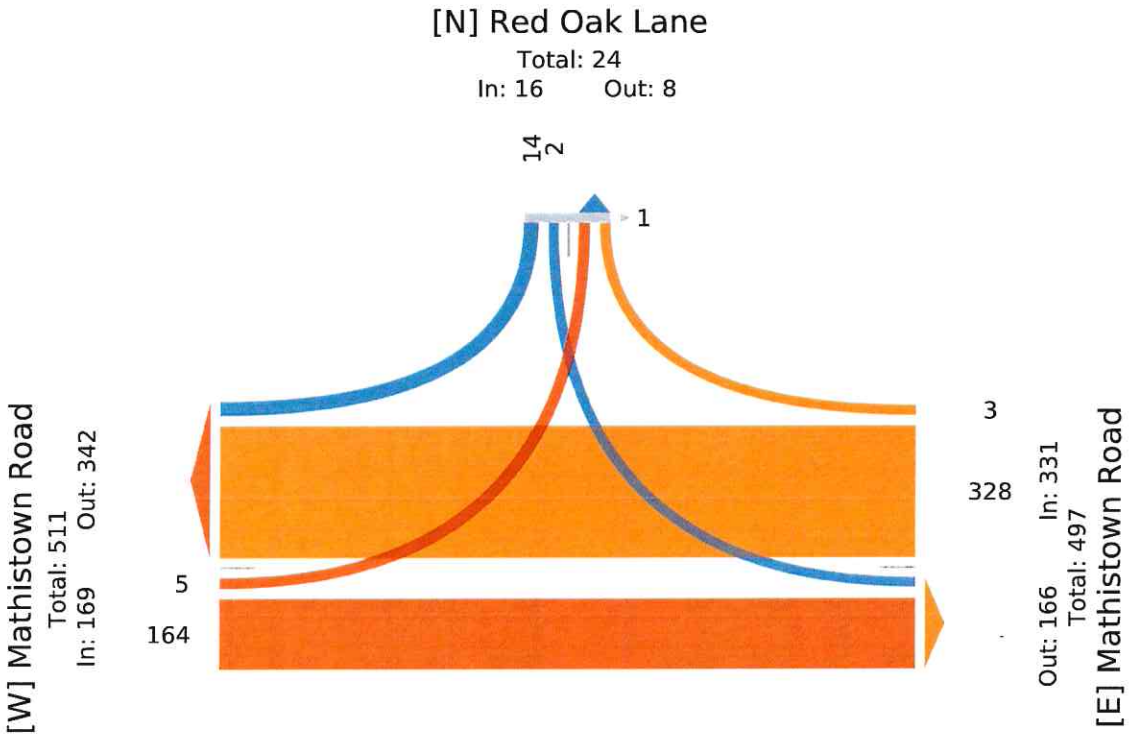
Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg	Red Oak Lane					Mathistown Road					Mathistown Road					
Direction	Southbound					Eastbound					Westbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2026-02-11 7:15AM	0	1	0	**1**	1	2	46	0	**48**	0	77	1	0	**78**	0	**127**
7:30AM	0	7	0	**7**	0	0	43	0	**43**	0	78	1	0	**79**	0	**129**
7:45AM	2	4	0	**6**	0	3	41	0	**44**	0	82	1	0	**83**	0	**133**
8:00AM	0	2	0	**2**	0	0	34	0	**34**	0	91	0	0	**91**	0	**127**
Total	2	14	0	**16**	1	5	164	0	**169**	0	328	3	0	**331**	0	**516**
% Approach	12.5%	87.5%	0%	-	-	3.0%	97.0%	0%	-	-	99.1%	0.9%	0%	-	-	-
% Total	0.4%	2.7%	0%	**3.1%**	-	1.0%	31.8%	0%	**32.8%**	-	63.6%	0.6%	0%	**64.1%**	-	-
PHF	0.250	0.500	-	**0.571**	-	0.417	0.891	-	**0.880**	-	0.901	0.750	-	**0.909**	-	0.970
Lights	1	14	0	**15**	-	4	148	0	**152**	-	320	3	0	**323**	-	490
% Lights	50.0%	100%	0%	**93.8%**	-	80.0%	90.2%	0%	**89.9%**	-	97.6%	100%	0%	**97.6%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	6	0	**6**	-	2	0	0	**2**	-	8
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	3.7%	0%	**3.6%**	-	0.6%	0%	0%	**0.6%**	-	1.6%
Buses	1	0	0	**1**	-	1	10	0	**11**	-	6	0	0	**6**	-	18
% Buses	50.0%	0%	0%	**6.3%**	-	20.0%	6.1%	0%	**6.5%**	-	1.8%	0%	0%	**1.8%**	-	3.5%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

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

3. Red Oak Lane & Mathistown Road - TMC
Wed Feb 11, 2026
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377359, Location: 39.580234, -74.366985, Site Code: 3

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



3. Red Oak Lane & Mathistown Road - TMC

Wed Feb 11, 2026
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377359, Location: 39.580234, -74.366985, Site Code: 3

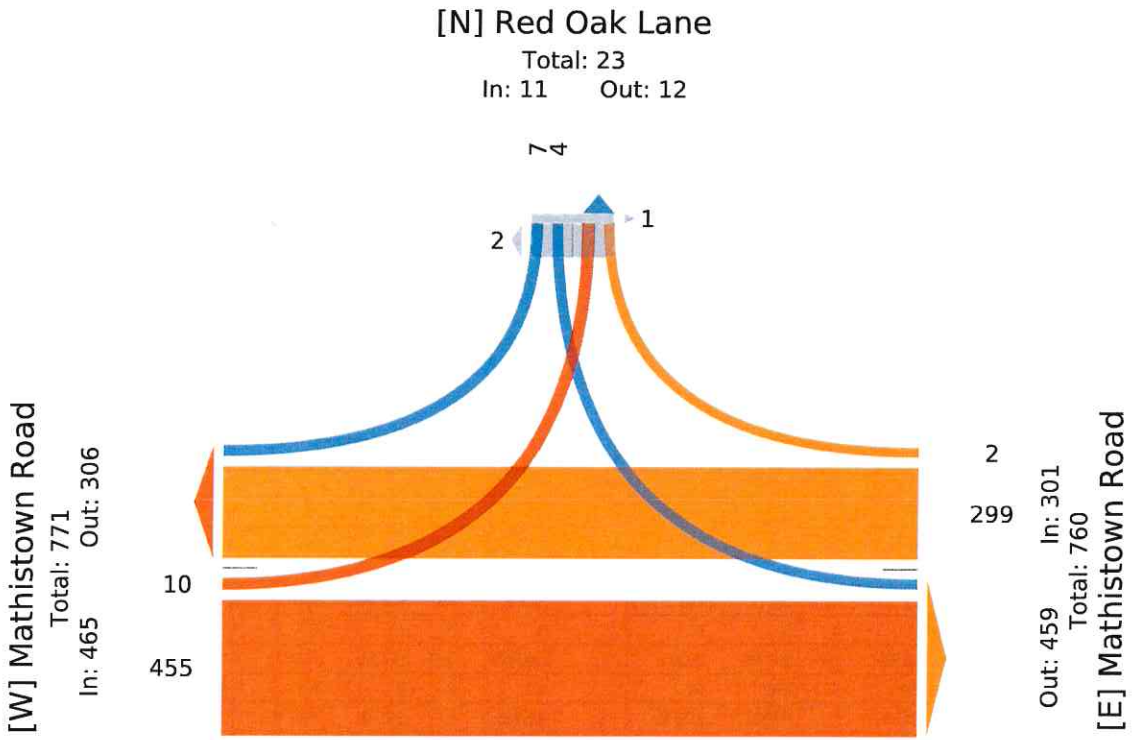
Provided by: Imperial Traffic & Data Collection
PO Box 4637, Cherry Hill, NJ, 08003, US

Leg	Red Oak Lane					Mathistown Road					Mathistown Road					
Direction	Southbound					Eastbound					Westbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2026-02-11 4:00PM	0	1	0	**1**	1	3	113	0	**116**	0	75	0	0	**75**	0	**192**
4:15PM	2	3	0	**5**	2	2	115	0	**117**	0	81	1	0	**82**	0	**204**
4:30PM	2	1	0	**3**	0	3	123	0	**126**	0	76	1	0	**77**	0	**206**
4:45PM	0	2	0	**2**	0	2	104	0	**106**	0	67	0	0	**67**	0	**175**
Total	4	7	0	**11**	3	10	455	0	**465**	0	299	2	0	**301**	0	**777**
% Approach	36.4%	63.6%	0%	-	-	2.2%	97.8%	0%	-	-	99.3%	0.7%	0%	-	-	-
% Total	0.5%	0.9%	0%	**1.4%**	-	1.3%	58.6%	0%	**59.8%**	-	38.5%	0.3%	0%	**38.7%**	-	-
PHF	0.500	0.583	-	**0.550**	-	0.833	0.925	-	**0.923**	-	0.923	0.500	-	**0.918**	-	0.943
Lights	4	6	0	**10**	-	10	447	0	**457**	-	289	1	0	**290**	-	757
% Lights	100%	85.7%	0%	**90.9%**	-	100%	98.2%	0%	**98.3%**	-	96.7%	50.0%	0%	**96.3%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	0	5	0	**5**	-	4	1	0	**5**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	14.3%	0%	**9.1%**	-	0%	1.1%	0%	**1.1%**	-	1.3%	50.0%	0%	**1.7%**	-	1.4%
Buses	0	0	0	**0**	-	0	3	0	**3**	-	6	0	0	**6**	-	9
% Buses	0%	0%	0%	**0%**	-	0%	0.7%	0%	**0.6%**	-	2.0%	0%	0%	**2.0%**	-	1.2%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

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

3. Red Oak Lane & Mathistown Road - TMC
Wed Feb 11, 2026
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377359, Location: 39.580234, -74.366985, Site Code: 3

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



4. Radio Road & Mathistown Road - TMC

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

Wed Feb 11, 2026
Full Length (7 AM-9 AM, 4 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377368, Location: 39.575877, -74.365592, Site Code: 4

Leg	Radio Road Northbound							Radio Road Southbound							Mathistown Road Eastbound							Mathistown Road Westbound							
Direction																												
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2026-02-11 7:00AM	37	54	0	0	0	**91**	0	1	12	16	0	7	**36**	0	9	0	0	0	3	**12**	0	1	7	0	0	7	**15**	0	**154**
7:15AM	29	54	5	0	0	**88**	0	5	18	21	0	3	**47**	0	12	8	6	0	7	**33**	0	3	7	4	0	5	**19**	0	**187**
7:30AM	18	64	3	0	0	**85**	0	2	13	18	0	5	**38**	0	20	5	7	0	7	**39**	0	1	12	3	0	6	**22**	0	**184**
7:45AM	27	73	1	0	0	**101**	0	6	35	23	0	7	**71**	0	14	6	10	0	6	**36**	0	4	14	6	0	5	**29**	0	**237**
Hourly Total	111	245	9	0	0	**365**	0	14	78	78	0	22	**192**	0	55	19	23	0	23	**120**	0	9	40	13	0	23	**85**	0	**762**
8:00AM	34	70	4	0	0	**108**	0	3	30	15	0	8	**56**	0	20	5	5	0	8	**38**	0	5	14	1	0	4	**24**	0	**226**
8:15AM	34	69	2	0	0	**105**	0	4	30	16	0	4	**54**	0	19	6	7	0	11	**43**	0	7	11	3	0	2	**23**	0	**225**
8:30AM	23	51	1	0	0	**75**	0	2	36	23	0	4	**65**	0	16	3	7	0	8	**34**	0	2	10	0	0	8	**20**	0	**194**
8:45AM	35	53	5	0	0	**93**	0	4	39	9	0	2	**54**	0	11	2	9	0	9	**31**	0	4	8	0	0	2	**14**	0	**192**
Hourly Total	126	243	12	0	0	**381**	0	13	135	63	0	18	**229**	0	66	16	28	0	36	**146**	0	18	43	4	0	16	**81**	0	**837**
4:00PM	29	46	3	0	0	**78**	0	6	72	16	0	10	**104**	0	25	15	29	0	25	**94**	0	0	7	3	0	0	**10**	0	**286**
4:15PM	26	43	4	0	1	**74**	0	7	68	22	0	7	**104**	0	20	21	15	0	28	**84**	0	2	10	5	0	5	**22**	0	**284**
4:30PM	31	61	1	0	1	**94**	0	7	54	16	0	9	**86**	0	31	21	24	0	29	**105**	0	5	5	3	0	7	**20**	0	**305**
4:45PM	27	48	3	0	0	**78**	0	11	60	14	0	7	**92**	1	28	7	20	0	33	**88**	0	1	5	6	0	5	**17**	0	**275**
Hourly Total	113	198	11	0	2	**324**	0	31	254	68	0	33	**386**	1	104	64	88	0	115	**371**	0	8	27	17	0	17	**69**	0	**1150**
5:00PM	26	36	1	0	0	**63**	0	4	70	18	0	12	**104**	0	36	20	12	0	25	**93**	0	0	4	2	0	1	**7**	0	**267**
5:15PM	26	45	2	0	0	**73**	0	8	65	18	0	7	**98**	0	27	19	20	0	29	**95**	0	1	3	1	0	3	**8**	0	**274**
5:30PM	34	55	1	0	0	**90**	0	8	70	20	0	8	**106**	0	25	13	16	0	20	**74**	1	2	7	0	0	3	**12**	0	**282**
5:45PM	29	43	5	0	0	**77**	0	2	65	10	0	7	**84**	0	27	16	17	0	23	**83**	0	2	7	2	0	4	**15**	0	**259**
Hourly Total	115	179	9	0	0	**303**	0	22	270	66	0	34	**392**	0	115	68	65	0	97	**345**	1	5	21	5	0	11	**42**	0	**1082**
6:00PM	18	35	2	0	0	**55**	0	8	51	18	0	5	**82**	0	24	8	12	0	15	**59**	0	4	2	3	0	1	**10**	0	**206**
6:15PM	22	20	1	0	0	**43**	0	6	58	12	0	2	**78**	0	18	12	15	0	25	**70**	0	5	3	2	0	4	**14**	0	**205**
6:30PM	18	21	2	0	0	**41**	1	5	56	15	0	3	**79**	0	27	9	17	0	18	**71**	0	4	6	0	0	2	**12**	0	**203**
6:45PM	9	31	2	0	0	**42**	0	5	61	22	0	2	**90**	0	12	12	16	0	9	**49**	0	1	3	0	0	2	**6**	0	**187**
Hourly Total	67	107	7	0	0	**181**	1	24	226	67	0	12	**329**	0	81	41	60	0	67	**249**	0	14	14	5	0	9	**42**	0	**801**
Total	532	972	48	0	2	**1554**	1	104	963	342	0	119	**1528**	1	421	208	264	0	338	**1231**	1	54	145	44	0	76	**319**	0	**4632**
% Approach	34.2%	62.5%	3.1%	0%	0.1%	-	-	6.8%	63.0%	22.4%	0%	7.8%	-	-	34.2%	16.9%	21.4%	0%	27.5%	-	-	16.9%	45.5%	13.8%	0%	23.8%	-	-	-
% Total	11.5%	21.0%	1.0%	0%	0%	**33.5%**	-	2.2%	20.8%	7.4%	0%	2.6%	**33.0%**	-	9.1%	4.5%	5.7%	0%	7.3%	**26.6%**	-	1.2%	3.1%	0.9%	0%	1.6%	**6.9%**	-	-
Lights	521	951	45	0	2	**1519**	-	98	939	326	0	118	**1481**	-	404	207	258	0	335	**1204**	-	52	143	38	0	76	**309**	-	4513
% Lights	97.9%	97.8%	93.8%	0%	100%	**97.7%**	-	94.2%	97.5%	95.3%	0%	99.2%	**96.9%**	-	96.0%	99.5%	97.7%	0%	99.1%	**97.8%**	-	96.3%	98.6%	86.4%	0%	100%	**96.9%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	8	9	1	0	0	**18**	-	1	16	6	0	1	**24**	-	10	0	2	0	2	**14**	-	2	1	1	0	0	**4**	-	60
% Articulated Trucks and Single-Unit Trucks	1.5%	0.9%	2.1%	0%	0%	**1.2%**	-	1.0%	1.7%	1.8%	0%	0.8%	**1.6%**	-	2.4%	0%	0.8%	0%	0.6%	**1.1%**	-	3.7%	0.7%	2.3%	0%	0%	**1.3%**	-	1.3%
Buses	3	12	2	0	0	**17**	-	5	8	10	0	0	**23**	-	7	1	4	0	1	**13**	-	0	1	5	0	0	**6**	-	59
% Buses	0.6%	1.2%	4.2%	0%	0%	**1.1%**	-	4.8%	0.8%	2.9%	0%	0%	**1.5%**	-	1.7%	0.5%	1.5%	0%	0.3%	**1.1%**	-	0%	0.7%	11.4%	0%	0%	**1.9%**	-	1.3%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	0%	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-

4. Radio Road & Mathistown Road - TMC

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

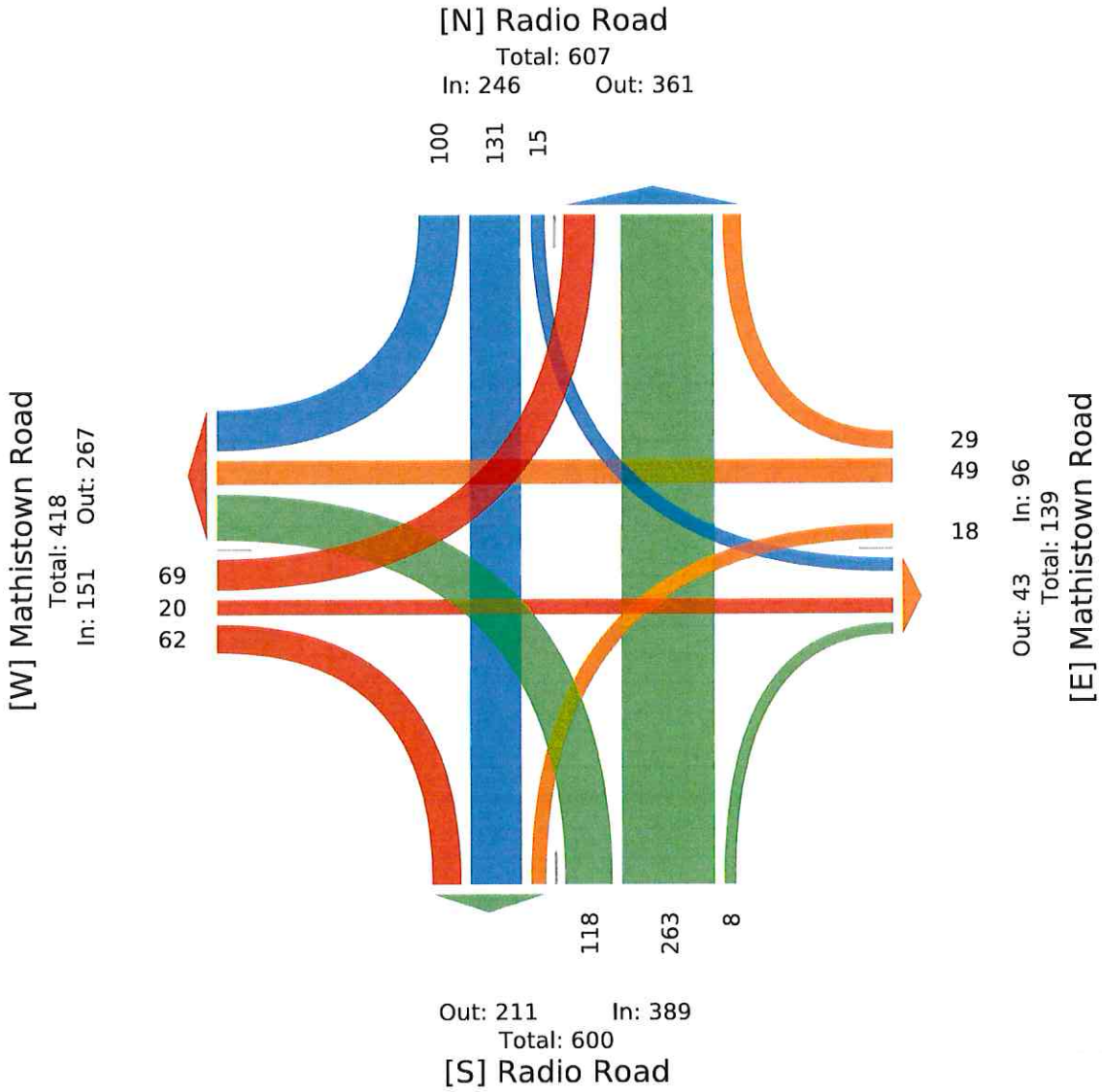
Wed Feb 11, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377368, Location: 39.575877, -74.365592, Site Code: 4

Leg	Radio Road							Radio Road							Mathistown Road							Mathistown Road							
Direction	Northbound							Southbound							Eastbound							Westbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2026-02-11 7:45AM	27	73	1	0	0	**101**	0	6	35	23	0	7	**71**	0	14	6	10	0	6	**36**	0	4	14	6	0	5	**29**	0	**237**
8:00AM	34	70	4	0	0	**108**	0	3	30	15	0	8	**56**	0	20	5	5	0	8	**38**	0	5	14	1	0	4	**24**	0	**226**
8:15AM	34	69	2	0	0	**105**	0	4	30	16	0	4	**54**	0	19	6	7	0	11	**43**	0	7	11	3	0	2	**23**	0	**225**
8:30AM	23	51	1	0	0	**75**	0	2	36	23	0	4	**65**	0	16	3	7	0	8	**34**	0	2	10	0	0	8	**20**	0	**194**
Total	118	263	8	0	0	**389**	0	15	131	77	0	23	**246**	0	69	20	29	0	33	**151**	0	18	49	10	0	19	**96**	0	**882**
% Approach	30.3%	67.6%	2.1%	0%	0%	-	-	6.1%	53.3%	31.3%	0%	9.3%	-	-	45.7%	13.2%	19.2%	0%	21.9%	-	-	18.8%	51.0%	10.4%	0%	19.8%	-	-	-
% Total	13.4%	29.8%	0.9%	0%	0%	**44.1%**	-	1.7%	14.9%	8.7%	0%	2.6%	**27.9%**	-	7.8%	2.3%	3.3%	0%	3.7%	**17.1%**	-	2.0%	5.6%	1.1%	0%	2.2%	**10.9%**	-	-
PHF	0.868	0.901	0.500	-	-	**0.900**	-	0.625	0.910	0.837	-	0.719	**0.866**	-	0.863	0.833	0.725	-	0.750	**0.878**	-	0.643	0.875	0.417	-	0.594	**0.828**	-	0.930
Lights	111	253	8	0	0	**372**	-	12	121	72	0	23	**228**	-	62	20	27	0	32	**141**	-	17	47	9	0	19	**92**	-	833
% Lights	94.1%	96.2%	100%	0%	0%	**95.6%**	-	80.0%	92.4%	93.5%	0%	100%	**92.7%**	-	89.9%	100%	93.1%	0%	97.0%	**93.4%**	-	94.4%	95.9%	90.0%	0%	100%	**95.8%**	-	94.4%
Articulated Trucks and Single-Unit Trucks	5	4	0	0	0	**9**	-	0	8	1	0	0	**9**	-	4	0	1	0	1	**6**	-	1	1	0	0	0	**2**	-	26
% Articulated Trucks and Single-Unit Trucks	4.2%	1.5%	0%	0%	0%	**2.3%**	-	0%	6.1%	1.3%	0%	0%	**3.7%**	-	5.8%	0%	3.4%	0%	3.0%	**4.0%**	-	5.6%	2.0%	0%	0%	0%	**2.1%**	-	2.9%
Buses	2	6	0	0	0	**8**	-	3	2	4	0	0	**9**	-	3	0	1	0	0	**4**	-	0	1	1	0	0	**2**	-	23
% Buses	1.7%	2.3%	0%	0%	0%	**2.1%**	-	20.0%	1.5%	5.2%	0%	0%	**3.7%**	-	4.3%	0%	3.4%	0%	0%	**2.6%**	-	0%	2.0%	10.0%	0%	0%	**2.1%**	-	2.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

4. Radio Road & Mathistown Road - TMC
Wed Feb 11, 2026
AM Peak (7:45 AM - 8:45 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377368, Location: 39.575877, -74.365592, Site Code: 4

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



4. Radio Road & Mathistown Road - TMC

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

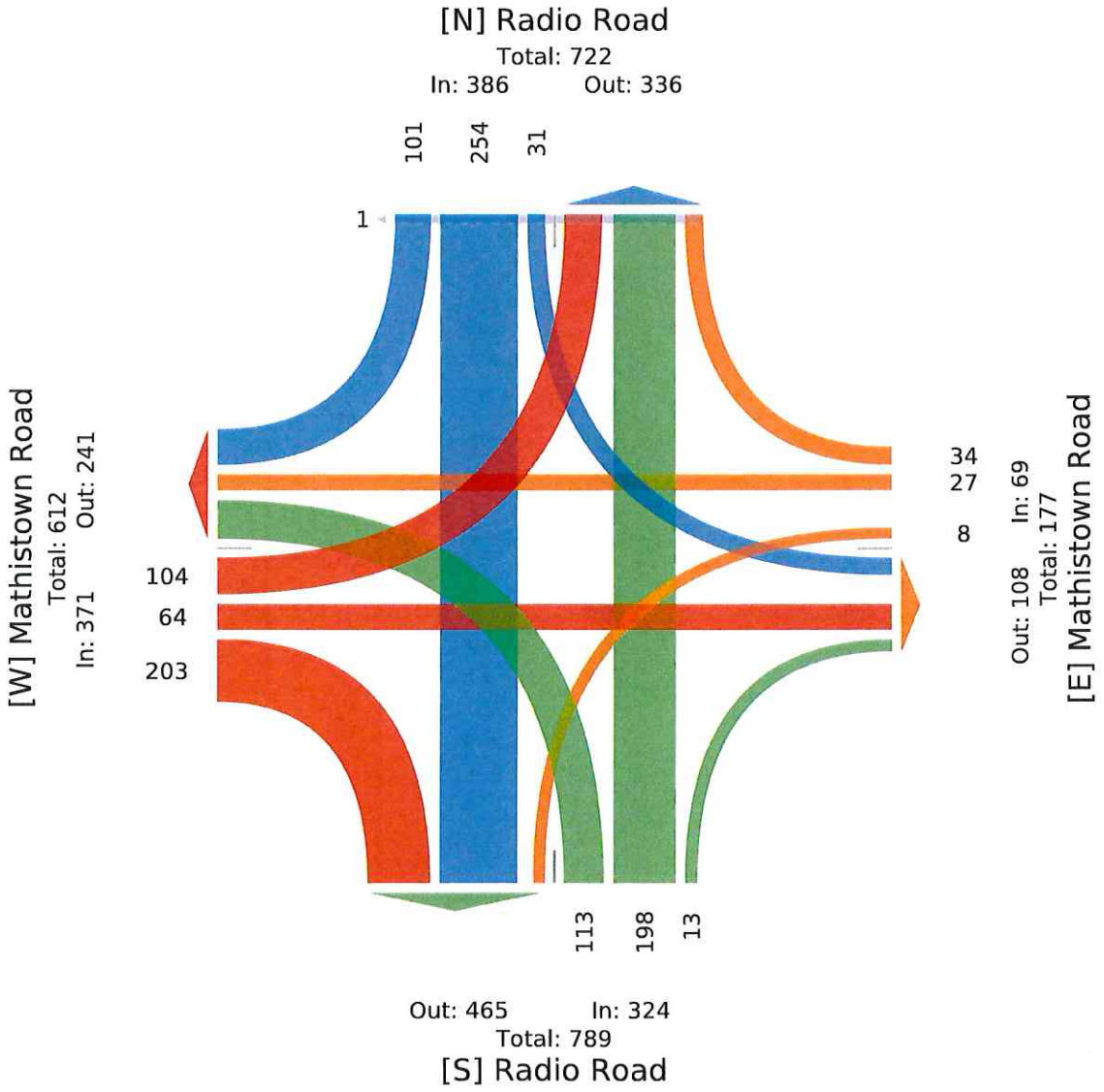
Wed Feb 11, 2026
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377368, Location: 39.575877, -74.365592, Site Code: 4

Leg	Radio Road							Radio Road							Mathistown Road							Mathistown Road							
Direction	Northbound							Southbound							Eastbound							Westbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2026-02-11 4:00PM	29	46	3	0	0	**78**	0	6	72	16	0	10	**104**	0	25	15	29	0	25	**94**	0	0	7	3	0	0	**10**	0	**286**
4:15PM	26	43	4	0	1	**74**	0	7	68	22	0	7	**104**	0	20	21	15	0	28	**84**	0	2	10	5	0	5	**22**	0	**284**
4:30PM	31	61	1	0	1	**94**	0	7	54	16	0	9	**86**	0	31	21	24	0	29	**105**	0	5	5	3	0	7	**20**	0	**305**
4:45PM	27	48	3	0	0	**78**	0	11	60	14	0	7	**92**	1	28	7	20	0	33	**88**	0	1	5	6	0	5	**17**	0	**275**
Total	113	198	11	0	2	**324**	0	31	254	68	0	33	**386**	1	104	64	88	0	115	**371**	0	8	27	17	0	17	**69**	0	**1150**
% Approach	34.9%	61.1%	3.4%	0%	0.6%	-	-	8.0%	65.8%	17.6%	0%	8.5%	-	-	28.0%	17.3%	23.7%	0%	31.0%	-	-	11.6%	39.1%	24.6%	0%	24.6%	-	-	-
% Total	9.8%	17.2%	1.0%	0%	0.2%	**28.2%**	-	2.7%	22.1%	5.9%	0%	2.9%	**33.6%**	-	9.0%	5.6%	7.7%	0%	10.0%	**32.3%**	-	0.7%	2.3%	1.5%	0%	1.5%	**6.0%**	-	-
PHF	0.911	0.811	0.688		-	0.500	**0.862**	-	0.705	0.882	0.773		-	0.825	**0.928**	-	0.839	0.762	0.759		-	0.871	**0.883**	-	0.400	0.675	0.708		-	0.607	**0.784**	-	0.943
Lights	111	192	9	0	2	**314**	-	29	248	64	0	32	**373**	-	103	64	87	0	115	**369**	-	8	27	14	0	17	**66**	-	1122
% Lights	98.2%	97.0%	81.8%	0%	100%	**96.9%**	-	93.5%	97.6%	94.1%	0%	97.0%	**96.6%**	-	99.0%	100%	98.9%	0%	100%	**99.5%**	-	100%	100%	82.4%	0%	100%	**95.7%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	1	3	1	0	0	**5**	-	1	2	1	0	1	**5**	-	0	0	1	0	0	**1**	-	0	0	1	0	0	**1**	-	12
% Articulated Trucks and Single-Unit Trucks	0.9%	1.5%	9.1%	0%	0%	**1.5%**	-	3.2%	0.8%	1.5%	0%	3.0%	**1.3%**	-	0%	0%	1.1%	0%	0%	**0.3%**	-	0%	0%	5.9%	0%	0%	**1.4%**	-	1.0%
Buses	1	3	1	0	0	**5**	-	1	4	3	0	0	**8**	-	1	0	0	0	0	**1**	-	0	0	2	0	0	**2**	-	16
% Buses	0.9%	1.5%	9.1%	0%	0%	**1.5%**	-	3.2%	1.6%	4.4%	0%	0%	**2.1%**	-	1.0%	0%	0%	0%	0%	**0.3%**	-	0%	0%	11.8%	0%	0%	**2.9%**	-	1.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

4. Radio Road & Mathistown Road - TMC
Wed Feb 11, 2026
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1377368, Location: 39.575877, -74.365592, Site Code: 4

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



JOURNEY TO WORK MODEL

STONEFIELD

STONEFIELDENG.COM
92 PARK AVENUE, RUTHERFORD, NJ 07070
201.340.4468 T. 201.340.4472 F.

Journey-To-Work Model - Trip Routing Summary Tables
Proposed Townhouse Development
Township of Little Egg Harbor, Ocean County, New Jersey

Routings to Nearby Municipalities

Municipality	Restricted Share	Routing
Atlantic County	17.28%	Mathistown Road to Route 9 WB
Little Egg Harbor Township	11.22%	Mathistown Road to Center Street NB
Monmouth County	9.31%	Mathistown Road to Center Street or Radio Road NB
Burlington County	7.44%	Mathistown Road to Route 9 WB
Stafford Township	7.06%	Mathistown Road to Center Street or Radio Road NB
Middlesex County	7.02%	Mathistown Road to Center Street or Radio Road NB
Toms River Township	5.57%	Mathistown Road to Center Street or Radio Road NB
Mercer County	4.78%	Mathistown Road to Center Street or Radio Road NB
Tuckerton Borough	2.62%	Mathistown Road to Center Street or Radio Road NB
Bergen County	2.49%	Mathistown Road to Center Street or Radio Road NB
Camden County	2.33%	Mathistown Road to Route 9 WB
Lakewood Township	2.29%	Mathistown Road to Center Street or Radio Road NB
Brick Township	2.16%	Mathistown Road to Center Street or Radio Road NB
Union County	2.16%	Mathistown Road to Center Street or Radio Road NB
Essex County	1.87%	Mathistown Road to Center Street or Radio Road NB
Long Beach Township	1.79%	Mathistown Road to Center Street or Radio Road NB
New York County	1.74%	Mathistown Road to Center Street or Radio Road NB
Lacey Township	1.70%	Mathistown Road to Center Street or Radio Road NB
Morris County	1.58%	Mathistown Road to Center Street or Radio Road NB
Barnegat Township	1.45%	Mathistown Road to Center Street or Radio Road NB
Somerset County	1.37%	Mathistown Road to Center Street or Radio Road NB
Hudson County	1.37%	Mathistown Road to Center Street or Radio Road NB
Eagleswood Township	1.25%	Mathistown Road to Center Street or Radio Road NB
Gloucester County	1.20%	Mathistown Road to Route 9 WB
Beach Haven Borough	0.96%	Mathistown Road to Center Street or Radio Road NB
	100.00%	

Journey-To-Work Summary Table

	Calculated	Assumed
To/From North via Center Street	41.48%	41%
To/From North via Radio Road	30.27%	30%
To/From West via U.S. Route 9	28.25%	29%
	100.00%	100%

United States Census Bureau **OnTheMap**

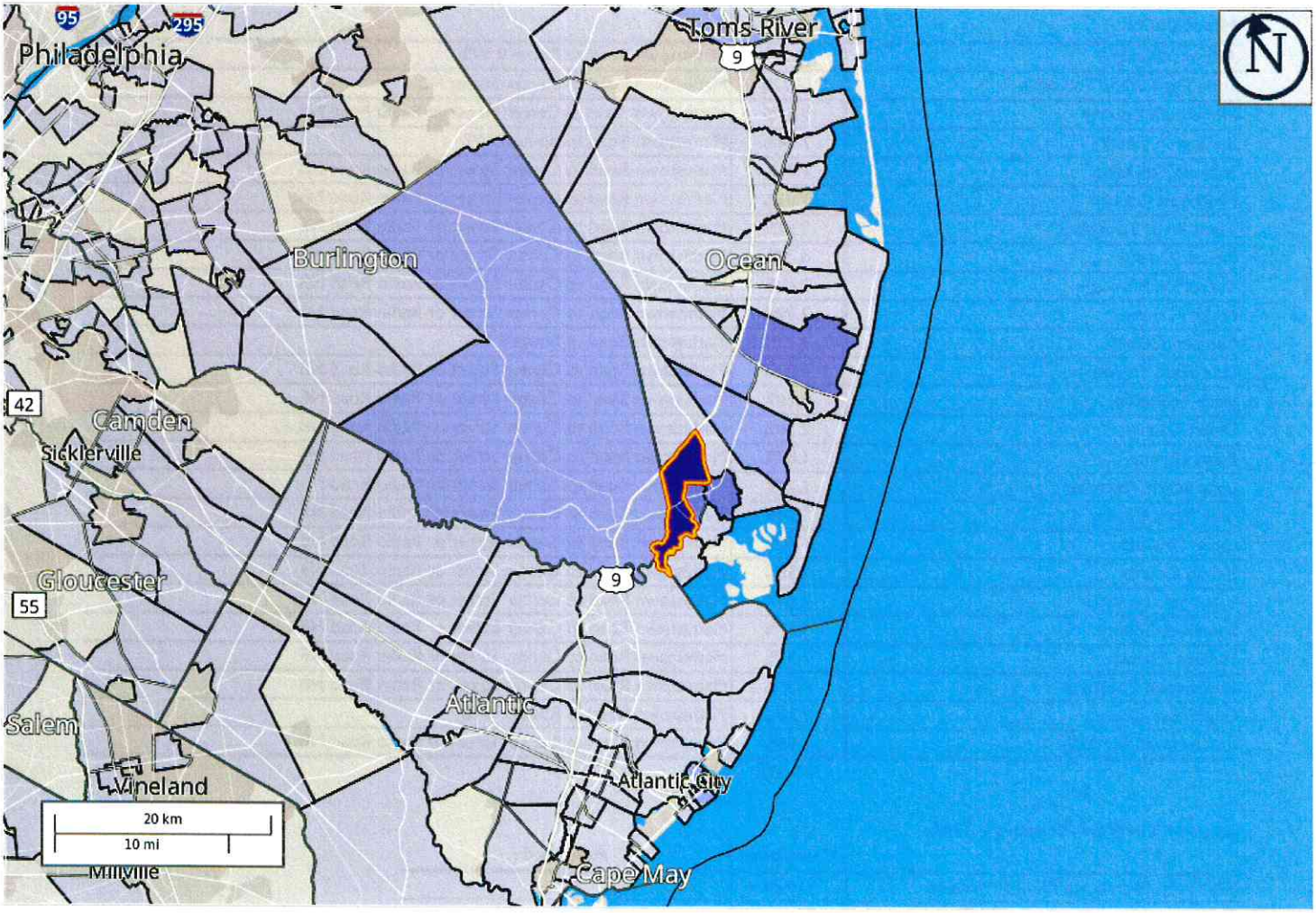
Destination Analysis

Workers: *Living in 7361.01 (Ocean, NJ)*
Showing: *Employment locations grouped by Census Tracts*

Created by the U.S. Census Bureau's OnTheMap `https://onthemap.ces.census.gov` on 03/09/2026

Counts of All Jobs from Home Selection Area to Work Census Tracts in 2023

All Workers



Map Legend

Job Count
- 164 - 190
- 137 - 163
- 110 - 136
- 83 - 109
- 56 - 82
- 29 - 55
- 1 - 28

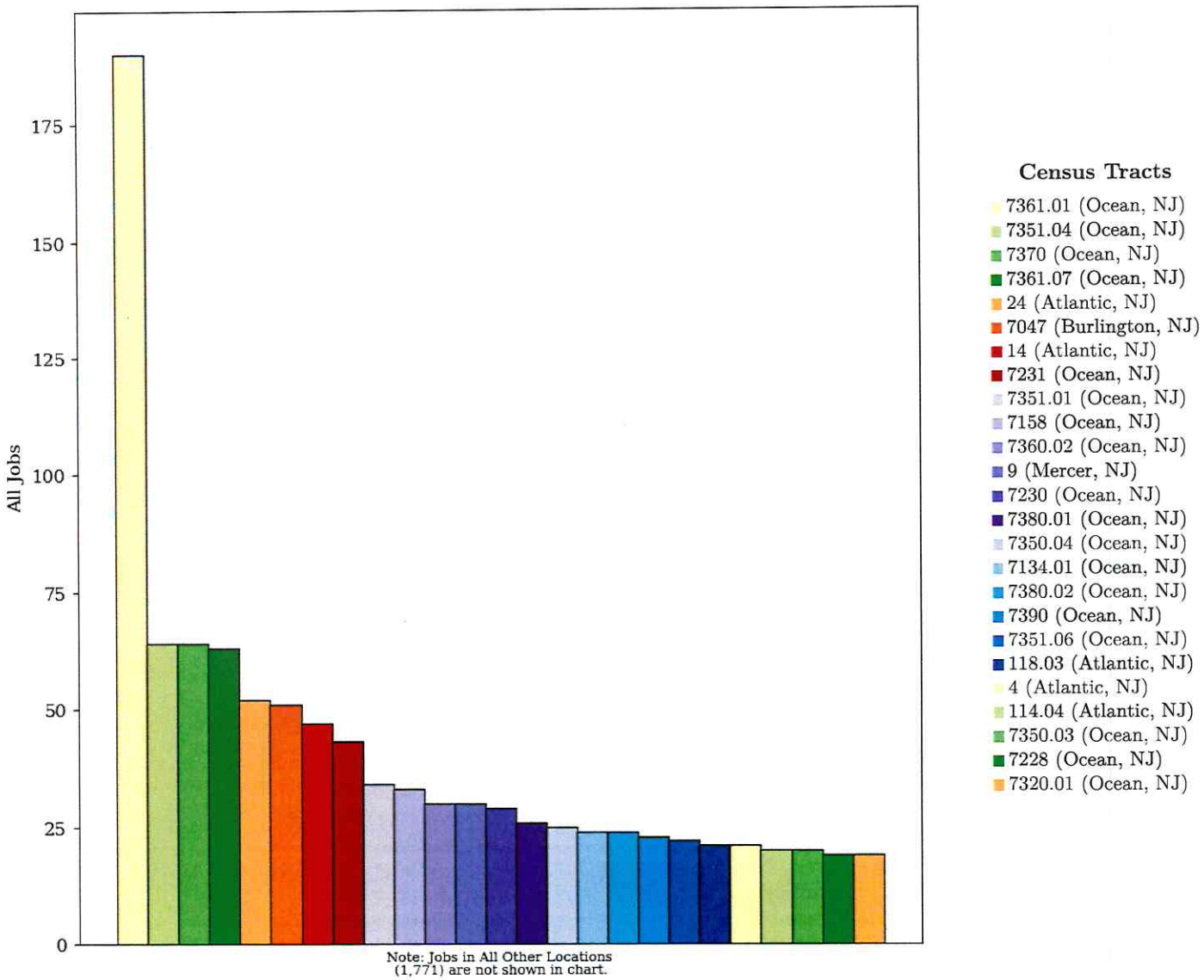
Selection Areas
- Home Area

United States Census Bureau

All Jobs from Home Selection Area to Work Census Tracts in 2023

All Workers

(Only the first 25 entries are shown in the chart.)

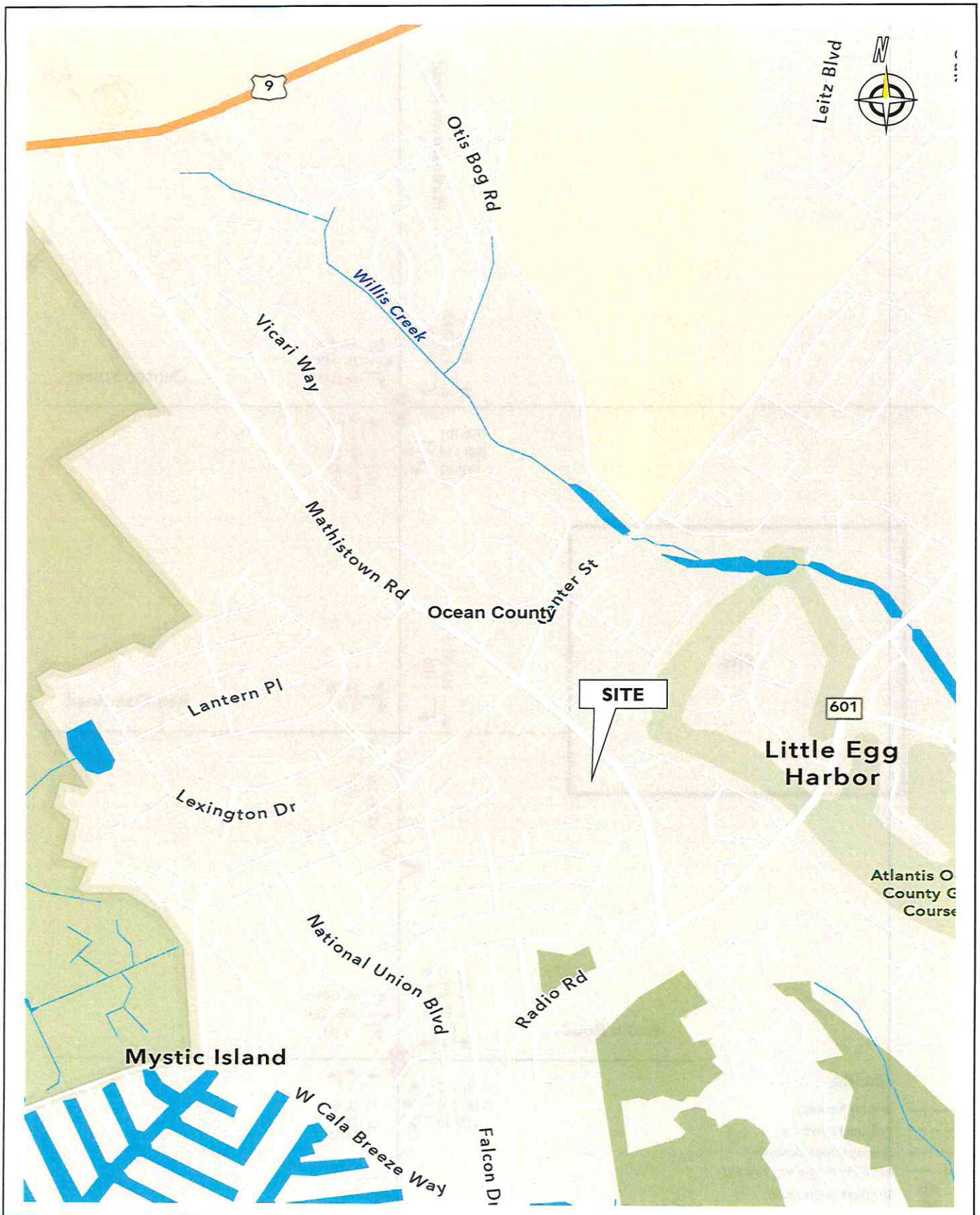


All Jobs from Home Selection Area to Work Census Tracts in 2023

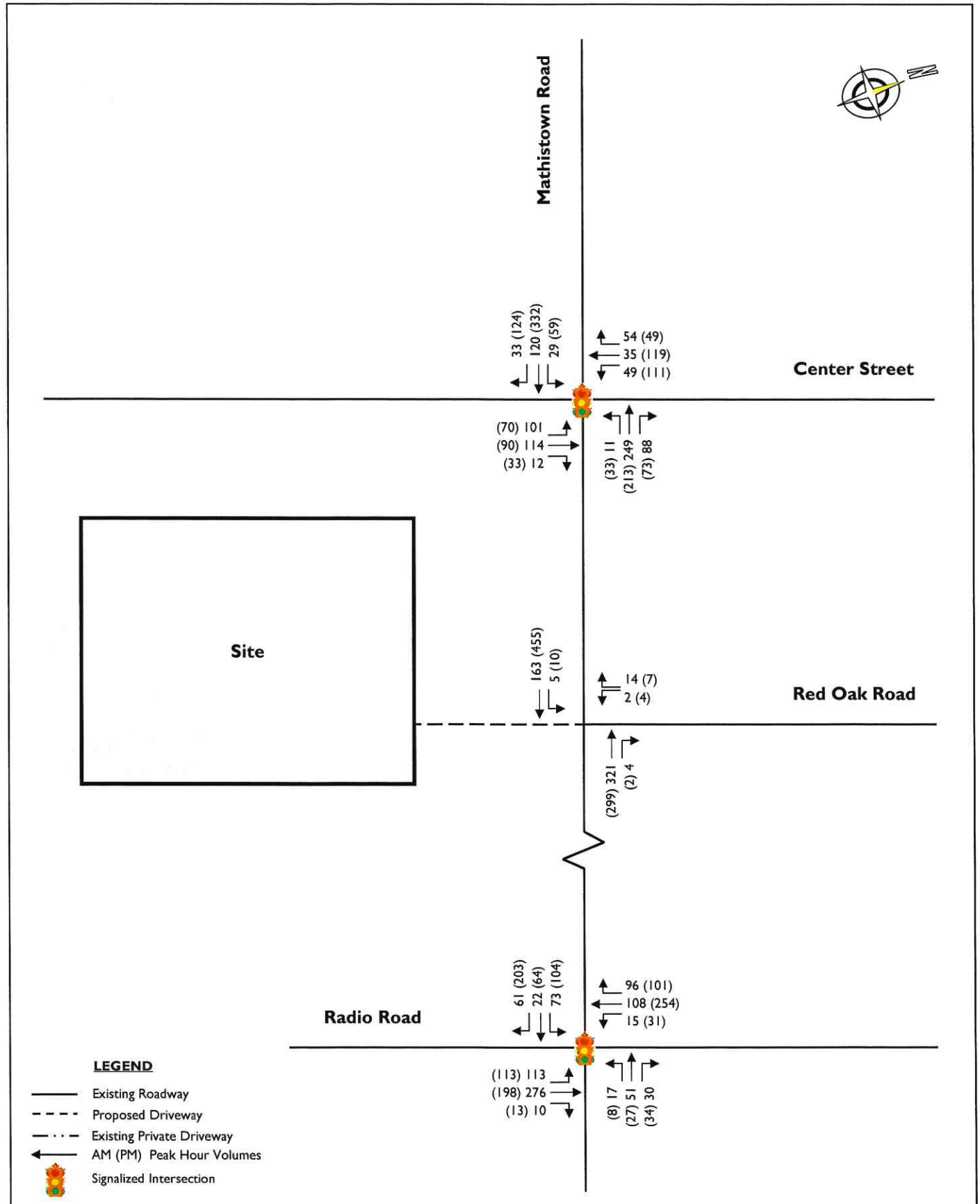
All Workers

Census Tracts as Work Destination Area	2023 Count	2023 Share
All Census Tracts	2,765	100.0%
7361.01 (Ocean, NJ)	190	6.9%
7351.04 (Ocean, NJ)	64	2.3%
7370 (Ocean, NJ)	64	2.3%
7361.07 (Ocean, NJ)	63	2.3%
24 (Atlantic, NJ)	52	1.9%
7047 (Burlington, NJ)	51	1.8%
14 (Atlantic, NJ)	47	1.7%
7231 (Ocean, NJ)	43	1.6%

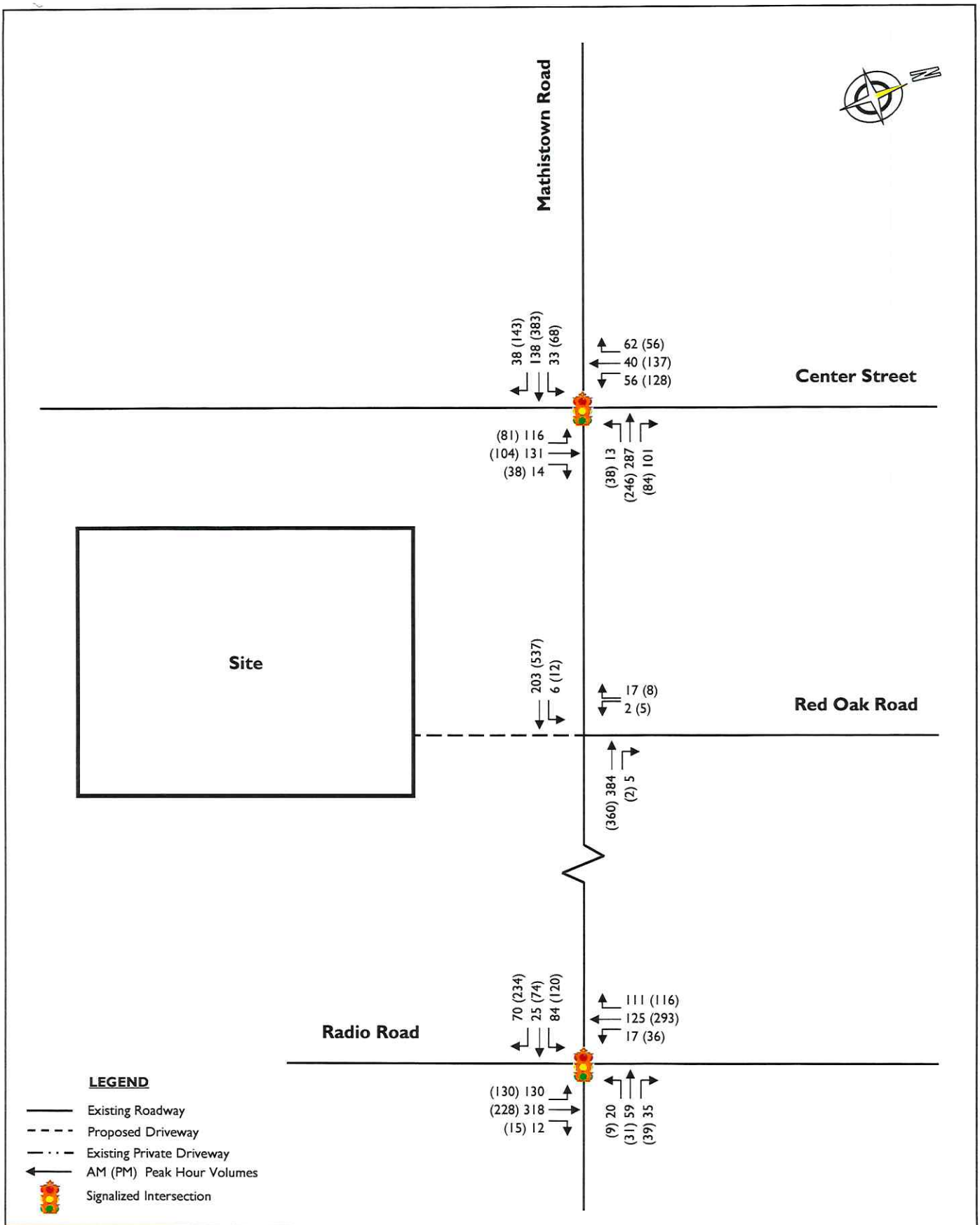
FIGURES



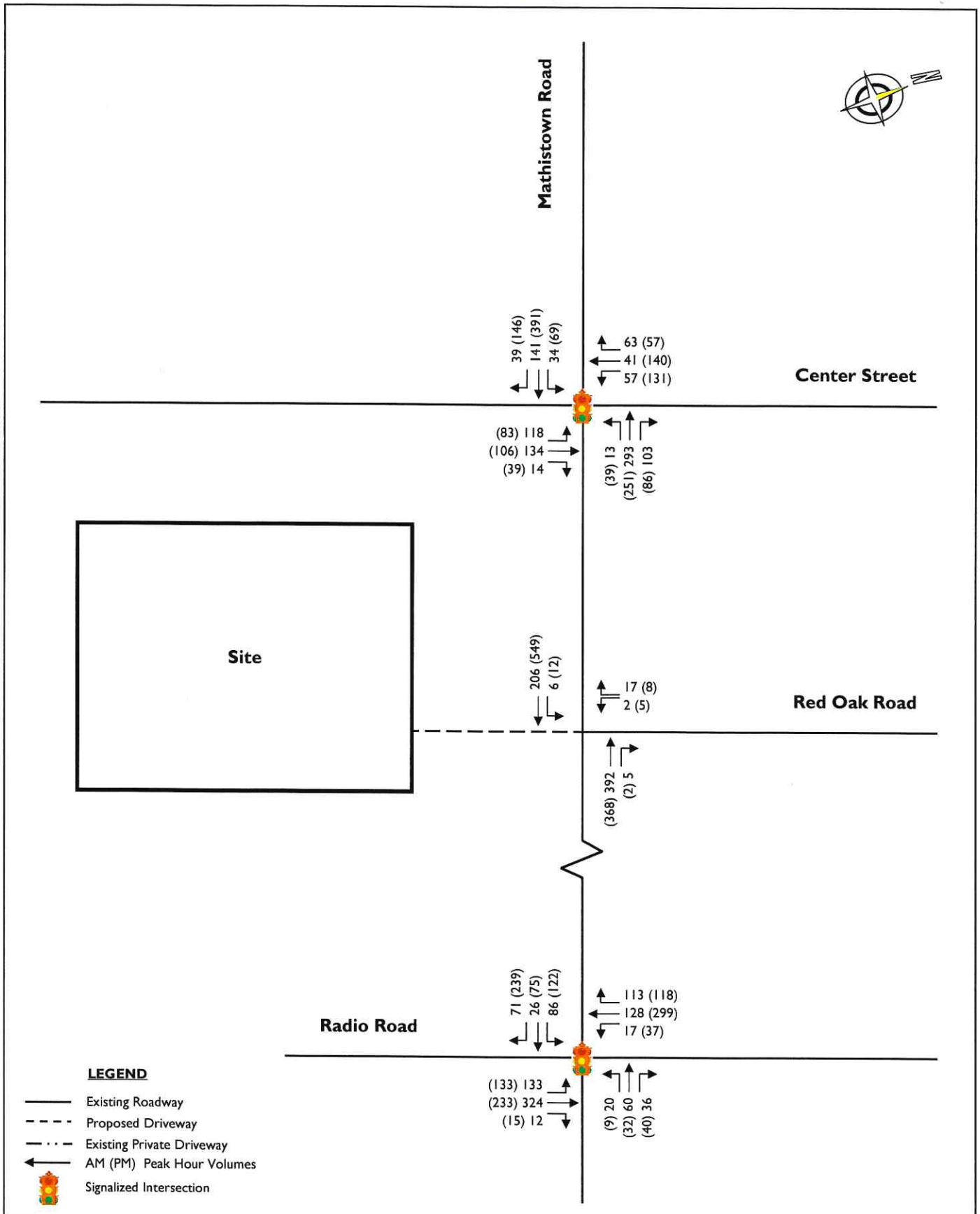
STONEFIELD	**Proposed Townhouse Development** **167 Mathistown Road** **Township of Little Egg Harbor, Ocean County, NJ** **Traffic Impact Study**	**FIGURE 1** **Site Location Map**



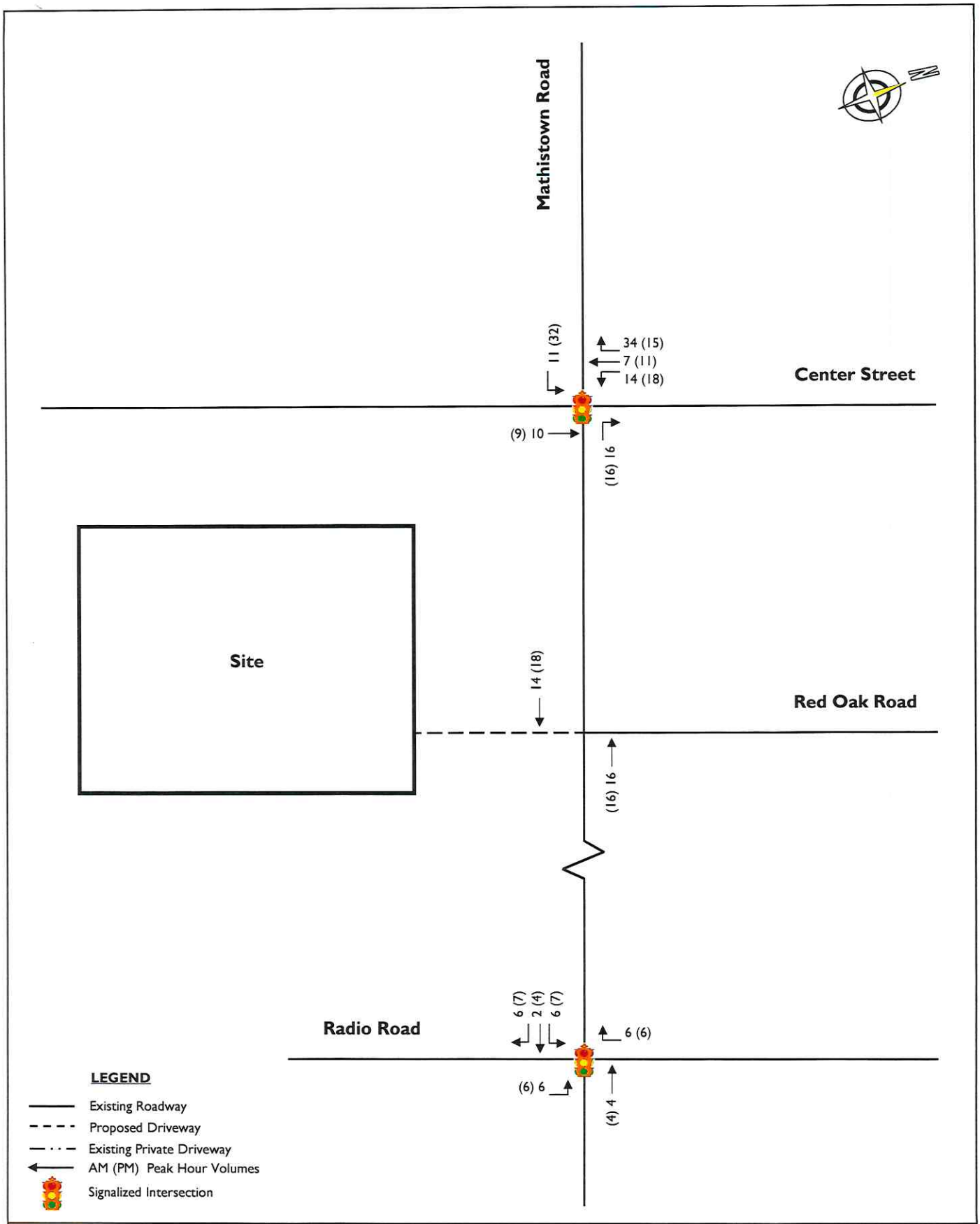
STONEFIELD	**Proposed Townhouse Development** **167 Mathistown Road** **Township of Little Egg Harbor, Ocean County, NJ** **Traffic Impact Study**	**FIGURE 2** **2026 As-Counted Traffic Volumes**



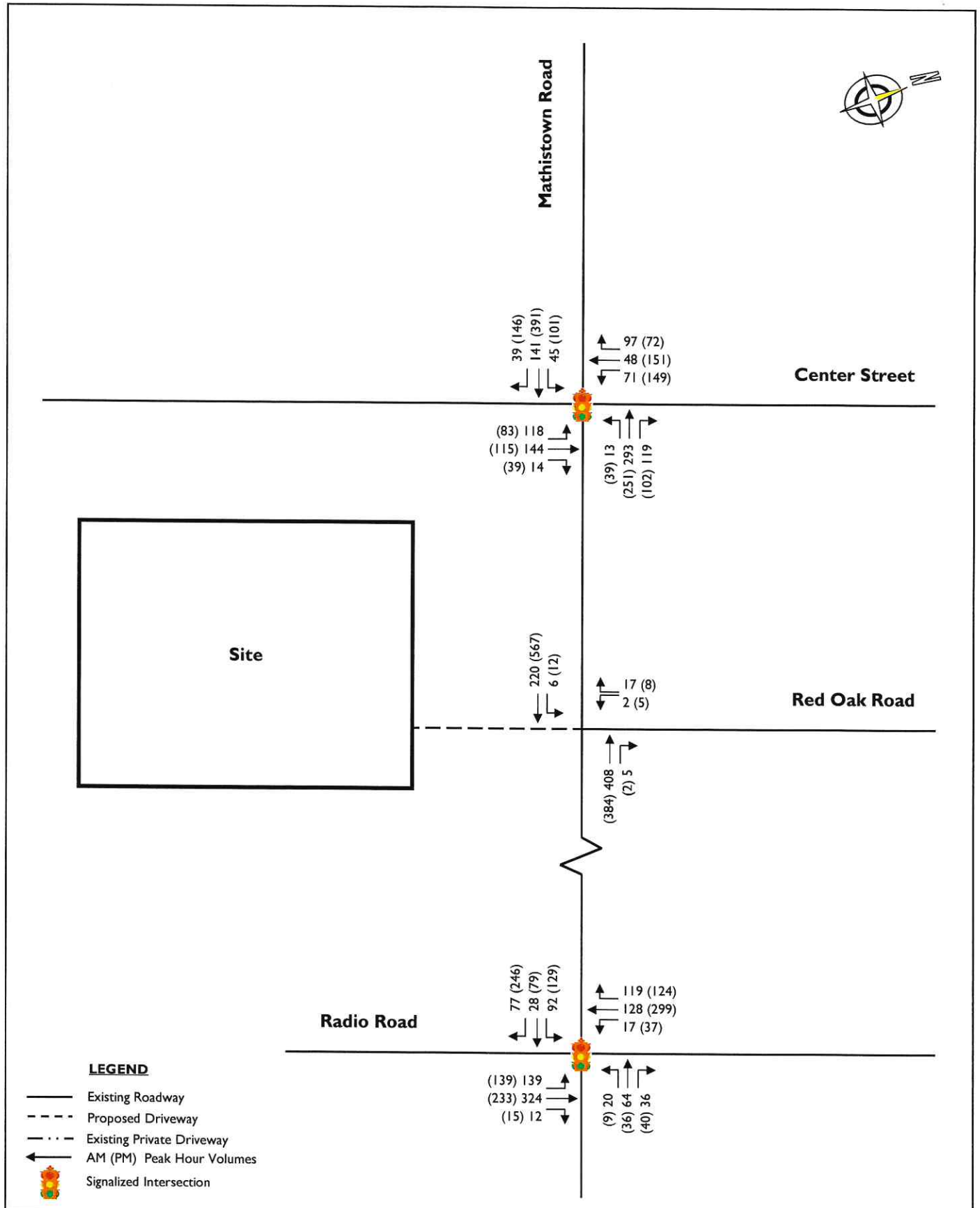
STONEFIELD	**Proposed Townhouse Development** **167 Mathistown Road** **Township of Little Egg Harbor, Ocean County, NJ** **Traffic Impact Study**	**FIGURE 3** **2026 Existing Traffic Volumes**



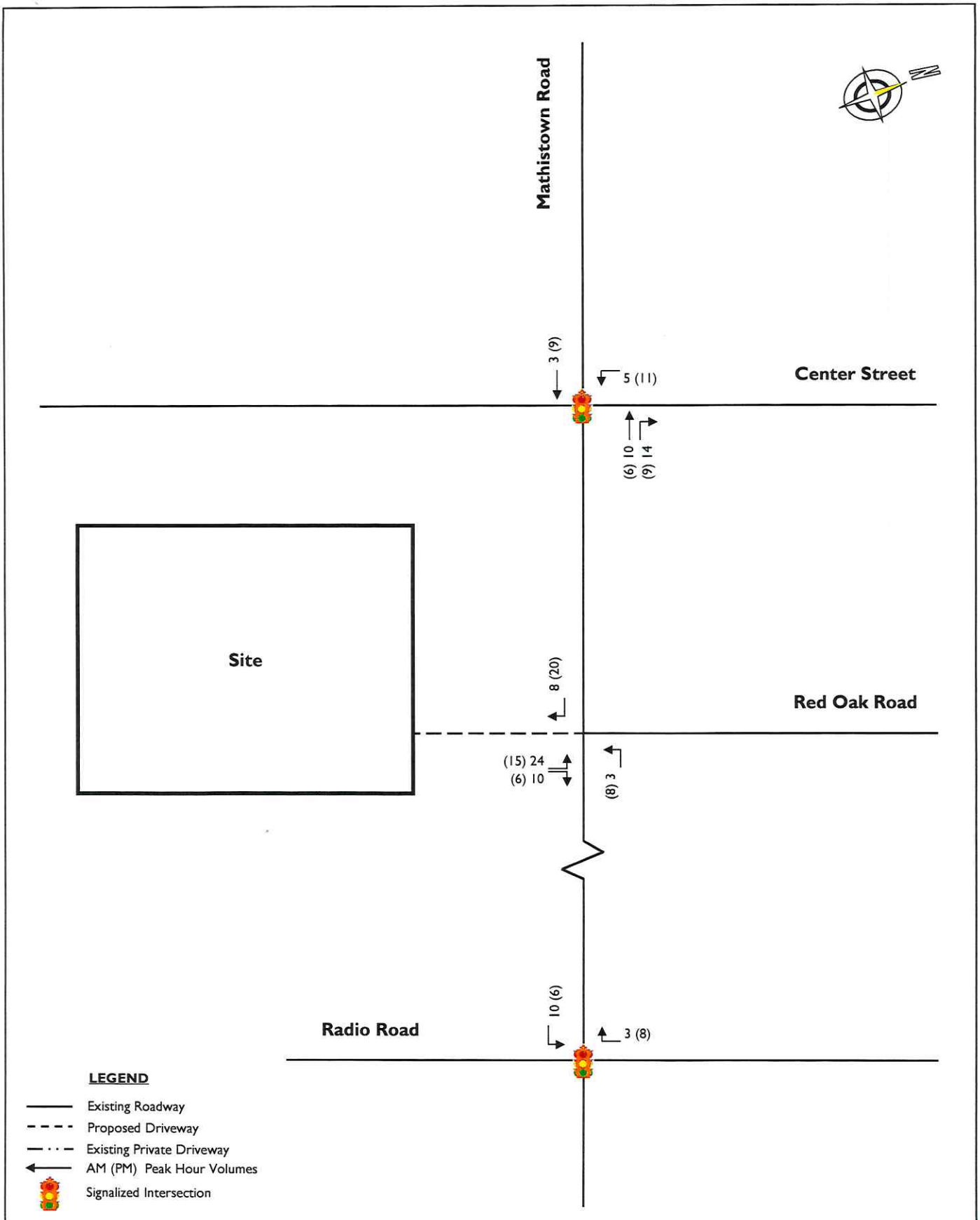
STONEFIELD	Proposed Townhouse Development 167 Mathistown Road Township of Little Egg Harbor, Ocean County, NJ Traffic Impact Study	FIGURE 4 2028 Base Traffic Volumes



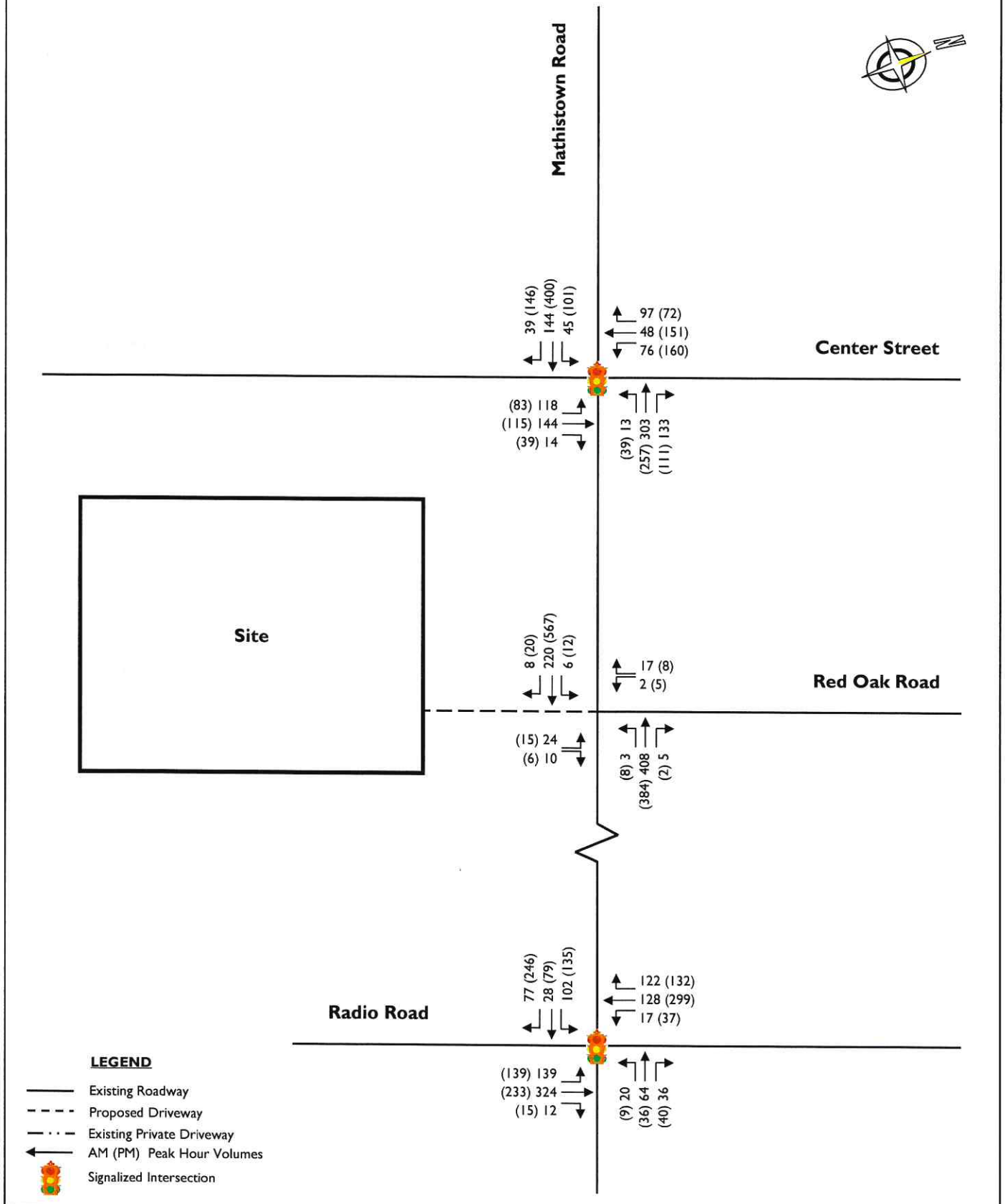
STONEFIELD	**Proposed Townhouse Development** **167 Mathistown Road** **Township of Little Egg Harbor, Ocean County, NJ** **Traffic Impact Study**	**FIGURE 5** **Other Planned Projects** **Future Traffic Volumes**



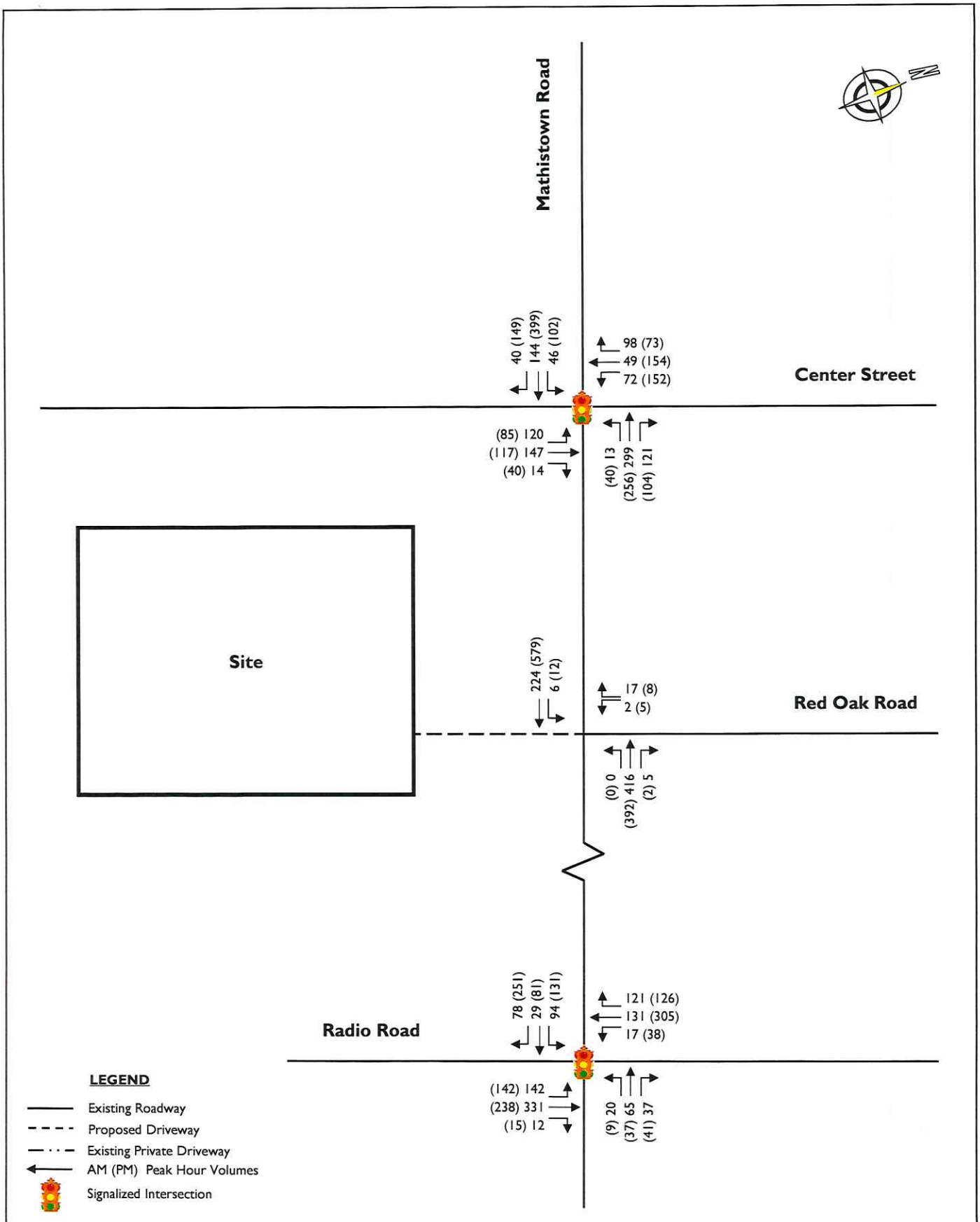
STONEFIELD	**Proposed Townhouse Development** **167 Mathistown Road** **Township of Little Egg Harbor, Ocean County, NJ** **Traffic Impact Study**	**FIGURE 6** **2028 No-Build Traffic Volumes**



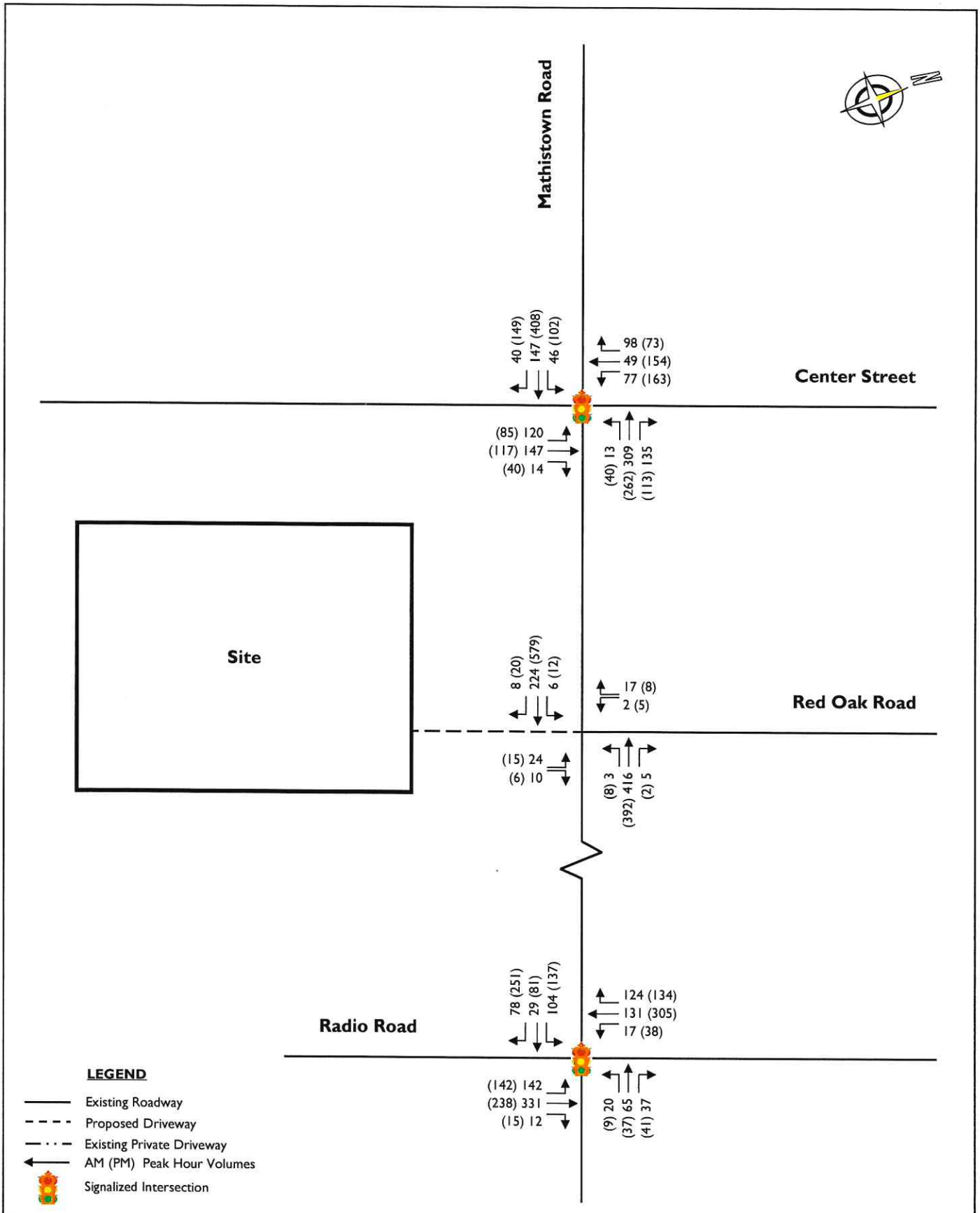
STONEFIELD	Proposed Townhouse Development 167 Mathistown Road Township of Little Egg Harbor, Ocean County, NJ Traffic Impact Study	FIGURE 7 "New" Site-Generated Traffic Volumes



STONEFIELD	**Proposed Townhouse Development** **167 Mathistown Road** **Township of Little Egg Harbor, Ocean County, NJ** **Traffic Impact Study**	**FIGURE 8** **2028 Build Traffic Volumes**



STONEFIELD	Proposed Townhouse Development 167 Mathistown Road Township of Little Egg Harbor, Ocean County, NJ Traffic Impact Study	FIGURE 9 2038 No-Build Traffic Volumes



STONEFIELD	Proposed Townhouse Development 167 Mathistown Road Township of Little Egg Harbor, Ocean County, NJ Traffic Impact Study	FIGURE 10 2038 Build Traffic Volumes

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	138	38	13	287	101	116	131	14	56	40	62
Future Volume (veh/h)	33	138	38	13	287	101	116	131	14	56	40	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1781	1678	1767	1856	1826	1826	1841	1900	1870	1856	1841
Adj Flow Rate, veh/h	38	159	37	15	330	105	133	151	10	64	46	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	8	15	9	3	5	5	4	0	2	3	4
Cap, veh/h	618	908	211	776	851	271	235	187	12	180	64	67
Arrive On Green	0.04	0.65	0.65	0.02	0.63	0.63	0.08	0.11	0.11	0.05	0.08	0.08
Sat Flow, veh/h	1767	1398	325	1682	1349	429	1739	1707	113	1781	832	868
Grp Volume(v), veh/h	38	0	196	15	0	435	133	0	161	64	0	94
Grp Sat Flow(s),veh/h/ln	1767	0	1723	1682	0	1778	1739	0	1820	1781	0	1699
Q Serve(g_s), s	0.8	0.0	5.4	0.4	0.0	14.4	8.2	0.0	10.4	3.9	0.0	6.5
Cycle Q Clear(g_c), s	0.8	0.0	5.4	0.4	0.0	14.4	8.2	0.0	10.4	3.9	0.0	6.5
Prop In Lane	1.00		0.19	1.00		0.24	1.00		0.06	1.00		0.51
Lane Grp Cap(c), veh/h	618	0	1119	776	0	1122	235	0	199	180	0	132
V/C Ratio(X)	0.06	0.00	0.18	0.02	0.00	0.39	0.57	0.00	0.81	0.36	0.00	0.71
Avail Cap(c_a), veh/h	691	0	1119	878	0	1122	235	0	455	236	0	425
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.2	0.0	8.3	7.3	0.0	10.8	44.3	0.0	52.2	47.4	0.0	54.1
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	1.0	3.2	0.0	7.6	1.2	0.0	7.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	3.4	0.2	0.0	9.5	6.7	0.0	8.9	3.2	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.3	0.0	8.7	7.3	0.0	11.8	47.5	0.0	59.8	48.6	0.0	61.1
LnGrp LOS	A		A	A		B	D		E	D		E
Approach Vol, veh/h		234			450			294			158	
Approach Delay, s/veh		8.4			11.7			54.2			56.0	
Approach LOS		A			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	20.1	5.8	85.0	13.0	16.3	8.0	82.7
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	15.4	12.4	2.4	7.4	10.2	8.5	2.8	16.4
Green Ext Time (p_c), s	0.0	0.7	0.0	1.1	0.0	0.4	0.0	2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C

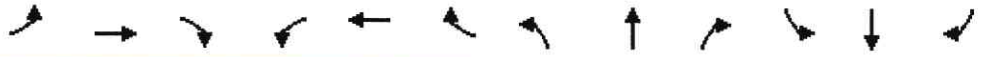
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	203	0	0	384	5	0	0	0	2	0	17
Future Vol, veh/h	6	203	0	0	384	5	0	0	0	2	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	7	0	0	3	25	0	0	0	50	0	0
Mvmt Flow	6	211	0	0	400	5	0	0	0	2	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	211	0	0	624	629	211	627	627	403
Stage 1	-	-	-	-	-	-	224	224	-	403	403	-
Stage 2	-	-	-	-	-	-	400	405	-	224	224	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.1	6.5	6.2	7.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.38	-	-	2.2	-	-	3.5	4	3.3	3.95	4	3.3
Pot Cap-1 Maneuver	1063	-	-	1371	-	-	401	402	834	336	403	652
Stage 1	-	-	-	-	-	-	783	722	-	539	603	-
Stage 2	-	-	-	-	-	-	630	602	-	682	722	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1063	-	-	1371	-	-	387	399	834	334	400	652
Mov Cap-2 Maneuver	-	-	-	-	-	-	387	399	-	334	400	-
Stage 1	-	-	-	-	-	-	778	717	-	539	603	-
Stage 2	-	-	-	-	-	-	613	602	-	677	717	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.24	0	0	11.29
HCM LOS			A	B

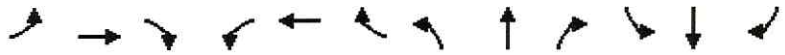
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	52	-	-	1371	-	-	593
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-	0.033
HCM Control Delay (s/veh)	0	8.4	0	-	0	-	-	11.3
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	25	70	20	59	35	130	318	12	17	125	111
Future Volume (veh/h)	84	25	70	20	59	35	130	318	12	17	125	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	91	27	41	22	64	20	141	346	13	18	136	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	191	44	206	68	137	211	812	1195	45	123	871	867
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.08	0.68	0.68	0.57	0.57	0.57
Sat Flow, veh/h	847	330	1547	99	1026	1583	1725	1748	66	131	1541	1535
Grp Volume(v), veh/h	118	0	41	86	0	20	141	0	359	154	0	95
Grp Sat Flow(s),veh/h/ln	1176	0	1547	1125	0	1583	1725	0	1814	1673	0	1535
Q Serve(g_s), s	0.0	0.0	1.9	0.2	0.0	0.9	2.4	0.0	6.4	0.0	0.0	2.4
Cycle Q Clear(g_c), s	8.4	0.0	1.9	8.6	0.0	0.9	2.4	0.0	6.4	3.4	0.0	2.4
Prop In Lane	0.77		1.00	0.26		1.00	1.00		0.04	0.12		1.00
Lane Grp Cap(c), veh/h	234	0	206	205	0	211	812	0	1240	994	0	867
V/C Ratio(X)	0.50	0.00	0.20	0.42	0.00	0.09	0.17	0.00	0.29	0.15	0.00	0.11
Avail Cap(c_a), veh/h	458	0	453	472	0	464	818	0	1240	994	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	0.0	31.6	32.4	0.0	31.2	5.0	0.0	5.1	8.5	0.0	8.3
Incr Delay (d2), s/veh	1.7	0.0	0.5	1.4	0.0	0.2	0.1	0.0	0.6	0.3	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	1.3	2.8	0.0	0.6	1.2	0.0	3.7	2.1	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.9	0.0	32.1	33.7	0.0	31.4	5.1	0.0	5.7	8.8	0.0	8.5
LnGrp LOS	D		C	C		C	A		A	A		A
Approach Vol, veh/h		159			106			500			249	
Approach Delay, s/veh		34.9			33.3			5.5			8.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	18.9	9.7	53.3	18.9
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	8.4	10.4	4.4	5.4	10.6
Green Ext Time (p_c), s	2.3	0.6	0.1	1.1	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	383	143	38	246	84	81	104	38	128	137	56
Future Volume (veh/h)	68	383	143	38	246	84	81	104	38	128	137	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1856	1856	1826	1885	1856	1900	1885	1856	1841
Adj Flow Rate, veh/h	74	416	150	41	267	77	88	113	29	139	149	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	3	3	5	1	3	0	1	3	4
Cap, veh/h	676	795	287	487	819	236	190	151	39	245	177	57
Arrive On Green	0.05	0.60	0.60	0.04	0.59	0.59	0.06	0.11	0.11	0.08	0.13	0.13
Sat Flow, veh/h	1810	1322	477	1767	1384	399	1795	1424	366	1795	1344	433
Grp Volume(v), veh/h	74	0	566	41	0	344	88	0	142	139	0	197
Grp Sat Flow(s),veh/h/ln	1810	0	1799	1767	0	1784	1795	0	1790	1795	0	1778
Q Serve(g_s), s	1.8	0.0	22.0	1.0	0.0	11.7	5.2	0.0	9.2	8.0	0.0	13.0
Cycle Q Clear(g_c), s	1.8	0.0	22.0	1.0	0.0	11.7	5.2	0.0	9.2	8.0	0.0	13.0
Prop In Lane	1.00		0.27	1.00		0.22	1.00		0.20	1.00		0.24
Lane Grp Cap(c), veh/h	676	0	1082	487	0	1055	190	0	190	245	0	234
V/C Ratio(X)	0.11	0.00	0.52	0.08	0.00	0.33	0.46	0.00	0.75	0.57	0.00	0.84
Avail Cap(c_a), veh/h	731	0	1082	558	0	1055	238	0	447	246	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.5	0.0	13.9	10.1	0.0	12.4	44.6	0.0	52.1	41.7	0.0	50.9
Incr Delay (d2), s/veh	0.1	0.0	1.8	0.1	0.0	0.8	1.7	0.0	5.8	3.0	0.0	7.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	13.4	0.7	0.0	8.3	4.3	0.0	7.9	6.6	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.5	0.0	15.7	10.2	0.0	13.2	46.4	0.0	57.8	44.7	0.0	58.8
LnGrp LOS	A		B	B		B	D		E	D		E
Approach Vol, veh/h		640			385			230			336	
Approach Delay, s/veh		14.9			12.9			53.4			52.9	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	19.7	8.2	79.1	9.8	22.8	9.4	77.9
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	10.0	11.2	3.0	24.0	7.2	15.0	3.8	13.7
Green Ext Time (p_c), s	0.0	0.7	0.0	3.6	0.0	0.8	0.1	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	28.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	537	0	0	360	2	0	0	0	5	0	8
Future Vol, veh/h	12	537	0	0	360	2	0	0	0	5	0	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	50	0	0	0	0	0	14
Mvmt Flow	13	571	0	0	383	2	0	0	0	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	385	0	0	571	0	0	980	982	571	981	981	384
Stage 1	-	-	-	-	-	-	597	597	-	384	384	-
Stage 2	-	-	-	-	-	-	383	385	-	597	597	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1184	-	-	1011	-	-	231	251	524	231	251	638
Stage 1	-	-	-	-	-	-	493	495	-	643	615	-
Stage 2	-	-	-	-	-	-	644	614	-	493	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1184	-	-	1011	-	-	224	247	524	227	247	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	247	-	227	247	-
Stage 1	-	-	-	-	-	-	485	487	-	643	615	-
Stage 2	-	-	-	-	-	-	635	614	-	485	487	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.18	0	0	14.94
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	39	-	-	1011	-	-	376
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.037
HCM Control Delay (s/veh)	0	8.1	0	-	0	-	-	14.9
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	74	234	9	31	39	130	228	15	36	293	116
Future Volume (veh/h)	120	74	234	9	31	39	130	228	15	36	293	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	128	79	127	10	33	23	138	243	14	38	312	88
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	173	87	407	47	126	393	566	1024	59	104	807	752
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.59	0.59	0.49	0.49	0.49
Sat Flow, veh/h	443	345	1610	0	501	1557	1781	1737	100	127	1659	1547
Grp Volume(v), veh/h	207	0	127	43	0	23	138	0	257	350	0	88
Grp Sat Flow(s),veh/h/ln	788	0	1610	501	0	1557	1781	0	1838	1786	0	1547
Q Serve(g_s), s	0.0	0.0	6.1	0.0	0.0	1.1	3.4	0.0	6.3	0.0	0.0	2.9
Cycle Q Clear(g_c), s	24.0	0.0	6.1	24.0	0.0	1.1	3.4	0.0	6.3	11.2	0.0	2.9
Prop In Lane	0.62		1.00	0.23		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	260	0	407	173	0	393	566	0	1083	910	0	752
V/C Ratio(X)	0.80	0.00	0.31	0.25	0.00	0.06	0.24	0.00	0.24	0.38	0.00	0.12
Avail Cap(c_a), veh/h	260	0	407	173	0	393	569	0	1083	910	0	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.3	0.0	28.8	28.8	0.0	26.9	10.2	0.0	9.3	15.4	0.0	13.3
Incr Delay (d2), s/veh	15.6	0.0	0.4	0.7	0.0	0.1	0.2	0.0	0.5	1.2	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.7	0.0	4.2	1.4	0.0	0.7	2.2	0.0	4.4	8.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.9	0.0	29.2	29.5	0.0	27.0	10.4	0.0	9.8	16.7	0.0	13.6
LnGrp LOS	D		C	C		C	B		A	B		B
Approach Vol, veh/h		334			66			395			438	
Approach Delay, s/veh		42.7			28.6			10.0			16.0	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	32.0	9.8	53.2	32.0
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	8.3	26.0	5.4	13.2	26.0
Green Ext Time (p_c), s	1.6	0.0	0.1	2.3	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	141	39	13	293	119	118	144	14	71	48	97
Future Volume (veh/h)	45	141	39	13	293	119	118	144	14	71	48	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1781	1678	1767	1856	1826	1826	1841	1900	1870	1856	1841
Adj Flow Rate, veh/h	52	162	38	15	337	126	136	166	10	82	55	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	8	15	9	3	5	5	4	0	2	3	4
Cap, veh/h	563	867	203	737	768	287	231	231	14	208	68	109
Arrive On Green	0.05	0.62	0.62	0.02	0.60	0.60	0.08	0.13	0.13	0.05	0.11	0.11
Sat Flow, veh/h	1767	1395	327	1682	1288	481	1739	1719	104	1781	643	1028
Grp Volume(v), veh/h	52	0	200	15	0	463	136	0	176	82	0	143
Grp Sat Flow(s),veh/h/ln	1767	0	1723	1682	0	1769	1739	0	1822	1781	0	1671
Q Serve(g_s), s	1.2	0.0	6.0	0.4	0.0	17.2	8.1	0.0	11.1	4.9	0.0	10.0
Cycle Q Clear(g_c), s	1.2	0.0	6.0	0.4	0.0	17.2	8.1	0.0	11.1	4.9	0.0	10.0
Prop In Lane	1.00		0.19	1.00		0.27	1.00		0.06	1.00		0.62
Lane Grp Cap(c), veh/h	563	0	1071	737	0	1055	231	0	245	208	0	177
V/C Ratio(X)	0.09	0.00	0.19	0.02	0.00	0.44	0.59	0.00	0.72	0.39	0.00	0.81
Avail Cap(c_a), veh/h	625	0	1071	839	0	1055	232	0	456	259	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	9.7	8.8	0.0	13.2	41.8	0.0	49.8	44.6	0.0	52.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	1.3	3.8	0.0	3.9	1.2	0.0	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	3.9	0.3	0.0	11.2	6.7	0.0	9.1	3.9	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.8	0.0	10.1	8.8	0.0	14.6	45.6	0.0	53.7	45.8	0.0	61.0
LnGrp LOS	A		B	A		B	D		D	D		E
Approach Vol, veh/h		252			478			312			225	
Approach Delay, s/veh		9.8			14.4			50.2			55.5	
Approach LOS		A			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	23.1	5.8	81.6	13.0	19.7	8.8	78.6
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	6.9	13.1	2.4	8.0	10.1	12.0	3.2	19.2
Green Ext Time (p_c), s	0.0	0.8	0.0	1.1	0.0	0.6	0.0	3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	220	0	0	408	5	0	0	0	2	0	17
Future Vol, veh/h	6	220	0	0	408	5	0	0	0	2	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	7	0	0	3	25	0	0	0	50	0	0
Mvmt Flow	6	229	0	0	425	5	0	0	0	2	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	430	0	0	229	0	0	667	672	229	669	669	428
Stage 1	-	-	-	-	-	-	242	242	-	428	428	-
Stage 2	-	-	-	-	-	-	425	430	-	242	242	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.1	6.5	6.2	7.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.38	-	-	2.2	-	-	3.5	4	3.3	3.95	4	3.3
Pot Cap-1 Maneuver	1040	-	-	1351	-	-	375	380	815	313	381	631
Stage 1	-	-	-	-	-	-	766	709	-	521	588	-
Stage 2	-	-	-	-	-	-	611	587	-	666	709	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	1351	-	-	362	377	815	311	378	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	362	377	-	311	378	-
Stage 1	-	-	-	-	-	-	761	705	-	521	588	-
Stage 2	-	-	-	-	-	-	594	587	-	662	705	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.23	0	0	11.55
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	48	-	-	1351	-	-	570
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-	0.035
HCM Control Delay (s/veh)	0	8.5	0	-	0	-	-	11.5
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	28	77	20	64	36	139	324	12	17	128	119
Future Volume (veh/h)	92	28	77	20	64	36	139	324	12	17	128	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	100	30	49	22	70	21	151	352	13	18	139	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	193	48	260	65	157	266	769	1148	42	116	837	831
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.08	0.66	0.66	0.54	0.54	0.54
Sat Flow, veh/h	703	287	1547	73	934	1583	1725	1750	65	128	1546	1535
Grp Volume(v), veh/h	130	0	49	92	0	21	151	0	365	157	0	103
Grp Sat Flow(s),veh/h/ln	990	0	1547	1007	0	1583	1725	0	1814	1674	0	1535
Q Serve(g_s), s	0.0	0.0	2.3	0.4	0.0	1.0	2.9	0.0	7.4	0.0	0.0	2.8
Cycle Q Clear(g_c), s	11.7	0.0	2.3	12.1	0.0	1.0	2.9	0.0	7.4	3.8	0.0	2.8
Prop In Lane	0.77		1.00	0.24		1.00	1.00		0.04	0.11		1.00
Lane Grp Cap(c), veh/h	241	0	260	222	0	266	769	0	1190	953	0	831
V/C Ratio(X)	0.54	0.00	0.19	0.42	0.00	0.08	0.20	0.00	0.31	0.16	0.00	0.12
Avail Cap(c_a), veh/h	398	0	435	411	0	445	773	0	1190	953	0	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	30.5	31.3	0.0	29.9	6.1	0.0	6.3	9.9	0.0	9.6
Incr Delay (d2), s/veh	1.9	0.0	0.3	1.2	0.0	0.1	0.1	0.0	0.7	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	1.6	3.0	0.0	0.7	1.6	0.0	4.5	2.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	0.0	30.8	32.6	0.0	30.1	6.3	0.0	7.0	10.2	0.0	9.9
LnGrp LOS	D		C	C		C	A		A	B		A
Approach Vol, veh/h		179			113			516			260	
Approach Delay, s/veh		34.6			32.1			6.8			10.1	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	22.4	9.8	53.2	22.4
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	9.4	13.7	4.9	5.8	14.1
Green Ext Time (p_c), s	2.4	0.5	0.1	1.2	0.3

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	391	146	39	251	102	83	115	39	149	151	72
Future Volume (veh/h)	101	391	146	39	251	102	83	115	39	149	151	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1856	1856	1826	1885	1856	1900	1885	1856	1841
Adj Flow Rate, veh/h	110	425	154	42	273	97	90	125	30	162	164	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	3	3	5	1	3	0	1	3	4
Cap, veh/h	630	768	278	454	743	264	191	180	43	262	191	76
Arrive On Green	0.06	0.58	0.58	0.04	0.57	0.57	0.06	0.12	0.12	0.08	0.15	0.15
Sat Flow, veh/h	1810	1321	479	1767	1307	465	1795	1446	347	1795	1264	501
Grp Volume(v), veh/h	110	0	579	42	0	370	90	0	155	162	0	229
Grp Sat Flow(s),veh/h/ln	1810	0	1799	1767	0	1772	1795	0	1793	1795	0	1765
Q Serve(g_s), s	2.9	0.0	23.8	1.1	0.0	13.7	5.2	0.0	9.9	9.2	0.0	15.2
Cycle Q Clear(g_c), s	2.9	0.0	23.8	1.1	0.0	13.7	5.2	0.0	9.9	9.2	0.0	15.2
Prop In Lane	1.00		0.27	1.00		0.26	1.00		0.19	1.00		0.28
Lane Grp Cap(c), veh/h	630	0	1046	454	0	1007	191	0	224	262	0	267
V/C Ratio(X)	0.17	0.00	0.55	0.09	0.00	0.37	0.47	0.00	0.69	0.62	0.00	0.86
Avail Cap(c_a), veh/h	678	0	1046	524	0	1007	238	0	448	262	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	15.5	11.4	0.0	14.1	42.9	0.0	50.3	40.3	0.0	49.7
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.1	0.0	1.0	1.8	0.0	3.8	4.4	0.0	8.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	14.5	0.8	0.0	9.4	4.3	0.0	8.3	7.7	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	0.0	17.6	11.5	0.0	15.2	44.7	0.0	54.1	44.7	0.0	58.6
LnGrp LOS	A		B	B		B	D		D	D		E
Approach Vol, veh/h		689			412			245			391	
Approach Delay, s/veh		16.4			14.8			50.7			52.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	22.0	8.3	76.7	9.9	25.1	9.8	75.2
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	11.2	11.9	3.1	25.8	7.2	17.2	4.9	15.7
Green Ext Time (p_c), s	0.0	0.7	0.0	3.7	0.0	0.9	0.1	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	567	0	0	384	2	0	0	0	5	0	8
Future Vol, veh/h	12	567	0	0	384	2	0	0	0	5	0	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	50	0	0	0	0	0	14
Mvmt Flow	13	603	0	0	409	2	0	0	0	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	411	0	0	603	0	0	1037	1039	603	1038	1038	410
Stage 1	-	-	-	-	-	-	629	629	-	410	410	-
Stage 2	-	-	-	-	-	-	409	411	-	629	629	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1159	-	-	984	-	-	211	232	503	211	233	617
Stage 1	-	-	-	-	-	-	474	479	-	623	599	-
Stage 2	-	-	-	-	-	-	624	599	-	474	479	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	984	-	-	205	228	503	207	229	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	205	228	-	207	229	-
Stage 1	-	-	-	-	-	-	466	471	-	623	599	-
Stage 2	-	-	-	-	-	-	615	599	-	466	471	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.17	0	0	15.69
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	37	-	-	984	-	-	350
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.039
HCM Control Delay (s/veh)	0	8.1	0	-	0	-	-	15.7
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	79	246	9	36	40	139	233	15	37	299	124
Future Volume (veh/h)	129	79	246	9	36	40	139	233	15	37	299	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	137	84	140	10	38	25	148	248	14	39	318	97
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	169	78	407	46	143	393	558	1025	58	104	805	752
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.59	0.59	0.49	0.49	0.49
Sat Flow, veh/h	425	309	1610	0	565	1557	1781	1740	98	128	1657	1547
Grp Volume(v), veh/h	221	0	140	48	0	25	148	0	262	357	0	97
Grp Sat Flow(s),veh/h/ln	734	0	1610	565	0	1557	1781	0	1838	1784	0	1547
Q Serve(g_s), s	0.0	0.0	6.8	0.0	0.0	1.2	3.6	0.0	6.5	0.0	0.0	3.3
Cycle Q Clear(g_c), s	24.0	0.0	6.8	24.0	0.0	1.2	3.6	0.0	6.5	11.5	0.0	3.3
Prop In Lane	0.62		1.00	0.21		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	247	0	407	189	0	393	558	0	1083	909	0	752
V/C Ratio(X)	0.90	0.00	0.34	0.25	0.00	0.06	0.27	0.00	0.24	0.39	0.00	0.13
Avail Cap(c_a), veh/h	247	0	407	189	0	393	561	0	1083	909	0	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	29.1	28.7	0.0	27.0	10.3	0.0	9.3	15.5	0.0	13.4
Incr Delay (d2), s/veh	31.4	0.0	0.5	0.7	0.0	0.1	0.3	0.0	0.5	1.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	0.0	0.1	1.5	0.0	0.8	2.4	0.0	4.5	8.3	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.4	0.0	29.6	29.4	0.0	27.0	10.6	0.0	9.9	16.8	0.0	13.8
LnGrp LOS	E		C	C		C	B		A	B		B
Approach Vol, veh/h		361			73			410			454	
Approach Delay, s/veh		53.4			28.6			10.1			16.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	32.0	9.9	53.1	32.0
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	8.5	26.0	5.6	13.5	26.0
Green Ext Time (p_c), s	1.6	0.0	0.0	2.4	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	144	39	13	303	133	118	144	14	76	48	97
Future Volume (veh/h)	45	144	39	13	303	133	118	144	14	76	48	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1781	1678	1767	1856	1826	1826	1841	1900	1870	1856	1841
Adj Flow Rate, veh/h	52	166	38	15	348	142	136	166	10	87	55	88
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	8	15	9	3	5	5	4	0	2	3	4
Cap, veh/h	542	872	200	734	747	305	231	227	14	209	68	109
Arrive On Green	0.05	0.62	0.62	0.02	0.60	0.60	0.08	0.13	0.13	0.06	0.11	0.11
Sat Flow, veh/h	1767	1403	321	1682	1252	511	1739	1719	104	1781	643	1028
Grp Volume(v), veh/h	52	0	204	15	0	490	136	0	176	87	0	143
Grp Sat Flow(s),veh/h/ln	1767	0	1724	1682	0	1764	1739	0	1822	1781	0	1671
Q Serve(g_s), s	1.2	0.0	6.1	0.4	0.0	18.6	8.1	0.0	11.1	5.2	0.0	10.0
Cycle Q Clear(g_c), s	1.2	0.0	6.1	0.4	0.0	18.6	8.1	0.0	11.1	5.2	0.0	10.0
Prop In Lane	1.00		0.19	1.00		0.29	1.00		0.06	1.00		0.62
Lane Grp Cap(c), veh/h	542	0	1071	734	0	1052	231	0	241	209	0	177
V/C Ratio(X)	0.10	0.00	0.19	0.02	0.00	0.47	0.59	0.00	0.73	0.42	0.00	0.81
Avail Cap(c_a), veh/h	604	0	1071	835	0	1052	232	0	456	256	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	9.7	8.8	0.0	13.5	41.8	0.0	50.0	44.5	0.0	52.5
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	1.5	3.8	0.0	4.2	1.3	0.0	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	4.0	0.3	0.0	11.9	6.7	0.0	9.2	4.2	0.0	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	0.0	10.1	8.8	0.0	15.0	45.6	0.0	54.3	45.9	0.0	61.0
LnGrp LOS	A		B	A		B	D		D	D		E
Approach Vol, veh/h		256			505			312			230	
Approach Delay, s/veh		9.9			14.8			50.5			55.3	
Approach LOS		A			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	22.9	5.8	81.6	13.0	19.7	8.8	78.6
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	17.2	13.1	2.4	8.1	10.1	12.0	3.2	20.6
Green Ext Time (p_c), s	0.0	0.8	0.0	1.1	0.0	0.6	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

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	6	220	8	3	408	5	24	0	10	2	0	17
Future Vol, veh/h	6	220	8	3	408	5	24	0	10	2	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	7	0	0	3	25	0	0	0	50	0	0
Mvmt Flow	6	229	8	3	425	5	25	0	10	2	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	430	0	0	238	0	0	677	682	233	676	684	428
Stage 1	-	-	-	-	-	-	246	246	-	434	434	-
Stage 2	-	-	-	-	-	-	431	436	-	242	250	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.1	6.5	6.2	7.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.38	-	-	2.2	-	-	3.5	4	3.3	3.95	4	3.3
Pot Cap-1 Maneuver	1040	-	-	1341	-	-	369	375	811	310	374	631
Stage 1	-	-	-	-	-	-	762	706	-	517	585	-
Stage 2	-	-	-	-	-	-	606	583	-	666	704	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	1341	-	-	355	371	811	303	370	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	371	-	303	370	-
Stage 1	-	-	-	-	-	-	757	702	-	515	583	-
Stage 2	-	-	-	-	-	-	588	581	-	653	699	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.22	0.06	14.22	11.58
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	426	46	-	-	13	-	-	567
HCM Lane V/C Ratio	0.083	0.006	-	-	0.002	-	-	0.035
HCM Control Delay (s/veh)	14.2	8.5	0	-	7.7	0	-	11.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	28	77	20	64	36	139	324	12	17	128	122
Future Volume (veh/h)	102	28	77	20	64	36	139	324	12	17	128	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	111	30	49	22	70	21	151	352	13	18	139	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	200	46	331	62	159	339	719	1084	40	110	790	784
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.08	0.62	0.62	0.51	0.51	0.51
Sat Flow, veh/h	600	213	1547	57	743	1583	1725	1750	65	128	1547	1535
Grp Volume(v), veh/h	141	0	49	92	0	21	151	0	365	157	0	107
Grp Sat Flow(s),veh/h/ln	813	0	1547	800	0	1583	1725	0	1814	1674	0	1535
Q Serve(g_s), s	0.0	0.0	2.3	0.6	0.0	1.0	3.4	0.0	8.7	0.0	0.0	3.3
Cycle Q Clear(g_c), s	16.6	0.0	2.3	17.2	0.0	1.0	3.4	0.0	8.7	4.3	0.0	3.3
Prop In Lane	0.79		1.00	0.24		1.00	1.00		0.04	0.11		1.00
Lane Grp Cap(c), veh/h	245	0	331	221	0	339	719	0	1124	900	0	784
V/C Ratio(X)	0.57	0.00	0.15	0.42	0.00	0.06	0.21	0.00	0.32	0.17	0.00	0.14
Avail Cap(c_a), veh/h	317	0	411	307	0	421	722	0	1124	900	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	28.8	30.0	0.0	28.3	7.8	0.0	8.2	11.9	0.0	11.6
Incr Delay (d2), s/veh	2.1	0.0	0.2	1.3	0.0	0.1	0.1	0.0	0.8	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	1.5	3.0	0.0	0.6	2.0	0.0	5.7	2.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	0.0	29.0	31.3	0.0	28.3	8.0	0.0	8.9	12.3	0.0	12.0
LnGrp LOS	D		C	C		C	A		A	B		B
Approach Vol, veh/h		190			113			516			264	
Approach Delay, s/veh		34.3			30.7			8.7			12.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	27.4	9.8	53.2	27.4
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	10.7	18.6	5.4	6.3	19.2
Green Ext Time (p_c), s	2.4	0.4	0.1	1.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	400	146	39	257	111	83	115	39	160	151	72
Future Volume (veh/h)	101	400	146	39	257	111	83	115	39	160	151	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1856	1856	1826	1885	1856	1900	1885	1856	1841
Adj Flow Rate, veh/h	110	435	154	42	279	107	90	125	30	174	164	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	3	3	5	1	3	0	1	3	4
Cap, veh/h	617	773	274	448	726	278	191	180	43	262	191	76
Arrive On Green	0.06	0.58	0.58	0.04	0.57	0.57	0.06	0.12	0.12	0.08	0.15	0.15
Sat Flow, veh/h	1810	1330	471	1767	1277	490	1795	1446	347	1795	1264	501
Grp Volume(v), veh/h	110	0	589	42	0	386	90	0	155	174	0	229
Grp Sat Flow(s),veh/h/ln	1810	0	1800	1767	0	1767	1795	0	1793	1795	0	1765
Q Serve(g_s), s	2.9	0.0	24.4	1.1	0.0	14.5	5.2	0.0	9.9	10.0	0.0	15.2
Cycle Q Clear(g_c), s	2.9	0.0	24.4	1.1	0.0	14.5	5.2	0.0	9.9	10.0	0.0	15.2
Prop In Lane	1.00		0.26	1.00		0.28	1.00		0.19	1.00		0.28
Lane Grp Cap(c), veh/h	617	0	1046	448	0	1004	191	0	224	262	0	267
V/C Ratio(X)	0.18	0.00	0.56	0.09	0.00	0.38	0.47	0.00	0.69	0.66	0.00	0.86
Avail Cap(c_a), veh/h	664	0	1046	517	0	1004	238	0	448	262	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	0.0	15.6	11.5	0.0	14.3	42.9	0.0	50.3	40.6	0.0	49.7
Incr Delay (d2), s/veh	0.1	0.0	2.2	0.1	0.0	1.1	1.8	0.0	3.8	6.2	0.0	8.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	14.9	0.8	0.0	9.9	4.3	0.0	8.3	8.4	0.0	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.9	0.0	17.8	11.6	0.0	15.4	44.7	0.0	54.1	46.8	0.0	58.6
LnGrp LOS	A		B	B		B	D		D	D		E
Approach Vol, veh/h		699			428			245			403	
Approach Delay, s/veh		16.6			15.0			50.7			53.5	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	22.0	8.3	76.7	9.9	25.1	9.8	75.2
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	12.0	11.9	3.1	26.4	7.2	17.2	4.9	16.5
Green Ext Time (p_c), s	0.0	0.7	0.0	3.7	0.0	0.9	0.1	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	567	20	8	384	2	15	0	6	5	0	8
Future Vol, veh/h	12	567	20	8	384	2	15	0	6	5	0	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	50	0	0	0	0	0	14
Mvmt Flow	13	603	21	9	409	2	16	0	6	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	411	0	0	624	0	0	1065	1067	614	1055	1077	410
Stage 1	-	-	-	-	-	-	639	639	-	427	427	-
Stage 2	-	-	-	-	-	-	426	428	-	629	650	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1159	-	-	967	-	-	202	224	496	205	221	617
Stage 1	-	-	-	-	-	-	467	473	-	610	589	-
Stage 2	-	-	-	-	-	-	611	588	-	474	468	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1159	-	-	967	-	-	194	217	496	197	215	617
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	217	-	197	215	-
Stage 1	-	-	-	-	-	-	460	465	-	603	582	-
Stage 2	-	-	-	-	-	-	595	582	-	460	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.16	0.18	21.95	16.08
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	36	-	-	37	-	-	339
HCM Lane V/C Ratio	0.095	0.011	-	-	0.009	-	-	0.041
HCM Control Delay (s/veh)	22	8.1	0	-	8.8	0	-	16.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	79	246	9	36	40	139	233	15	37	299	132
Future Volume (veh/h)	135	79	246	9	36	40	139	233	15	37	299	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	144	84	140	10	38	25	148	248	14	39	318	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	170	72	407	46	143	393	556	1025	58	104	805	752
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.59	0.59	0.49	0.49	0.49
Sat Flow, veh/h	430	283	1610	0	565	1557	1781	1740	98	128	1657	1547
Grp Volume(v), veh/h	228	0	140	48	0	25	148	0	262	357	0	105
Grp Sat Flow(s),veh/h/ln	713	0	1610	565	0	1557	1781	0	1838	1784	0	1547
Q Serve(g_s), s	0.0	0.0	6.8	0.0	0.0	1.2	3.6	0.0	6.5	0.0	0.0	3.6
Cycle Q Clear(g_c), s	24.0	0.0	6.8	24.0	0.0	1.2	3.6	0.0	6.5	11.5	0.0	3.6
Prop In Lane	0.63		1.00	0.21		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	242	0	407	189	0	393	556	0	1083	909	0	752
V/C Ratio(X)	0.94	0.00	0.34	0.25	0.00	0.06	0.27	0.00	0.24	0.39	0.00	0.14
Avail Cap(c_a), veh/h	242	0	407	189	0	393	558	0	1083	909	0	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.7	0.0	29.1	28.7	0.0	27.0	10.3	0.0	9.3	15.5	0.0	13.5
Incr Delay (d2), s/veh	42.1	0.0	0.5	0.7	0.0	0.1	0.3	0.0	0.5	1.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	0.0	0.1	1.5	0.0	0.8	2.4	0.0	4.5	8.3	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.8	0.0	29.6	29.4	0.0	27.0	10.6	0.0	9.9	16.8	0.0	13.9
LnGrp LOS	E		C	C		C	B		A	B		B
Approach Vol, veh/h		368			73			410			462	
Approach Delay, s/veh		60.7			28.6			10.1			16.1	
Approach LOS		E			C			B			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.0		32.0	9.9	53.1		32.0				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		56.0		24.0	7.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s		8.5		26.0	5.6	13.5		26.0				
Green Ext Time (p_c), s		1.6		0.0	0.0	2.4		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			27.4									
HCM 7th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	28	77	20	64	36	139	324	12	17	128	122
Future Volume (veh/h)	102	28	77	20	64	36	139	324	12	17	128	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	111	30	49	22	70	21	151	352	13	18	139	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	200	46	331	62	159	339	719	1084	40	110	790	784
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.08	0.62	0.62	0.51	0.51	0.51
Sat Flow, veh/h	600	213	1547	57	743	1583	1725	1750	65	128	1547	1535
Grp Volume(v), veh/h	141	0	49	92	0	21	151	0	365	157	0	107
Grp Sat Flow(s),veh/h/ln	813	0	1547	800	0	1583	1725	0	1814	1674	0	1535
Q Serve(g_s), s	0.0	0.0	2.3	0.6	0.0	1.0	3.4	0.0	8.7	0.0	0.0	3.3
Cycle Q Clear(g_c), s	16.6	0.0	2.3	17.2	0.0	1.0	3.4	0.0	8.7	4.3	0.0	3.3
Prop In Lane	0.79		1.00	0.24		1.00	1.00		0.04	0.11		1.00
Lane Grp Cap(c), veh/h	245	0	331	221	0	339	719	0	1124	900	0	784
V/C Ratio(X)	0.57	0.00	0.15	0.42	0.00	0.06	0.21	0.00	0.32	0.17	0.00	0.14
Avail Cap(c_a), veh/h	317	0	411	307	0	421	722	0	1124	900	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	28.8	30.0	0.0	28.3	7.8	0.0	8.2	11.9	0.0	11.6
Incr Delay (d2), s/veh	2.1	0.0	0.2	1.3	0.0	0.1	0.1	0.0	0.8	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	1.5	3.0	0.0	0.6	2.0	0.0	5.7	2.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.1	0.0	29.0	31.3	0.0	28.3	8.0	0.0	8.9	12.3	0.0	12.0
LnGrp LOS	D		C	C		C	A		A	B		B
Approach Vol, veh/h		190			113			516			264	
Approach Delay, s/veh		34.3			30.7			8.7			12.2	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	27.4	9.8	53.2	27.4
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	10.7	18.6	5.4	6.3	19.2
Green Ext Time (p_c), s	2.4	0.4	0.1	1.2	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	16.3
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	79	246	9	36	40	139	233	15	37	299	132
Future Volume (veh/h)	135	79	246	9	36	40	139	233	15	37	299	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	144	84	140	10	38	25	148	248	14	39	318	105
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	176	79	441	46	145	426	531	989	56	100	771	719
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.57	0.57	0.46	0.46	0.46
Sat Flow, veh/h	416	288	1610	0	529	1557	1781	1740	98	125	1660	1547
Grp Volume(v), veh/h	228	0	140	48	0	25	148	0	262	357	0	105
Grp Sat Flow(s),veh/h/ln	704	0	1610	529	0	1557	1781	0	1838	1786	0	1547
Q Serve(g_s), s	0.0	0.0	6.6	0.0	0.0	1.1	3.8	0.0	6.8	0.0	0.0	3.7
Cycle Q Clear(g_c), s	26.0	0.0	6.6	26.0	0.0	1.1	3.8	0.0	6.8	12.0	0.0	3.7
Prop In Lane	0.63		1.00	0.21		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	254	0	441	190	0	426	531	0	1045	872	0	719
V/C Ratio(X)	0.90	0.00	0.32	0.25	0.00	0.06	0.28	0.00	0.25	0.41	0.00	0.15
Avail Cap(c_a), veh/h	254	0	441	190	0	426	533	0	1045	872	0	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	27.4	27.6	0.0	25.5	11.3	0.0	10.3	16.8	0.0	14.6
Incr Delay (d2), s/veh	30.8	0.0	0.4	0.7	0.0	0.1	0.3	0.0	0.6	1.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.0	0.0	4.5	1.5	0.0	0.7	2.5	0.0	4.8	8.7	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.9	0.0	27.9	28.2	0.0	25.5	11.6	0.0	10.9	18.2	0.0	15.0
LnGrp LOS	E		C	C		C	B		B	B		B
Approach Vol, veh/h		368			73			410			462	
Approach Delay, s/veh		52.0			27.3			11.2			17.5	
Approach LOS		D			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.0		34.0	9.9	51.1		34.0				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		54.0		26.0	7.0	44.0		26.0				
Max Q Clear Time (g_c+I1), s		8.8		28.0	5.8	14.0		28.0				
Green Ext Time (p_c), s		1.6		0.0	0.0	2.4		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.8									
HCM 7th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	144	40	13	299	121	120	147	14	72	49	98
Future Volume (veh/h)	46	144	40	13	299	121	120	147	14	72	49	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1781	1678	1767	1856	1826	1826	1841	1900	1870	1856	1841
Adj Flow Rate, veh/h	53	166	39	15	344	128	138	169	10	83	56	90
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	8	15	9	3	5	5	4	0	2	3	4
Cap, veh/h	554	864	203	730	766	285	232	234	14	208	69	111
Arrive On Green	0.05	0.62	0.62	0.02	0.59	0.59	0.08	0.14	0.14	0.05	0.11	0.11
Sat Flow, veh/h	1767	1395	328	1682	1289	480	1739	1721	102	1781	641	1030
Grp Volume(v), veh/h	53	0	205	15	0	472	138	0	179	83	0	146
Grp Sat Flow(s),veh/h/ln	1767	0	1722	1682	0	1769	1739	0	1822	1781	0	1670
Q Serve(g_s), s	1.3	0.0	6.2	0.4	0.0	17.7	8.2	0.0	11.3	4.9	0.0	10.3
Cycle Q Clear(g_c), s	1.3	0.0	6.2	0.4	0.0	17.7	8.2	0.0	11.3	4.9	0.0	10.3
Prop In Lane	1.00		0.19	1.00		0.27	1.00		0.06	1.00		0.62
Lane Grp Cap(c), veh/h	554	0	1067	730	0	1051	232	0	248	208	0	180
V/C Ratio(X)	0.10	0.00	0.19	0.02	0.00	0.45	0.60	0.00	0.72	0.40	0.00	0.81
Avail Cap(c_a), veh/h	615	0	1067	832	0	1051	232	0	456	259	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.9	0.0	9.9	8.9	0.0	13.5	41.6	0.0	49.6	44.4	0.0	52.4
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	1.4	4.1	0.0	3.9	1.2	0.0	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	4.0	0.3	0.0	11.5	6.8	0.0	9.2	4.0	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	0.0	10.3	8.9	0.0	14.9	45.7	0.0	53.6	45.7	0.0	60.9
LnGrp LOS	A		B	A		B	D		D	D		E
Approach Vol, veh/h		258			487			317			229	
Approach Delay, s/veh		10.0			14.7			50.2			55.4	
Approach LOS		A			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	23.3	5.8	81.3	13.0	19.9	8.8	78.3
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	6.9	13.3	2.4	8.2	10.2	12.3	3.3	19.7
Green Ext Time (p_c), s	0.0	0.8	0.0	1.1	0.0	0.6	0.0	3.2

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	224	0	0	416	5	0	0	0	2	0	17
Future Vol, veh/h	6	224	0	0	416	5	0	0	0	2	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	7	0	0	3	25	0	0	0	50	0	0
Mvmt Flow	6	233	0	0	433	5	0	0	0	2	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	439	0	0	233	0	0	679	684	233	682	682	436
Stage 1	-	-	-	-	-	-	246	246	-	436	436	-
Stage 2	-	-	-	-	-	-	433	439	-	246	246	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.1	6.5	6.2	7.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.38	-	-	2.2	-	-	3.5	4	3.3	3.95	4	3.3
Pot Cap-1 Maneuver	1032	-	-	1346	-	-	368	374	811	307	375	625
Stage 1	-	-	-	-	-	-	762	706	-	516	583	-
Stage 2	-	-	-	-	-	-	605	582	-	663	706	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1346	-	-	355	371	811	305	372	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	355	371	-	305	372	-
Stage 1	-	-	-	-	-	-	757	702	-	516	583	-
Stage 2	-	-	-	-	-	-	588	582	-	658	702	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.22	0	0	11.63
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	47	-	-	1346	-	-	562
HCM Lane V/C Ratio	-	0.006	-	-	-	-	-	0.035
HCM Control Delay (s/veh)	0	8.5	0	-	0	-	-	11.6
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	29	78	20	65	37	142	331	12	17	131	121
Future Volume (veh/h)	94	29	78	20	65	37	142	331	12	17	131	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	102	32	50	22	71	22	154	360	13	18	142	106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	193	51	277	64	160	284	754	1134	41	113	828	819
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.08	0.65	0.65	0.53	0.53	0.53
Sat Flow, veh/h	666	283	1547	68	892	1583	1725	1751	63	124	1551	1535
Grp Volume(v), veh/h	134	0	50	93	0	22	154	0	373	160	0	106
Grp Sat Flow(s),veh/h/ln	949	0	1547	960	0	1583	1725	0	1815	1675	0	1535
Q Serve(g_s), s	0.0	0.0	2.4	0.4	0.0	1.0	3.1	0.0	7.9	0.0	0.0	3.0
Cycle Q Clear(g_c), s	12.8	0.0	2.4	13.3	0.0	1.0	3.1	0.0	7.9	4.0	0.0	3.0
Prop In Lane	0.76		1.00	0.24		1.00	1.00		0.03	0.11		1.00
Lane Grp Cap(c), veh/h	243	0	277	223	0	284	754	0	1175	941	0	819
V/C Ratio(X)	0.55	0.00	0.18	0.42	0.00	0.08	0.20	0.00	0.32	0.17	0.00	0.13
Avail Cap(c_a), veh/h	380	0	429	388	0	439	757	0	1175	941	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	30.1	31.0	0.0	29.6	6.5	0.0	6.8	10.3	0.0	10.1
Incr Delay (d2), s/veh	1.9	0.0	0.3	1.2	0.0	0.1	0.1	0.0	0.7	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	1.6	3.1	0.0	0.7	1.8	0.0	4.9	2.6	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	0.0	30.4	32.2	0.0	29.7	6.7	0.0	7.5	10.7	0.0	10.4
LnGrp LOS	D		C	C		C	A		A	B		B
Approach Vol, veh/h		184			115			527			266	
Approach Delay, s/veh		34.5			31.7			7.2			10.6	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	63.0	23.5	9.8	53.2	23.5
Change Period (Y+Rc), s	7.0	8.0	3.0	7.0	8.0
Max Green Setting (Gmax), s	56.0	24.0	7.0	46.0	24.0
Max Q Clear Time (g_c+I1), s	9.9	14.8	5.1	6.0	15.3
Green Ext Time (p_c), s	2.4	0.5	0.1	1.2	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	399	149	40	256	104	85	117	40	152	154	73
Future Volume (veh/h)	102	399	149	40	256	104	85	117	40	152	154	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1856	1856	1826	1885	1856	1900	1885	1856	1841
Adj Flow Rate, veh/h	111	434	157	43	278	99	92	127	31	165	167	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	3	3	5	1	3	0	1	3	4
Cap, veh/h	620	763	276	442	738	263	193	184	45	264	194	77
Arrive On Green	0.06	0.58	0.58	0.04	0.57	0.57	0.06	0.13	0.13	0.08	0.15	0.15
Sat Flow, veh/h	1810	1321	478	1767	1307	465	1795	1441	352	1795	1265	500
Grp Volume(v), veh/h	111	0	591	43	0	377	92	0	158	165	0	233
Grp Sat Flow(s),veh/h/ln	1810	0	1799	1767	0	1772	1795	0	1792	1795	0	1766
Q Serve(g_s), s	2.9	0.0	24.8	1.2	0.0	14.1	5.3	0.0	10.1	9.4	0.0	15.4
Cycle Q Clear(g_c), s	2.9	0.0	24.8	1.2	0.0	14.1	5.3	0.0	10.1	9.4	0.0	15.4
Prop In Lane	1.00		0.27	1.00		0.26	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	620	0	1039	442	0	1001	193	0	229	264	0	271
V/C Ratio(X)	0.18	0.00	0.57	0.10	0.00	0.38	0.48	0.00	0.69	0.63	0.00	0.86
Avail Cap(c_a), veh/h	668	0	1039	511	0	1001	238	0	448	264	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	0.0	15.9	11.8	0.0	14.4	42.6	0.0	50.0	40.1	0.0	49.6
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.1	0.0	1.1	1.8	0.0	3.7	4.6	0.0	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	15.1	0.8	0.0	9.7	4.4	0.0	8.4	7.8	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	18.2	11.9	0.0	15.5	44.4	0.0	53.7	44.7	0.0	58.9
LnGrp LOS	B		B	B		B	D		D	D		E
Approach Vol, veh/h		702			420			250			398	
Approach Delay, s/veh		16.9			15.1			50.3			53.0	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	22.4	8.3	76.3	10.0	25.4	9.8	74.8
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	11.4	12.1	3.2	26.8	7.3	17.4	4.9	16.1
Green Ext Time (p_c), s	0.0	0.7	0.0	3.7	0.0	0.9	0.1	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	29.3
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	579	0	0	392	2	0	0	0	5	0	8
Future Vol, veh/h	12	579	0	0	392	2	0	0	0	5	0	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	50	0	0	0	0	0	14
Mvmt Flow	13	616	0	0	417	2	0	0	0	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	419	0	0	616	0	0	1059	1061	616	1060	1060	418
Stage 1	-	-	-	-	-	-	641	641	-	418	418	-
Stage 2	-	-	-	-	-	-	417	419	-	641	641	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1151	-	-	974	-	-	204	226	494	204	226	610
Stage 1	-	-	-	-	-	-	466	472	-	616	594	-
Stage 2	-	-	-	-	-	-	617	593	-	466	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	974	-	-	198	222	494	200	222	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	222	-	200	222	-
Stage 1	-	-	-	-	-	-	458	464	-	616	594	-
Stage 2	-	-	-	-	-	-	609	593	-	458	464	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.17	0	0	15.98
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	37	-	-	974	-	-	342
HCM Lane V/C Ratio	-	0.011	-	-	-	-	-	0.04
HCM Control Delay (s/veh)	0	8.2	0	-	0	-	-	16
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	81	251	9	37	41	142	238	15	38	305	126
Future Volume (veh/h)	131	81	251	9	37	41	142	238	15	38	305	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	139	86	145	10	39	26	151	253	14	40	324	99
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	168	77	407	46	146	393	553	1027	57	105	803	751
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.59	0.59	0.49	0.49	0.49
Sat Flow, veh/h	421	304	1610	0	578	1557	1781	1742	96	129	1654	1547
Grp Volume(v), veh/h	225	0	145	49	0	26	151	0	267	364	0	99
Grp Sat Flow(s),veh/h/ln	725	0	1610	578	0	1557	1781	0	1838	1783	0	1547
Q Serve(g_s), s	0.0	0.0	7.0	0.0	0.0	1.2	3.7	0.0	6.6	0.0	0.0	3.3
Cycle Q Clear(g_c), s	24.0	0.0	7.0	24.0	0.0	1.2	3.7	0.0	6.6	11.8	0.0	3.3
Prop In Lane	0.62		1.00	0.20		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	245	0	407	192	0	393	553	0	1084	908	0	751
V/C Ratio(X)	0.92	0.00	0.36	0.26	0.00	0.07	0.27	0.00	0.25	0.40	0.00	0.13
Avail Cap(c_a), veh/h	245	0	407	192	0	393	555	0	1084	908	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	29.2	28.7	0.0	27.0	10.4	0.0	9.4	15.6	0.0	13.4
Incr Delay (d2), s/veh	36.7	0.0	0.5	0.7	0.0	0.1	0.3	0.0	0.5	1.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.3	0.0	4.9	1.6	0.0	0.8	2.4	0.0	4.6	8.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.1	0.0	29.7	29.4	0.0	27.1	10.7	0.0	9.9	16.9	0.0	13.8
LnGrp LOS	E		C	C		C	B		A	B		B
Approach Vol, veh/h		370			75			418			463	
Approach Delay, s/veh		56.7			28.6			10.2			16.3	
Approach LOS		E			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.0		32.0	9.9	53.1		32.0				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		56.0		24.0	7.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s		8.6		26.0	5.7	13.8		26.0				
Green Ext Time (p_c), s		1.7		0.0	0.0	2.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.3									
HCM 7th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	147	40	13	309	135	120	147	14	77	49	98
Future Volume (veh/h)	46	147	40	13	309	135	120	147	14	77	49	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1781	1678	1767	1856	1826	1826	1841	1900	1870	1856	1841
Adj Flow Rate, veh/h	53	169	39	15	355	144	138	169	10	89	56	90
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	3	8	15	9	3	5	5	4	0	2	3	4
Cap, veh/h	532	867	200	728	746	302	232	229	14	210	69	111
Arrive On Green	0.05	0.62	0.62	0.02	0.59	0.59	0.08	0.13	0.13	0.06	0.11	0.11
Sat Flow, veh/h	1767	1400	323	1682	1255	509	1739	1721	102	1781	641	1030
Grp Volume(v), veh/h	53	0	208	15	0	499	138	0	179	89	0	146
Grp Sat Flow(s),veh/h/ln	1767	0	1723	1682	0	1764	1739	0	1822	1781	0	1670
Q Serve(g_s), s	1.3	0.0	6.3	0.4	0.0	19.2	8.2	0.0	11.3	5.3	0.0	10.3
Cycle Q Clear(g_c), s	1.3	0.0	6.3	0.4	0.0	19.2	8.2	0.0	11.3	5.3	0.0	10.3
Prop In Lane	1.00		0.19	1.00		0.29	1.00		0.06	1.00		0.62
Lane Grp Cap(c), veh/h	532	0	1068	728	0	1048	232	0	243	210	0	180
V/C Ratio(X)	0.10	0.00	0.19	0.02	0.00	0.48	0.60	0.00	0.74	0.42	0.00	0.81
Avail Cap(c_a), veh/h	594	0	1068	829	0	1048	232	0	456	255	0	418
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.2	0.0	9.9	8.9	0.0	13.8	41.6	0.0	50.0	44.3	0.0	52.4
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	1.6	4.1	0.0	4.3	1.4	0.0	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	4.1	0.3	0.0	12.3	6.8	0.0	9.3	4.3	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	0.0	10.3	8.9	0.0	15.3	45.7	0.0	54.3	45.7	0.0	60.9
LnGrp LOS	A		B	A		B	D		D	D		E
Approach Vol, veh/h		261			514			317			235	
Approach Delay, s/veh		10.1			15.2			50.6			55.1	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	23.0	5.8	81.3	13.0	19.9	8.8	78.3
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	17.3	13.3	2.4	8.3	10.2	12.3	3.3	21.2
Green Ext Time (p_c), s	0.0	0.8	0.0	1.2	0.0	0.6	0.0	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	29.7
HCM 7th LOS	C

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	6	224	8	3	416	5	24	0	10	2	0	17
Future Vol, veh/h	6	224	8	3	416	5	24	0	10	2	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	20	7	0	0	3	25	0	0	0	50	0	0
Mvmt Flow	6	233	8	3	433	5	25	0	10	2	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	439	0	0	242	0	0	690	695	238	688	696	436
Stage 1	-	-	-	-	-	-	250	250	-	442	442	-
Stage 2	-	-	-	-	-	-	440	445	-	246	254	-
Critical Hdwy	4.3	-	-	4.1	-	-	7.1	6.5	6.2	7.6	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.6	5.5	-
Follow-up Hdwy	2.38	-	-	2.2	-	-	3.5	4	3.3	3.95	4	3.3
Pot Cap-1 Maneuver	1032	-	-	1337	-	-	362	368	806	304	368	625
Stage 1	-	-	-	-	-	-	759	704	-	511	580	-
Stage 2	-	-	-	-	-	-	600	578	-	663	701	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1032	-	-	1337	-	-	348	365	806	297	364	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	348	365	-	297	364	-
Stage 1	-	-	-	-	-	-	753	699	-	510	578	-
Stage 2	-	-	-	-	-	-	581	576	-	649	696	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.21	0.05	14.4	11.67
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	418	45	-	-	13	-	-	560
HCM Lane V/C Ratio	0.085	0.006	-	-	0.002	-	-	0.035
HCM Control Delay (s/veh)	14.4	8.5	0	-	7.7	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	29	78	20	65	37	142	331	12	17	131	124
Future Volume (veh/h)	104	29	78	20	65	37	142	331	12	17	131	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	113	32	50	22	71	22	154	360	13	18	142	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	199	48	349	61	161	357	704	1070	39	106	781	773
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.07	0.61	0.61	0.50	0.50	0.50
Sat Flow, veh/h	575	213	1547	54	713	1583	1725	1751	63	124	1551	1535
Grp Volume(v), veh/h	145	0	50	93	0	22	154	0	373	160	0	109
Grp Sat Flow(s),veh/h/ln	788	0	1547	767	0	1583	1725	0	1815	1675	0	1535
Q Serve(g_s), s	0.0	0.0	2.4	0.7	0.0	1.0	3.6	0.0	9.2	0.0	0.0	3.5
Cycle Q Clear(g_c), s	17.8	0.0	2.4	18.5	0.0	1.0	3.6	0.0	9.2	4.5	0.0	3.5
Prop In Lane	0.78		1.00	0.24		1.00	1.00		0.03	0.11		1.00
Lane Grp Cap(c), veh/h	247	0	349	221	0	357	704	0	1109	887	0	773
V/C Ratio(X)	0.59	0.00	0.14	0.42	0.00	0.06	0.22	0.00	0.34	0.18	0.00	0.14
Avail Cap(c_a), veh/h	298	0	405	283	0	415	707	0	1109	887	0	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	28.4	29.8	0.0	27.9	8.3	0.0	8.7	12.4	0.0	12.2
Incr Delay (d2), s/veh	2.2	0.0	0.2	1.3	0.0	0.1	0.2	0.0	0.8	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	0.0	1.6	3.1	0.0	0.7	2.2	0.0	6.2	3.1	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	0.0	28.6	31.0	0.0	28.0	8.5	0.0	9.5	12.9	0.0	12.5
LnGrp LOS	D		C	C		C	A		A	B		B
Approach Vol, veh/h		195			115			527			269	
Approach Delay, s/veh		34.2			30.4			9.2			12.7	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.0		28.7	9.9	53.1		28.7				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		56.0		24.0	7.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s		11.2		19.8	5.6	6.5		20.5				
Green Ext Time (p_c), s		2.4		0.3	0.1	1.2		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.7									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	408	149	40	262	113	85	117	40	163	154	73
Future Volume (veh/h)	102	408	149	40	262	113	85	117	40	163	154	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1900	1856	1856	1826	1885	1856	1900	1885	1856	1841
Adj Flow Rate, veh/h	111	443	157	43	285	109	92	127	31	177	167	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	0	3	3	5	1	3	0	1	3	4
Cap, veh/h	606	768	272	436	722	276	193	184	45	264	194	77
Arrive On Green	0.06	0.58	0.58	0.04	0.57	0.57	0.06	0.13	0.13	0.08	0.15	0.15
Sat Flow, veh/h	1810	1329	471	1767	1279	489	1795	1441	352	1795	1265	500
Grp Volume(v), veh/h	111	0	600	43	0	394	92	0	158	177	0	233
Grp Sat Flow(s),veh/h/ln	1810	0	1800	1767	0	1768	1795	0	1792	1795	0	1766
Q Serve(g_s), s	2.9	0.0	25.3	1.2	0.0	15.0	5.3	0.0	10.1	10.0	0.0	15.4
Cycle Q Clear(g_c), s	2.9	0.0	25.3	1.2	0.0	15.0	5.3	0.0	10.1	10.0	0.0	15.4
Prop In Lane	1.00		0.26	1.00		0.28	1.00		0.20	1.00		0.28
Lane Grp Cap(c), veh/h	606	0	1040	436	0	999	193	0	229	264	0	271
V/C Ratio(X)	0.18	0.00	0.58	0.10	0.00	0.39	0.48	0.00	0.69	0.67	0.00	0.86
Avail Cap(c_a), veh/h	654	0	1040	505	0	999	238	0	448	264	0	441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	16.1	11.9	0.0	14.6	42.6	0.0	50.0	40.5	0.0	49.6
Incr Delay (d2), s/veh	0.1	0.0	2.3	0.1	0.0	1.2	1.8	0.0	3.7	6.5	0.0	9.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.9	0.0	15.3	0.8	0.0	10.1	4.4	0.0	8.4	8.5	0.0	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	18.4	12.0	0.0	15.8	44.4	0.0	53.7	47.0	0.0	58.9
LnGrp LOS	B		B	B		B	D		D	D		E
Approach Vol, veh/h		711			437			250			410	
Approach Delay, s/veh		17.1			15.4			50.3			53.7	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	22.4	8.3	76.3	10.0	25.4	9.8	74.8
Change Period (Y+Rc), s	3.0	7.0	3.0	7.0	3.0	7.0	3.0	7.0
Max Green Setting (Gmax), s	10.0	30.0	10.0	50.0	10.0	30.0	10.0	50.0
Max Q Clear Time (g_c+I1), s	12.0	12.1	3.2	27.3	7.3	17.4	4.9	17.0
Green Ext Time (p_c), s	0.0	0.7	0.0	3.8	0.0	0.9	0.1	2.6

Intersection Summary	
HCM 7th Control Delay, s/veh	29.6
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	579	20	8	392	2	15	0	6	5	0	8
Future Vol, veh/h	12	579	20	8	392	2	15	0	6	5	0	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	3	50	0	0	0	0	0	14
Mvmt Flow	13	616	21	9	417	2	16	0	6	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	419	0	0	637	0	0	1086	1088	627	1077	1098	418
Stage 1	-	-	-	-	-	-	652	652	-	435	435	-
Stage 2	-	-	-	-	-	-	434	436	-	641	663	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1151	-	-	956	-	-	196	217	487	198	215	610
Stage 1	-	-	-	-	-	-	460	467	-	603	584	-
Stage 2	-	-	-	-	-	-	604	583	-	466	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1151	-	-	956	-	-	187	211	487	190	208	610
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	211	-	190	208	-
Stage 1	-	-	-	-	-	-	452	459	-	596	577	-
Stage 2	-	-	-	-	-	-	589	576	-	452	454	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.16	0.18	22.56	16.39
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	227	35	-	-	36	-	-	330
HCM Lane V/C Ratio	0.098	0.011	-	-	0.009	-	-	0.042
HCM Control Delay (s/veh)	22.6	8.2	0	-	8.8	0	-	16.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	81	251	9	37	41	142	238	15	38	305	134
Future Volume (veh/h)	137	81	251	9	37	41	142	238	15	38	305	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	146	86	145	10	39	26	151	253	14	40	324	108
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	169	71	407	46	146	393	550	1027	57	105	803	751
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.59	0.59	0.49	0.49	0.49
Sat Flow, veh/h	426	279	1610	0	578	1557	1781	1742	96	129	1654	1547
Grp Volume(v), veh/h	232	0	145	49	0	26	151	0	267	364	0	108
Grp Sat Flow(s),veh/h/ln	705	0	1610	578	0	1557	1781	0	1838	1783	0	1547
Q Serve(g_s), s	0.0	0.0	7.0	0.0	0.0	1.2	3.7	0.0	6.6	0.0	0.0	3.7
Cycle Q Clear(g_c), s	24.0	0.0	7.0	24.0	0.0	1.2	3.7	0.0	6.6	11.8	0.0	3.7
Prop In Lane	0.63		1.00	0.20		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	240	0	407	192	0	393	550	0	1084	908	0	751
V/C Ratio(X)	0.97	0.00	0.36	0.26	0.00	0.07	0.27	0.00	0.25	0.40	0.00	0.14
Avail Cap(c_a), veh/h	240	0	407	192	0	393	552	0	1084	908	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	29.2	28.7	0.0	27.0	10.4	0.0	9.4	15.6	0.0	13.5
Incr Delay (d2), s/veh	48.7	0.0	0.5	0.7	0.0	0.1	0.3	0.0	0.5	1.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.5	0.0	4.9	1.6	0.0	0.8	2.4	0.0	4.6	8.5	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.8	0.0	29.7	29.4	0.0	27.1	10.7	0.0	9.9	16.9	0.0	13.9
LnGrp LOS	F		C	C		C	B		A	B		B
Approach Vol, veh/h		377			75			418			472	
Approach Delay, s/veh		64.8			28.6			10.2			16.2	
Approach LOS		E			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.0		32.0	9.9	53.1		32.0				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		56.0		24.0	7.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s		8.6		26.0	5.7	13.8		26.0				
Green Ext Time (p_c), s		1.7		0.0	0.0	2.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			28.7									
HCM 7th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	29	78	20	65	37	142	331	12	17	131	124
Future Volume (veh/h)	104	29	78	20	65	37	142	331	12	17	131	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1737	1826	1826	1811	1841	1868	1811	1826	1900	1500	1781	1811
Adj Flow Rate, veh/h	113	32	50	22	71	22	154	360	13	18	142	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	11	5	5	6	4	7	6	5	0	27	8	6
Cap, veh/h	199	48	349	61	161	357	704	1070	39	106	781	773
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.07	0.61	0.61	0.50	0.50	0.50
Sat Flow, veh/h	575	213	1547	54	713	1583	1725	1751	63	124	1551	1535
Grp Volume(v), veh/h	145	0	50	93	0	22	154	0	373	160	0	109
Grp Sat Flow(s),veh/h/ln	788	0	1547	767	0	1583	1725	0	1815	1675	0	1535
Q Serve(g_s), s	0.0	0.0	2.4	0.7	0.0	1.0	3.6	0.0	9.2	0.0	0.0	3.5
Cycle Q Clear(g_c), s	17.8	0.0	2.4	18.5	0.0	1.0	3.6	0.0	9.2	4.5	0.0	3.5
Prop In Lane	0.78		1.00	0.24		1.00	1.00		0.03	0.11		1.00
Lane Grp Cap(c), veh/h	247	0	349	221	0	357	704	0	1109	887	0	773
V/C Ratio(X)	0.59	0.00	0.14	0.42	0.00	0.06	0.22	0.00	0.34	0.18	0.00	0.14
Avail Cap(c_a), veh/h	298	0	405	283	0	415	707	0	1109	887	0	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	28.4	29.8	0.0	27.9	8.3	0.0	8.7	12.4	0.0	12.2
Incr Delay (d2), s/veh	2.2	0.0	0.2	1.3	0.0	0.1	0.2	0.0	0.8	0.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	0.0	1.6	3.1	0.0	0.7	2.2	0.0	6.2	3.1	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.2	0.0	28.6	31.0	0.0	28.0	8.5	0.0	9.5	12.9	0.0	12.5
LnGrp LOS	D		C	C		C	A		A	B		B
Approach Vol, veh/h		195			115			527			269	
Approach Delay, s/veh		34.2			30.4			9.2			12.7	
Approach LOS		C			C			A			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.0		28.7	9.9	53.1		28.7				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		56.0		24.0	7.0	46.0		24.0				
Max Q Clear Time (g_c+I1), s		11.2		19.8	5.6	6.5		20.5				
Green Ext Time (p_c), s		2.4		0.3	0.1	1.2		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.7									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	81	251	9	37	41	142	238	15	38	305	134
Future Volume (veh/h)	137	81	251	9	37	41	142	238	15	38	305	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1837	1870	1856	1678	1811	1870	1826
Adj Flow Rate, veh/h	146	86	145	10	39	26	151	253	14	40	324	108
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	0	0	0	0	9	2	3	15	6	2	5
Cap, veh/h	175	78	441	46	148	426	525	990	55	101	770	719
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.07	0.57	0.57	0.46	0.46	0.46
Sat Flow, veh/h	412	283	1610	0	541	1557	1781	1742	96	126	1658	1547
Grp Volume(v), veh/h	232	0	145	49	0	26	151	0	267	364	0	108
Grp Sat Flow(s),veh/h/ln	695	0	1610	541	0	1557	1781	0	1838	1784	0	1547
Q Serve(g_s), s	0.0	0.0	6.8	0.0	0.0	1.2	3.9	0.0	7.0	0.0	0.0	3.8
Cycle Q Clear(g_c), s	26.0	0.0	6.8	26.0	0.0	1.2	3.9	0.0	7.0	12.3	0.0	3.8
Prop In Lane	0.63		1.00	0.20		1.00	1.00		0.05	0.11		1.00
Lane Grp Cap(c), veh/h	252	0	441	194	0	426	525	0	1045	871	0	719
V/C Ratio(X)	0.92	0.00	0.33	0.25	0.00	0.06	0.29	0.00	0.26	0.42	0.00	0.15
Avail Cap(c_a), veh/h	252	0	441	194	0	426	527	0	1045	871	0	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.4	0.0	27.5	27.5	0.0	25.5	11.4	0.0	10.4	16.9	0.0	14.6
Incr Delay (d2), s/veh	36.1	0.0	0.4	0.7	0.0	0.1	0.3	0.0	0.6	1.5	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.5	0.0	4.7	1.5	0.0	0.8	2.6	0.0	5.0	8.8	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.5	0.0	28.0	28.2	0.0	25.5	11.7	0.0	10.9	18.4	0.0	15.1
LnGrp LOS	E		C	C		C	B		B	B		B
Approach Vol, veh/h		377			75			418			472	
Approach Delay, s/veh		55.4			27.3			11.2			17.6	
Approach LOS		E			C			B			B	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.0		34.0	9.9	51.1		34.0				
Change Period (Y+Rc), s		7.0		8.0	3.0	7.0		8.0				
Max Green Setting (Gmax), s		54.0		26.0	7.0	44.0		26.0				
Max Q Clear Time (g_c+I1), s		9.0		28.0	5.9	14.3		28.0				
Green Ext Time (p_c), s		1.6		0.0	0.0	2.5		0.0				

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

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

LEH-2
CR #25 (Route 601/Radio Rd)
CR #2 (Mathistown Rd) / Harbourtown Blvd
Little Egg Harbor Township

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

2/7/22
Date

Date: November 20, 1997
Revised: February 7, 2022

78-100 SECOND VARIABLE CYCLE LENGTH

	Phase	1,3	5	2,4,6	7-14	15-18	19-22	Time (Seconds) Plan I 78-100 sec Cycle	Time (Seconds) Plan II FREE Cycle
	NO PEDESTRIAN ACTUATION								
A)	Radio Rd EB Lead	<G-/G	G	R	R	DW	DW	7-10	7-10
	Change	<Y-/G	G	R	R	DW	DW	3	3
B)	Radio Rd ROW	G	G	G	R	W	DW	25	7 MIN.
	Pedestrian Clearance	G	G	G	R	FDW	DW	21	21
	Change	Y	Y	Y	R	DW	DW	5	5
	Clearance	R	R	R	R	DW	DW	2	2
C)	Mathistown/Harbourtown ROW	R	R	R	G	DW	DW	7-24	7-12
	Change	R	R	R	Y	DW	DW	4	4
	Clearance	R	R	R	R	DW	DW	4	4
	PEDESTRIAN ACTUATION								
A)	Radio Rd EB Lead	<G-/G	G	R	R	DW	DW	7-10	7-10
	Change	<Y-/G	G	R	R	DW	DW	3	3
B)	Radio Rd ROW	G	G	G	R	W	DW	25	7
	Pedestrian Clearance	G	G	G	R	FDW	DW	21	21
	Change	Y	Y	Y	R	DW	DW	5	5
	Clearance	R	R	R	R	DW	DW	2	2
C)	Mathistown/Harbourtown ROW	R	R	R	G	DW	W	7	7
	Pedestrian Clearance	R	R	R	G	DW	FDW	19	19
	Change	R	R	R	Y	DW	DW	4	4
	Clearance	R	R	R	R	DW	DW	4	4
Emergency Flash		Y	Y	Y	R	DARK	DARK	-	-

LEH-2
CR #25 (Route 601/Radio Rd)
CR #2 (Mathistown Rd) / Harbourtown Blvd
Little Egg Harbor Township

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

2/7/22
Date

Notes:

1. Signal shall rest in Phase B.
2. Phase A can only follow Phase C.
3. Phase A must be followed by Phase B.
4. The vehicle interval is to be set at 2 seconds for Phases A & C.
5. Recall is to be in the OFF position.
6. The manual control is to be disconnected.
7. The following is the Time-Of-Day schedule:
   6:00 AM to 11:00 PM — Plan I
   All Other Times — Plan II