
December 15, 2022
Via Hand Delivery

Montgomery Township Planning Department
100 Community Drive
Skillman, NJ 08558

Attn: Lori Savon, PP, AICP, Planning Director

**RE: Traffic & Parking Assessment
Proposed Day School and Medical Office
982 Georgetown-Franklin Turnpike (CR 518)
Montgomery Township, Somerset County, New Jersey
DT#4447 22-02363**

Dear Ms. Savon:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with redevelopment of a site located along Georgetown-Franklin Turnpike (CR 518) in the Township of Montgomery, Somerset County, New Jersey (see Figure 1). The site is designated as Block 28010 – Lots 57 & 58 on the Township Tax Maps. The site is currently occupied by a single-family dwelling. It is proposed to raze the existing site and construct a two-story, 8,640 SF Malvern School and a 4,000 SF medical office (The Project). Access to the site is proposed to be provided via one (1) full-movement driveway along Brecknell Way, which is currently under construction.

Existing Conditions

Georgetown-Franklin Turnpike (CR 518) is an Urban Minor Arterial roadway under Somerset County jurisdiction. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one travel lane in each direction. On-street parking is prohibited along both sides of the roadway. Curb is provided along the both sides of the roadway. Sidewalk is not provided along either side of the roadway. Georgetown-Franklin Turnpike provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Georgetown-Franklin Turnpike in the vicinity of The Project are mixed residential and agricultural.

Brecknell Way is a local roadway under Township of Montgomery jurisdiction that is currently under construction. In the vicinity of the site posted speed limit is 25 MPH and the roadway provides one lane of travel in each direction. On-street parking is prohibited along both sides of the roadway. Curb is provided along the both sides of the roadway, while sidewalk is not provided along either side of the roadway. Brecknell Way provides a curved horizontal alignment and a downhill vertical alignment in both directions from the proposed location of the site driveway. The land uses along Brecknell Way in the vicinity of The Project are mixed residential and commercial.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Thursday, October 12, 2017 from 7:00 to 9:00 AM and from 4:30 to 6:30 PM at the intersection of Research Road (now known as Village Drive) with Georgetown-Franklin Turnpike (CR 518). Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) occurs between 7:45 - 8:45 AM and the weekday evening PSH occurs between 4:30 - 5:30 PM. Note that the 2017 counts were increased to better represent existing 2022 traffic volumes by applying a growth rate of 1.0% per year obtained from the NJDOT Annual Background Growth Rate Table for a period of five years.

In order to confirm the grown 2017 traffic volumes are an accurate reflection of current traffic conditions, the adjusted 2017 traffic volumes were compared to current count data. Specifically, this firm conducted MTM counts on Tuesday, July 26, 2022 from 4:30 PM to 6:30 PM at the adjacent intersection of U.S. Route 206 and Georgetown-Franklin Turnpike/Washington Street (CR 518). The grown 2017 traffic volumes were then compared to the existing 2022 traffic counts as summarized in the table below.

Table I
Traffic Count Comparison

Location	Date	CR 518 Peak Hour Traffic Volume		% Difference
		As-Counted	With Background Growth ^[1]	
		PM	PM	PM
CR 518 b/w Village Drive & U.S. Route 206	Oct. 2017	1,139	1,197	-20%
	July 2022	1,000	1,000	

[1]2017 data increased by 1.0% per NJDOT Annual Background Growth Rate Table compounded annually for five years.

As seen above, the grown 2017 traffic volumes were found to be higher in the weekday PM than the existing 2022 traffic volumes. As such, no further adjustment was applied to the grown 2017 volumes which represent a conservative estimate of current conditions. Figure 2 shows the existing peak hour traffic volumes at the study intersection. The manual turning movement count data is appended.

Future Traffic Volumes

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.0% per year.

Through consultation with the Montgomery Township staff, there are several developments in the vicinity of the site that have been approved but not yet constructed that are identified as potential significant traffic generators, shown below. It is assumed that the background growth rate is adequate to account for the traffic associated with all developments not listed hereafter.

- A residential townhome development, known as Country Classics, located along the northbound side of US Route 206 just north of Montgomery Center, is currently under construction. The 115-unit development will replace an existing 38,000 SF office / warehouse / flex-space building. Projections for the increase in traffic associated with the residential development were obtained from the Traffic Impact Assessment completed by Dolan & Dean Consulting Engineers, LLC and dated August 20, 2019. The traffic volumes for this development in the vicinity of The Project are shown on Figure 3.
- Montgomery Walk is an approved mixed-use development that will replace the Village Shopper II development. It will consist of 50 multifamily housing units and 56,000 square feet of commercial retail. Traffic associated with the change of use is obtained from the Traffic Impact Analysis for Montgomery Walk completed by McDonough & Rea Associates and dated January 16, 2018. The traffic volumes for this development in the vicinity of The Project are shown on Figure 4.
- A car dealership, known as Baker Auto, located at the northwestern corner of US Route 206 and Airport Road has been approved. Traffic generated by the 28,170 SF site is found in the Traffic Impact Study completed by Harlyn Associates and dated June 20, 2016. The traffic volumes for this development in the vicinity of The Project are shown on Figure 5.
- An 8,040 SF expansion of the existing Enrollment Management Association campus has been approved. The office is located at the northwest corner of Georgetown Franklin Turnpike and Vreeland Drive. The increase in traffic affiliated with this improvement is provided in the Traffic Statement executed by Langan Engineering and Environmental Services and dated December 19, 2016. The traffic volumes for this development in the vicinity of The Project are shown on Figure 6.
- A residential development consisting of 107 townhomes, 40 condominiums and 86 apartment units known as Montgomery Crossing, located along Village Drive just north of Georgetown Franklin Turnpike, has been approved. Traffic projections for this development were obtained from the Traffic Impact Study, prepared by Dynamic Traffic, dated March 5, 2018. The traffic volumes for this development in the vicinity of The Project are shown on Figure 7.
- A mixed-use development known as Montgomery Promenade, at the southwest corner of US Route 206 and Georgetown Franklin Turnpike (CR 518) has been approved. It will consist of 34-single family dwelling units and 320,000 square feet of commercial retail space. Traffic projections for this development were obtained from the Traffic Impact Analysis prepared by Atlantic Traffic & Design Engineers, Inc. and dated December 28, 2017. Because this development is not approved, No Build and Build scenarios have been prepared with and without the traffic generation from this proposed development. The traffic volumes for this development in the vicinity of The Project are shown on Figure 9 and the rerouted traffic volumes associated with the roadway improvements included with the construction of this development are shown separately on Figure 10.

Future 2024 No Build traffic volumes were developed by applying the background growth rate of 1.0% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figures 8 and 11, show the 2024 No Build traffic volumes without and with the Montgomery Promenade Development, respectively.

Site Generated Traffic

Trip generation projections for The Project were made utilizing trip generation research data as published under Land Use Code (LUC) 565 – Day Care Center and LUC 720 – Medical-Dental Office Building – Stand Alone in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 11th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. The following table shows the anticipated trip generation for The Project.

According to studies conducted by ITE, traffic associated with LUC 565 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the day care is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a 44% passby traffic percentage for LUC 565 during the weekday evening peak period. It should be noted that there will realistically be passby traffic during the weekday morning peak period as well even though there is no data published by ITE, however conservatively no credit was taken for this effect. The table below details the traffic volumes associated with the subject project taking into account the passby credits.

Table II
Trip Generation Considering Passby Traffic

Land Use	Trip Type	AM PSH			PM PSH		
		In	Out	Total	In	Out	Total
8,640 SF Day Care Center	Total	50	45	95	45	51	96
	Passby	-	-	-	20	22	42
	New (Primary)	50	45	95	25	29	54
4,000 SF Standalone Medical Office Building	Total	10	3	13	4	9	13
	Passby	-	-	-	-	-	-
	New (Primary)	10	3	13	4	9	13
Total	Total	60	48	108	49	60	109
	Passby	-	-	-	20	22	42
	New (Primary)	60	48	108	29	38	67

Once the magnitude of the site generated traffic is known, it is necessary to assign the traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 12-16 illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes without the Montgomery Promenade development to generate the Build traffic volumes without the Montgomery Promenade development, which are shown in Figure 17. The re-routed site-generated volumes associated with the construction of the Montgomery Promenade development are shown on Figure 18. These volumes were then added to the Build traffic volumes without the Montgomery Promenade development to generate the Build traffic volumes with the Montgomery Promenade development, which are shown on Figure 19.

Capacity Analysis

Capacity analyses were conducted for the study intersections under the No Build and Build conditions both without and with the Montgomery Promenade development. The analyses were performed for the weekday morning and evening peak hours. The analyses have been conducted utilizing methodologies set forth in the *Highway Capacity Manual, 6th Edition*. The following table summarizes the results of the capacity analyses and the capacity analysis worksheets are appended to this letter.

Table III
Future Levels of Service without Montgomery Promenade Development

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Georgetown-Franklin Turnpike (CR 518) & Brecknell Way	SB	R	B (13)	B (14)	B (13)	B (14)
Brecknell Way & Site Driveway	WB	LR	-	B (11)	-	B (12)
	SB	L	-	A (8)	-	A (8)

A (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicles)

Table IV
Future Levels of Service with Montgomery Promenade Development

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Georgetown-Franklin Turnpike (CR 518) & Brecknell Way	SB	R	B (12)	B (14)	B (13)	B (14)
Brecknell Way & Site Driveway	WB	LR	-	B (11)	-	B (13)
	SB	L	-	A (8)	-	A (8)

A (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicles)

Georgetown-Franklin Turnpike (CR 518) & Brecknell Way

Brecknell Way is proposed to intersect Georgetown-Franklin Turnpike (CR 518) to form a three-leg intersection with the southbound approach of Brecknell Way operating under stop control. Georgetown-Franklin Turnpike is proposed to provide a shared through/right turn lane in the westbound direction and one dedicated through lane in the eastbound direction. Brecknell Way is proposed to provide one dedicated right turn lane in the southbound direction.

With the addition of the traffic from the subject project, the levels of service are anticipated to remain unchanged from the No Build condition both without and with the Montgomery Promenade development. See Tables III and IV for the individual movement levels of service and delays.

Brecknell Way & Site Driveway

The site driveway is proposed to intersect Brecknell Way to form a three-leg intersection with the westbound approach of the site driveway operating under stop control. Brecknell Way is proposed to provide a shared through/right turn lane in the northbound direction and a shared left turn/through lane in the southbound direction. The site driveway is proposed to provide a shared left turn/right turn lane in the westbound direction.

As designed, the site driveway is anticipated to operate at level of service “B” both without and with the Montgomery Promenade development. See Tables III and IV for the individual movement levels of service and delays.

Site Access, Parking and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As previously noted, access to the site is proposed to be provided via one (1) full-movement driveway along Brecknell Way.

The parking lot will be serviced by one-way and two-way parking aisles with widths varying from 20' to 24', which satisfy the Ordinance's minimum requirement of 18' aisles for one-way parking aisles servicing 60-degree parking, 22' for one-way aisles servicing 90 degree parking, and 24' for two-way parking servicing 90-degree parking. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), along with the automobile traffic anticipated.

The Montgomery Township Ordinance sets forth a parking requirement of 1 parking space per 200 square feet for offices and 1 parking space per employee plus 1 parking space per 8 children for child care centers. This equates to a parking requirement of 20 spaces for the proposed 4,000 SF medical office and 35 spaces for the proposed Malvern School with 20 employees and 120 children. The site as proposed provides 58 parking spaces, inclusive of three handicap spaces, and the Ordinance requirement is satisfied.

It is proposed to provide parking stalls with dimensions of 9'x18'. It should be noted that industry standards recommend stall widths of between 8'6" and 8'9" and a length of 18' for low to moderate-turnover land uses such as The Project, which is met as designed.

Conclusion

Based upon our Traffic Impact Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of Montgomery Township and Somerset County will not experience any significant degradation in operating conditions with the redevelopment of the site. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

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

Sincerely,

Dynamic Traffic, LLC



Nick Verderese, PE
Senior Principal
NJ PE License 38991

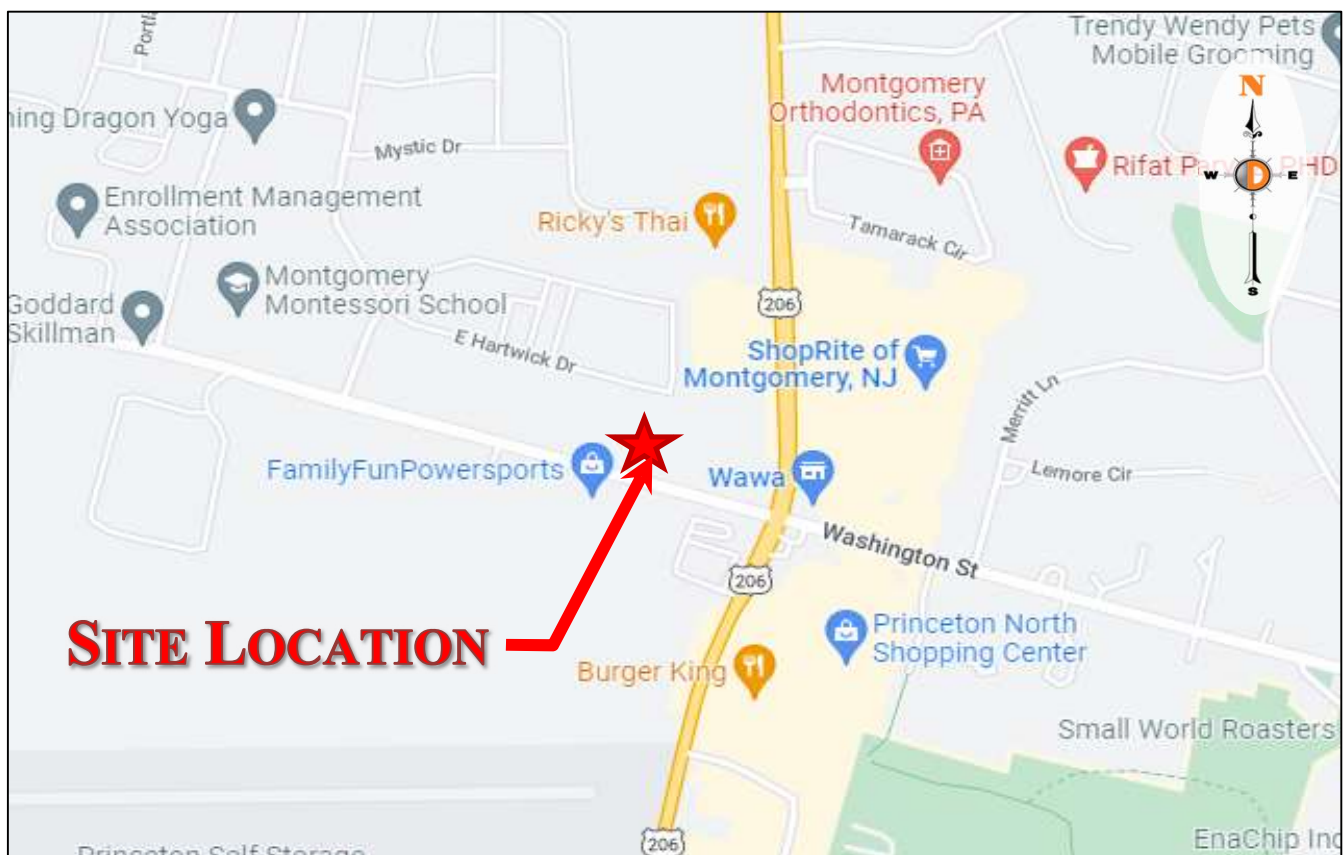


Kevin Savage, PE, PTOE
Project Manager
NJ PE License 55728

JTT

Enclosures

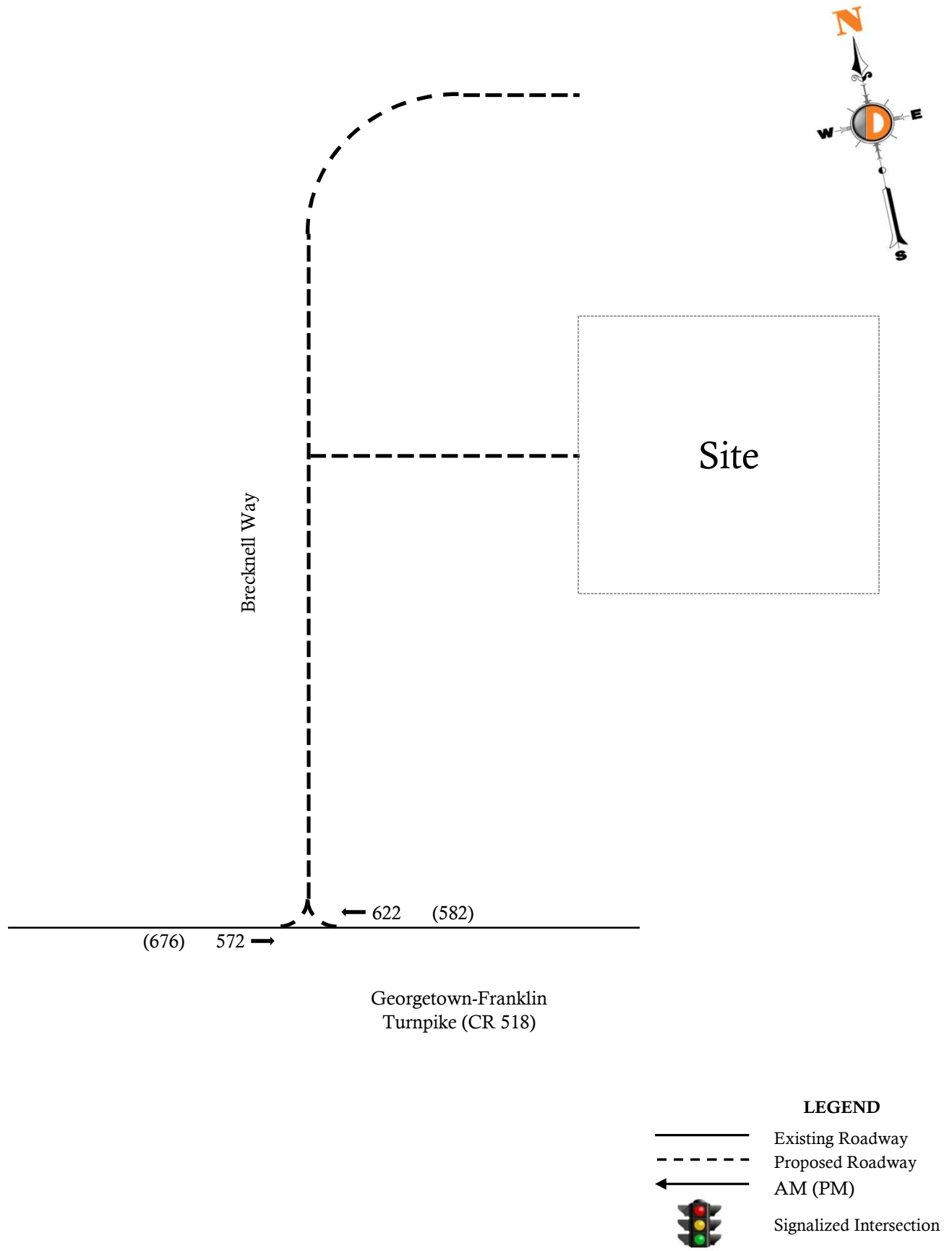
c: Joe Scandone (via email w/enclosure)
Jeff Haberman, PE, PP (via email w/enclosure)

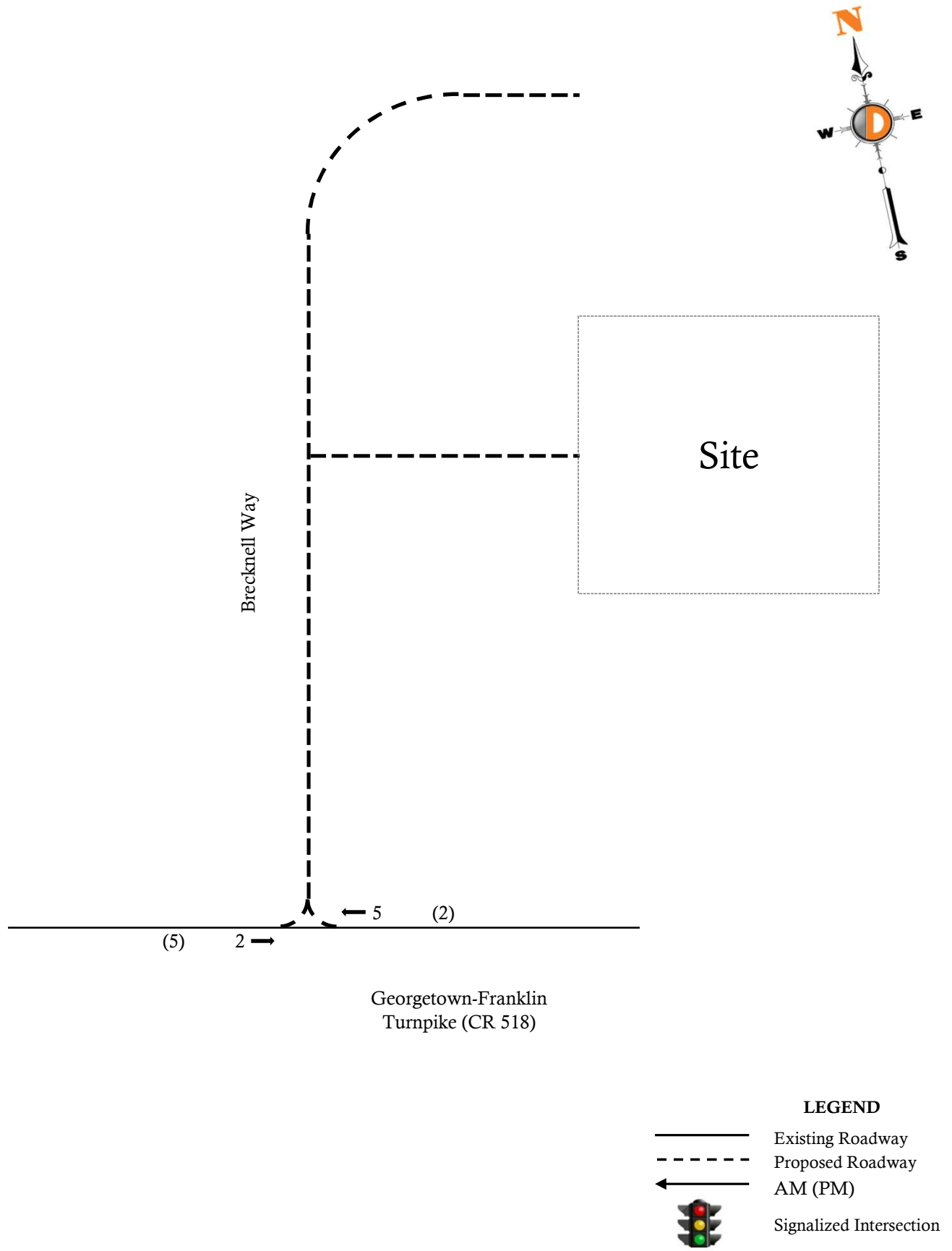


Proposed Day School & Medical Office Building
 Traffic & Parking Assessment
 4447 22-02363

Figure 1

Site Location Map





Proposed Day School & Medical Office Building
 Traffic & Parking Assessment
 4447 22-02363

Figure 3

Adjacent Development Traffic Volumes
[Country Classics - Residential Development]

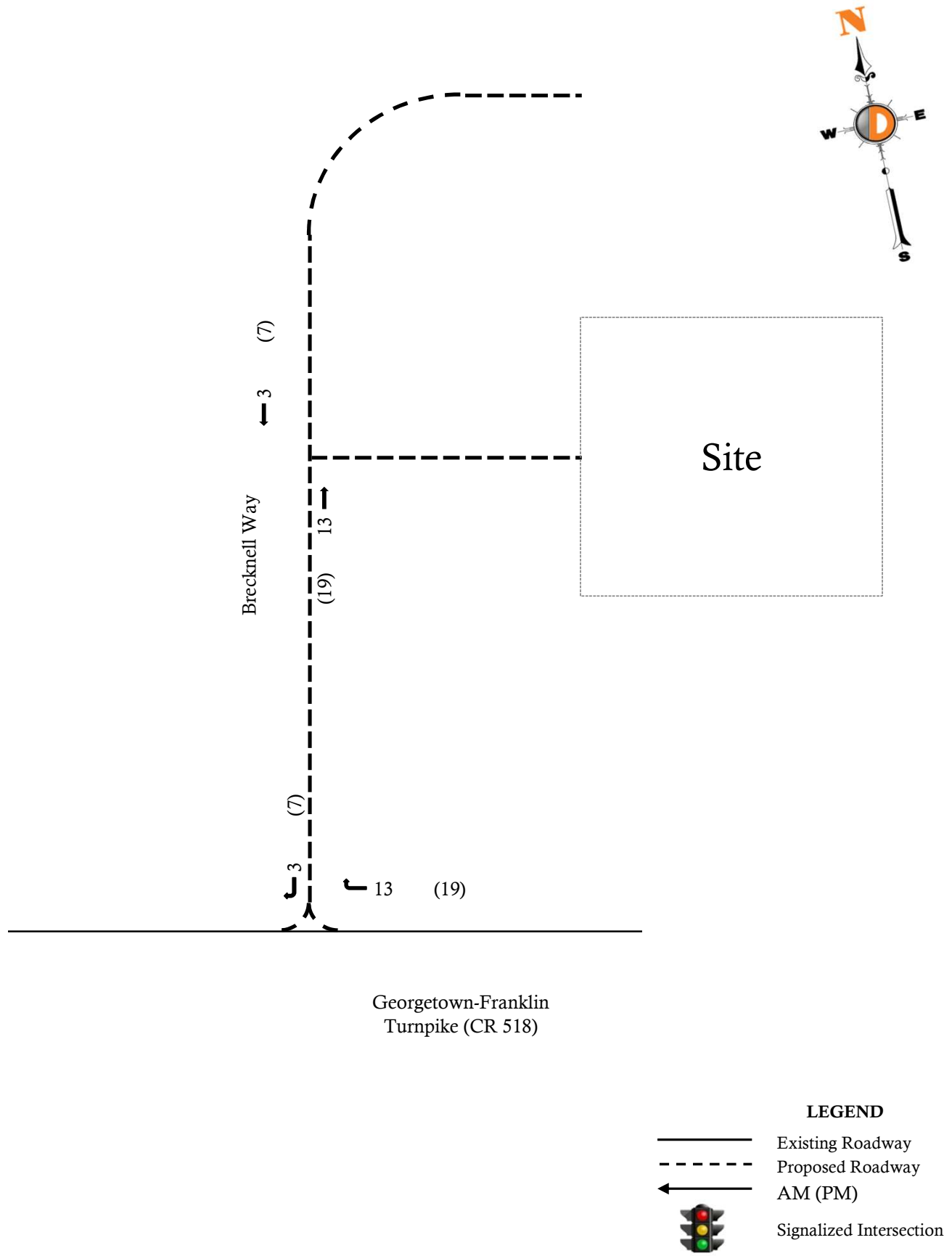
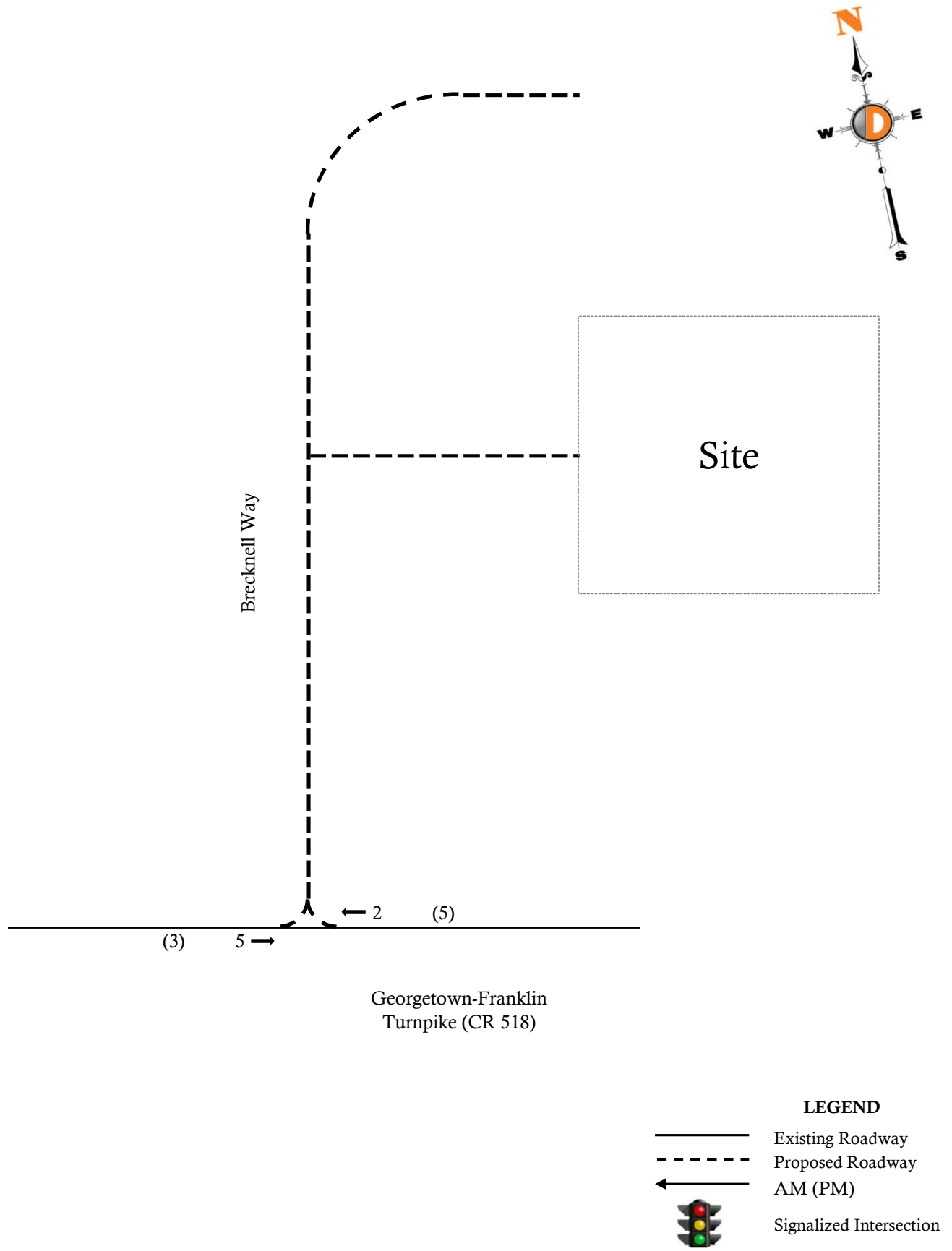


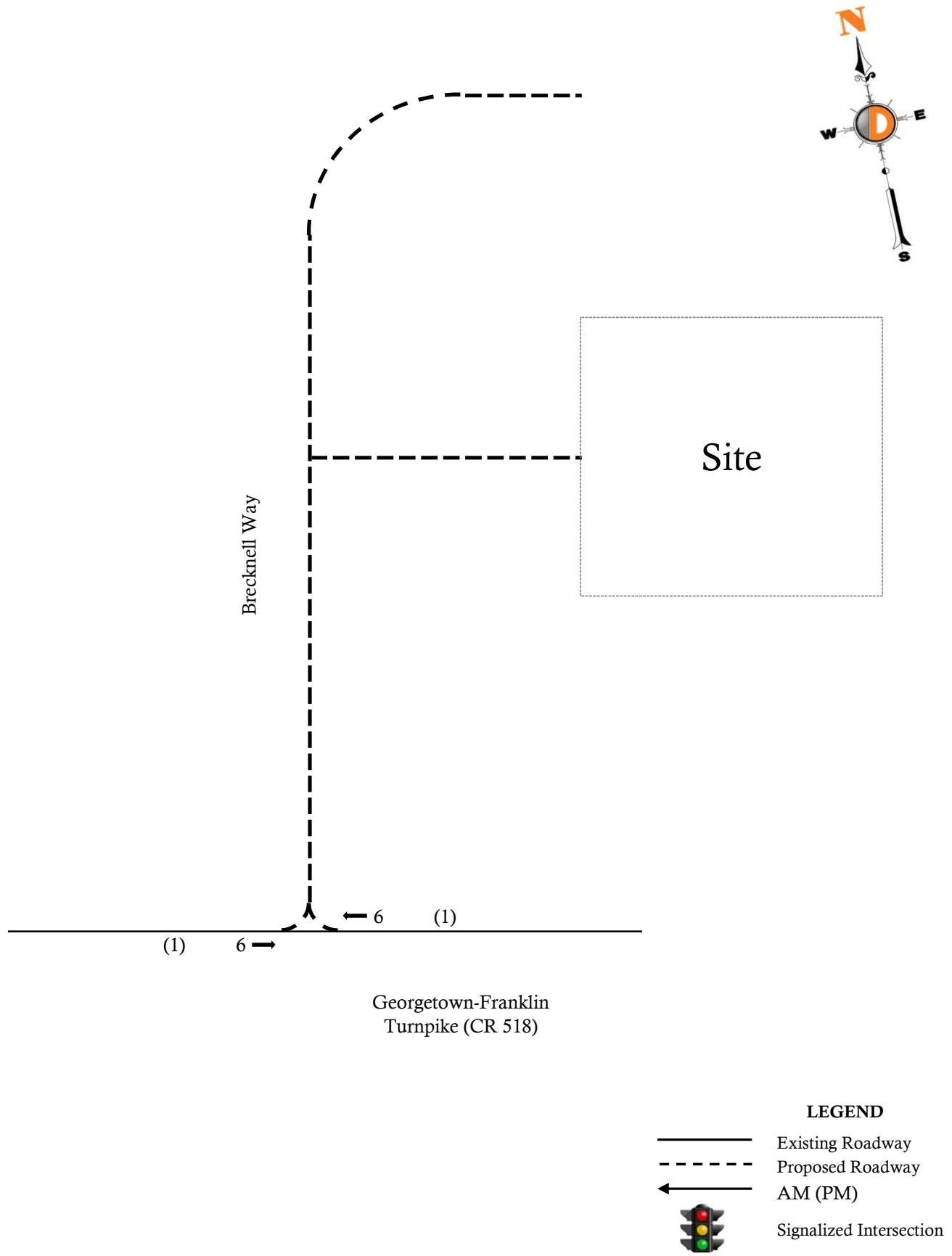
Figure 4



Proposed Day School & Medical Office Building
 Traffic & Parking Assessment
 4447 22-02363

Figure 5

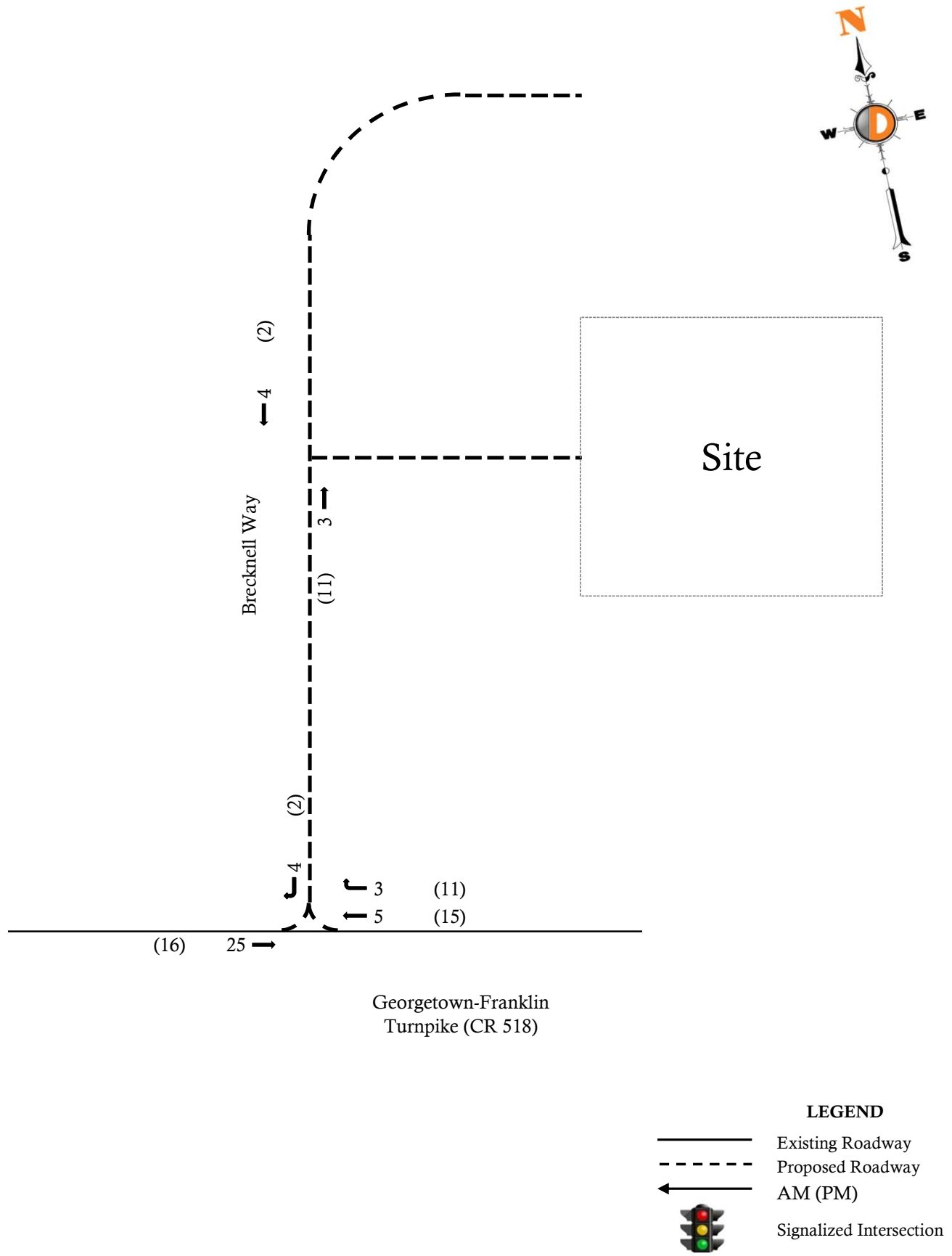
Adjacent Development Traffic Volumes
[Baker Auto - Car Dealership]

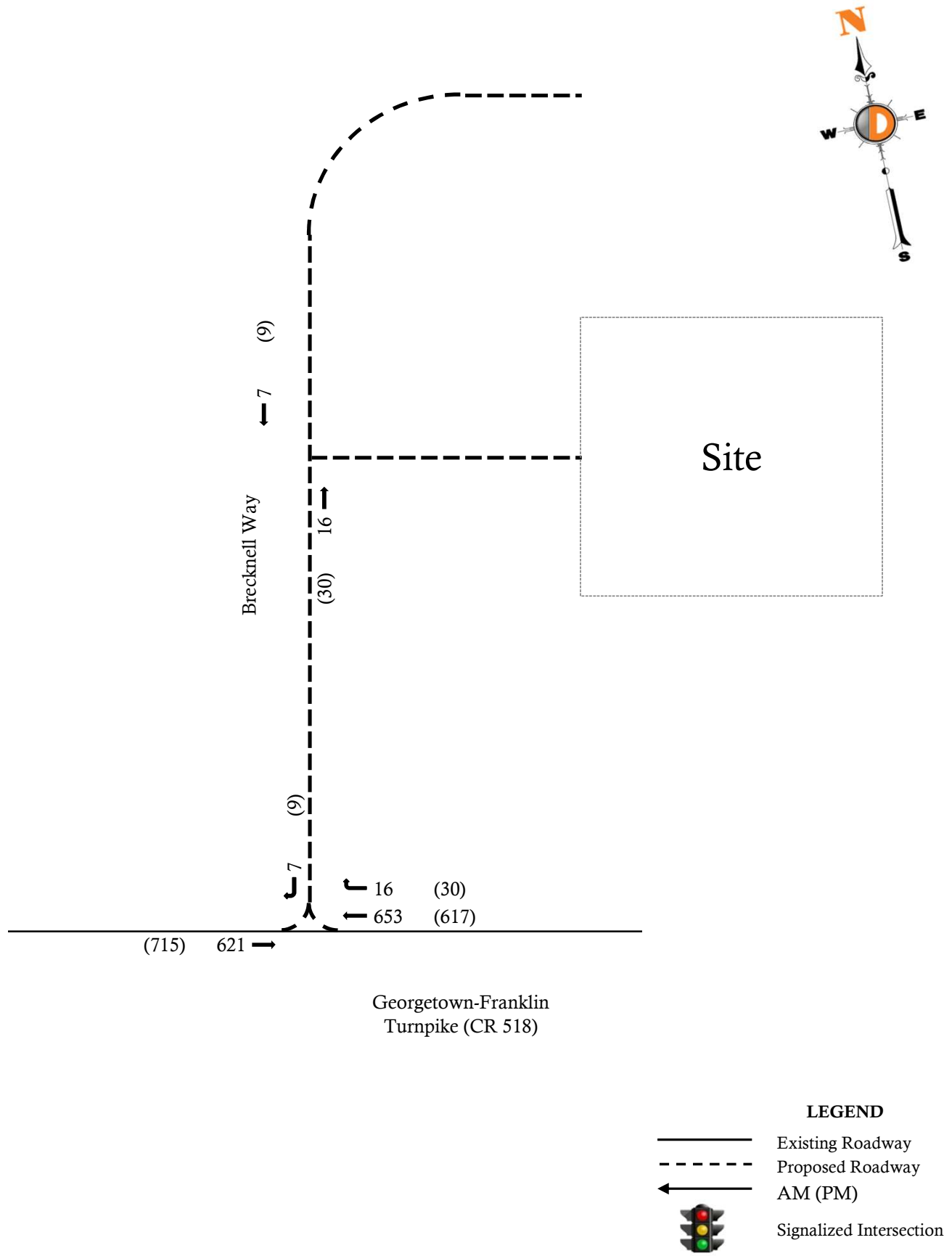


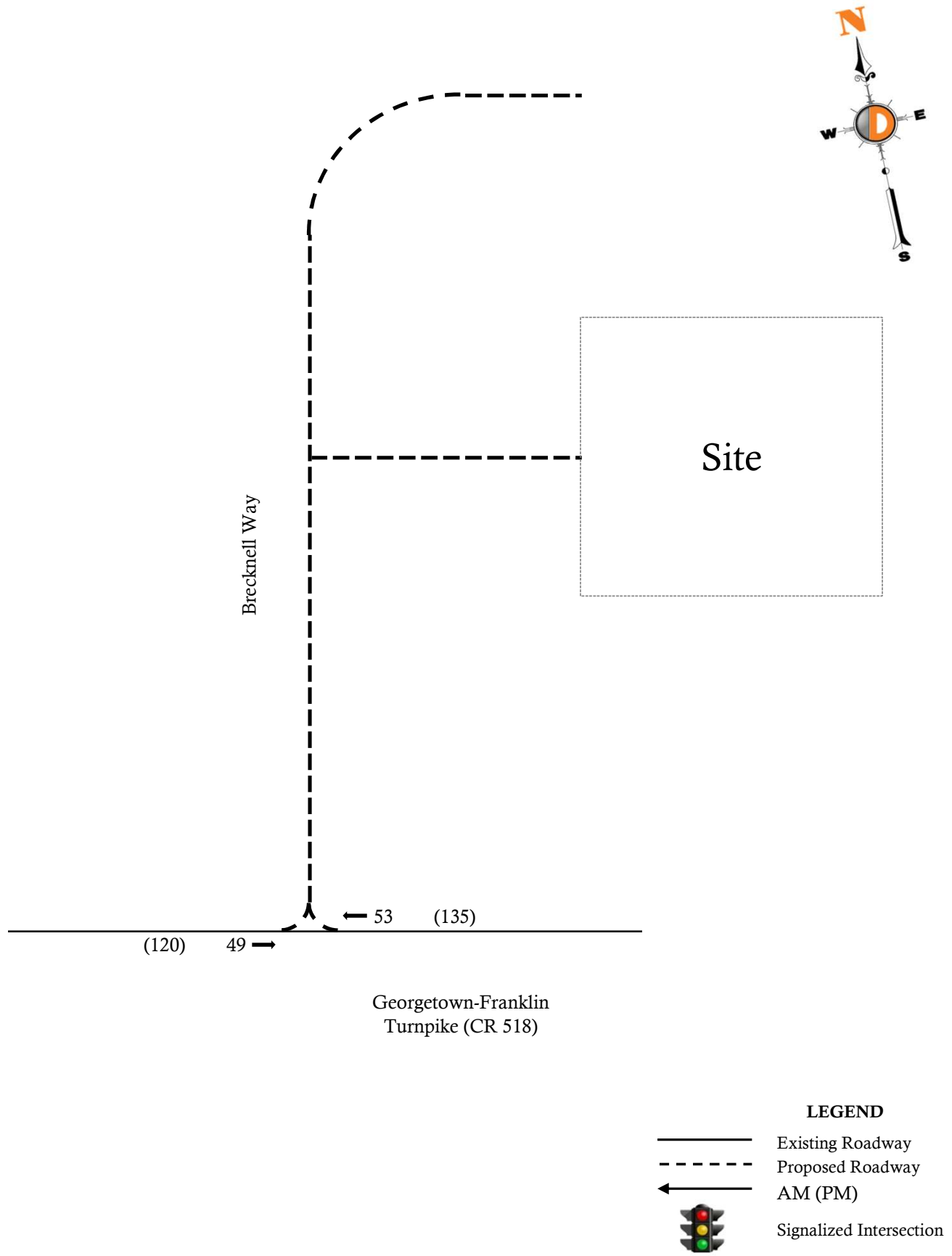
Proposed Day School & Medical Office Building
 Traffic & Parking Assessment
 4447 22-02363

Figure 6

Adjacent Development Traffic Volumes
[Enrollment Management Expansion]



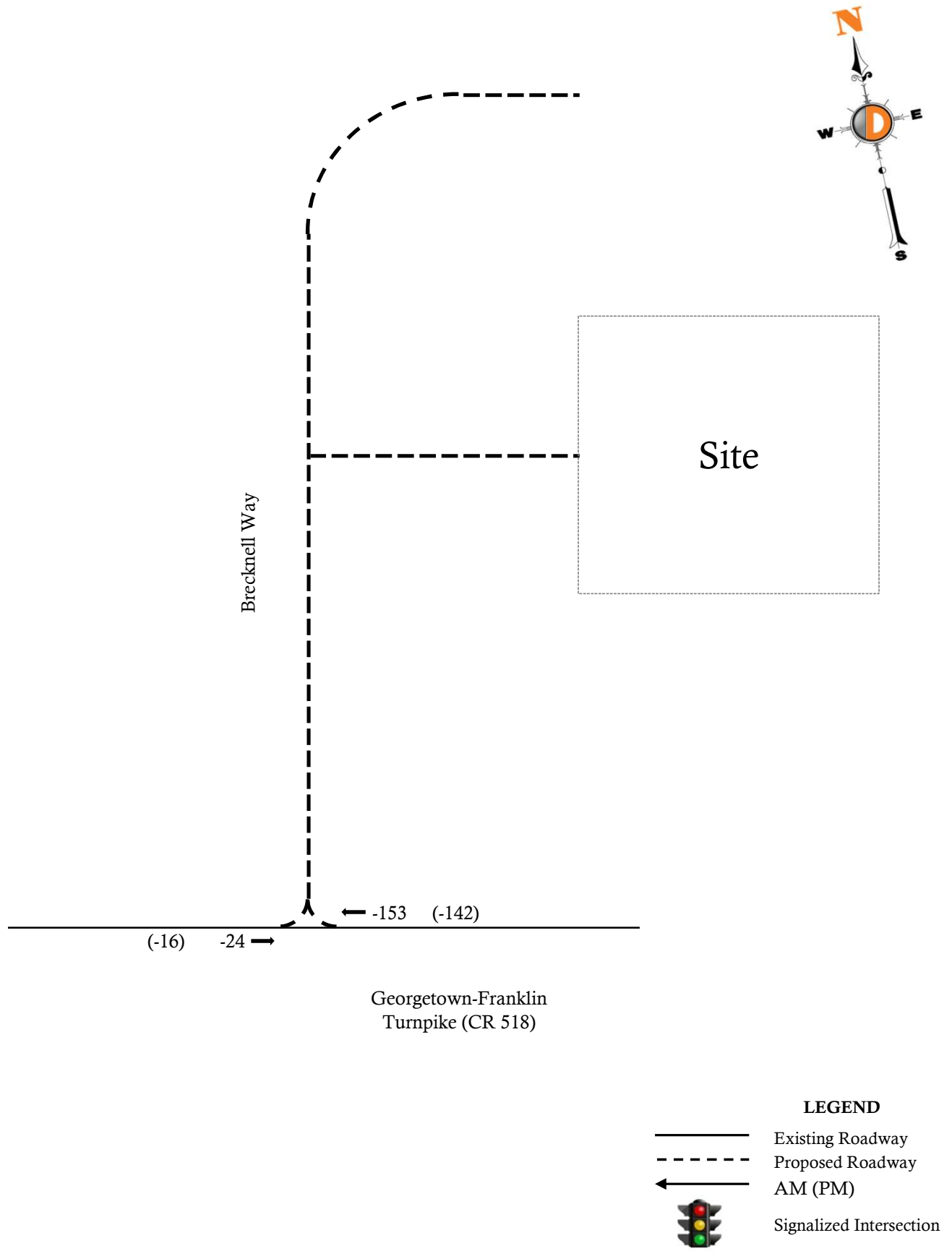




Proposed Day School & Medical Office Building
 Traffic & Parking Assessment
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Figure 9

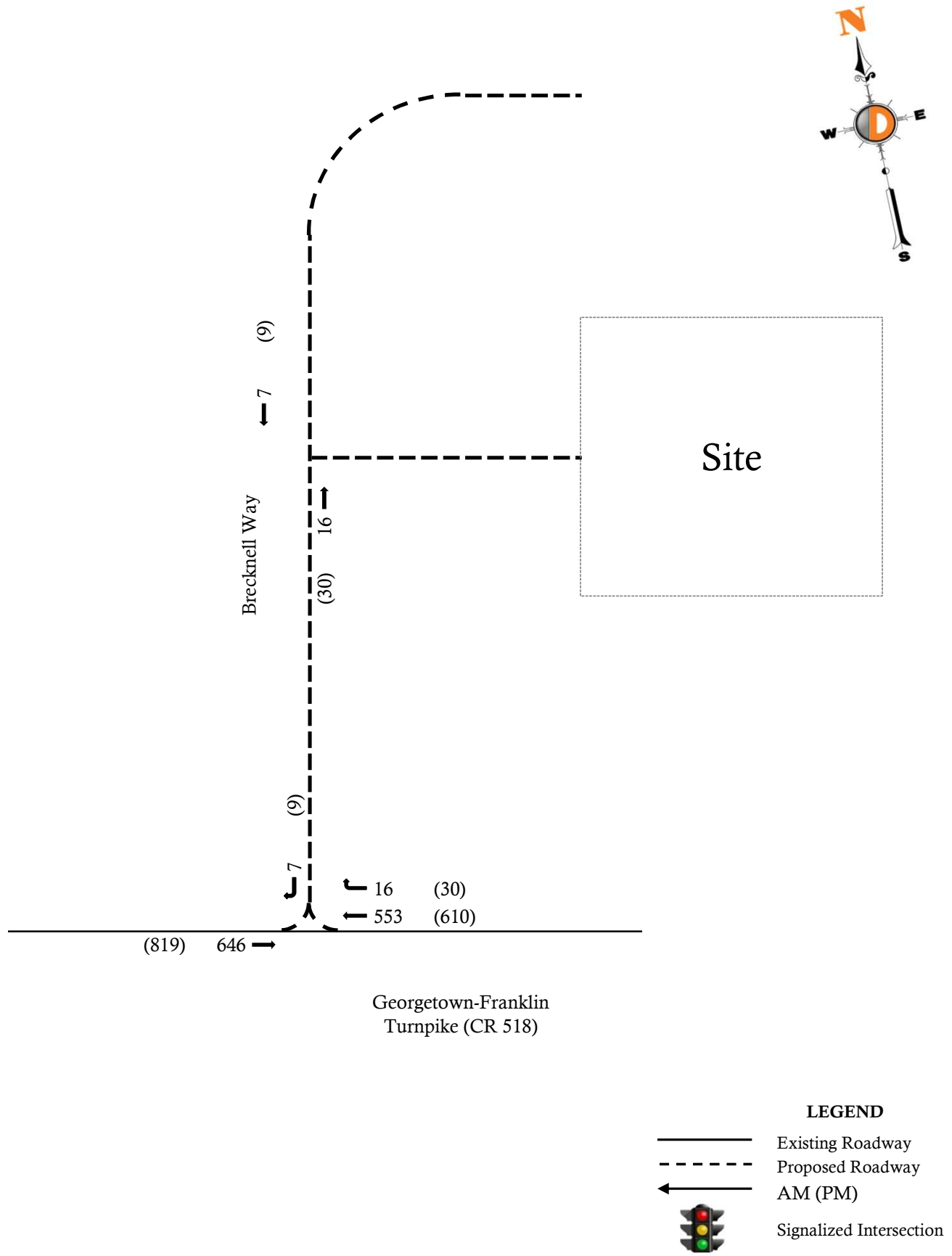
Adjacent Development Traffic Volumes
[Montgomery Promenade]

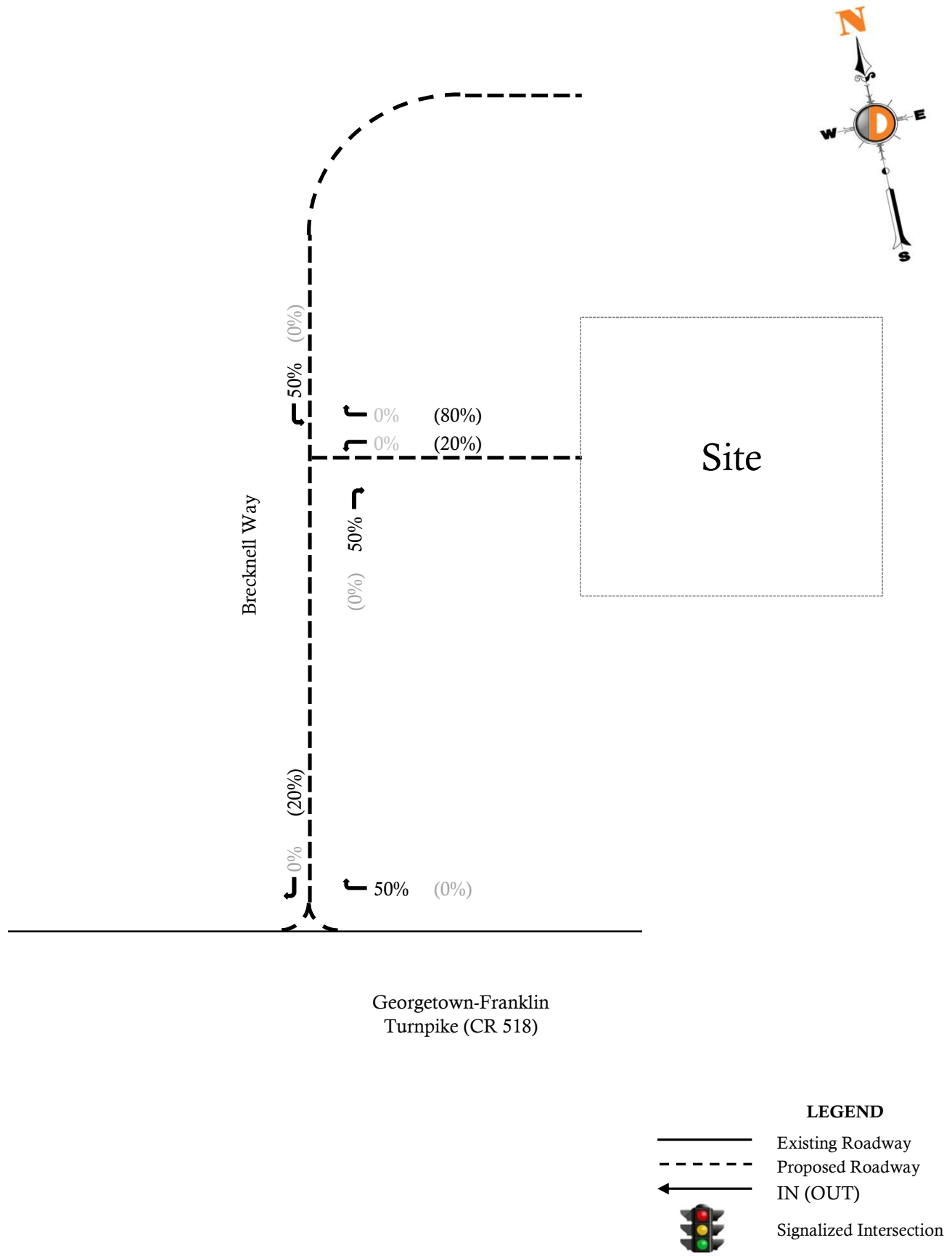


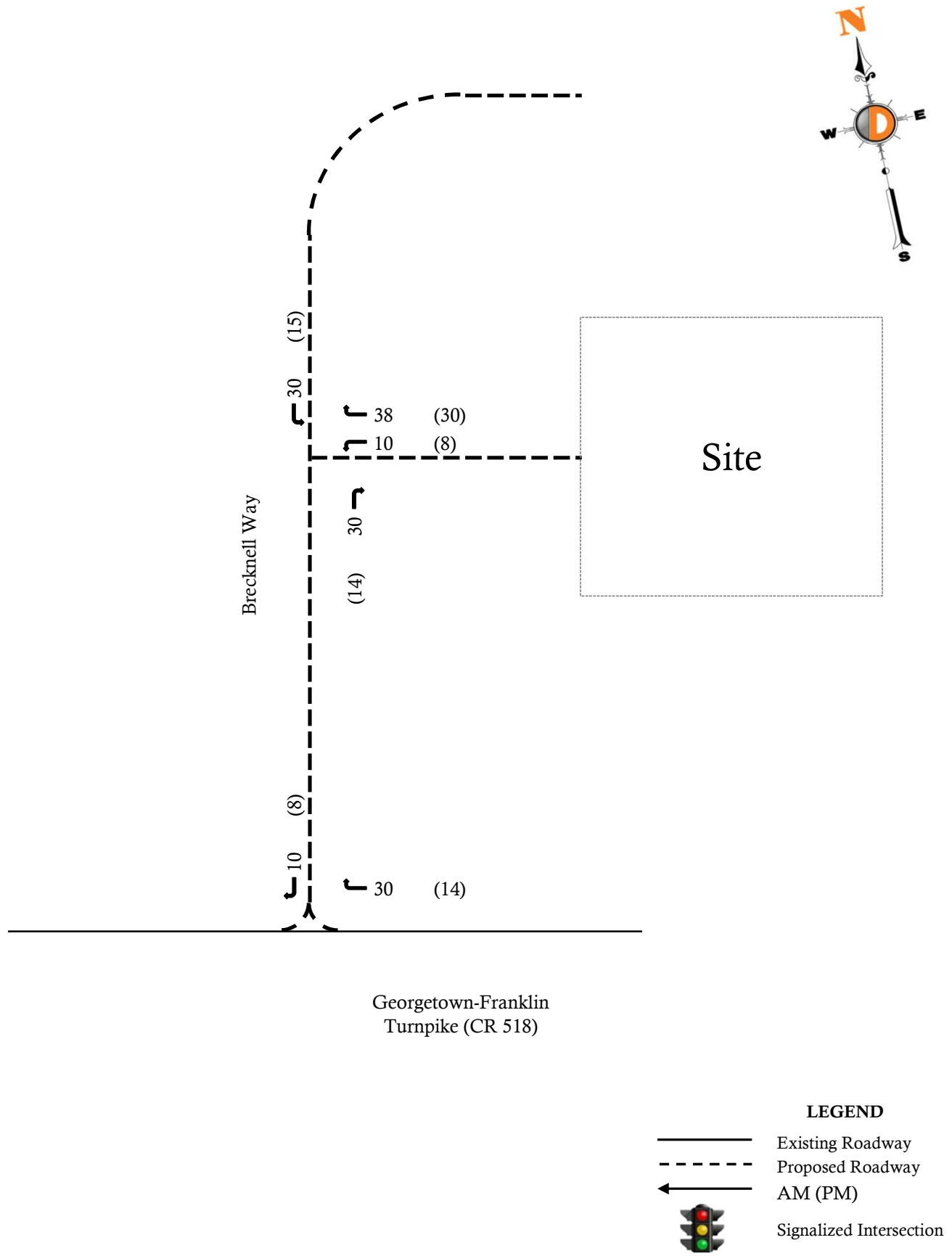
Proposed Day School & Medical Office Building
 Traffic & Parking Assessment
 4447 22-02363

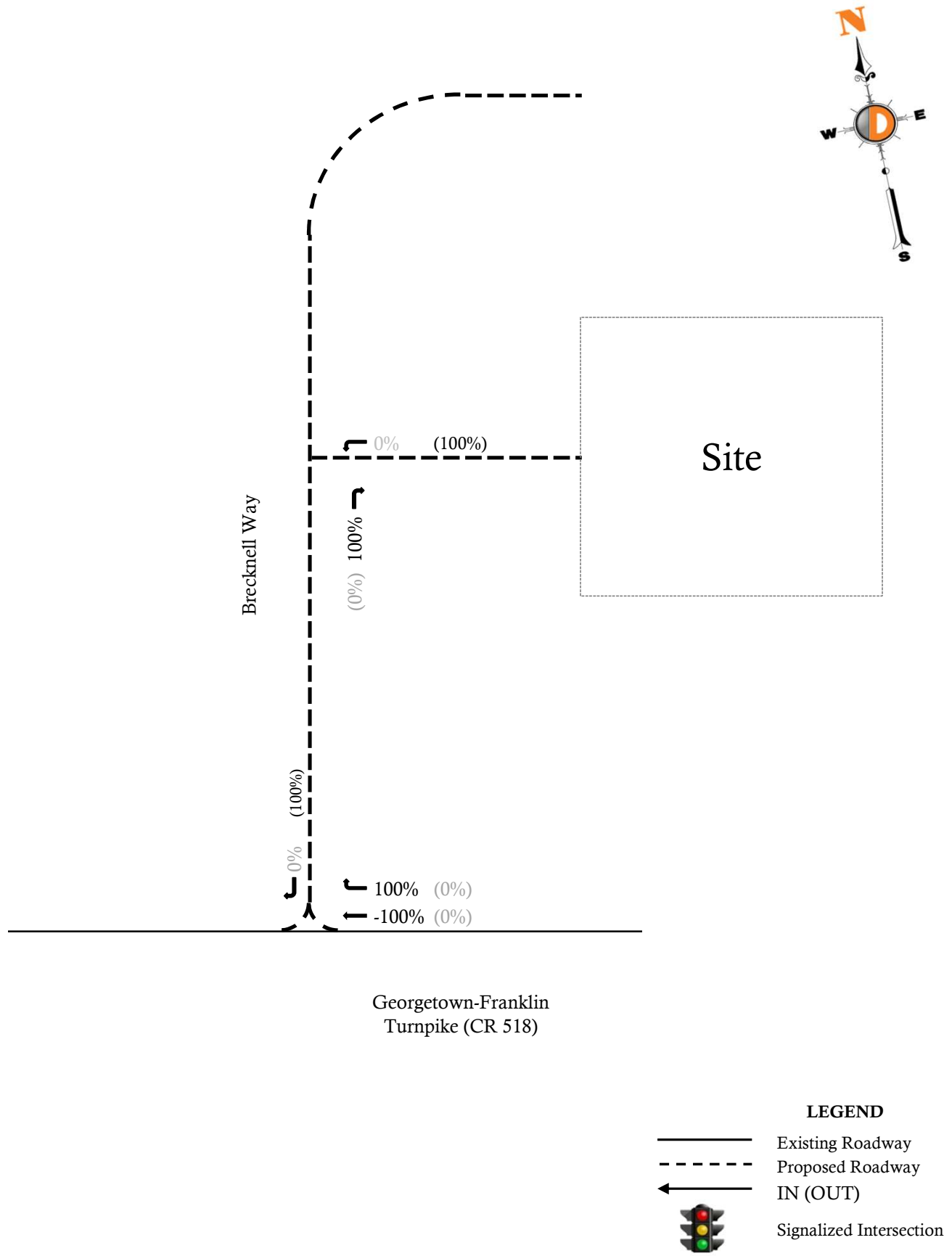
Figure 10

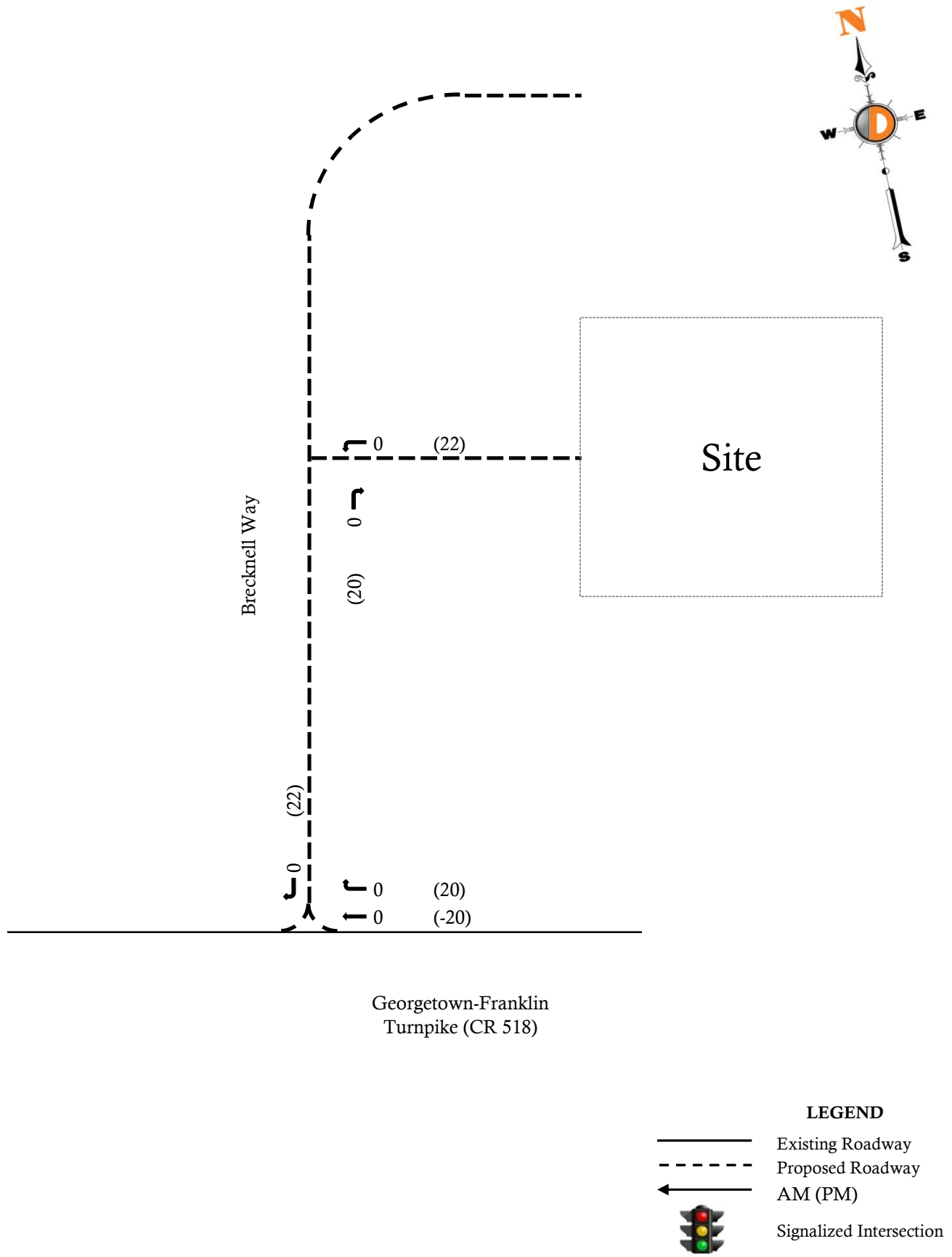
Re-Routed Traffic Volumes
(associated with construction of Montgomery Promenade)

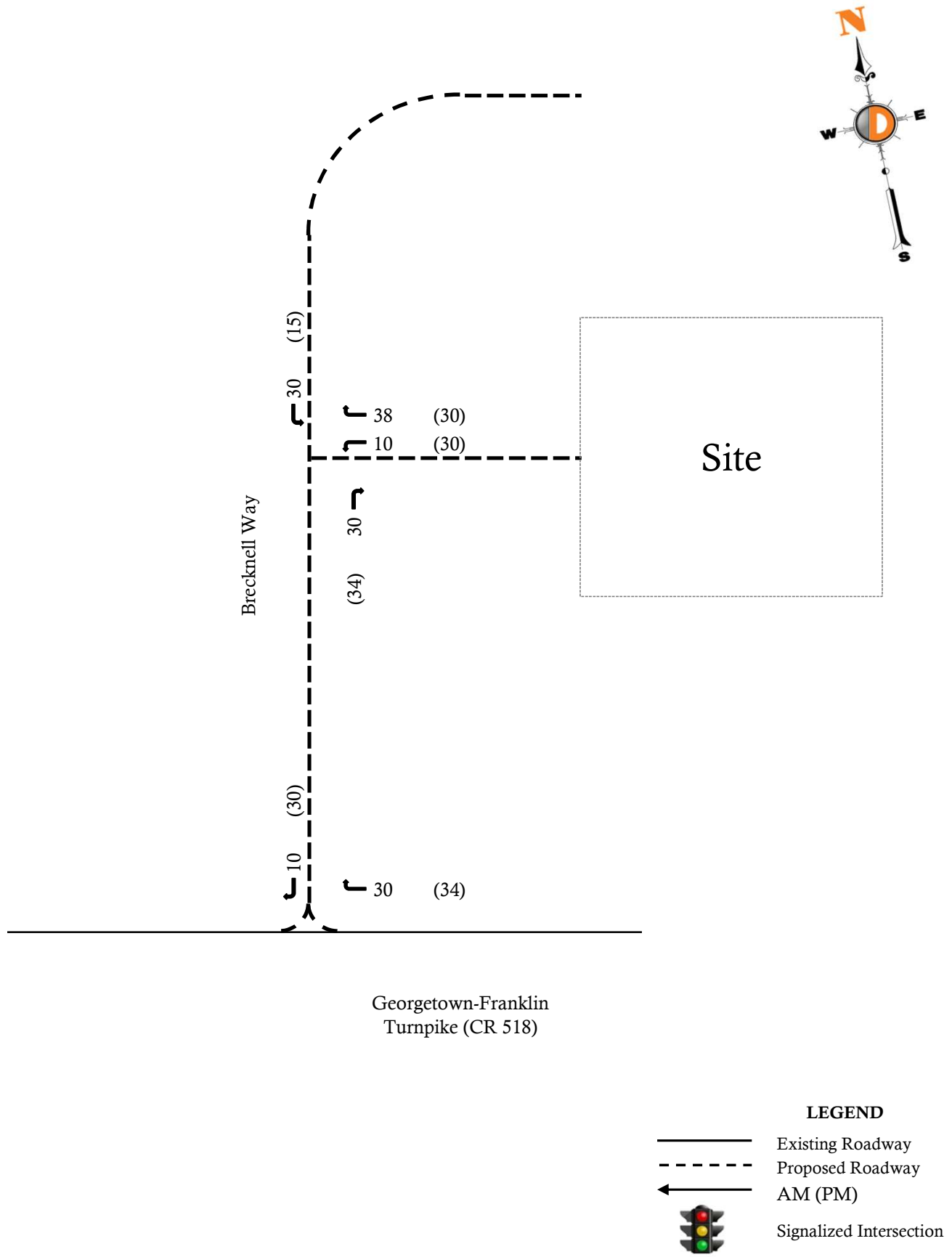


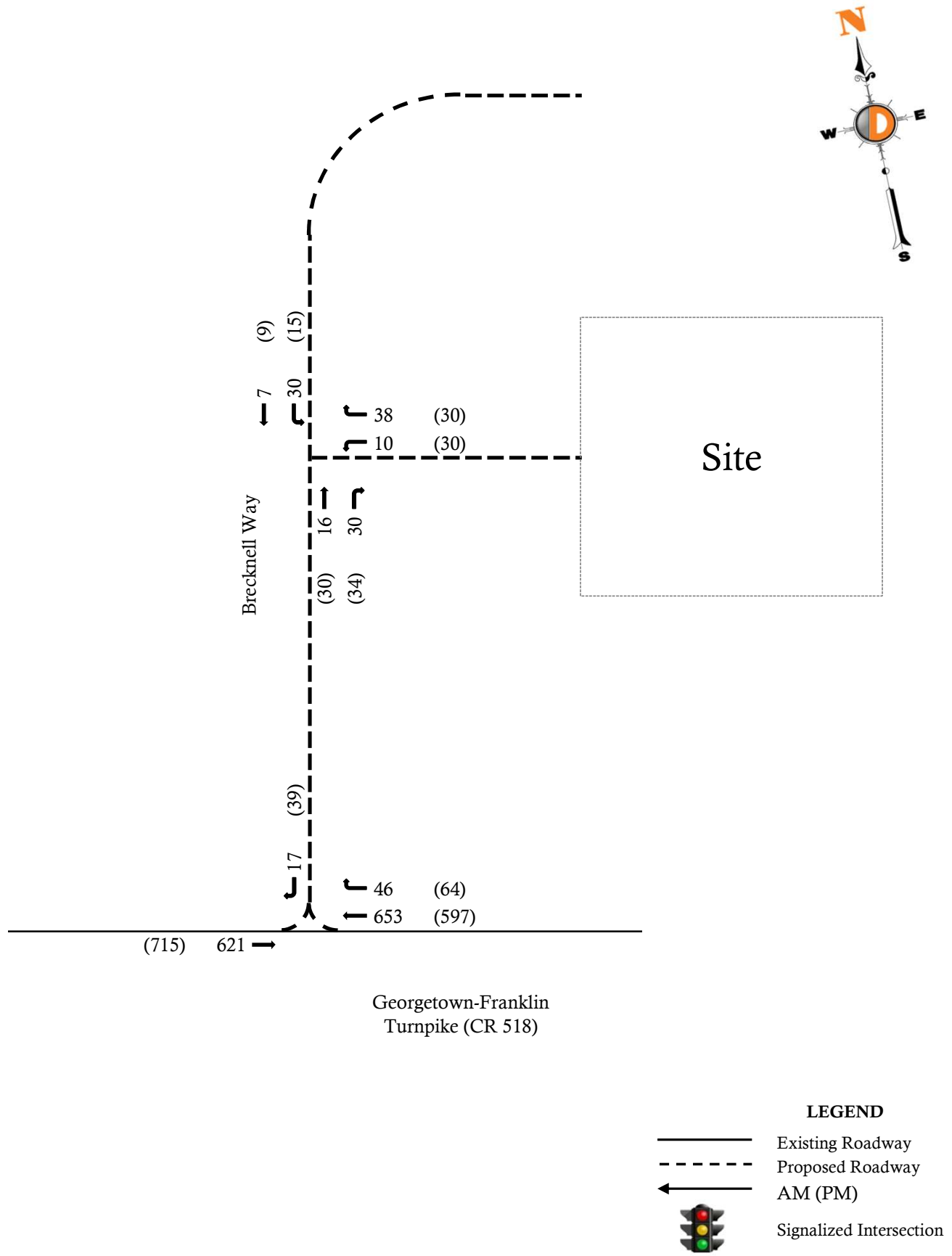


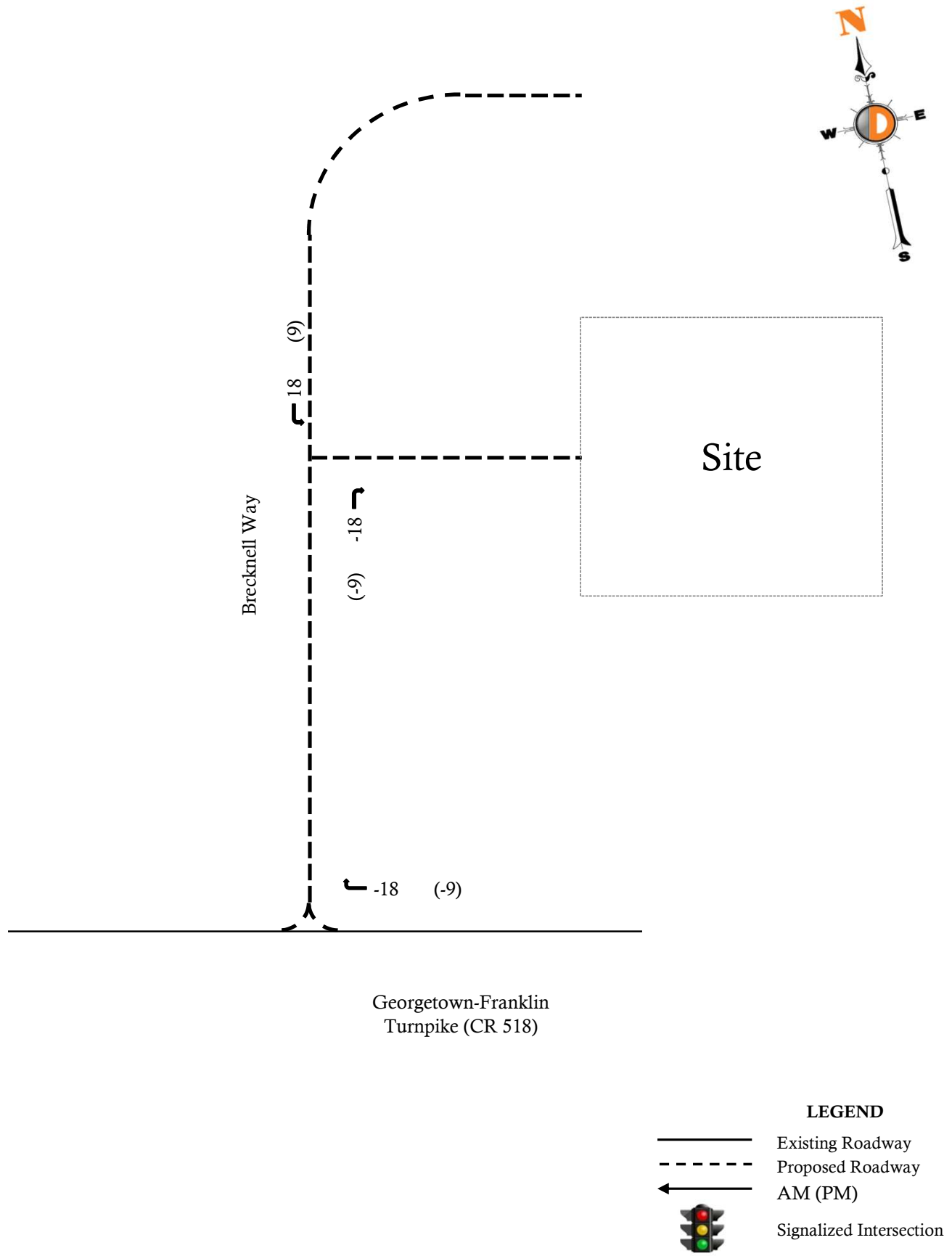


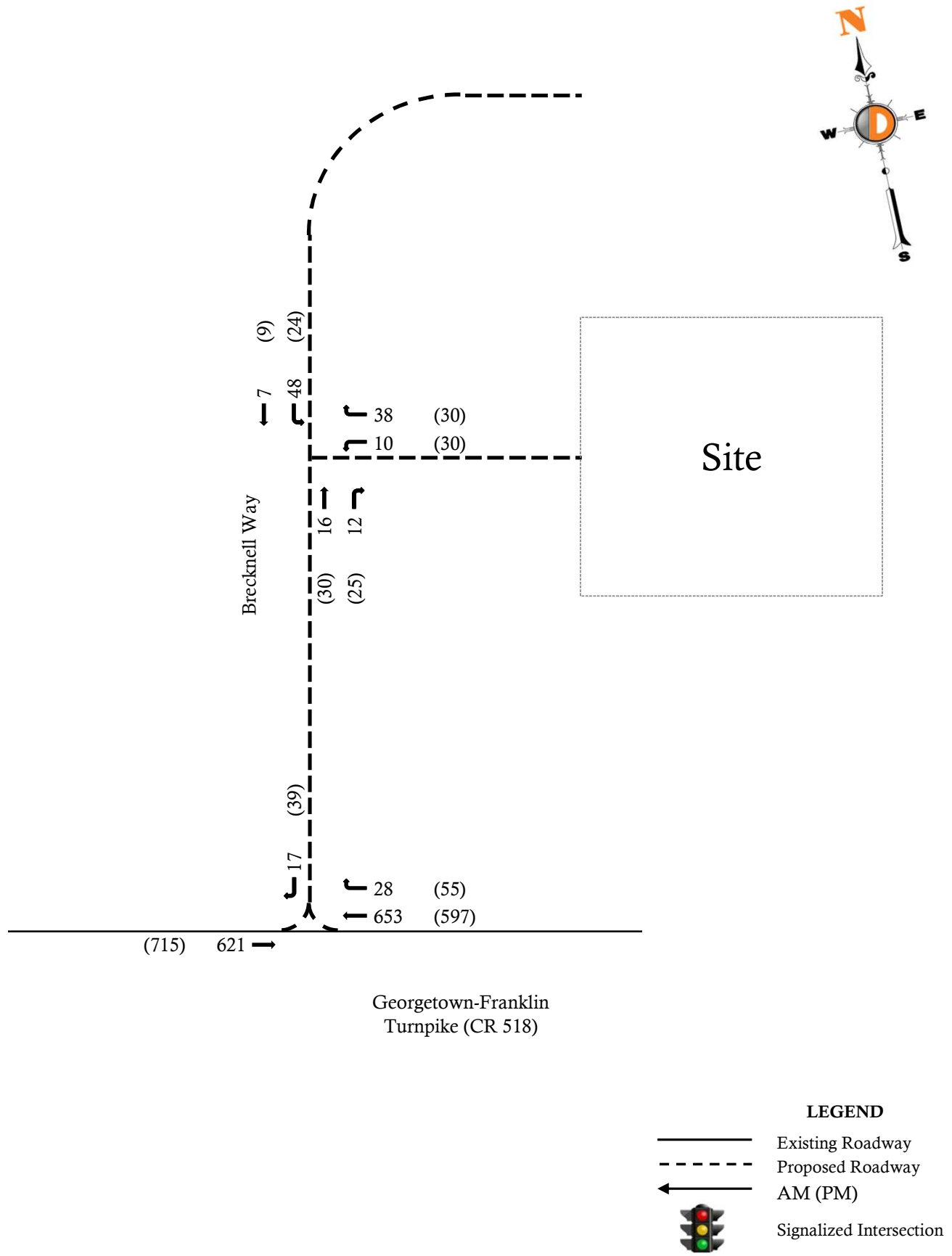












Dynamic Traffic, LLC

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

E/W: Georgetown Franklin Turnpike
N/S: Research Road
Town/County: Montgomery/Somerset
Job #: 0043-14-015T

File Name : Georgetown Franklin Tpke & Research Rd AM & PM
Site Code : 00000000
Start Date : 10/12/2017
Page No : 1

Groups Printed- Cars - Trucks

Start Time	Georgetown Franklin Turnpike Eastbound				Georgetown Franklin Turnpike Westbound				Research Road Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	71	0	71	0	115	0	115	9	0	2	11	197
07:15 AM	0	107	0	107	0	95	2	97	11	0	1	12	216
07:30 AM	1	114	0	115	0	113	4	117	13	0	0	13	245
07:45 AM	0	118	0	118	0	137	1	138	12	0	2	14	270
Total	1	410	0	411	0	460	7	467	45	0	5	50	928
08:00 AM	0	121	0	121	0	153	5	158	7	0	1	8	287
08:15 AM	1	130	0	131	0	131	3	134	5	0	0	5	270
08:30 AM	0	115	0	115	0	132	1	133	9	0	0	9	257
08:45 AM	0	129	0	129	0	113	2	115	6	0	0	6	250
Total	1	495	0	496	0	529	11	540	27	0	1	28	1064
*** BREAK ***													
04:30 PM	2	173	0	175	0	127	3	130	4	0	2	6	311
04:45 PM	0	129	0	129	0	126	4	130	3	0	0	3	262
Total	2	302	0	304	0	253	7	260	7	0	2	9	573
05:00 PM	2	146	0	148	0	130	9	139	4	0	0	4	291
05:15 PM	0	141	0	141	0	119	9	128	12	0	0	12	281
05:30 PM	0	143	0	143	0	125	5	130	7	0	0	7	280
05:45 PM	0	135	0	135	0	115	12	127	9	0	0	9	271
Total	2	565	0	567	0	489	35	524	32	0	0	32	1123
06:00 PM	2	174	0	176	0	115	7	122	11	0	1	12	310
06:15 PM	1	117	0	118	0	124	11	135	8	0	0	8	261
Grand Total	9	2063	0	2072	0	1970	78	2048	130	0	9	139	4259
Apprch %	0.4	99.6	0		0	96.2	3.8		93.5	0	6.5		
Total %	0.2	48.4	0	48.6	0	46.3	1.8	48.1	3.1	0	0.2	3.3	
Cars	9	1996	0	2005	0	1911	74	1985	125	0	8	133	4123
% Cars	100	96.8	0	96.8	0	97	94.9	96.9	96.2	0	88.9	95.7	96.8
Trucks	0	67	0	67	0	59	4	63	5	0	1	6	136
% Trucks	0	3.2	0	3.2	0	3	5.1	3.1	3.8	0	11.1	4.3	3.2

Dynamic Traffic, LLC

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

E/W: Georgetown Franklin Turnpike
N/S: Research Road
Town/County: Montgomery/Somerset
Job #: 0043-14-015T

File Name : Georgetown Franklin Tpke & Research Rd AM & PM
Site Code : 00000000
Start Date : 10/12/2017
Page No : 2

	Georgetown Franklin Turnpike Eastbound				Georgetown Franklin Turnpike Westbound				Research Road Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	0	118	0	118	0	137	1	138	12	0	2	14	270
08:00 AM	0	121	0	121	0	153	5	158	7	0	1	8	287
08:15 AM	1	130	0	131	0	131	3	134	5	0	0	5	270
08:30 AM	0	115	0	115	0	132	1	133	9	0	0	9	257
Total Volume	1	484	0	485	0	553	10	563	33	0	3	36	1084
% App. Total	0.2	99.8	0		0	98.2	1.8		91.7	0	8.3		
PHF	.250	.931	.000	.926	.000	.904	.500	.891	.688	.000	.375	.643	.944
Cars	1	457	0	458	0	532	9	541	31	0	3	34	1033
% Cars	100	94.4	0	94.4	0	96.2	90.0	96.1	93.9	0	100	94.4	95.3
Trucks	0	27	0	27	0	21	1	22	2	0	0	2	51
% Trucks	0	5.6	0	5.6	0	3.8	10.0	3.9	6.1	0	0	5.6	4.7

Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	2	173	0	175	0	127	3	130	4	0	2	6	311
04:45 PM	0	129	0	129	0	126	4	130	3	0	0	3	262
05:00 PM	2	146	0	148	0	130	9	139	4	0	0	4	291
05:15 PM	0	141	0	141	0	119	9	128	12	0	0	12	281
Total Volume	4	589	0	593	0	502	25	527	23	0	2	25	1145
% App. Total	0.7	99.3	0		0	95.3	4.7		92	0	8		
PHF	.500	.851	.000	.847	.000	.965	.694	.948	.479	.000	.250	.521	.920
Cars	4	575	0	579	0	491	25	516	22	0	2	24	1119
% Cars	100	97.6	0	97.6	0	97.8	100	97.9	95.7	0	100	96.0	97.7
Trucks	0	14	0	14	0	11	0	11	1	0	0	1	26
% Trucks	0	2.4	0	2.4	0	2.2	0	2.1	4.3	0	0	4.0	2.3

Dynamic Traffic, LLC

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

E/W: CR 518
N/S: Route 206
Town/County: Montgomery/Somerset
Job #: 2334-22-01462

File Name : Rt 206 & CR 518 - PM
Site Code : 00000000
Start Date : 7/26/2022
Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

	Georgetown Franklin Turnpike (CR 518) Eastbound						Washington Street (CR 518) Westbound					Route 206 Northbound					Route 206 Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
04:30 PM	31	67	21	0	119	17	70	41	0	128	20	183	13	0	216	54	102	31	0	187	650	
04:45 PM	34	52	23	0	109	12	53	30	0	95	24	160	18	0	202	51	101	27	0	179	585	
Total	65	119	44	0	228	29	123	71	0	223	44	343	31	0	418	105	203	58	0	366	1235	
05:00 PM	36	76	21	0	133	10	56	35	0	101	27	174	21	0	222	45	104	28	0	177	633	
05:15 PM	39	85	29	0	153	17	48	44	0	109	28	196	14	0	238	51	102	30	1	184	684	
05:30 PM	28	74	20	0	122	7	66	48	0	121	27	188	19	0	234	48	110	29	0	187	664	
05:45 PM	35	82	23	0	140	10	66	44	0	120	27	157	28	1	213	56	116	20	0	192	665	
Total	138	317	93	0	548	44	236	171	0	451	109	715	82	1	907	200	432	107	1	740	2646	
06:00 PM	40	50	13	0	103	12	47	40	0	99	26	176	15	0	217	54	113	27	0	194	613	
06:15 PM	27	48	12	0	87	4	70	36	0	110	24	155	19	0	198	47	118	37	0	202	597	
Grand Total	270	534	162	0	966	89	476	318	0	883	203	1389	147	1	1740	406	866	229	1	1502	5091	
Apprch %	28	55.3	16.8	0		10.1	53.9	36	0		11.7	79.8	8.4	0.1		27	57.7	15.2	0.1			
Total %	5.3	10.5	3.2	0	19	1.7	9.3	6.2	0	17.3	4	27.3	2.9	0	34.2	8	17	4.5	0	29.5		
Cars	268	529	162	0	959	88	469	318	0	875	203	1362	146	1	1712	400	845	228	1	1474	5020	
% Cars	99.3	99.1	100	0	99.3	98.9	98.5	100	0	99.1	100	98.1	99.3	100	98.4	98.5	97.6	99.6	100	98.1	98.6	
Trucks (SU)	2	3	0	0	5	1	7	0	0	8	0	12	1	0	13	4	11	1	0	16	42	
% Trucks (SU)	0.7	0.6	0	0	0.5	1.1	1.5	0	0	0.9	0	0.9	0.7	0	0.7	1	1.3	0.4	0	1.1	0.8	
Trucks (TT)	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	2	10	0	0	12	29	
% Trucks (TT)	0	0.4	0	0	0.2	0	0	0	0	0	0	1.1	0	0	0.9	0.5	1.2	0	0	0.8	0.6	




Dynamic Traffic, LLC




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




E/W: CR 518
N/S: Route 206
Town/County: Montgomery/Somerset
Job #: 2334-22-01462

File Name : Rt 206 & CR 518 - PM
Site Code : 00000000
Start Date : 7/26/2022
Page No : 2




	Georgetown Franklin Turnpike (CR 518) Eastbound					Washington Street (CR 518) Westbound					Route 206 Northbound					Route 206 Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	36	76	21	0	133	10	56	35	0	101	27	174	21	0	222	45	104	28	0	177	633
05:15 PM	39	85	29	0	153	17	48	44	0	109	28	196	14	0	238	51	102	30	1	184	684
05:30 PM	28	74	20	0	122	7	66	48	0	121	27	188	19	0	234	48	110	29	0	187	664
05:45 PM	35	82	23	0	140	10	66	44	0	120	27	157	28	1	213	56	116	20	0	192	665
Total Volume	138	317	93	0	548	44	236	171	0	451	109	715	82	1	907	200	432	107	1	740	2646
% App. Total	25.2	57.8	17	0		9.8	52.3	37.9	0		12	78.8	9	0.1		27	58.4	14.5	0.1		
PHF	.885	.932	.802	.000	.895	.647	.894	.891	.000	.932	.973	.912	.732	.250	.953	.893	.931	.892	.250	.964	.967
Cars	136	315	93	0	544	44	233	171	0	448	109	705	81	1	896	196	419	107	1	723	2611
% Cars	98.6	99.4	100	0	99.3	100	98.7	100	0	99.3	100	98.6	98.8	100	98.8	98.0	97.0	100	100	97.7	98.7
Trucks (SU)	2	2	0	0	4	0	3	0	0	3	0	3	1	0	4	3	7	0	0	10	21
% Trucks (SU)	1.4	0.6	0	0	0.7	0	1.3	0	0	0.7	0	0.4	1.2	0	0.4	1.5	1.6	0	0	1.4	0.8
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	1	6	0	0	7	14
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	1.0	0	0	0.8	0.5	1.4	0	0	0.9	0.5




Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	621	653	16	0	7
Future Vol, veh/h	0	621	653	16	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	0	661	695	17	0	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	704
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	440
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	440		
HCM Lane V/C Ratio	-	-	-	0.017		
HCM Control Delay (s)	-	-	-	13.3		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	715	617	30	0	9
Future Vol, veh/h	0	715	617	30	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	769	663	32	0	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	455
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	455
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.1		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	455		
HCM Lane V/C Ratio	-	-	-	0.021		
HCM Control Delay (s)	-	-	-	13.1		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	646	553	16	0	7
Future Vol, veh/h	0	646	553	16	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	0	687	588	17	0	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	597
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	507
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	507
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		12.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	507		
HCM Lane V/C Ratio	-	-	-	0.015		
HCM Control Delay (s)	-	-	-	12.2		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0		

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	819	610	30	0	9
Future Vol, veh/h	0	819	610	30	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	881	656	32	0	10
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	-	0	-	0	-	672
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	459
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	459
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	459		
HCM Lane V/C Ratio	-	-	-	0.021		
HCM Control Delay (s)	-	-	-	13		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	621	653	46	0	17
Future Vol, veh/h	0	621	653	46	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	0	661	695	49	0	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	720
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	431
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	431
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.7		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	431		
HCM Lane V/C Ratio	-	-	-	0.042		
HCM Control Delay (s)	-	-	-	13.7		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	715	597	64	0	39
Future Vol, veh/h	0	715	597	64	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	769	642	69	0	42
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	677
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	456
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	456
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	456		
HCM Lane V/C Ratio	-	-	-	0.092		
HCM Control Delay (s)	-	-	-	13.7		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.3		

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	621	653	28	0	17
Future Vol, veh/h	0	621	653	28	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	0	0	0
Mvmt Flow	0	661	695	30	0	18

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

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	437
HCM Lane V/C Ratio	-	-	-	0.041
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection




Int Delay, s/veh 0.4




Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	715	597	55	0	39
Future Vol, veh/h	0	715	597	55	0	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	0	769	642	59	0	42




Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 672
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.2
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- - 0 459
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 459
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -




Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	459
HCM Lane V/C Ratio	-	-	-	0.091
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	38	16	30	30	7
Future Vol, veh/h	10	38	16	30	30	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	152	64	120	120	28
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	392	124	0	0	184	0
Stage 1	124	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	616	932	-	-	1403	-
Stage 1	907	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	562	932	-	-	1403	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		6.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	820		1403	-	
HCM Lane V/C Ratio	-	0.234		0.086	-	
HCM Control Delay (s)	-	10.7		7.8	0	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0.9		0.3	-	

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	30	30	34	15	9
Future Vol, veh/h	30	30	30	34	15	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	120	120	136	60	36
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	344	188	0	0	256	0
Stage 1	188	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	657	859	-	-	1321	-
Stage 1	849	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	627	859	-	-	1321	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.4	0		4.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 725		1321	-	
HCM Lane V/C Ratio	-	- 0.331		0.045	-	
HCM Control Delay (s)	-	- 12.4		7.9	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 1.4		0.1	-	

Intersection						
Int Delay, s/veh	6.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	38	16	12	48	7
Future Vol, veh/h	10	38	16	12	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	40	152	64	48	192	28
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	500	88	0	0	112	0
Stage 1	88	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	534	976	-	-	1490	-
Stage 1	940	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	464	976	-	-	1490	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		6.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		794	1490	
HCM Lane V/C Ratio	-	-		0.242	0.129	
HCM Control Delay (s)	-	-		11	7.8	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.9	0.4	

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	30	30	25	24	9
Future Vol, veh/h	30	30	30	25	24	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	25	25	25	25	25	25
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	120	120	120	100	96	36
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	398	170	0	0	220	0
Stage 1	170	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	611	879	-	-	1361	-
Stage 1	865	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	567	879	-	-	1361	-
Mov Cap-2 Maneuver	567	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13	0		5.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		689	1361	
HCM Lane V/C Ratio	-	-		0.348	0.071	
HCM Control Delay (s)	-	-		13	7.8	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		1.6	0.2	