TRAFFIC IMPACT STUDY

For

Renard Management, Inc.
Proposed Self-Storage Facility

Property Located at:

1026 Georgetown Franklin Turnpike (CR 518)
Block 29002 – Lots 49 & 50
Montgomery Township, Somerset County, NJ

Prepared by:

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INTRODUCTION

It is proposed to construct a 3-story self-storage facility and drive-up self-storage building on a parcel of land that is currently developed with a vacant office building, located along the westbound side of Georgetown Franklin Turnpike (CR 518) just east of US Route 206 in Montgomery Township, Somerset County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 29002 – Lots 49 and 50 on the Montgomery Township Tax Maps. The existing use consists of an approximate 2-story 47,000 SF office building with a surface parking lot. It is proposed to raze the existing site and construct a 3-story self-storage facility totaling 123,259 SF and a 9,907 SF drive-up self-storage building ("The Project"). The site is located within the HC – Highway Commercial District. Access to the site is currently provided via two full movement stop-controlled driveways along Georgetown Franklin Turnpike (CR 518), opposite the Bank of America ingress and egress driveways. It is proposed to close the existing access points and provide access to the site via a full movement ingress and right turn egress driveway along Georgetown Franklin Turnpike (CR 518) and an egress only driveway along Georgetown Franklin Turnpike (CR 518) opposite the Bank of America ingress driveway.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.

- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday PM and Saturday peak periods at the intersections of:

    - US Route 206 & Georgetown Franklin Turnpike (CR 518)
    - Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/ West Site Driveway
    - Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway/ East Site Driveway

- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.

- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.

- The proposed point of ingress and egress was inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.

- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.

- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

US Route 206 (Van Horne Memorial Highway) is an Urban Principal Arterial roadway under NJDOT jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides one travel lane in each direction with additional turning/auxiliary lanes at major intersections. Curb is provided along both sides of the roadway, while sidewalk is not provided along either side of the roadway. Along this portion of US Route 206, there is a horizontal curvature in the alignment with a downgrade from north to south. The land uses along this roadway in the vicinity of The Project are primarily commercial.

Georgetown Franklin Turnpike (CR 518) is an Urban Minor Arterial roadway under County jurisdiction with a general east/west orientation. The posted speed limit is 45 MPH to the west of Route 206 and 35 MPH to the east of Route 206, and the roadway provides one travel lane in each direction with additional turning lanes at major intersections. Curb and sidewalk are present along the westbound side of Georgetown Franklin Turnpike, only. In the vicinity of the site, the roadway provides a generally straight horizontal alignment and a slightly rolling vertical alignment. The land uses along Georgetown Franklin Turnpike are primarily commercial between The Project and US Route 206 with residential land uses to the east of the Project.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Tuesday, July 26, 2022 from 4:30 PM to 6:30 PM and Saturday, July 30, 2022 from 11:00 AM to 2:00 PM at the following intersections:

- US Route 206 & Georgetown Franklin Turnpike (CR 518)
- Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/ West Site Driveway
- Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway/ East Site Driveway

Review of the collected traffic data reveals that the weekday evening network peak street hour (PSH) occurs between 5:00 PM – 6:00 PM and the Saturday midday network PSH occurs between 11:00 AM – 12:00 PM. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

Seasonal Adjustment Factor

The Project is located within an area designated as Region 3 by the NJDOT, which is defined as: "Traffic in central and southern New Jersey that serve pharmaceutical companies, retail, warehousing, agricultural and through-truck movements." In order to account for the fact that the traffic counts were conducted in July, the NJDOT seasonal adjustment factors were reviewed to determine if an adjustment factor may be necessary to normalize the summer counts. Per the NJDOT seasonal adjustment factors table for Region 3, it was determined that the July counts are above the average month of traffic volumes and within 5% of the highest month of traffic volumes. As such, a seasonal adjustment factor was not found to be necessary.

Existing Capacity Analysis

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

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal "green time", turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service "F" range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table I describes the level of service ranges for signalized intersections.

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

Table I
Level of Service Criteria
for Signalized Intersections

Level of Service	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

Table II
Level of Service Criteria
for Unsignalized Intersections

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

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles, such as the signalized intersection of US Route 206 and Georgetown Franklin Turnpike (CR 518).

All capacity analyses were performed utilizing Synchro 11 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table III summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table III
Existing Levels of Service

Intersection	Direction/ Movement		PM PSH	Sat PSH
US Route 206 and Georgetown Franklin Turnpike (CR 518)	EB	L	D (43)	C (28)
		TR	E (60)	D (43)
	WB	L	C (23)	C (22)
		TR	E (62)	D (53)
	NB	L	B (14)	A (10)
		TR	C (27)	B (18)
	SB	L	B (19)	B (14)
		TR	C (33)	C (23)
	Overall		**D (38)**	**C (26)**
Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/West Site Driveway	WB	L	a (9)	a (8)
	SB	LR	-	-
Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway/East Site Driveway	NB	LR	c (19)	b (13)

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

The following are discussions pertaining to each of the existing intersections analyzed.

US Route 206 and Georgetown Franklin Turnpike (CR 518)

Georgetown Franklin Turnpike (CR 518) intersects US Route 206 to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from the New Jersey Department of Transportation which indicates that four-phase 70-second, 95-second, 110-second and 135-second background cycles are utilized (the traffic signal timing directive is included in Appendix B).

The eastbound and westbound approaches of Georgetown Franklin Turnpike each provide a dedicated left turn lane and a shared through/right turn lane. The northbound approach of US Route 206 provides a dedicated left turn lane, a dedicated through lane and a shared through/right turn lane, while the southbound approach provides a dedicated left turn lane and a shared through/right turn lane.

A review of the existing analysis reveals that the intersection operates at levels of service "D" or better and all movements operate at levels of service "E" or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/West Site Driveway

The Bank of America ingress driveway and the existing west site driveway both intersect Georgetown Franklin Turnpike (CR 518) at an approximate 40' offset to form a four-leg intersection with the southbound approach of the driveway operating under stop control. The eastbound and westbound approaches of Georgetown Franklin Turnpike (CR 518) each provide a shared left turn/through/right turn lane. The northbound approach of the Bank of America driveway provides one lane for travel away from the intersection. The southbound approach of the existing west site driveway provides a shared left turn/through/right turn lane.

A review of the existing analysis reveals that the intersection operates at levels of service "A" during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway/East Site Driveway

The Bank of America egress driveway and the existing east site driveway both intersect Georgetown Franklin Turnpike (CR 518) to form a four-leg intersection with the northbound and southbound approaches of the driveways operating under stop control. The eastbound approach of Georgetown Franklin Turnpike (CR 518) provides a shared left turn/through lane, while the westbound approach provides a shared through/right turn lane. The northbound approach of the Bank of America driveway and the southbound approach of the existing site driveway each provide a shared left turn/through/right turn lane.

A review of the existing analysis reveals that the intersection operates at levels of service "C" or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the 2024 No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

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 1.25% 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 Sharbell Kepner, located along Research Road 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, is proposed at the southwest corner of US Route 206 and Georgetown Franklin Turnpike (CR 518). 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 the status of this development is unknown, 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 8 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 1.25% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figures 9 and 11, in Appendix A, show the 2024 No Build traffic volumes without and with the Montgomery Promenade Development, respectively.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code (LUC) 151 – Mini-Warehouse 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. Table IV below details the traffic volumes associated with the Project.

Table IV
Trip Generation

Land Use	PM PSH			SAT Peak		
	In	Out	Total	In	Out	Total
133,166 SF Self-Storage Facility	9	11	20	14	9	23

As previously mentioned, the site is currently developed with an approximate 2-story 47,000 SF office building that is currently vacant. However, in order to provide a conservative analysis, no credit has been taken for the trip generation associated with the existing use. Table V shows the comparison of trips between the existing and proposed use. A net decrease in traffic can be expected with the proposed self-storage facility when compared to the prior office use.

Table V
Trip Generation Comparison
Existing Office vs. Proposed Self Storage Facility

Land Use	AM PSH			PM PSH			SAT Peak		
	In	Out	Total	In	Out	Total	In	Out	Total
94,000 SF Office	140	19	159	27	131	158	27	23	50
133,166 SF Self-Storage	7	5	12	9	11	20	14	9	23
Difference	**-133**	**-14**	**-147**	**-18**	**-120**	**-138**	**-13**	**-14**	**-27**

Additionally, as shown above, the proposed self-storage facility is anticipated to generate a maximum of 23 total peak hour trips. It should be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 50 trips. Based on Transportation Impact Analysis for Site Development, published by the ITE "it is suggested that a transportation impact study be conducted whenever a proposed development will generate 50 or more added (new) trips during the adjacent roadways' peak hour or the development's peak hour." Additionally, NJDOT has determined that 100 vehicle threshold is considered a "significant increase in traffic," hence, it is not anticipated that the self-storage facility will not have any perceptible impact on the traffic operation of the adjacent roadway network.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that 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 and 13, located in Appendix A, illustrate the Trip Distribution and the Site Generated Volumes, respectively. The Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown on Figure 15 (without Montgomery Promenade) and Figure 16 (with Montgomery Promenade).

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the opening year No Build and Build conditions without Montgomery Promenade included and are summarized in Table VI and, the opening year No Build and Build conditions which include traffic from the Montgomery Promenade are summarized in Table VII.

Table VI
Future Levels of Service without Montgomery Promenade

Intersection	Direction/ Movement		PM PSH			SAT PSH	
			No Build	Build	Build w/ Mit.	No Build	Build
US Route 206 and Georgetown Franklin Turnpike (CR 518)	EB	L	E (63)	E (63)	E (63)	C (30)	C (31)
		TR	E (63)	E (63)	E (58)	D (41)	D (41)
	WB	L	C (24)	C (24)	C (23)	C (22)	C (22)
		TR	E (80)	F (82)	E (73)	E (70)	E (71)
	NB	L	B (17)	B (17)	B (18)	B (12)	B (12)
		TR	C (29)	C (29)	C (30)	C (20)	C (21)
	SB	L	D (36)	D (38)	D (41)	C (30)	C (32)
		TR	D (41)	D (41)	D (43)	C (30)	C (31)
	Overall		**D (46)**	**D (47)**	**D (46)**	**C (33)**	**C (34)**
Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/Site Driveway	WB	L	a (10)	a (10)	-	a (9)	a (9)
	SB	LR	-	c (22)	-	-	b (15)
Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway	NB	LR	c (22)	c (20)	-	b (15)	b (14)
Georgetown Franklin Turnpike (CR 518) and Western Site Driveway	EB	L	-	a (9)	-	-	a (8)
	SB	R	-	b (12)	-	-	b (11)

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

A (#) - Signalized Intersection Level of Service (seconds of delay per vehicle)

Table VII
Future Levels of Service with Montgomery Promenade

Intersection	Direction/ Movement		PM PSH		SAT PSH	
			No Build	Build	No Build	Build
US Route 206 and Georgetown Franklin Turnpike (CR 518)	EB	L	C (21)	C (21)	B (20)	C (20)
		TR	D (46)	D (47)	D (55)	E (56)
	WB	L	B (18)	B (19)	B (17)	B (17)
		TR	D (38)	D (38)	D (46)	D (47)
	NB	TR	D (36)	D (37)	C (24)	C (24)
	SB	TR	D (40)	D (41)	C (30)	C (30)
	Overall		**D (39)**	**D (39)**	**C (34)**	**C (35)**
Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/Site Driveway	WB	L	a (10)	a (10)	a (9)	a (9)
	SB	LR	-	d (26)	-	c (17)
Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway	NB	LR	d (28)	c (24)	c (18)	c (16)
Georgetown Franklin Turnpike (CR 518) and Western Site Driveway	EB	L	-	a (9)	-	a (9)
	SB	R	-	b (13)	-	b (12)

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

US Route 206 and Georgetown Franklin Turnpike (CR 518)

With the addition of site generated traffic and without the proposed Montgomery Promenade Development, the intersection is anticipated to operate at No Build levels of service "D" or better during the studied peak hours. Additionally, each intersection movement is anticipated to operate at levels of service "E" or better during the studied peak hours, with the exception of the westbound through/right turn movement, which is anticipated to operate with level of service "F" during the PM peak hour, as a result of a 2-second increase in delay. It should be noted that with a minor signal timing adjustment to reallocate 1 second of green time from the US Route 206 phase to the Georgetown Franklin Turnpike phase during the PM peak hour, all movements would operate at levels of service "E" or better. See Table VI for the individual movement levels of service and delays.

The Montgomery Promenade Development proposes to eliminate northbound and southbound left turns at the intersection by constructing two new loop roads to accommodate these movements. Additionally, the southbound approach is proposed to provide a dedicated through lane and a shared through/right turn lane. The proposed signal timings from the Montgomery Promenade Development Traffic Impact Analysis have been incorporated into the capacity analysis.

With the addition of site generated traffic and with the proposed Montgomery Promenade Development, the intersection is anticipated to operate at No Build levels of service "D" or better during the peak hours. Additionally, each intersection movement is anticipated to operate at levels of service "E" or better during the studied peak hours. See Table VII for the individual movement levels of service and delays.

Georgetown Franklin Turnpike (CR 518) and Bank of America Ingress Driveway/Site Driveway

The egress only site driveway is proposed to intersect Georgetown Franklin Turnpike (CR 518) opposite the Bank of America ingress driveway to form an unsignalized intersection with the southbound approach of the site driveway operating under stop control. The eastbound approach of Georgetown Franklin Turnpike (CR 518) is proposed to provide a shared through/right turn lane. The westbound approach of Georgetown Franklin Turnpike (CR 518) is proposed to provide a shared left turn/through lane. The northbound approach of the Bank of America driveway will continue to provide one lane for travel away from the intersection. The southbound approach of the egress only site driveway is proposed to provide a shared left/through/right turn lane.

As designed, the driveway is anticipated to operate at levels of service "C" or better during the studied peak hours, both without and with the Montgomery Promenade Development. See Tables VI and VII for the individual movement levels of service and delays.

Georgetown Franklin Turnpike (CR 518) and Bank of America Egress Driveway

With the addition of site generated traffic as well as the removal of the existing west site driveway, the intersection is anticipated to operate at levels of service "C" or better during the studied peak hours, both without and with the Montgomery Promenade Development. See Tables VI and VII for the individual movement levels of service and delays.

Georgetown Franklin Turnpike (CR 518) and Western Site Driveway

The western site driveway is proposed to intersect Georgetown Franklin Turnpike (CR 518) to form an unsignalized intersection with the southbound approach of the site driveway operating under stop control. The eastbound approach of Georgetown Franklin Turnpike (CR 518) is proposed to provide a shared left turn/through lane. The westbound approach of Georgetown Franklin Turnpike (CR 518) is proposed to provide a shared through/right turn lane. The southbound approach of the site driveway is proposed to provide a dedicated right turn lane.

As designed, the western site driveway is anticipated to operate at levels of service "B" or better during the studied peak hours, both without and with the Montgomery Promenade Development. See Tables VI and VII for the individual movement levels of service and delays.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via a new full movement ingress and right turn egress driveway along Georgetown Franklin Turnpike (CR 518) and an egress only driveway along Georgetown Franklin Turnpike (CR 518) opposite the Bank of America ingress driveway.

The parking lot will be serviced by a parking aisle that is 30 feet wide, which satisfies the Ordinance's minimum requirement of 28 feet. This aisle will allow for two-way circulation and 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.

Parking

The Project is located in the Highway Commercial (HC) district. Self-storage facilities are not a permitted use and a use variance is sought. Each use shall provide parking spaces according to the minimum provisions. The total number of required spaces will be determined and approved by the board. A total of 16 spaces will be provided which includes one ADA space and one make-ready EV charging space. ITE identifies a peak average parking demand of 0.10 spaces per 1,000 SF for a mini-warehouse (LUC 151). This equates to a total demand for the site of 14 spaces, which is exceeded as designed.

It is proposed to provide parking stalls with dimensions of 9-feet x 20-feet, which satisfy the Ordinance minimum requirement of 9-feet x 20-feet. Industry standards recommend stall widths of between 8-feet 6-inches and 9-feet and a length of 18-feet for low-turnover land uses such as The Project, which is met as designed.

The Ordinance also sets forth a loading requirement of 1 loading space per principal building or group of buildings. No dedicated loading spaces are provided, as all loading activities will be accommodated by the proposed drive-through lane. A variance is sought.

FINDINGS & CONCLUSIONS

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 133,166 SF self-storage facility, is projected to generate 9 entering trips and 11 exiting trips during the weekday evening peak hour, and 14 entering trips and 9 exiting trips during the Saturday peak hour that are "new" to the adjacent roadway network. It is noted that conservatively no credit was taken for the trips associated with the existing office building.

- Access to the site is proposed to be provided via a new full movement ingress and right turn egress driveway along Georgetown Franklin Turnpike (CR 518) and an egress only driveway along Georgetown Franklin Turnpike (CR 518) opposite the Bank of America ingress driveway.

- With the addition of site generated traffic as well as a minor signal timing adjustment, the intersection of US Route 206 and Georgetown Franklin Turnpike (CR 518) is anticipated to operate at levels of service "E" or better during the peak hours studied, both with and without the Montgomery Promenade development.

- As designed, the intersection of Georgetown Franklin Turnpike (CR 518) and the Bank of America ingress driveway/egress only site driveway is anticipated to operate at levels of service "C" or better during the peak hours studied.

- With the addition of site generated traffic as well as the removal of the existing west site driveway, the intersection of Georgetown Franklin Turnpike (CR 518) and the Bank of America egress driveway is anticipated to operate at levels of service "C" or better during the peak hours studied.

- As designed, the intersection of Georgetown Franklin Turnpike (CR518) and the western site driveway is anticipated to operate at levels of service "B" or better during the peak hours studied.

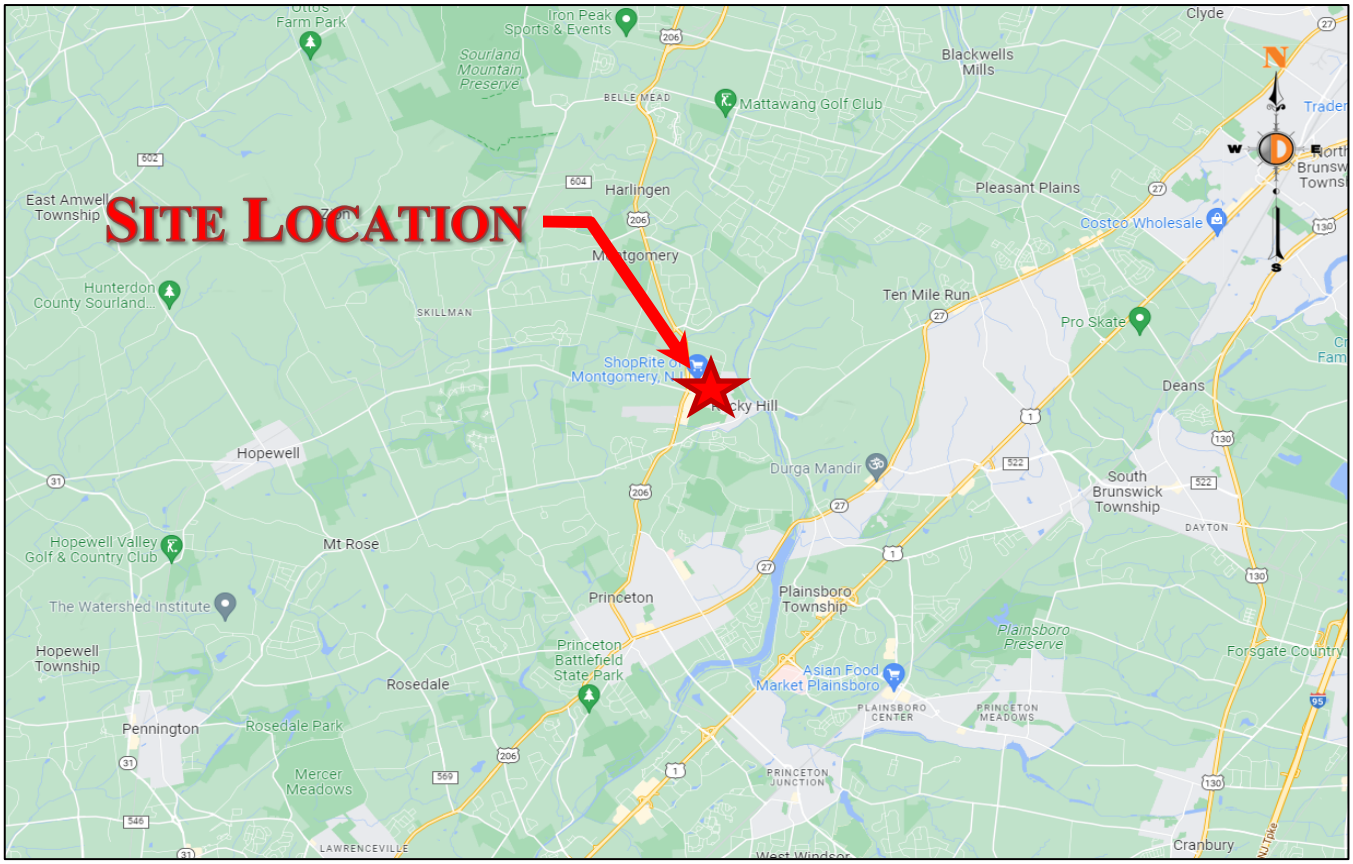
- As proposed, the Project's site driveway and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.

- The proposed design is sufficient to support the projected demand and satisfies the Ordinance requirements. A variance is sought for the required number of parking spaces and loading spaces that will be provided. The provided parking quantity is greater than the parking demand recommended by the Institute of Transportation Engineers (ITE).

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of the NJDOT and Somerset County will not experience any significant degradation in operating conditions with the construction of The Project. 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.

Appendix A
Traffic Volume Figures



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 1

Site Location Map

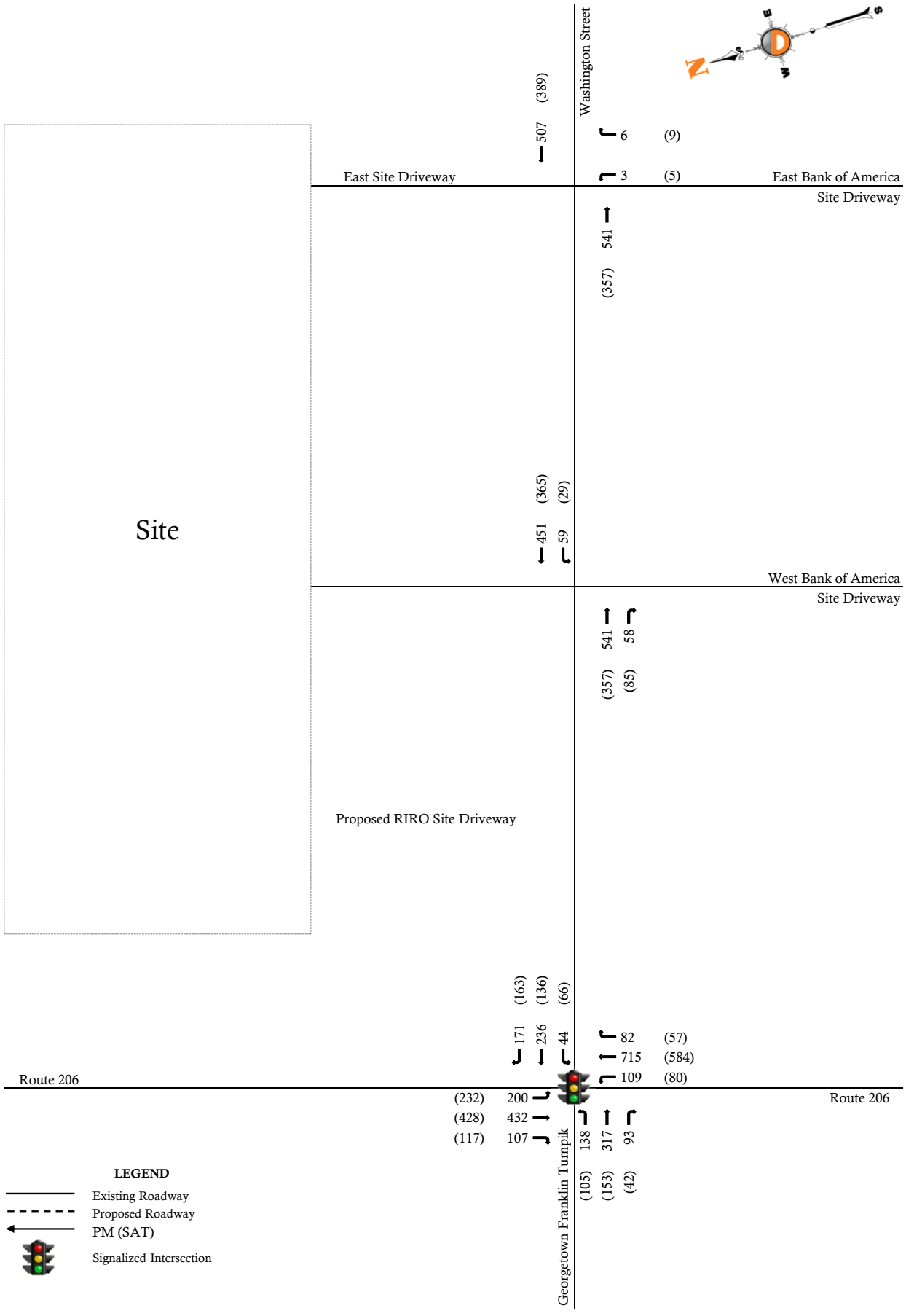


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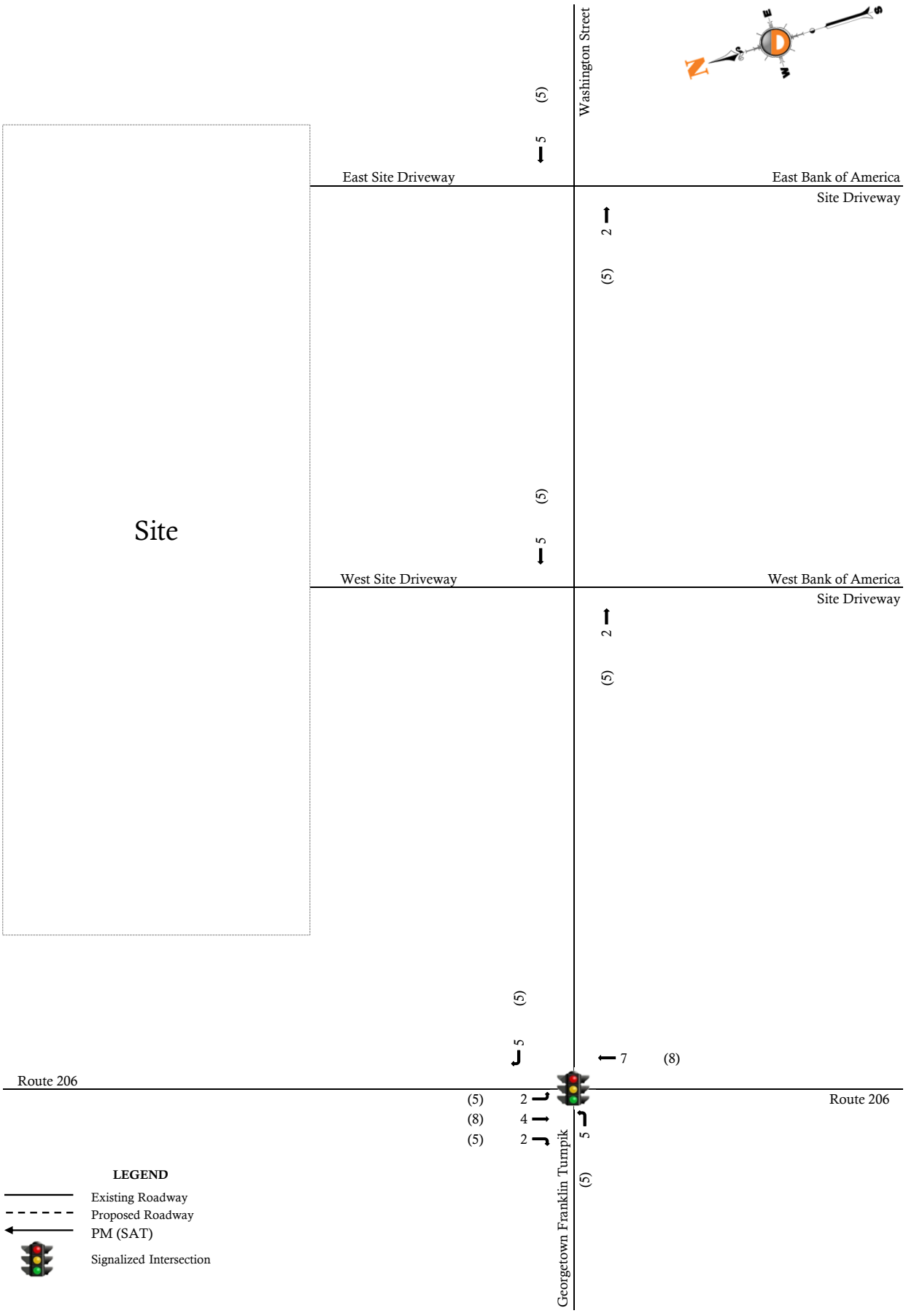
Figure 2

Existing Traffic Volumes



Proposed Self-Storage Facility
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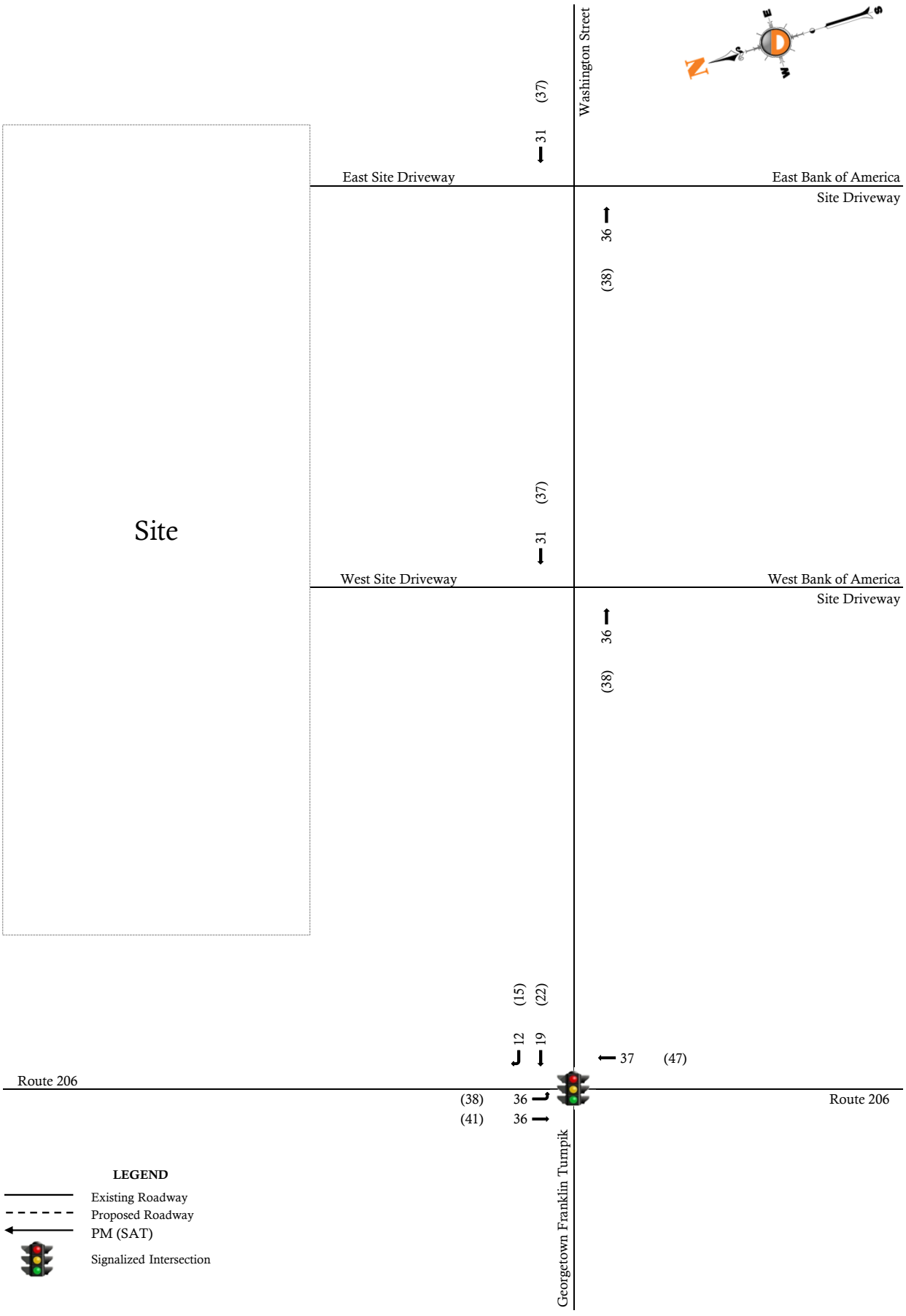
2334 22-01462

Figure 3

Adjacent Development Traffic Volumes
[Country Classics - Residential Development]



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

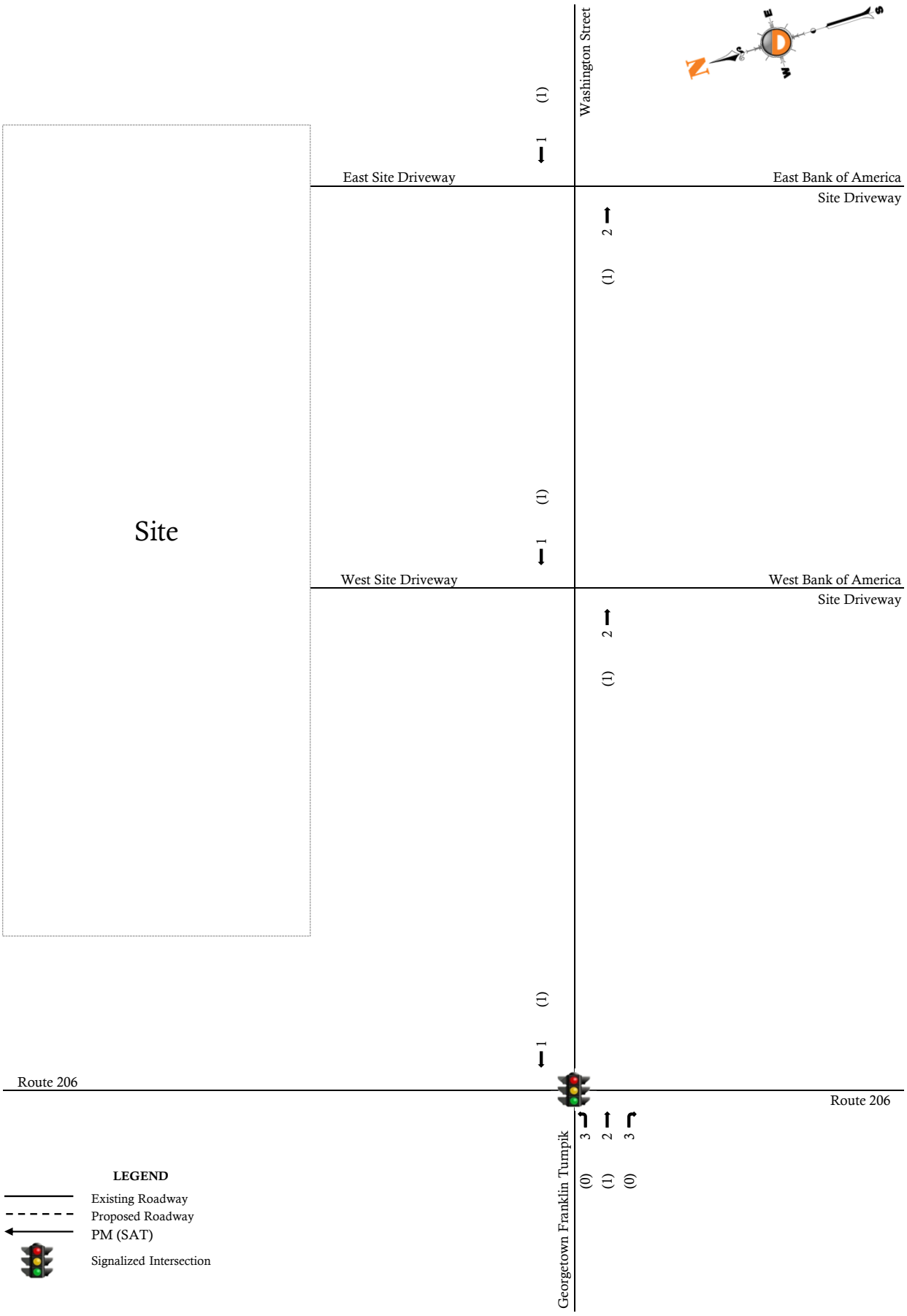
Figure 4

Adjacent Development Traffic Volumes
[Montgomery Walk - Mixed-use Development]

Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 5

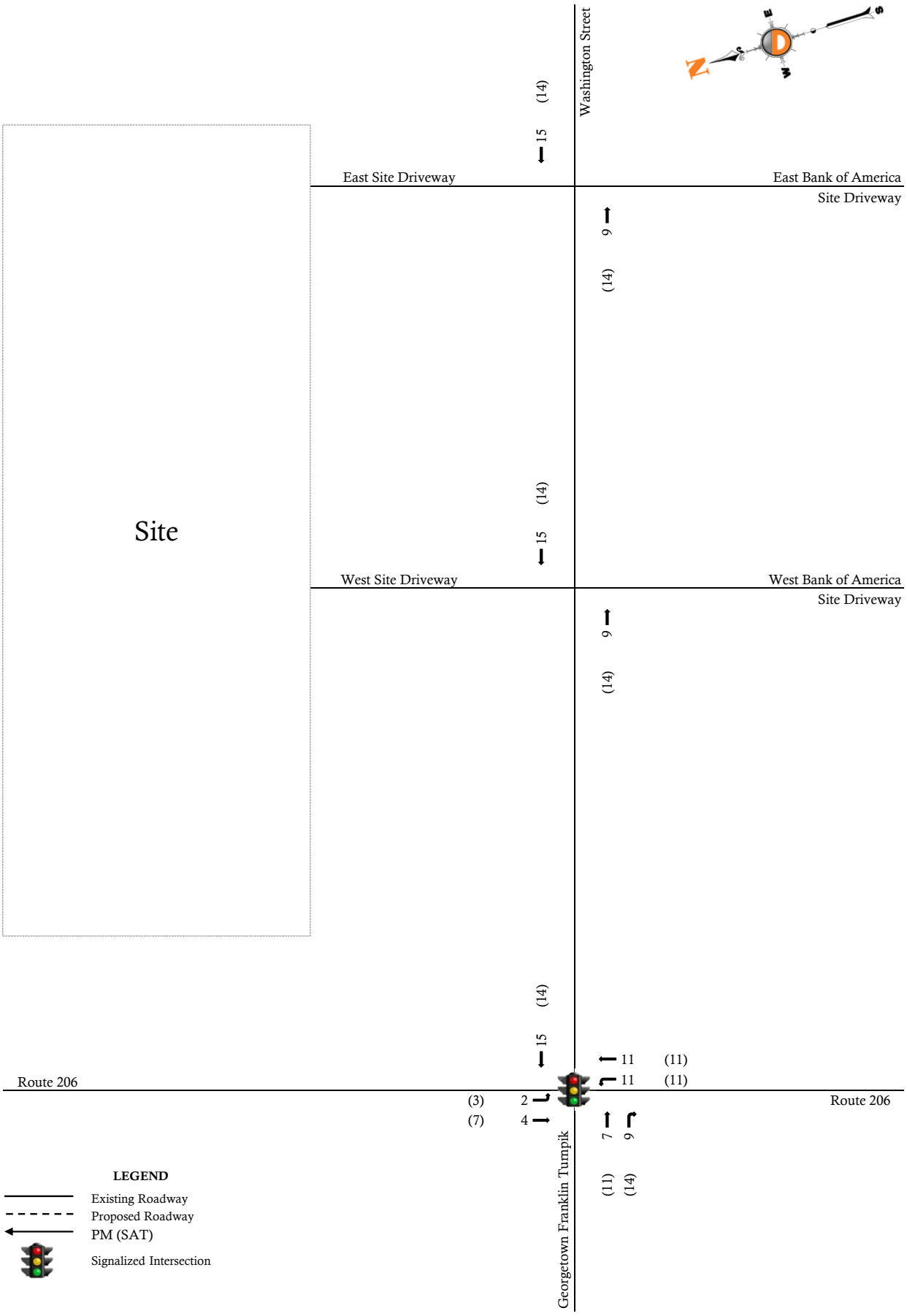
Adjacent Development Traffic Volumes
[Baker Auto - Car Dealership]



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 6

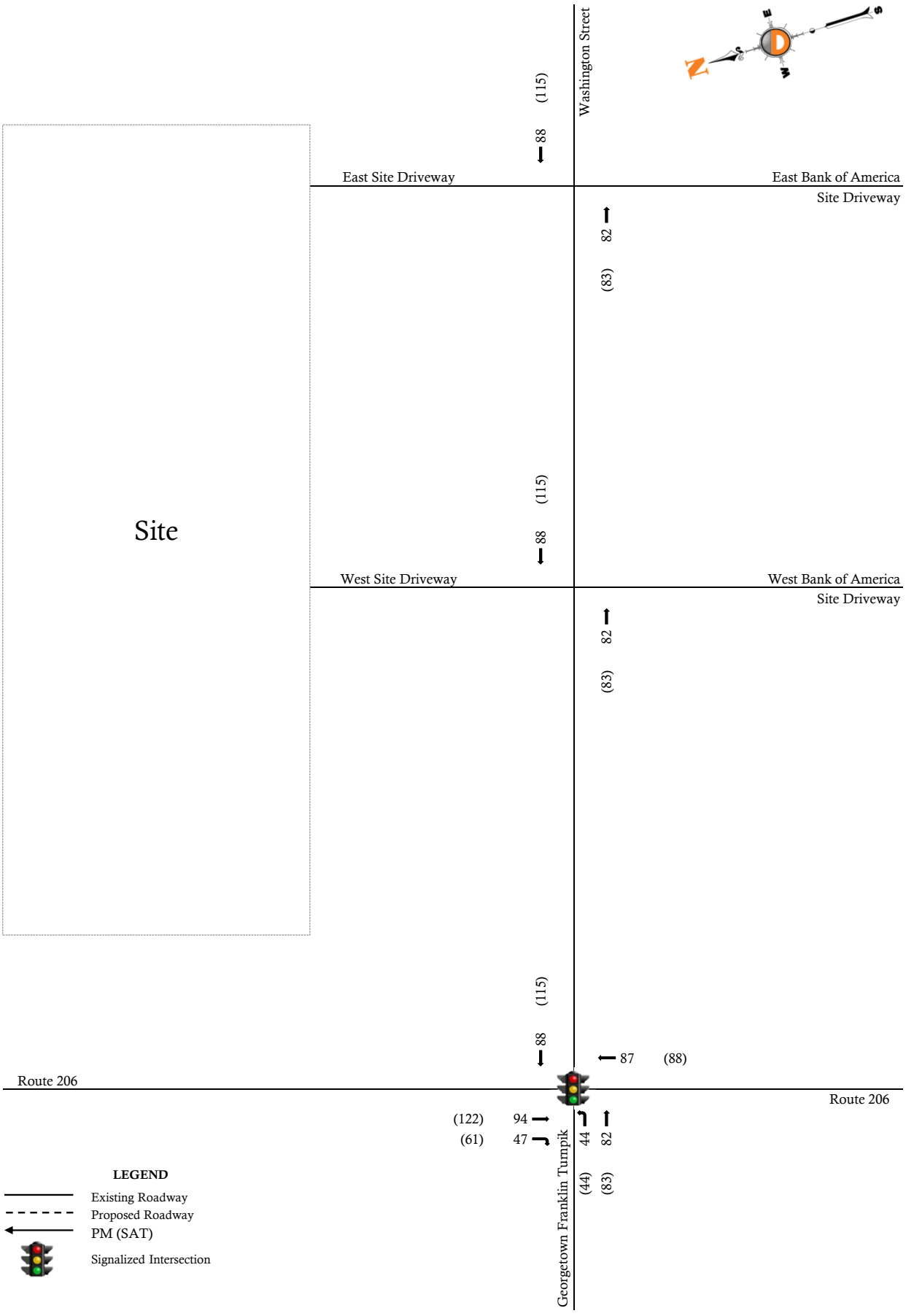
Adjacent Development Traffic Volumes
[Enrollment Management Expansion]



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 7

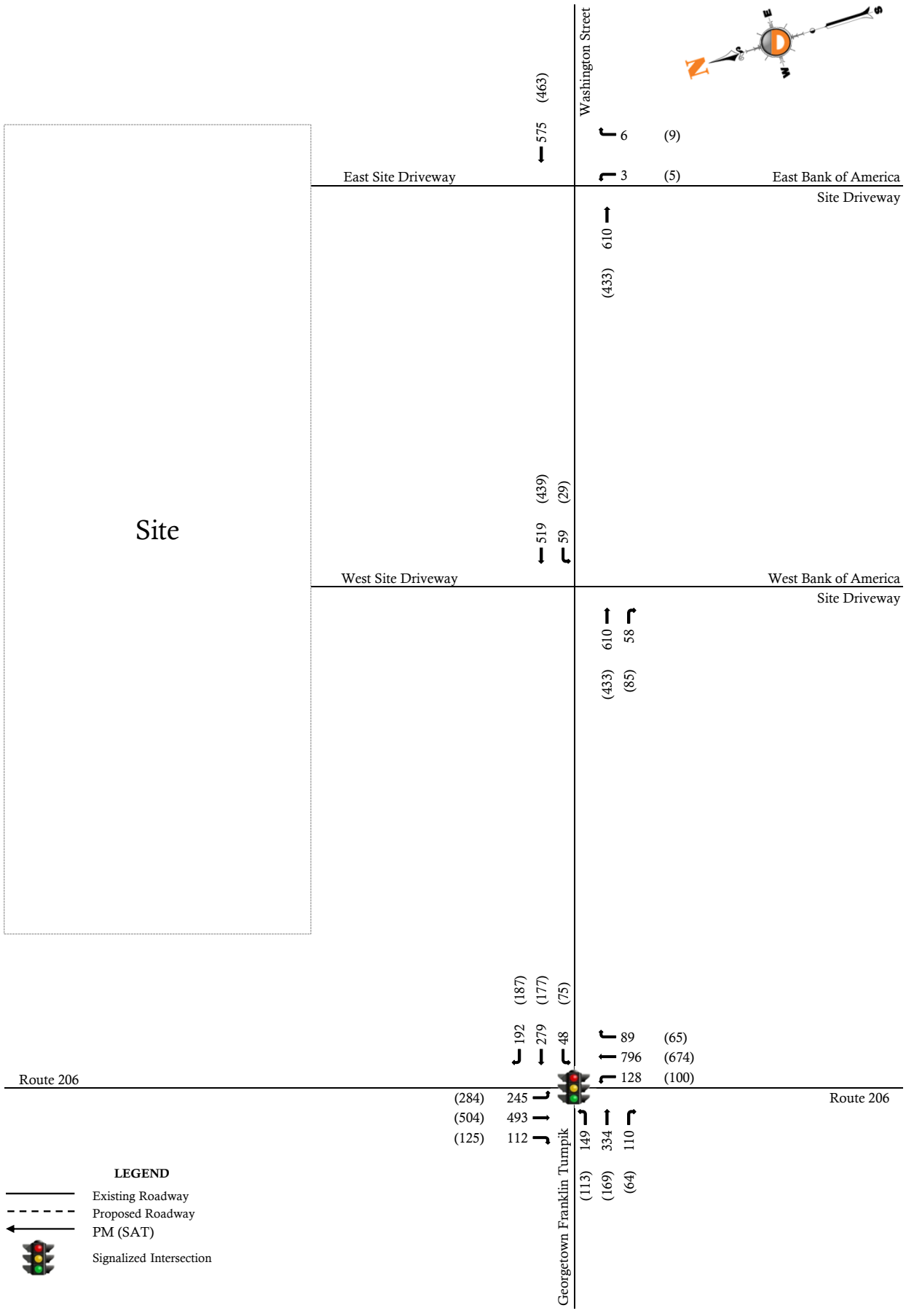
Adjacent Development Traffic Volumes [Sharbell]



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 8

Adjacent Development Traffic Volumes [Montgomery Promenade]



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

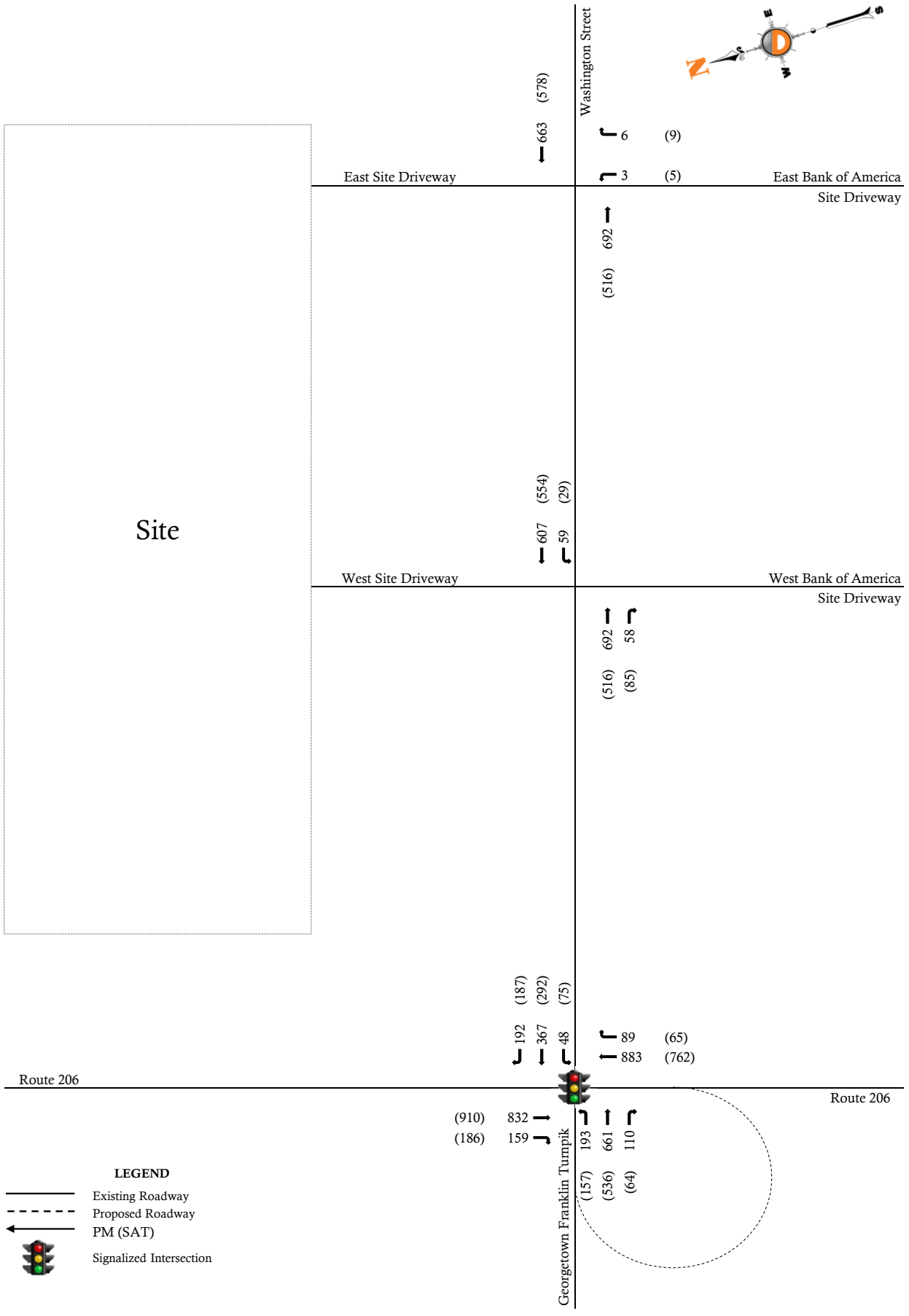
Figure 9

No Build Traffic Volumes
(without Montgomery Promenade)

Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 10

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



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

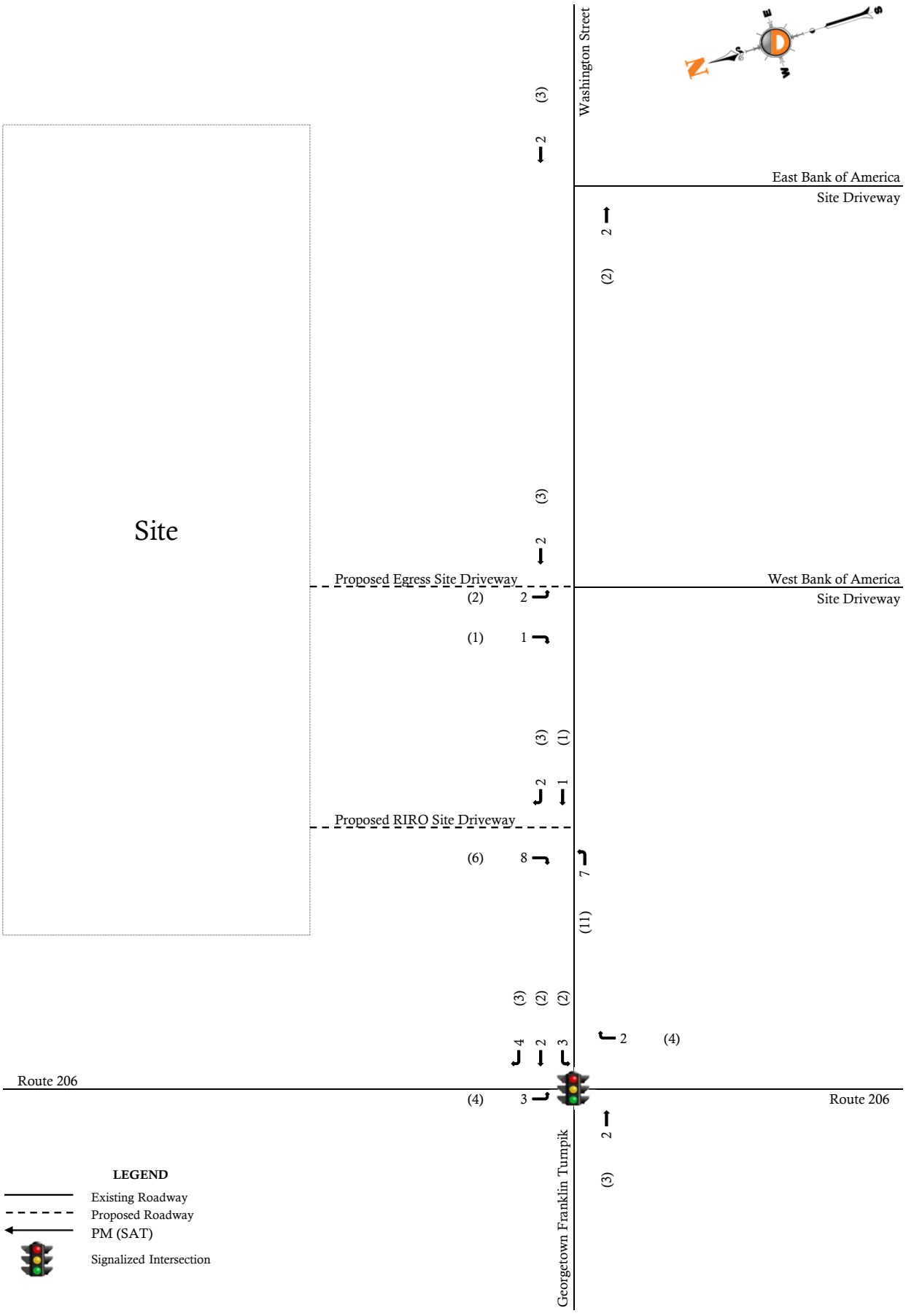
Figure 11

No Build Traffic Volumes
(with Montgomery Promenade)

Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 12

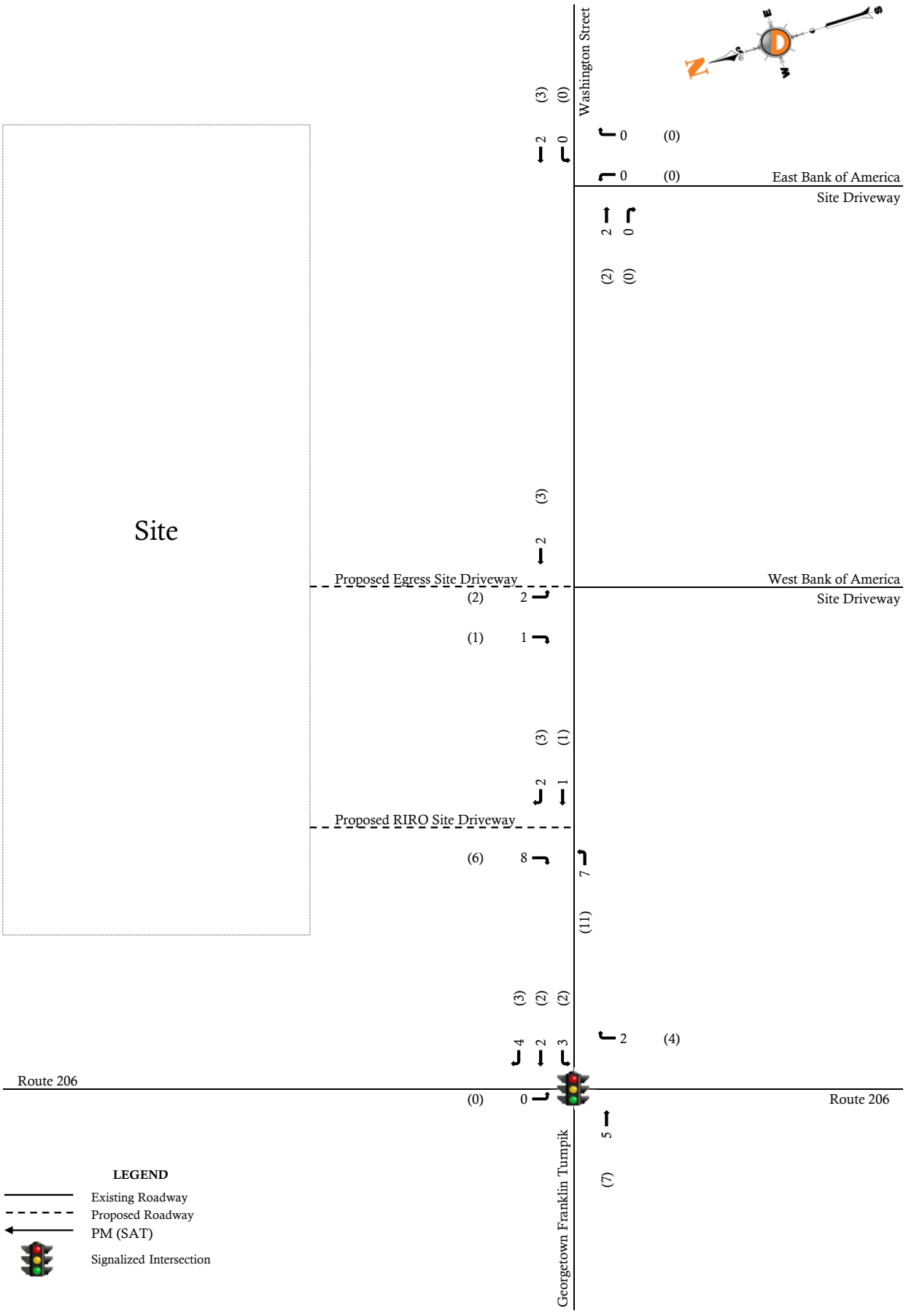
Percent Distribution



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 13

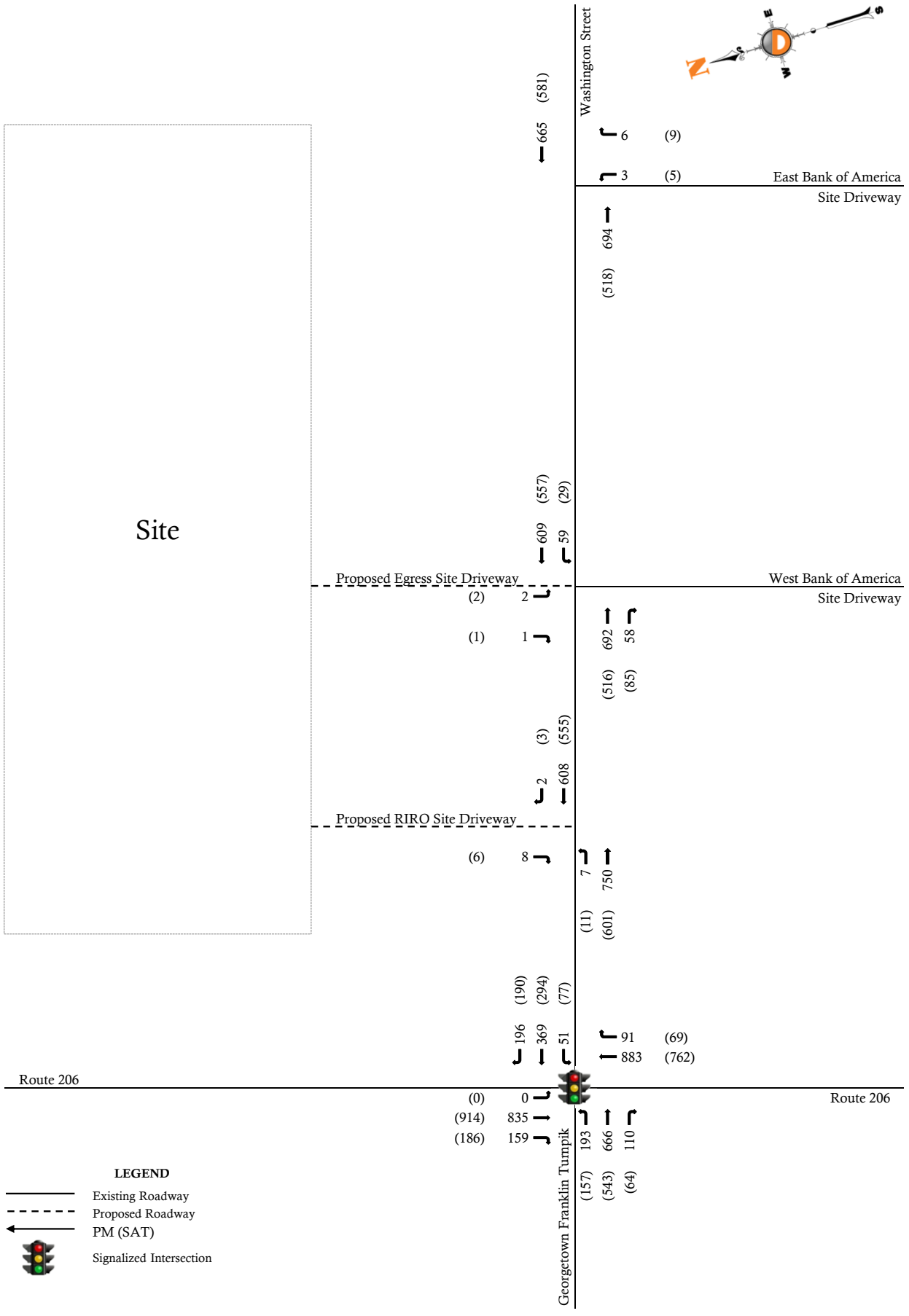
Site Generated Trips
(without Montgomery Promenade)



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 14

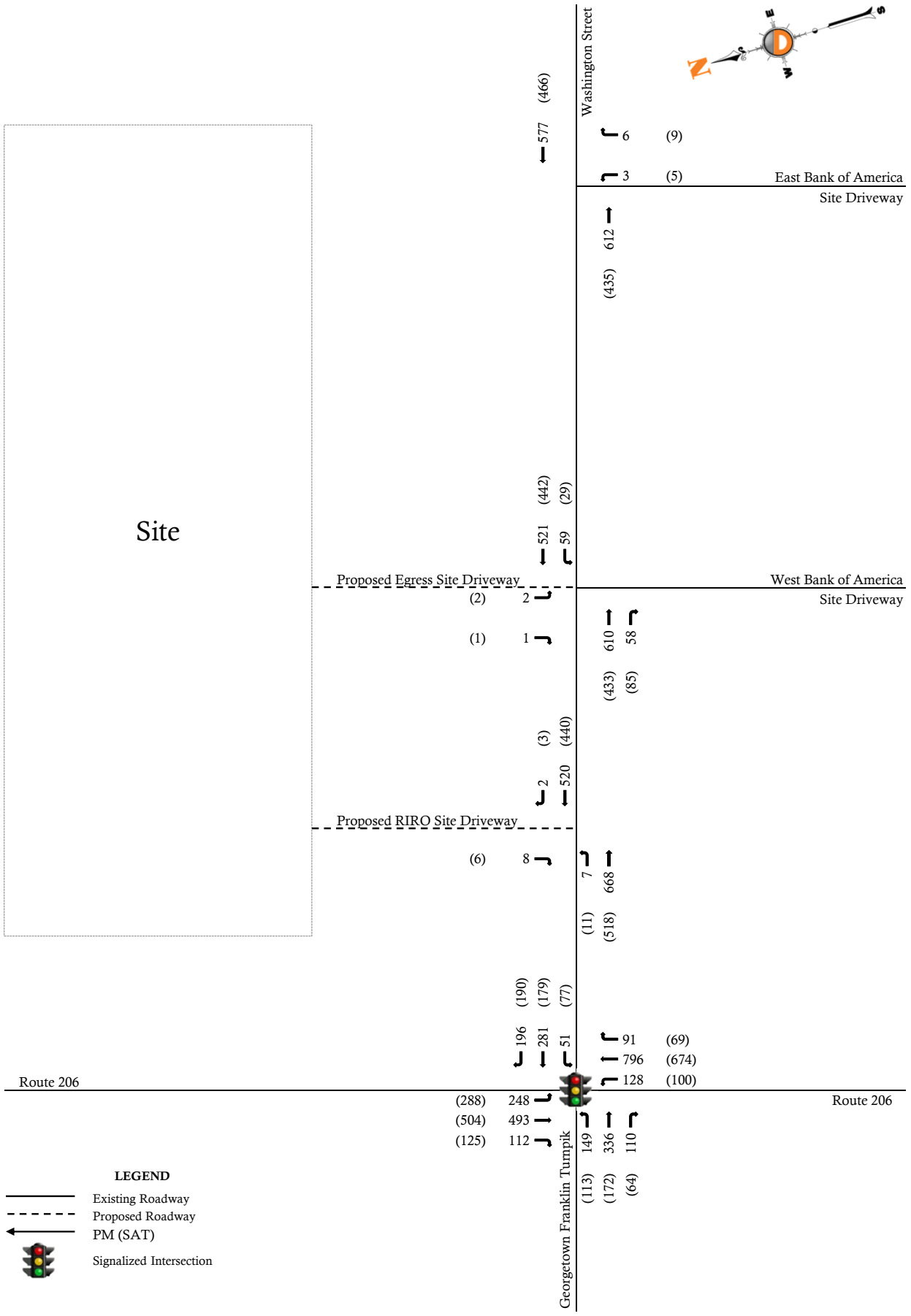
Site Generated Trips
(with Montgomery Promenade)



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 16

Build Traffic Volumes
(with Montgomery Promenade)



Proposed Self-Storage Facility
Traffic Impact Study
2334 22-01462

Figure 15

Build Traffic Volumes
(without Montgomery Promenade)

Appendix B
Project Information

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

	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

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 - SAT
Site Code : 00000000
Start Date : 7/30/2022
Page No : 1

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

	Georgetown Franklin Turnpike (CR 518) Eastbound					Georgetown Franklin Turnpike (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
11:00 AM	30	35	7	0	72	17	32	32	0	81	23	167	11	0	201	53	104	23	2	182	536
11:15 AM	34	40	9	0	83	20	37	37	0	94	25	136	17	0	178	53	114	32	0	199	554
11:30 AM	22	37	10	0	69	12	36	48	0	96	13	147	14	0	174	65	92	29	2	188	527
11:45 AM	19	41	16	0	76	17	31	46	0	94	19	134	15	0	168	61	118	33	0	212	550
Total	105	153	42	0	300	66	136	163	0	365	80	584	57	0	721	232	428	117	4	781	2167
12:00 PM	18	27	9	0	54	20	35	50	0	105	15	129	19	0	163	63	108	26	0	197	519
12:15 PM	24	34	11	0	69	13	36	36	0	85	17	119	10	0	146	54	132	24	0	210	510
12:30 PM	20	44	19	0	83	15	15	34	0	64	19	153	24	0	196	54	92	35	0	181	524
12:45 PM	28	28	12	0	68	8	32	32	0	72	22	148	16	0	186	63	122	32	0	217	543
Total	90	133	51	0	274	56	118	152	0	326	73	549	69	0	691	234	454	117	0	805	2096
01:00 PM	19	32	9	0	60	15	40	38	0	93	18	149	13	0	180	53	122	21	0	196	529
01:15 PM	24	28	14	0	66	15	24	44	0	83	15	149	15	0	179	52	125	22	0	199	527
01:30 PM	18	30	6	0	54	13	35	35	0	83	15	166	13	0	194	50	102	26	1	179	510
01:45 PM	21	6	12	0	39	11	32	24	0	67	21	207	12	0	240	48	110	24	0	182	528
Total	82	96	41	0	219	54	131	141	0	326	69	671	53	0	793	203	459	93	1	756	2094
Grand Total	277	382	134	0	793	176	385	456	0	1017	222	1804	179	0	2205	669	1341	327	5	2342	6357
Apprch %	34.9	48.2	16.9	0		17.3	37.9	44.8	0		10.1	81.8	8.1	0		28.6	57.3	14	0.2		
Total %	4.4	6	2.1	0	12.5	2.8	6.1	7.2	0	16	3.5	28.4	2.8	0	34.7	10.5	21.1	5.1	0.1	36.8	
Cars	277	379	131	0	787	170	379	451	0	1000	220	1788	178	0	2186	654	1317	326	5	2302	6275
% Cars	100	99.2	97.8	0	99.2	96.6	98.4	98.9	0	98.3	99.1	99.1	99.4	0	99.1	97.8	98.2	99.7	100	98.3	98.7
Trucks (SU)	0	3	2	0	5	6	6	3	0	15	2	11	1	0	14	12	15	1	0	28	62
% Trucks (SU)	0	0.8	1.5	0	0.6	3.4	1.6	0.7	0	1.5	0.9	0.6	0.6	0	0.6	1.8	1.1	0.3	0	1.2	1
Trucks (TT)	0	0	1	0	1	0	0	2	0	2	0	5	0	0	5	3	9	0	0	12	20
% Trucks (TT)	0	0	0.7	0	0.1	0	0	0.4	0	0.2	0	0.3	0	0	0.2	0.4	0.7	0	0	0.5	0.3

Dynamic Traffic, LLC

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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 - SAT
Site Code : 00000000
Start Date : 7/30/2022
Page No : 2

	Georgetown Franklin Turnpike (CR 518) Eastbound					Georgetown Franklin Turnpike (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 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	30	35	7	0	72	17	32	32	0	81	23	167	11	0	201	53	104	23	2	182	536
11:15 AM	34	40	9	0	83	20	37	37	0	94	25	136	17	0	178	53	114	32	0	199	554
11:30 AM	22	37	10	0	69	12	36	48	0	96	13	147	14	0	174	65	92	29	2	188	527
11:45 AM	19	41	16	0	76	17	31	46	0	94	19	134	15	0	168	61	118	33	0	212	550
Total Volume	105	153	42	0	300	66	136	163	0	365	80	584	57	0	721	232	428	117	4	781	2167
% App. Total	35	51	14	0		18.1	37.3	44.7	0		11.1	81	7.9	0		29.7	54.8	15	0.5		
PHF	.772	.933	.656	.000	.904	.825	.919	.849	.000	.951	.800	.874	.838	.000	.897	.892	.907	.886	.500	.921	.978
Cars	105	153	42	0	300	64	132	161	0	357	80	579	57	0	716	224	424	117	4	769	2142
% Cars	100	100	100	0	100	97.0	97.1	98.8	0	97.8	100	99.1	100	0	99.3	96.6	99.1	100	100	98.5	98.8
Trucks (SU)	0	0	0	0	0	2	4	1	0	7	0	4	0	0	4	8	3	0	0	11	22
% Trucks (SU)	0	0	0	0	0	3.0	2.9	0.6	0	1.9	0	0.7	0	0	0.6	3.4	0.7	0	0	1.4	1.0
Trucks (TT)	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	3
% Trucks (TT)	0	0	0	0	0	0	0	0.6	0	0.3	0	0.2	0	0	0.1	0	0.2	0	0	0.1	0.1

Dynamic Traffic, LLC

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

E/W: Washington Street (CR 518)
N/S: East Driveways
Town/County: Montgomery/Somerset
Job #: 2334-22-01462

File Name : Washington St (CR 518) & East Driveways - PM
Site Code : 00000000
Start Date : 7/26/2022
Page No : 1

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

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street East Driveway Northbound				1026 Washington Street East Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:30 PM	0	0	0	0	0	0	0	0	1	3	0	4	0	0	1	1	5
04:45 PM	0	0	1	1	0	0	0	0	1	0	1	2	0	0	2	2	5
Total	0	0	1	1	0	0	0	0	2	3	1	6	0	0	3	3	10
05:00 PM	0	0	1	1	0	0	0	0	2	2	1	5	0	0	2	2	8
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	3	3	6
05:30 PM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	4	4	8
05:45 PM	0	0	3	3	0	0	0	0	0	1	1	2	0	0	2	2	7
Total	0	0	4	4	0	1	0	1	3	6	4	13	0	0	11	11	29
06:00 PM	0	0	1	1	0	0	0	0	4	4	0	8	0	0	7	7	16
06:15 PM	0	0	0	0	0	0	0	0	2	3	0	5	0	0	3	3	8
Grand Total	0	0	6	6	0	1	0	1	11	16	5	32	0	0	24	24	63
Apprch %	0	0	100		0	100	0		34.4	50	15.6		0	0	100		
Total %	0	0	9.5	9.5	0	1.6	0	1.6	17.5	25.4	7.9	50.8	0	0	38.1	38.1	
Cars	0	0	6	6	0	1	0	1	11	16	5	32	0	0	24	24	63
% Cars	0	0	100	100	0	100	0	100	100	100	100	100	0	0	100	100	100
Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street East Driveway Northbound				1026 Washington Street East Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	1	1	0	0	0	0	2	2	1	5	0	0	2	2	8
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	0	3	3	6
05:30 PM	0	0	0	0	0	1	0	1	1	2	0	3	0	0	4	4	8
05:45 PM	0	0	3	3	0	0	0	0	0	1	1	2	0	0	2	2	7
Total Volume	0	0	4	4	0	1	0	1	3	6	4	13	0	0	11	11	29
% App. Total	0	0	100		0	100	0		23.1	46.2	30.8		0	0	100		
PHF	.000	.000	.333	.333	.000	.250	.000	.250	.375	.750	.500	.650	.000	.000	.688	.688	.906
Cars	0	0	4	4	0	1	0	1	3	6	4	13	0	0	11	11	29
% Cars	0	0	100	100	0	100	0	100	100	100	100	100	0	0	100	100	100
Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

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

E/W: Washington Street (CR 518)
N/S: East Driveways
Town/County: Montgomery/Somerset
Job #: 2334-22-01462

File Name : Washington St (CR 518) & East Driveways - SAT
Site Code : 00000000
Start Date : 7/30/2022
Page No : 1

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

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street East Driveway Northbound				1026 Washington Street East Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	3	1	2	6	0	0	1	1	7
11:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	2	2	6
11:30 AM	0	0	3	3	0	0	0	0	0	2	4	6	0	0	1	1	10
11:45 AM	0	0	0	0	0	0	0	0	2	4	2	8	0	0	3	3	11
Total	0	0	3	3	0	0	0	0	5	9	10	24	0	0	7	7	34
12:00 PM	0	0	0	0	0	0	0	0	3	1	1	5	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	1	4
12:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
12:45 PM	0	1	0	1	0	0	1	1	0	1	2	3	0	0	0	0	5
Total	0	1	0	1	0	0	1	1	10	3	3	16	0	0	1	1	19
01:00 PM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	4	4	8
01:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
01:30 PM	0	0	0	0	0	0	0	0	1	4	1	6	0	0	7	7	13
01:45 PM	0	0	1	1	0	0	0	0	2	2	1	5	0	0	3	3	9
Total	0	0	1	1	0	0	0	0	5	8	4	17	0	0	15	15	33
Grand Total	0	1	4	5	0	0	1	1	20	20	17	57	0	0	23	23	86
Apprch %	0	20	80		0	0	100		35.1	35.1	29.8		0	0	100		
Total %	0	1.2	4.7	5.8	0	0	1.2	1.2	23.3	23.3	19.8	66.3	0	0	26.7	26.7	
Cars	0	1	4	5	0	0	1	1	19	20	17	56	0	0	23	23	85
% Cars	0	100	100	100	0	0	100	100	95	100	100	98.2	0	0	100	100	98.8
Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% Trucks (TT)	0	0	0	0	0	0	0	0	5	0	0	1.8	0	0	0	0	1.2

Dynamic Traffic, LLC

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

File Name : Washington St (CR 518) & East Driveways - SAT
Site Code : 00000000
Start Date : 7/30/2022

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street East Driveway Northbound				1026 Washington Street East Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	0	0	0	0	0	0	0	3	1	2	6	0	0	1	1	7
11:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	0	0	2	2	6
11:30 AM	0	0	3	3	0	0	0	0	0	2	4	6	0	0	1	1	10
11:45 AM	0	0	0	0	0	0	0	0	2	4	2	8	0	0	3	3	11
Total Volume	0	0	3	3	0	0	0	0	5	9	10	24	0	0	7	7	34
% App. Total	0	0	100		0	0	0		20.8	37.5	41.7		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.417	.563	.625	.750	.000	.000	.583	.583	.773
Cars	0	0	3	3	0	0	0	0	5	9	10	24	0	0	7	7	34
% Cars	0	0	100	100	0	0	0	0	100	100	100	100	0	0	100	100	100
Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

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

E/W: Washington Street (CR 518)
N/S: West Driveways
Town/County: Montgomery/Somerset
Job #: 2334-22-01462

File Name : Washington St (CR 518) & West Driveways - PM
Site Code : 00000000
Start Date : 7/26/2022
Page No : 1

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

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street West Driveway Northbound				1026 Washington Street West Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
04:30 PM	0	11	0	11	3	0	0	3	0	0	0	0	0	0	1	1	15
04:45 PM	0	10	1	11	7	0	0	7	0	0	1	1	0	0	2	2	21
Total	0	21	1	22	10	0	0	10	0	0	1	1	0	0	3	3	36
05:00 PM	0	13	1	14	12	0	0	12	0	0	1	1	0	0	2	2	29
05:15 PM	0	10	0	10	14	0	0	14	0	0	2	2	0	0	3	3	29
05:30 PM	0	13	0	13	12	0	0	12	0	0	0	0	0	0	4	4	29
05:45 PM	0	22	3	25	21	0	0	21	0	0	1	1	0	0	2	2	49
Total	0	58	4	62	59	0	0	59	0	0	4	4	0	0	11	11	136
06:00 PM	0	9	1	10	10	0	0	10	0	0	0	0	0	0	7	7	27
06:15 PM	0	11	0	11	11	0	0	11	0	0	0	0	0	0	3	3	25
Grand Total	0	99	6	105	90	0	0	90	0	0	5	5	0	0	24	24	224
Apprch %	0	94.3	5.7		100	0	0		0	0	100		0	0	100		
Total %	0	44.2	2.7	46.9	40.2	0	0	40.2	0	0	2.2	2.2	0	0	10.7	10.7	
Cars	0	98	6	104	90	0	0	90	0	0	5	5	0	0	24	24	223
% Cars	0	99	100	99	100	0	0	100	0	0	100	100	0	0	100	100	99.6
Trucks (SU)	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks (SU)	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0.4
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street West Driveway Northbound				1026 Washington Street West Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	13	1	14	12	0	0	12	0	0	1	1	0	0	2	2	29
05:15 PM	0	10	0	10	14	0	0	14	0	0	2	2	0	0	3	3	29
05:30 PM	0	13	0	13	12	0	0	12	0	0	0	0	0	0	4	4	29
05:45 PM	0	22	3	25	21	0	0	21	0	0	1	1	0	0	2	2	49
Total Volume	0	58	4	62	59	0	0	59	0	0	4	4	0	0	11	11	136
% App. Total	0	93.5	6.5		100	0	0		0	0	100		0	0	100		
PHF	.000	.659	.333	.620	.702	.000	.000	.702	.000	.000	.500	.500	.000	.000	.688	.688	.694
Cars	0	57	4	61	59	0	0	59	0	0	4	4	0	0	11	11	135
% Cars	0	98.3	100	98.4	100	0	0	100	0	0	100	100	0	0	100	100	99.3
Trucks (SU)	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks (SU)	0	1.7	0	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0.7
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Dynamic Traffic, LLC

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

E/W: Washington Street (CR 518)
N/S: West Driveways
Town/County: Montgomery/Somerset
Job #: 2334-22-01462

File Name : Washington St (CR 518) & West Driveways - SAT
Site Code : 00000000
Start Date : 7/30/2022
Page No : 1

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

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street West Driveway Northbound				1026 Washington Street West Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
11:00 AM	0	20	0	20	11	0	0	11	0	0	2	2	0	0	1	1	34
11:15 AM	0	30	0	30	6	0	0	6	0	0	2	2	0	0	2	2	40
11:30 AM	0	17	3	20	5	0	0	5	0	0	4	4	0	0	1	1	30
11:45 AM	0	18	0	18	7	0	0	7	0	0	2	2	0	0	3	3	30
Total	0	85	3	88	29	0	0	29	0	0	10	10	0	0	7	7	134
12:00 PM	0	16	0	16	4	0	0	4	0	0	1	1	0	0	0	0	21
12:15 PM	0	14	0	14	6	0	0	6	0	0	0	0	0	0	1	1	21
12:30 PM	0	14	0	14	10	0	0	10	0	0	0	0	0	0	0	0	24
12:45 PM	0	11	0	11	4	0	1	5	0	0	2	2	0	0	0	0	18
Total	0	55	0	55	24	0	1	25	0	0	3	3	0	0	1	1	84
01:00 PM	0	8	0	8	7	0	0	7	0	0	2	2	0	0	4	4	21
01:15 PM	0	17	0	17	3	0	0	3	0	0	0	0	0	0	1	1	21
01:30 PM	0	8	0	8	7	0	0	7	0	0	1	1	0	0	7	7	23
01:45 PM	0	7	1	8	11	0	0	11	0	0	1	1	0	0	3	3	23
Total	0	40	1	41	28	0	0	28	0	0	4	4	0	0	15	15	88
Grand Total	0	180	4	184	81	0	1	82	0	0	17	17	0	0	23	23	306
Apprch %	0	97.8	2.2		98.8	0	1.2		0	0	100		0	0	100		
Total %	0	58.8	1.3	60.1	26.5	0	0.3	26.8	0	0	5.6	5.6	0	0	7.5	7.5	
Cars	0	178	4	182	81	0	1	82	0	0	17	17	0	0	23	23	304
% Cars	0	98.9	100	98.9	100	0	100	100	0	0	100	100	0	0	100	100	99.3
Trucks (SU)	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks (SU)	0	0.6	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0.3
Trucks (TT)	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Trucks (TT)	0	0.6	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0.3

Dynamic Traffic, LLC

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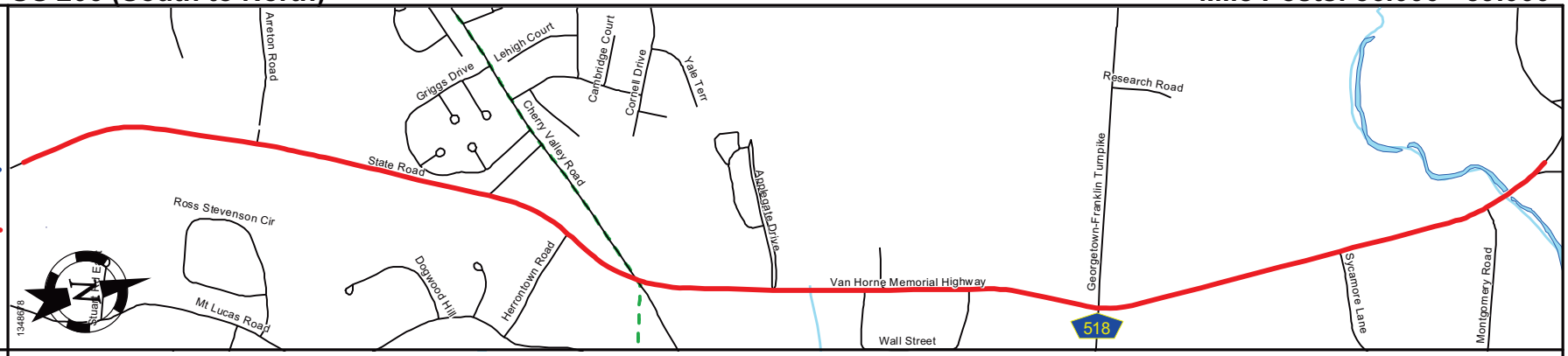
File Name : Washington St (CR 518) & West Driveways - SAT
Site Code : 00000000
Start Date : 7/30/2022

	Washington Street (CR 518) Eastbound				Washington Street (CR 518) Westbound				1 Washington Street West Driveway Northbound				1026 Washington Street West Driveway Southbound				
Start Time	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	0	20	0	20	11	0	0	11	0	0	2	2	0	0	1	1	34
11:15 AM	0	30	0	30	6	0	0	6	0	0	2	2	0	0	2	2	40
11:30 AM	0	17	3	20	5	0	0	5	0	0	4	4	0	0	1	1	30
11:45 AM	0	18	0	18	7	0	0	7	0	0	2	2	0	0	3	3	30
Total Volume	0	85	3	88	29	0	0	29	0	0	10	10	0	0	7	7	134
% App. Total	0	96.6	3.4		100	0	0		0	0	100		0	0	100		
PHF	.000	.708	.250	.733	.659	.000	.000	.659	.000	.000	.625	.625	.000	.000	.583	.583	.838
Cars	0	85	3	88	29	0	0	29	0	0	10	10	0	0	7	7	134
% Cars	0	100	100	100	100	0	0	100	0	0	100	100	0	0	100	100	100
Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (SU)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

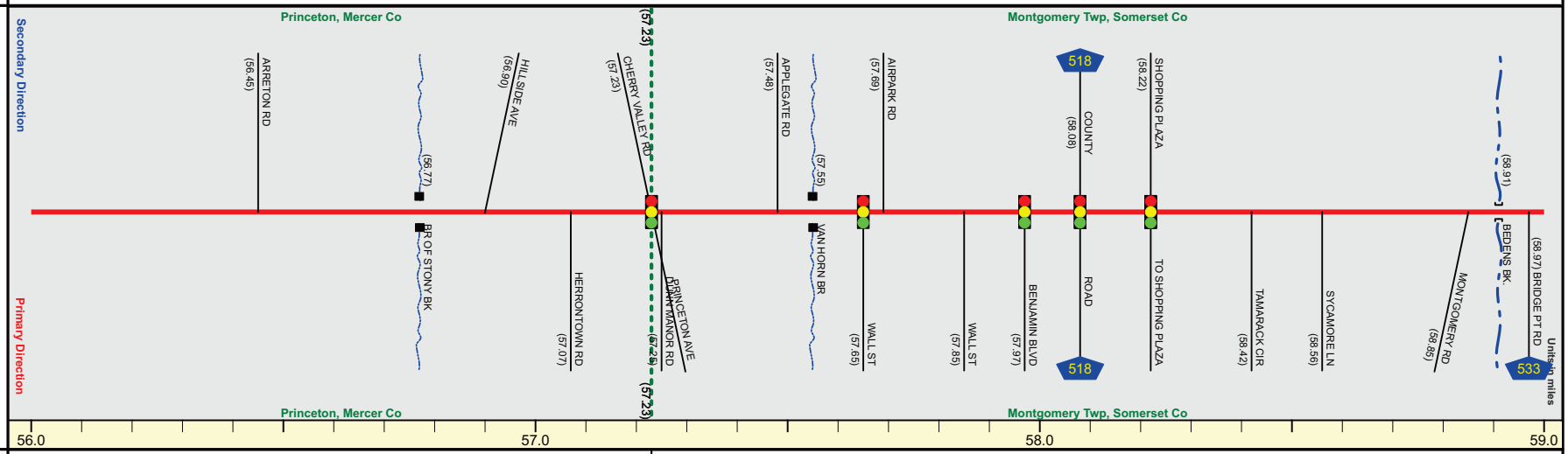
US 206 (South to North)

Mile Posts: 56.000 - 59.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route 287 | US Route 22 | NJ Route 33 | County Road 689 | Interchange Number 2 | Grade Separated Interchange | Traffic Signal | Traffic Monitoring Sites WIM AVC VOL | Road Underpass | Road Overpass



Street Name	State Road | Van Horne Memorial Highway
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	1129 | 1810
Speed Limit	35 | 45
Number of Lanes	2 | 3 | 2
Med. Type	None
Med. Width	0
Pavement	24 | 36 | 24
Shoulder	4 | 6 | 12 | 6 | 10
Traffic Volume	16,704 (2018) | 18,266 (2017)
Traffic Sta. ID	13mc08 | 11s011
Structure No.	1129157 | 1810150 | 1810152
Enlarged Views	

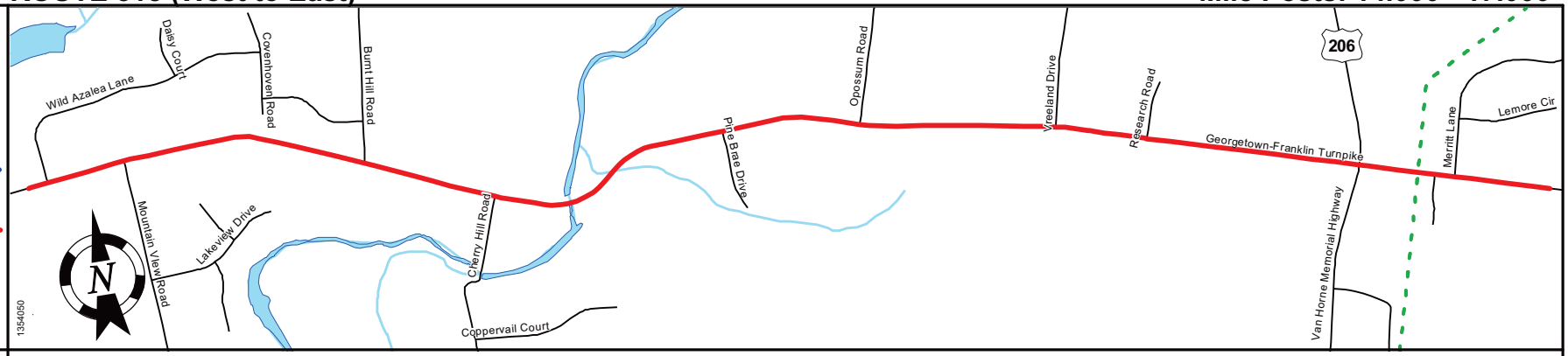
SRI = 00000206__

Date last inventoried: June 2017

Page Created: March, 2019

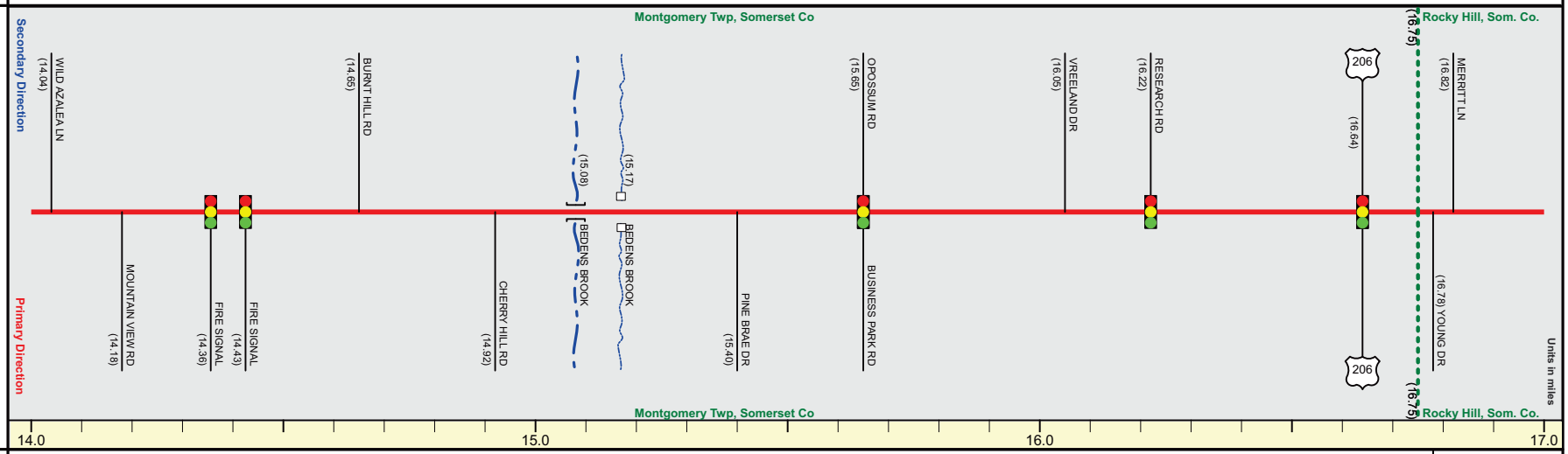
ROUTE 518 (West to East)

Mile Posts: 14.000 - 17.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

Interstate Route 287 | US Route 22 | NJ Route 33 | County Road 689 | Interchange Number 2 | Grade Separated Interchange | Traffic Signal | Traffic Monitoring Sites WIM AVC VOL | Road Underpass | Road Overpass



Street Name	Georgetown-Franklin Turnpike		Washington Street
Jurisdiction	County		
Functional Class	Urban Minor Arterial		
Federal Aid - NHS Sy	STP		
Control Section			
Speed Limit	45		35
Number of Lanes	2		
Med. Type	None		
Med. Width	0		
Pavement	24	32	24
Shoulder	6	0	6
Traffic Volume	8,615 (2018)		
Traffic Sta. ID	91808		
Structure No.	18D0204	18D0206	
Enlarged Views			

Page Created: March, 2019

SRI = 00000518__

Date last inventoried: October 2012

70, 95, 110 & 135 – SECOND BACKGROUND CYCLES

Phase	Signal Indications						Time (Seconds)			
	1, 2	4, 5	3, 11	6, 12	7, 8	9, 10	Plan I (135 Sec.)	Plan II (110 Sec.)	Plan III (70 Sec.)	Plan IV (95 Sec.)
A) Route US 206 ROW	G	G	G	G	R	R	93 – 62	68 – 43	30 – 20	53 – 41
Change	Y (3)	Y (4)	Y (3)	Y (4)	R	R	5*	5*	5*	5*
Clearance	R (3)	R (4)	R (3)	R (4)	R	R	2	2	2	2
B) Rocky Hill Road Lead Lefts	R	R	R	R	R/<G-	R/<G-	7	7	5	7
Change	R	R	R	R	R/<Y- (5)	R/<Y- (6)	3	3	3	3
C) Rocky Hill Road ROW	R	R	R	R	G	G	7 – 34**	7 – 28**	7 – 17**	7 – 19**
Change	R	R	R	R	Y	Y	5	5	5	5
Clearance	R	R	R	R	R	R	3	3	3	3
D) Route US 206 Lead Lefts	R	R	R/<G-	R/<G-	R	R	7-11	7-11	7	7
Change	R	R	R/<Y- (7)	R/<Y- (8)	R	R	3	3	3	3
Emergency Flash	Y	Y	Y	Y	R	R	-	-	-	-

NOTES:

1. *Offsets are measured from the beginning of yellow to Route US 206 traffic at this intersection.
2. **Actuation of a pedestrian push button shall guarantee 17 seconds of green time to Phase C.
3. Phase C must follow Phase B.
4. Phase D can only follow Phase C.
5. The manual control cord is to be removed.
6. The vehicle interval is to be 2 seconds.
7. The memory circuit is to be off.
8. The left turn slots of Phase B are to be operating independently but timed concurrently.
9. The left turn slots of Phase D are to be operating independently but timed concurrently if actuation occurs in both slots. Each left turn slot is to be capable of terminating or extending separately or independently of each other, thereby reverting the timing to the non-conflicting through movement.

	HOURS OF OPERATION	CYCLE LENGTH	*OFFSETS
Plan I -	Monday thru Friday / 6:30 A.M. – 9:30 A.M.	135-Second Background Cycle	0 Seconds
Plan II -	Monday thru Friday / 3:30 P.M. – 6:30 P.M.	110-Second Background Cycle	0 Seconds
Plan III -	Monday thru Sunday / 10:00 P.M. – 6:30 A.M.	70-Second Background Cycle	0 Seconds
Plan IV -	All Other Times	95-Second Background Cycle	0 Seconds

EMERGENCY SEQUENCE [1]

Phase		Signal Indications						Time (Seconds)
		1, 2	4, 5	3, 11	6, 12	7, 8	9, 10	
E)	Route US 206 N/B	G	R	G/<G-	R	R	R	[2]
	Change	G	R	G/<Y-	R	R	R	3
	Route US 206 ROW	G	G	G	G	R	R	10
	Resume Normal Operation							
F)	Route US 206 S/B	R	G	R	G/<G-	R	R	[2]
	Change	R	G	R	G/<Y-	R	R	3
	Route US 206 ROW	G	G	G	G	R	R	10
	Resume Normal Operation							
G)	Rocky Hill Road W/B	R	R	R	R	G/<G-	R	[2]
	Change	R	R	R	R	Y	R	5
	Clearance	R	R	R	R	R	R	2
	Route US 206 ROW	G	G	G	G	R	R	10
	Resume Normal Operation							
H)	Rocky Hill Road E/B	R	R	R	R	R	G/<G-	[2]
	Change	R	R	R	R	R	Y	5
	Clearance	R	R	R	R	R	R	2
	Route US 206 ROW	G	G	G	G	R	R	10
	Resume Normal Operation							

EMERGENCY OPERATION NOTES:

[1] Remote-control pre-emption is permitted from all approaches to the intersection. The controller shall guarantee all vehicular and pedestrian minimums, pedestrian clearances, and change and clearance times before leaving normal operation to sequence into the appropriate emergency sequence.

[2] Green interval is to be held until emergency call terminates.

[3] To remain green if Emergency Sequence E is next.

[4] To remain green if Emergency Sequence F is next.

[5] To remain R/<G- if Emergency Sequence G is next.

[6] To remain R/<G- if Emergency Sequence H is next.

[7] To remain R/<G- if Emergency Sequence E is next.

[8] To remain R/<G- if Emergency Sequence F is next.

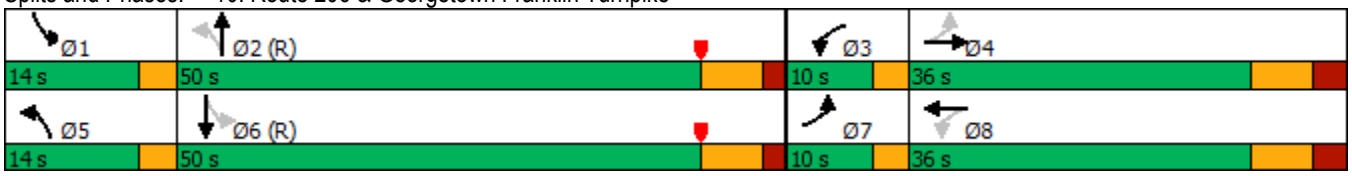
Appendix C
Capacity Analysis

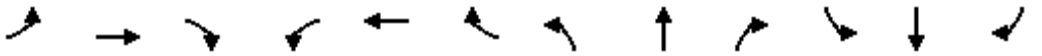
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	138	317	93	44	236	171	109	715	82	200	432	107
Future Volume (vph)	138	317	93	44	236	171	109	715	82	200	432	107
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.966			0.937			0.984			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1712	1859	0	1746	1824	0	1844	3718	0	1721	1810	0
Flt Permitted	0.181			0.218			0.259			0.229		
Satd. Flow (perm)	326	1859	0	401	1824	0	503	3718	0	415	1810	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					32							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			486			680			548	
Travel Time (s)		17.0			9.5			11.6			9.3	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	423	0	45	419	0	112	822	0	206	555	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	43.0		7.0	43.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	50.0		10.0	50.0	
Total Split (s)	10.0	36.0		10.0	36.0		14.0	50.0		14.0	50.0	
Total Split (%)	9.1%	32.7%		9.1%	32.7%		12.7%	45.5%		12.7%	45.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	39.1	28.5		38.5	26.5		57.7	45.5		61.3	47.3	
Actuated g/C Ratio	0.36	0.26		0.35	0.24		0.52	0.41		0.56	0.43	
v/c Ratio	0.70	0.88		0.20	0.90		0.31	0.53		0.59	0.71	
Control Delay	43.3	60.2		23.3	61.5		13.9	26.5		19.4	32.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.3	60.2		23.3	61.5		13.9	26.5		19.4	32.9	
LOS	D	E		C	E		B	C		B	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		56.0			57.8			25.0			29.3	
Approach LOS		E			E			C			C	
Queue Length 50th (ft)	66	289		20	263		36	235		70	321	
Queue Length 95th (ft)	#130	#469		44	#436		64	297		112	477	
Internal Link Dist (ft)		1045			406			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	203	482		225	488		410	1538		364	779	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.70	0.88		0.20	0.86		0.27	0.53		0.57	0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 38.2		Intersection LOS: D	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike





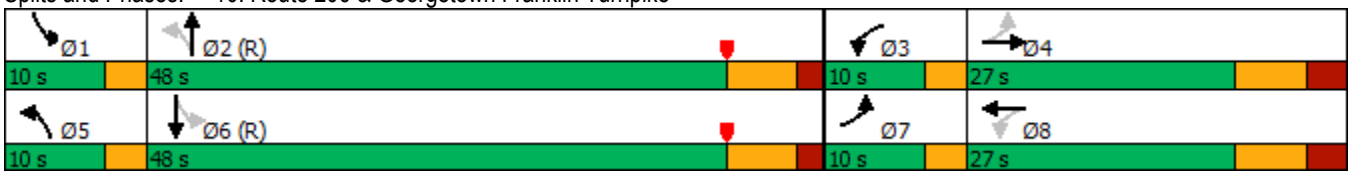
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	153	42	66	136	163	80	584	57	232	428	117
Future Volume (vph)	105	153	42	66	136	163	80	584	57	232	428	117
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Frt		0.968			0.918			0.987			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	1888	0	1695	1756	0	1844	3733	0	1704	1835	0
Flt Permitted	0.302			0.568			0.318			0.348		
Satd. Flow (perm)	548	1888	0	1014	1756	0	617	3733	0	624	1835	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					57							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			486			680			548	
Travel Time (s)		17.0			9.5			11.6			9.3	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	3%	3%	1%	0%	1%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	199	0	67	305	0	82	654	0	237	556	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	41.0		7.0	41.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	48.0		10.0	48.0	
Total Split (s)	10.0	27.0		10.0	27.0		10.0	48.0		10.0	48.0	
Total Split (%)	10.5%	28.4%		10.5%	28.4%		10.5%	50.5%		10.5%	50.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	27.4	16.8		27.4	16.8		56.2	45.2		56.8	47.2	
Actuated g/C Ratio	0.29	0.18		0.29	0.18		0.59	0.48		0.60	0.50	
v/c Ratio	0.44	0.60		0.20	0.85		0.18	0.37		0.52	0.61	
Control Delay	27.9	43.3		22.4	52.9		9.6	17.7		14.3	23.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.9	43.3		22.4	52.9		9.6	17.7		14.3	23.4	
LOS	C	D		C	D		A	B		B	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.9			47.4			16.8			20.7	
Approach LOS		D			D			B			C	
Queue Length 50th (ft)	44	108		27	143		20	138		65	265	
Queue Length 95th (ft)	82	179		56	#269		41	184		106	392	
Internal Link Dist (ft)		1045			406			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	245	377		343	396		455	1774		452	910	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.53		0.20	0.77		0.18	0.37		0.52	0.61	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 95
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 26.3 Intersection LOS: C
Intersection Capacity Utilization 88.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike



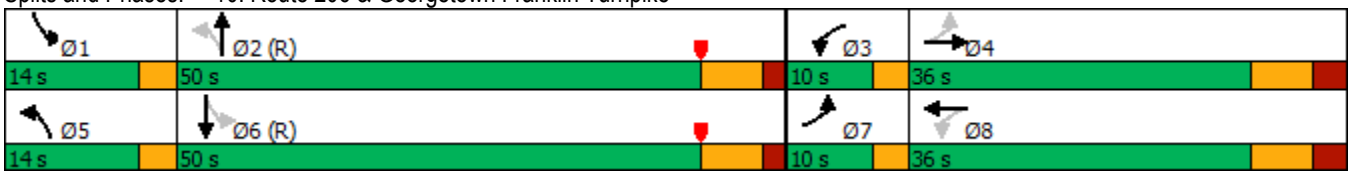
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	334	110	48	279	192	128	796	89	245	493	112
Future Volume (vph)	149	334	110	48	279	192	128	796	89	245	493	112
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99							
Frt		0.963			0.939			0.985			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1712	1853	0	1746	1828	0	1844	3722	0	1721	1813	0
Flt Permitted	0.133			0.188			0.172			0.175		
Satd. Flow (perm)	240	1853	0	346	1828	0	334	3722	0	317	1813	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					30							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			486			680			548	
Travel Time (s)		17.0			9.5			11.6			9.3	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	457	0	49	486	0	132	913	0	253	623	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	43.0		7.0	43.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	50.0		10.0	50.0	
Total Split (s)	10.0	36.0		10.0	36.0		14.0	50.0		14.0	50.0	
Total Split (%)	9.1%	32.7%		9.1%	32.7%		12.7%	45.5%		12.7%	45.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	40.6	30.0		40.0	28.0		55.9	43.2		60.0	45.3	
Actuated g/C Ratio	0.37	0.27		0.36	0.25		0.51	0.39		0.55	0.41	
v/c Ratio	0.85	0.90		0.23	1.00		0.46	0.62		0.82	0.83	
Control Delay	63.3	62.8		23.8	79.6		17.3	29.2		36.4	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.3	62.8		23.8	79.6		17.3	29.2		36.4	40.9	
LOS	E	E		C	E		B	C		D	D	

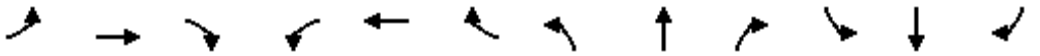
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		62.9			74.5			27.7			39.6	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)	72	320		21	326		42	270		89	385	
Queue Length 95th (ft)	#173	#525		47	#547		73	337		#206	#615	
Internal Link Dist (ft)		1045			406			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	181	505		214	487		328	1462		313	747	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.85	0.90		0.23	1.00		0.40	0.62		0.81	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 46.3		Intersection LOS: D	
Intersection Capacity Utilization 102.0%		ICU Level of Service G	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike



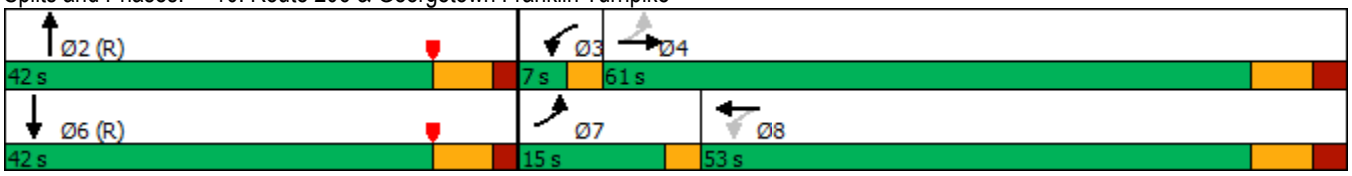


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	661	110	48	367	192	0	883	89	0	832	159
Future Volume (vph)	193	661	110	48	367	192	0	883	89	0	832	159
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00							
Frt		0.979			0.948			0.986			0.976	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1712	1889	0	1746	1846	0	0	3725	0	0	3457	0
Flt Permitted	0.184			0.094								
Satd. Flow (perm)	332	1889	0	173	1846	0	0	3725	0	0	3457	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					29							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			486			680			548	
Travel Time (s)		17.0			9.5			11.6			9.3	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	794	0	49	576	0	0	1002	0	0	1022	0
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8			2			6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			35.0			35.0	
Minimum Split (s)	10.0	15.0		10.0	15.0			42.0			42.0	
Total Split (s)	15.0	61.0		7.0	53.0			42.0			42.0	
Total Split (%)	13.6%	55.5%		6.4%	48.2%			38.2%			38.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0			5.0			5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0			7.0			7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None			C-Max			C-Max	
Act Effct Green (s)	60.4	49.8		50.9	41.9			39.6			39.6	
Actuated g/C Ratio	0.55	0.45		0.46	0.38			0.36			0.36	
v/c Ratio	0.63	0.93		0.36	0.80			0.75			0.82	
Control Delay	21.3	46.2		18.0	37.6			36.4			40.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	21.3	46.2		18.0	37.6			36.4			40.1	
LOS	C	D		B	D			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		41.2			36.0			36.4			40.1	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	62	493		14	321			342			361	
Queue Length 95th (ft)	98	#733		30	465			430			#496	
Internal Link Dist (ft)		1045			406			600			468	
Turn Bay Length (ft)				120								
Base Capacity (vph)	333	910		137	774			1339			1243	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.87		0.36	0.74			0.75			0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 38.7		Intersection LOS: D	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike

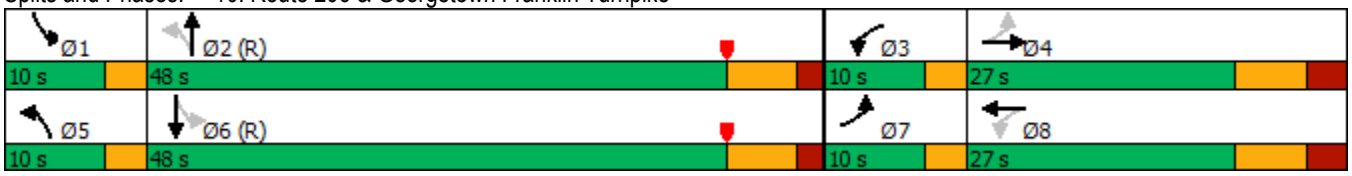


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	169	64	75	177	187	100	674	65	284	504	125
Future Volume (vph)	113	169	64	75	177	187	100	674	65	284	504	125
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Frt		0.959			0.923			0.987			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	1870	0	1695	1766	0	1844	3732	0	1704	1839	0
Flt Permitted	0.200			0.553			0.203			0.280		
Satd. Flow (perm)	363	1870	0	987	1766	0	394	3732	0	502	1839	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					50							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			486			680			548	
Travel Time (s)		17.0			9.5			11.6			9.3	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	3%	3%	1%	0%	1%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	237	0	77	372	0	102	754	0	290	642	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	41.0		7.0	41.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	48.0		10.0	48.0	
Total Split (s)	10.0	27.0		10.0	27.0		10.0	48.0		10.0	48.0	
Total Split (%)	10.5%	28.4%		10.5%	28.4%		10.5%	50.5%		10.5%	50.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	31.4	20.8		30.8	18.8		52.2	41.2		52.8	43.2	
Actuated g/C Ratio	0.33	0.22		0.32	0.20		0.55	0.43		0.56	0.45	
v/c Ratio	0.52	0.58		0.21	0.96		0.32	0.47		0.79	0.77	
Control Delay	30.4	40.7		22.2	69.8		11.7	20.3		30.0	30.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.4	40.7		22.2	69.8		11.7	20.3		30.0	30.3	
LOS	C	D		C	E		B	C		C	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.3			61.7			19.3			30.2	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	47	132		31	196		26	165		83	329	
Queue Length 95th (ft)	87	212		62	#373		48	217		#169	#498	
Internal Link Dist (ft)		1045			406			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	220	409		372	393		323	1618		367	836	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.52	0.58		0.21	0.95		0.32	0.47		0.79	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 95.2%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike

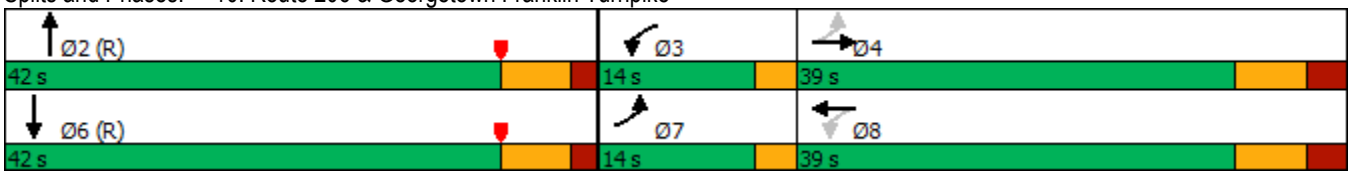


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	536	64	75	292	187	0	762	65	0	910	186
Future Volume (vph)	157	536	64	75	292	187	0	762	65	0	910	186
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99							
Frt		0.984			0.941			0.988			0.975	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1729	1919	0	1695	1800	0	0	3736	0	0	3511	0
Flt Permitted	0.188			0.138								
Satd. Flow (perm)	342	1919	0	246	1800	0	0	3736	0	0	3511	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					36							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			486			680			548	
Travel Time (s)		17.0			9.5			11.6			9.3	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	3%	3%	1%	0%	1%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	612	0	77	489	0	0	844	0	0	1119	0
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8			2			6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			35.0			35.0	
Minimum Split (s)	10.0	15.0		10.0	15.0			42.0			42.0	
Total Split (s)	14.0	39.0		14.0	39.0			42.0			42.0	
Total Split (%)	14.7%	41.1%		14.7%	41.1%			44.2%			44.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0			5.0			5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0			7.0			7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None			C-Max			C-Max	
Act Effct Green (s)	45.2	32.3		40.9	28.4			39.2			39.2	
Actuated g/C Ratio	0.48	0.34		0.43	0.30			0.41			0.41	
v/c Ratio	0.54	0.94		0.35	0.87			0.55			0.77	
Control Delay	19.9	54.5		16.7	46.0			23.8			29.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	19.9	54.5		16.7	46.0			23.8			29.8	
LOS	B	D		B	D			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		47.4			42.0			23.8			29.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	52	356		24	256			203			305	
Queue Length 95th (ft)	83	#560		44	#410			278			#423	
Internal Link Dist (ft)		1045			406			600			468	
Turn Bay Length (ft)				120								
Base Capacity (vph)	324	652		282	611			1542			1449	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.49	0.94		0.27	0.80			0.55			0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 34.4		Intersection LOS: C	
Intersection Capacity Utilization 83.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike

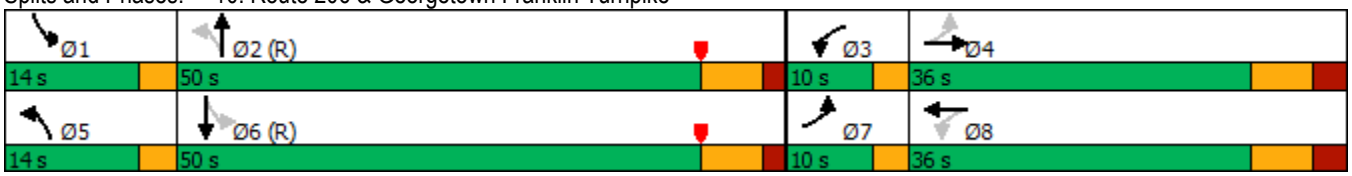


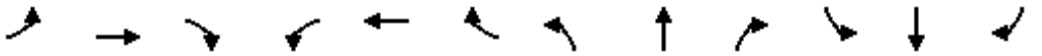
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	336	110	51	281	196	128	796	91	248	493	112
Future Volume (vph)	149	336	110	51	281	196	128	796	91	248	493	112
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99							
Frt		0.963			0.938			0.985			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1712	1853	0	1746	1826	0	1844	3722	0	1721	1813	0
Flt Permitted	0.133			0.185			0.172			0.174		
Satd. Flow (perm)	240	1853	0	340	1826	0	334	3722	0	315	1813	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					31							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			329			680			548	
Travel Time (s)		17.0			6.4			11.6			9.3	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	459	0	53	492	0	132	915	0	256	623	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	43.0		7.0	43.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	50.0		10.0	50.0	
Total Split (s)	10.0	36.0		10.0	36.0		14.0	50.0		14.0	50.0	
Total Split (%)	9.1%	32.7%		9.1%	32.7%		12.7%	45.5%		12.7%	45.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	40.6	30.0		40.0	28.0		55.9	43.2		60.0	45.3	
Actuated g/C Ratio	0.37	0.27		0.36	0.25		0.51	0.39		0.55	0.41	
v/c Ratio	0.85	0.91		0.25	1.01		0.46	0.63		0.83	0.83	
Control Delay	63.3	63.4		24.2	82.4		17.3	29.3		37.6	40.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.3	63.4		24.2	82.4		17.3	29.3		37.6	40.9	
LOS	E	E		C	F		B	C		D	D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		63.4			76.8			27.8			40.0	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)	72	322		23	~336		42	270		90	385	
Queue Length 95th (ft)	#173	#529		50	#556		73	339		#212	#615	
Internal Link Dist (ft)		1045			249			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	181	505		213	487		328	1461		312	747	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.85	0.91		0.25	1.01		0.40	0.63		0.82	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 47.0		Intersection LOS: D	
Intersection Capacity Utilization 102.5%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike



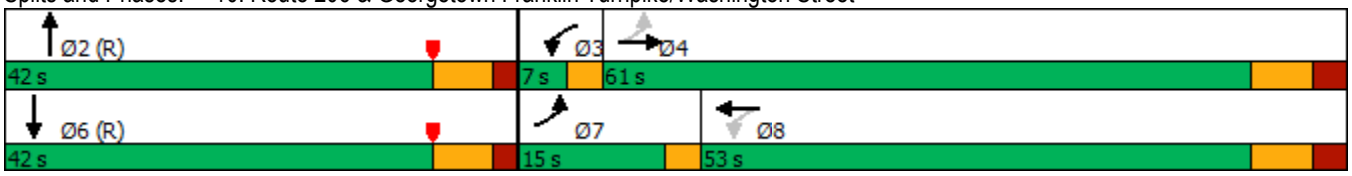


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	666	110	51	369	196	0	883	91	0	835	159
Future Volume (vph)	193	666	110	51	369	196	0	883	91	0	835	159
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor		1.00			1.00							
Frt		0.979			0.948			0.986			0.976	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1712	1889	0	1746	1846	0	0	3725	0	0	3457	0
Flt Permitted	0.181			0.094								
Satd. Flow (perm)	326	1889	0	173	1846	0	0	3725	0	0	3457	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					29							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			319			680			548	
Travel Time (s)		17.0			6.2			11.6			9.3	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	800	0	53	582	0	0	1004	0	0	1025	0
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8			2			6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			35.0			35.0	
Minimum Split (s)	10.0	15.0		10.0	15.0			42.0			42.0	
Total Split (s)	15.0	61.0		7.0	53.0			42.0			42.0	
Total Split (%)	13.6%	55.5%		6.4%	48.2%			38.2%			38.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0			5.0			5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0			7.0			7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None			C-Max			C-Max	
Act Effct Green (s)	60.6	50.0		51.1	42.1			39.4			39.4	
Actuated g/C Ratio	0.55	0.45		0.46	0.38			0.36			0.36	
v/c Ratio	0.64	0.93		0.39	0.80			0.75			0.83	
Control Delay	21.4	46.6		18.9	37.7			36.7			40.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	21.4	46.6		18.9	37.7			36.7			40.6	
LOS	C	D		B	D			D			D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		41.6			36.2			36.7			40.6	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	62	498		15	325			343			364	
Queue Length 95th (ft)	98	#742		32	472			431			#498	
Internal Link Dist (ft)		1045			239			600			468	
Turn Bay Length (ft)				120								
Base Capacity (vph)	330	910		137	775			1333			1236	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.60	0.88		0.39	0.75			0.75			0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 39.0		Intersection LOS: D	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike/Washington Street

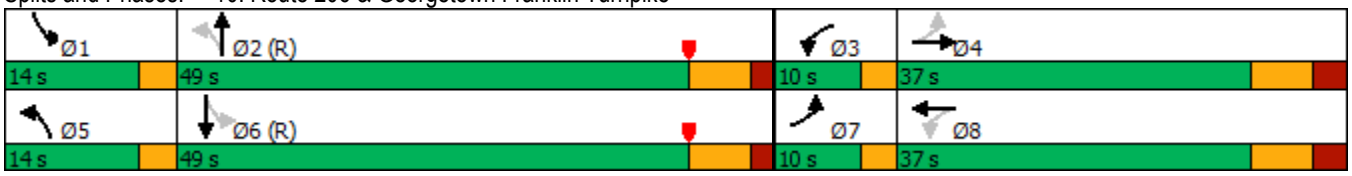


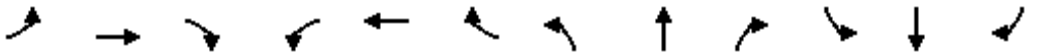
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	336	110	51	281	196	128	796	91	248	493	112
Future Volume (vph)	149	336	110	51	281	196	128	796	91	248	493	112
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99							
Frt		0.963			0.938			0.985			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1712	1853	0	1746	1826	0	1844	3722	0	1721	1813	0
Flt Permitted	0.129			0.201			0.161			0.168		
Satd. Flow (perm)	232	1853	0	369	1826	0	313	3722	0	304	1813	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					31							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			329			680			548	
Travel Time (s)		17.0			6.4			11.6			9.3	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	1%	1%	2%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	459	0	53	492	0	132	915	0	256	623	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	42.0		7.0	42.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	49.0		10.0	49.0	
Total Split (s)	10.0	37.0		10.0	37.0		14.0	49.0		14.0	49.0	
Total Split (%)	9.1%	33.6%		9.1%	33.6%		12.7%	44.5%		12.7%	44.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	41.6	31.0		41.0	29.0		54.8	42.1		59.0	44.3	
Actuated g/C Ratio	0.38	0.28		0.37	0.26		0.50	0.38		0.54	0.40	
v/c Ratio	0.85	0.88		0.24	0.98		0.48	0.64		0.84	0.85	
Control Delay	62.8	58.3		23.2	73.2		18.4	30.4		41.0	43.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.8	58.3		23.2	73.2		18.4	30.4		41.0	43.4	
LOS	E	E		C	E		B	C		D	D	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		59.4			68.3			28.9			42.7	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)	71	318		23	327		43	275		92	392	
Queue Length 95th (ft)	#173	#517		49	#544		75	344		#223	#627	
Internal Link Dist (ft)		1045			249			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	181	522		225	504		315	1424		304	730	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.85	0.88		0.24	0.98		0.42	0.64		0.84	0.85	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 101.7%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike



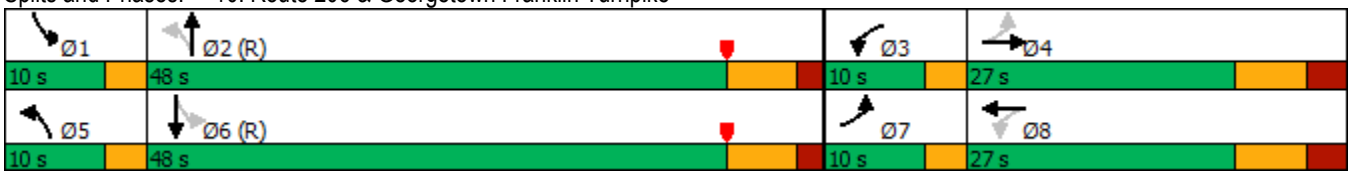


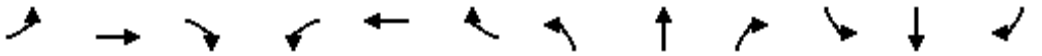
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	172	64	77	179	190	100	674	69	288	504	125
Future Volume (vph)	113	172	64	77	179	190	100	674	69	288	504	125
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99							
Frt		0.960			0.923			0.986			0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1729	1872	0	1695	1766	0	1844	3729	0	1704	1839	0
Flt Permitted	0.195			0.546			0.201			0.277		
Satd. Flow (perm)	354	1872	0	974	1766	0	390	3729	0	497	1839	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					50							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			329			680			548	
Travel Time (s)		17.0			6.4			11.6			9.3	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	3%	3%	1%	0%	1%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	241	0	79	377	0	102	758	0	294	642	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	41.0		7.0	41.0	
Minimum Split (s)	10.0	15.0		10.0	15.0		10.0	48.0		10.0	48.0	
Total Split (s)	10.0	27.0		10.0	27.0		10.0	48.0		10.0	48.0	
Total Split (%)	10.5%	28.4%		10.5%	28.4%		10.5%	50.5%		10.5%	50.5%	
Yellow Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0		3.0	7.0		3.0	7.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	31.6	21.0		31.0	19.0		52.0	41.0		52.6	43.0	
Actuated g/C Ratio	0.33	0.22		0.33	0.20		0.55	0.43		0.55	0.45	
v/c Ratio	0.53	0.58		0.21	0.96		0.32	0.47		0.81	0.77	
Control Delay	30.6	40.7		22.3	70.6		11.7	20.5		32.1	30.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.6	40.7		22.3	70.6		11.7	20.5		32.1	30.6	
LOS	C	D		C	E		B	C		C	C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		37.4			62.2			19.4			31.0	
Approach LOS		D			E			B			C	
Queue Length 50th (ft)	47	134		32	199		26	166		84	329	
Queue Length 95th (ft)	87	215		64	#382		48	218		#177	#498	
Internal Link Dist (ft)		1045			249			600			468	
Turn Bay Length (ft)				120			130			300		
Base Capacity (vph)	218	413		370	393		320	1609		363	832	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.58		0.21	0.96		0.32	0.47		0.81	0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 33.5		Intersection LOS: C	
Intersection Capacity Utilization 95.7%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike



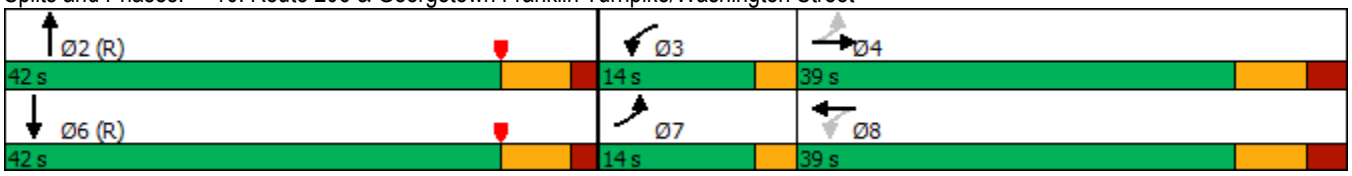


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	543	64	77	294	190	0	762	69	0	914	186
Future Volume (vph)	157	543	64	77	294	190	0	762	69	0	914	186
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		0%			-2%			-6%			4%	
Storage Length (ft)	0		300	120		0	130		225	300		0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (ft)	25			40			35			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00				0.99							
Frt		0.984			0.941			0.988			0.975	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1729	1919	0	1695	1800	0	0	3736	0	0	3511	0
Flt Permitted	0.182			0.138								
Satd. Flow (perm)	331	1919	0	246	1800	0	0	3736	0	0	3511	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)					36							
Link Speed (mph)		45			35			40			40	
Link Distance (ft)		1125			319			680			548	
Travel Time (s)		17.0			6.2			11.6			9.3	
Confl. Peds. (#/hr)	4					4						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	3%	3%	1%	0%	1%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	619	0	79	494	0	0	848	0	0	1123	0
Turn Type	pm+pt	NA		pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8								
Detector Phase	7	4		3	8			2			6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0			35.0			35.0	
Minimum Split (s)	10.0	15.0		10.0	15.0			42.0			42.0	
Total Split (s)	14.0	39.0		14.0	39.0			42.0			42.0	
Total Split (%)	14.7%	41.1%		14.7%	41.1%			44.2%			44.2%	
Yellow Time (s)	3.0	5.0		3.0	5.0			5.0			5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0			7.0			7.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None			C-Max			C-Max	
Act Effct Green (s)	45.2	32.3		41.0	28.5			39.1			39.1	
Actuated g/C Ratio	0.48	0.34		0.43	0.30			0.41			0.41	
v/c Ratio	0.54	0.95		0.36	0.88			0.55			0.78	
Control Delay	20.2	56.2		16.9	46.7			23.9			30.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	20.2	56.2		16.9	46.7			23.9			30.0	
LOS	C	E		B	D			C			C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		48.8			42.6			23.9			30.0	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	51	360		24	258			205			309	
Queue Length 95th (ft)	83	#570		45	#416			280			#427	
Internal Link Dist (ft)		1045			239			600			468	
Turn Bay Length (ft)				120								
Base Capacity (vph)	321	652		282	611			1539			1446	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.50	0.95		0.28	0.81			0.55			0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 35.0		Intersection LOS: D	
Intersection Capacity Utilization 83.7%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 10: Route 206 & Georgetown Franklin Turnpike/Washington Street



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	541	58	59	451	0	0	0	0	0	0	0
Future Vol, veh/h	0	541	58	59	451	0	0	0	0	0	0	0
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	0	0	0	4
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	-	1082023936		-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	1	2	0	1	2	0	0	0	2	0	2
Mvmt Flow	0	615	66	67	513	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	524	0	0	685	0	0	1306	1343	528
Stage 1	-	-	-	-	-	-	658	658	-
Stage 2	-	-	-	-	-	-	648	685	-
Critical Hdwy	4.12	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	1043	-	-	918	-	-	236	207	584
Stage 1	-	-	-	-	-	-	596	537	-
Stage 2	-	-	-	-	-	-	601	526	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1032	-	-	918	-	-	208	0	576
Mov Cap-2 Maneuver	-	-	-	-	-	-	208	0	-
Stage 1	-	-	-	-	-	-	590	0	-
Stage 2	-	-	-	-	-	-	534	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1.1	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	918	-	-	-
HCM Lane V/C Ratio	-	-	-	0.073	-	-	-
HCM Control Delay (s)	0	-	-	9.2	0	-	0
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.2	-	-	-

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	0	357	85	29	365	0	0	0	0	0	0	0
Future Vol, veh/h	0	357	85	29	365	0	0	0	0	0	0	0
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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	-	1082023936		-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	0	368	88	30	376	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	383	0	0	466	0	0	855	909	386
Stage 1	-	-	-	-	-	-	443	443	-
Stage 2	-	-	-	-	-	-	412	466	-
Critical Hdwy	4.12	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	1175	-	-	1106	-	-	397	339	691
Stage 1	-	-	-	-	-	-	714	639	-
Stage 2	-	-	-	-	-	-	733	628	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1167	-	-	1106	-	-	378	0	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	378	0	-
Stage 1	-	-	-	-	-	-	709	0	-
Stage 2	-	-	-	-	-	-	704	0	-

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

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	1106	-	-	-
HCM Lane V/C Ratio	-	-	-	0.027	-	-	-
HCM Control Delay (s)	0	-	-	8.3	0	-	0
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	610	58	59	519	0	0	0	0	0	0	0
Future Vol, veh/h	0	610	58	59	519	0	0	0	0	0	0	0
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	0	0	0	4
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	-	1082023936		-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	1	2	0	1	2	0	0	0	2	0	2
Mvmt Flow	0	693	66	67	590	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	601	0	0	763	0	0	1461	1498	605
Stage 1	-	-	-	-	-	-	735	735	-
Stage 2	-	-	-	-	-	-	726	763	-
Critical Hdwy	4.12	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	976	-	-	859	-	-	196	172	532
Stage 1	-	-	-	-	-	-	559	504	-
Stage 2	-	-	-	-	-	-	563	493	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	966	-	-	859	-	-	170	0	525
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	0	-
Stage 1	-	-	-	-	-	-	553	0	-
Stage 2	-	-	-	-	-	-	493	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	966	-	-	859	-	-	-
HCM Lane V/C Ratio	-	-	-	0.078	-	-	-
HCM Control Delay (s)	0	-	-	9.5	0	-	0
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	-

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	0	692	58	59	607	0	0	0	0	0	0	0
Future Vol, veh/h	0	692	58	59	607	0	0	0	0	0	0	0
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	0	0	0	4
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, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	1	2	0	1	2	0	0	0	2	0	2
Mvmt Flow	0	786	66	67	690	0	0	0	0	0	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	701	0	0	856	0	0			1654	1691	705
Stage 1	-	-	-	-	-	-			835	835	-
Stage 2	-	-	-	-	-	-			819	856	-
Critical Hdwy	4.12	-	-	4.1	-	-			5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-			4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-			4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-			3.518	4	3.318
Pot Cap-1 Maneuver	896	-	-	793	-	-			156	137	472
Stage 1	-	-	-	-	-	-			513	464	-
Stage 2	-	-	-	-	-	-			520	456	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	887	-	-	793	-	-			132	0	465
Mov Cap-2 Maneuver	-	-	-	-	-	-			132	0	-
Stage 1	-	-	-	-	-	-			508	0	-
Stage 2	-	-	-	-	-	-			444	0	-

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

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	887	-	-	793	-	-	-
HCM Lane V/C Ratio	-	-	-	0.085	-	-	-
HCM Control Delay (s)	0	-	-	10	0	-	0
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	433	85	29	439	0	0	0	0	0	0	0
Future Vol, veh/h	0	433	85	29	439	0	0	0	0	0	0	0
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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	-	1082023936		-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	0	446	88	30	453	0	0	0	0	0	0	0

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	460	0	0	544	0	0			1010	1064	463
Stage 1	-	-	-	-	-	-			520	520	-
Stage 2	-	-	-	-	-	-			490	544	-
Critical Hdwy	4.12	-	-	4.1	-	-			5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-			4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-			4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-			3.518	4	3.318
Pot Cap-1 Maneuver	1101	-	-	1035	-	-			333	285	631
Stage 1	-	-	-	-	-	-			670	601	-
Stage 2	-	-	-	-	-	-			687	589	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1094	-	-	1035	-	-			316	0	625
Mov Cap-2 Maneuver	-	-	-	-	-	-			316	0	-
Stage 1	-	-	-	-	-	-			665	0	-
Stage 2	-	-	-	-	-	-			656	0	-

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

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	1035	-	-	-
HCM Lane V/C Ratio	-	-	-	0.029	-	-	-
HCM Control Delay (s)	0	-	-	8.6	0	-	0
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	516	85	29	554	0	0	0	0	0	0	0
Future Vol, veh/h	0	516	85	29	554	0	0	0	0	0	0	0
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	0	532	88	30	571	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	578	0	0	630	0	0	1214	1268	581
Stage 1	-	-	-	-	-	-	638	638	-
Stage 2	-	-	-	-	-	-	576	630	-
Critical Hdwy	4.12	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	996	-	-	962	-	-	263	225	548
Stage 1	-	-	-	-	-	-	606	546	-
Stage 2	-	-	-	-	-	-	639	550	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	989	-	-	962	-	-	247	0	543
Mov Cap-2 Maneuver	-	-	-	-	-	-	247	0	-
Stage 1	-	-	-	-	-	-	602	0	-
Stage 2	-	-	-	-	-	-	606	0	-

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

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	962	-	-	-
HCM Lane V/C Ratio	-	-	-	0.031	-	-	-
HCM Control Delay (s)	0	-	-	8.9	0	-	0
HCM Lane LOS	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Traffic Vol, veh/h	0	610	58	59	521	0	0	0	0	2	0	1
Future Vol, veh/h	0	610	58	59	521	0	0	0	0	2	0	1
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	0	0	0	4
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	-	1082241024		-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	1	2	0	1	2	0	0	0	2	0	2
Mvmt Flow	0	693	66	67	592	0	0	0	0	2	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	603	0	0	763	0	0	1463	1500	607
Stage 1	-	-	-	-	-	-	737	737	-
Stage 2	-	-	-	-	-	-	726	763	-
Critical Hdwy	4.12	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	975	-	-	859	-	-	196	172	531
Stage 1	-	-	-	-	-	-	558	504	-
Stage 2	-	-	-	-	-	-	563	493	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	965	-	-	859	-	-	170	0	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	0	-
Stage 1	-	-	-	-	-	-	552	0	-
Stage 2	-	-	-	-	-	-	493	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	965	-	-	859	-	-	219
HCM Lane V/C Ratio	-	-	-	0.078	-	-	0.016
HCM Control Delay (s)	0	-	-	9.5	0	-	21.7
HCM Lane LOS	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	692	58	59	609	0	0	0	0	2	0	1
Future Vol, veh/h	0	692	58	59	609	0	0	0	0	2	0	1
Conflicting Peds, #/hr	11	0	4	4	0	11	4	0	0	0	0	4
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, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	1	2	0	1	2	0	0	0	2	0	2
Mvmt Flow	0	786	66	67	692	0	0	0	0	2	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	856	0	0	1645	1682	696
Stage 1	-	-	-	-	-	-	826	826	-
Stage 2	-	-	-	-	-	-	819	856	-
Critical Hdwy	-	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	0	-	-	793	-	0	158	139	477
Stage 1	0	-	-	-	-	0	517	468	-
Stage 2	0	-	-	-	-	0	520	456	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	793	-	-	136	0	475
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	0	-
Stage 1	-	-	-	-	-	-	517	0	-
Stage 2	-	-	-	-	-	-	449	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.9	25.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	793	-	178
HCM Lane V/C Ratio	-	-	0.085	-	0.019
HCM Control Delay (s)	-	-	10	0	25.6
HCM Lane LOS	-	-	A	A	D
HCM 95th %tile Q(veh)	-	-	0.3	-	0.1

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	0	433	85	29	442	0	0	0	0	2	0	1
Future Vol, veh/h	0	433	85	29	442	0	0	0	0	2	0	1
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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	-	1082241024		-	-	0	-
Grade, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	0	446	88	30	456	0	0	0	0	2	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	463	0	0	544	0	0	1013	1067	466
Stage 1	-	-	-	-	-	-	523	523	-
Stage 2	-	-	-	-	-	-	490	544	-
Critical Hdwy	4.12	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	1098	-	-	1035	-	-	332	284	628
Stage 1	-	-	-	-	-	-	668	600	-
Stage 2	-	-	-	-	-	-	687	589	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1091	-	-	1035	-	-	315	0	622
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	0	-
Stage 1	-	-	-	-	-	-	663	0	-
Stage 2	-	-	-	-	-	-	656	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.5	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1091	-	-	1035	-	-	377
HCM Lane V/C Ratio	-	-	-	0.029	-	-	0.008
HCM Control Delay (s)	0	-	-	8.6	0	-	14.6
HCM Lane LOS	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	516	85	29	557	0	0	0	0	2	0	1
Future Vol, veh/h	0	516	85	29	557	0	0	0	0	2	0	1
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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, %	-	2	-	-	-2	-	-	0	-	-	-4	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	0	0	2	2	0	0	0	2	0	2
Mvmt Flow	0	532	88	30	574	0	0	0	0	2	0	1

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	630	0	0	1210	1264	577
Stage 1	-	-	-	-	-	-	634	634	-
Stage 2	-	-	-	-	-	-	576	630	-
Critical Hdwy	-	-	-	4.1	-	-	5.62	5.7	5.82
Critical Hdwy Stg 1	-	-	-	-	-	-	4.62	4.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	4.62	4.7	-
Follow-up Hdwy	-	-	-	2.2	-	-	3.518	4	3.318
Pot Cap-1 Maneuver	0	-	-	962	-	0	264	226	550
Stage 1	0	-	-	-	-	0	609	548	-
Stage 2	0	-	-	-	-	0	639	550	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	962	-	-	252	0	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	0	-
Stage 1	-	-	-	-	-	-	609	0	-
Stage 2	-	-	-	-	-	-	610	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.4	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	962	-	307
HCM Lane V/C Ratio	-	-	0.031	-	0.01
HCM Control Delay (s)	-	-	8.9	0	16.8
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.1	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	541	0	0	507	0	3	0	6	0	0	0
Future Vol, veh/h	0	541	0	0	507	0	3	0	6	0	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	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, %	-	2	-	-	-4	-	-	2	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	615	0	0	576	0	3	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	577	0	-	-	-	0	1191	1192	615	1196	1192	577
Stage 1	-	-	-	-	-	-	615	615	-	577	577	-
Stage 2	-	-	-	-	-	-	576	577	-	619	615	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.9	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1006	-	0	0	-	-	145	165	478	164	189	520
Stage 1	-	-	0	0	-	-	450	453	-	506	505	-
Stage 2	-	-	0	0	-	-	475	474	-	480	485	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1005	-	-	-	-	-	145	165	478	162	189	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	145	165	-	162	189	-
Stage 1	-	-	-	-	-	-	450	453	-	505	504	-
Stage 2	-	-	-	-	-	-	475	474	-	473	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18.8	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	271	1005	-	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-	-	-
HCM Control Delay (s)	18.8	0	-	-	-	0
HCM Lane LOS	C	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	357	0	0	389	0	5	0	9	0	0	0
Future Vol, veh/h	0	357	0	0	389	0	5	0	9	0	0	0
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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, %	-	2	-	-	-4	-	-	2	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	368	0	0	401	0	5	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	-	-	-	0	772	776	368	781	776	411
Stage 1	-	-	-	-	-	-	368	368	-	408	408	-
Stage 2	-	-	-	-	-	-	404	408	-	373	368	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.9	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1162	-	0	0	-	-	293	304	668	315	331	645
Stage 1	-	-	0	0	-	-	630	600	-	624	600	-
Stage 2	-	-	0	0	-	-	600	574	-	652	625	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1153	-	-	-	-	-	292	302	668	308	328	638
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	302	-	308	328	-
Stage 1	-	-	-	-	-	-	630	600	-	619	595	-
Stage 2	-	-	-	-	-	-	598	569	-	643	625	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	458	1153	-	-	-	-
HCM Lane V/C Ratio	0.032	-	-	-	-	-
HCM Control Delay (s)	13.1	0	-	-	-	0
HCM Lane LOS	B	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	610	0	0	575	0	3	0	6	0	0	0
Future Vol, veh/h	0	610	0	0	575	0	3	0	6	0	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	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, %	-	2	-	-	-4	-	-	2	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	693	0	0	653	0	3	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	654	0	-	-	-	0	1346	1347	693	1351	1347	654
Stage 1	-	-	-	-	-	-	693	693	-	654	654	-
Stage 2	-	-	-	-	-	-	653	654	-	697	693	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.9	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	943	-	0	0	-	-	112	131	430	129	152	470
Stage 1	-	-	0	0	-	-	405	414	-	459	466	-
Stage 2	-	-	0	0	-	-	427	434	-	435	448	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	942	-	-	-	-	-	112	131	430	127	152	469
Mov Cap-2 Maneuver	-	-	-	-	-	-	112	131	-	127	152	-
Stage 1	-	-	-	-	-	-	405	414	-	459	466	-
Stage 2	-	-	-	-	-	-	427	434	-	428	448	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	221	942	-	-	-	-
HCM Lane V/C Ratio	0.046	-	-	-	-	-
HCM Control Delay (s)	22.1	0	-	-	-	0
HCM Lane LOS	C	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	692	0	0	663	0	3	0	6	0	0	0
Future Vol, veh/h	0	692	0	0	663	0	3	0	6	0	0	0
Conflicting Peds, #/hr	1	0	1	1	0	1	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, %	-	2	-	-	-4	-	-	2	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	786	0	0	753	0	3	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	754	0	-	-	-	0	1539	1540	786	1544	1540	754
Stage 1	-	-	-	-	-	-	786	786	-	754	754	-
Stage 2	-	-	-	-	-	-	753	754	-	790	786	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.9	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	865	-	0	0	-	-	80	98	378	95	117	412
Stage 1	-	-	0	0	-	-	356	372	-	404	420	-
Stage 2	-	-	0	0	-	-	372	386	-	386	406	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	864	-	-	-	-	-	80	98	378	93	117	412
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	98	-	93	117	-
Stage 1	-	-	-	-	-	-	356	372	-	404	420	-
Stage 2	-	-	-	-	-	-	372	386	-	379	406	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	27.7	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	169	864	-	-	-	-
HCM Lane V/C Ratio	0.061	-	-	-	-	-
HCM Control Delay (s)	27.7	0	-	-	-	0
HCM Lane LOS	D	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	433	0	0	463	0	5	0	9	0	0	0
Future Vol, veh/h	0	433	0	0	463	0	5	0	9	0	0	0
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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, %	-	2	-	-	-4	-	-	2	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	446	0	0	477	0	5	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	484	0	-	-	-	0	926	930	446	935	930	487
Stage 1	-	-	-	-	-	-	446	446	-	484	484	-
Stage 2	-	-	-	-	-	-	480	484	-	451	446	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.9	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1089	-	0	0	-	-	227	243	601	248	269	585
Stage 1	-	-	0	0	-	-	567	550	-	568	555	-
Stage 2	-	-	0	0	-	-	541	526	-	592	577	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	1081	-	-	-	-	-	226	241	601	242	267	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	241	-	242	267	-
Stage 1	-	-	-	-	-	-	567	550	-	563	551	-
Stage 2	-	-	-	-	-	-	540	522	-	583	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.9	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	377	1081	-	-	-	-
HCM Lane V/C Ratio	0.038	-	-	-	-	-
HCM Control Delay (s)	14.9	0	-	-	-	0
HCM Lane LOS	B	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	516	0	0	578	0	5	0	9	0	0	0
Future Vol, veh/h	0	516	0	0	578	0	5	0	9	0	0	0
Conflicting Peds, #/hr	7	0	10	10	0	7	3	0	0	0	0	3
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, %	-	2	-	-	-4	-	-	2	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	0	532	0	0	596	0	5	0	9	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	603	0	-	-	-	0	1131	1135	532	1140	1135	606
Stage 1	-	-	-	-	-	-	532	532	-	603	603	-
Stage 2	-	-	-	-	-	-	599	603	-	537	532	-
Critical Hdwy	4.1	-	-	-	-	-	7.5	6.9	6.4	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.9	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	-	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	984	-	0	0	-	-	161	180	535	180	204	501
Stage 1	-	-	0	0	-	-	504	498	-	489	492	-
Stage 2	-	-	0	0	-	-	460	460	-	532	529	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	976	-	-	-	-	-	161	179	535	176	202	496
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	179	-	176	202	-
Stage 1	-	-	-	-	-	-	504	498	-	485	488	-
Stage 2	-	-	-	-	-	-	459	456	-	523	529	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	18	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	292	976	-	-	-	-
HCM Lane V/C Ratio	0.049	-	-	-	-	-
HCM Control Delay (s)	18	0	-	-	-	0
HCM Lane LOS	C	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	612	0	0	577	3	6
Future Vol, veh/h	612	0	0	577	3	6
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-4	2	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	695	0	0	656	3	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1351	695
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	656	-
Critical Hdwy	-	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	144	429
Stage 1	-	0	0	-	462	-
Stage 2	-	0	0	-	483	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	144	429
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	258	-	-
HCM Lane V/C Ratio	0.04	-	-
HCM Control Delay (s)	19.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	694	0	0	665	3	6
Future Vol, veh/h	694	0	0	665	3	6
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-4	2	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	789	0	0	756	3	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1545	789
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	756	-
Critical Hdwy	-	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	107	377
Stage 1	-	0	0	-	413	-
Stage 2	-	0	0	-	430	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	107	377
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	430	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	205	-	-
HCM Lane V/C Ratio	0.05	-	-
HCM Control Delay (s)	23.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↱	
Traffic Vol, veh/h	435	0	0	466	5	9
Future Vol, veh/h	435	0	0	466	5	9
Conflicting Peds, #/hr	0	10	10	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-4	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	448	0	0	480	5	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	931	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	483	-
Critical Hdwy	-	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	269	600
Stage 1	-	0	0	-	616	-
Stage 2	-	0	0	-	592	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	268	600
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	590	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	416	-	-
HCM Lane V/C Ratio	0.035	-	-
HCM Control Delay (s)	14	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	518	0	0	581	5	9
Future Vol, veh/h	518	0	0	581	5	9
Conflicting Peds, #/hr	0	10	10	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-4	2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	534	0	0	599	5	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	1136	534
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	602	-
Critical Hdwy	-	-	-	-	6.8	6.4
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	0	-	199	534
Stage 1	-	0	0	-	558	-
Stage 2	-	0	0	-	515	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	198	534
Mov Cap-2 Maneuver	-	-	-	-	198	-
Stage 1	-	-	-	-	558	-
Stage 2	-	-	-	-	513	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	332	-	-
HCM Lane V/C Ratio	0.043	-	-
HCM Control Delay (s)	16.3	-	-
HCM Lane LOS	C	-	-
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	7	668	520	2	0	8
Future Vol, veh/h	7	668	520	2	0	8
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, %	-	2	-2	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	726	565	2	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	567	0	-	0	-	566
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1015	-	-	-	0	528
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1015	-	-	-	-	528
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1015	-	-	-	528
HCM Lane V/C Ratio	0.007	-	-	-	0.016
HCM Control Delay (s)	8.6	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	750	608	2	0	8
Future Vol, veh/h	7	750	608	2	0	8
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, %	-	2	-2	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	815	661	2	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	663	0	-	0	-	662
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	935	-	-	-	0	465
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	935	-	-	-	-	465
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	935	-	-	-	465
HCM Lane V/C Ratio	0.008	-	-	-	0.019
HCM Control Delay (s)	8.9	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	518	440	3	0	6
Future Vol, veh/h	11	518	440	3	0	6
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, %	-	2	-2	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	563	478	3	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	481	0	-	0	-	480
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1092	-	-	-	0	590
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1092	-	-	-	-	590
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1092	-	-	-	590
HCM Lane V/C Ratio	0.011	-	-	-	0.011
HCM Control Delay (s)	8.3	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	601	555	3	0	6
Future Vol, veh/h	11	601	555	3	0	6
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, %	-	2	-2	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	653	603	3	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	606	0	-	0	-	605
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	982	-	-	-	0	501
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	982	-	-	-	-	501
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	982	-	-	-	501
HCM Lane V/C Ratio	0.012	-	-	-	0.013
HCM Control Delay (s)	8.7	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0