
December 15, 2022
Last Revised: May 1, 2023
Via Hand Delivery

Montgomery Township Planning Department
100 Community Drive
Skillman, NJ 08558

Attn: Lori Savron, PP, AICP, Planning Director

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

Dear Ms. Savon:

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

Existing Conditions

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

U.S. Route 206 is an Urban Principal Arterial roadway under New Jersey Department of Transportation (NJDOT) jurisdiction. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides one travel lane in each direction with turn lanes provided at key intersections. On-street parking is prohibited along both sides of the roadway. Curb is provided along the easterly side of the roadway while sidewalk is not provided along either side of the roadway. U.S. Route 206 has a curved horizontal alignment and a relatively flat vertical alignment. The land uses along Route 206 within the study area are primarily commercial.

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

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Thursday, October 12, 2017 from 7:00 to 9:00 AM and from 4:30 to 6:30 PM at the intersection of Research Road (now known as Village Drive) with Georgetown-Franklin Turnpike (CR 518). Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) occurs between 7:45 - 8:45 AM and the weekday evening PSH occurs between 4:30 - 5:30 PM. Note that the 2017 counts were increased to better represent existing 2022 traffic volumes by applying a growth rate of 1.25% per year obtained from the NJDOT Annual Background Growth Rate Table for a period of five years.

Additionally, this firm conducted MTM counts on Thursday, October 7, 2021 from 7:00 AM to 9:00 AM and Tuesday, July 26, 2022 from 4:30 PM to 6:30 PM at the intersection of U.S. Route 206 and Georgetown-Franklin-Turnpike/Washington Street (CR 518). These traffic counts were then used to determine the volume of traffic along U.S. Route 206 at the intersection with Brecknell Way. Note that the 2021 weekday morning counts were increased to better represent existing 2022 traffic volumes by applying a growth rate of 1.25% per year obtained from the NJDOT Annual Background Growth Rate Table for a period of one year.

In order to confirm the grown 2017 traffic volumes are an accurate reflection of current traffic conditions, the adjusted 2017 traffic volumes were then compared to the current count data. The grown 2017 traffic volumes were compared to the existing 2021 weekday morning traffic counts and the existing weekday evening 2022 traffic counts at the intersection of U.S. Route 206 and Georgetown-Franklin-Turnpike/Washington Street (CR 518) as summarized in the table below.

Table I
Traffic Count Comparison

Location	Date	CR 518 Peak Hour Traffic Volume		% Difference
		As-Counted	With Background Growth ^[1]	
CR 518 b/w Village Drive & U.S. Route 206	Oct. 2017 - AM	1,136	1,194 ^[1]	-35%
	Oct. 2021 – AM	887	887	
	Oct. 2017 – PM	1,139	1,212 ^[2]	-21%
	July 2022 – PM	1,000	1,000	

[1] 2017 data increased by 1.25% per NJDOT Annual Background Growth Rate Table compounded annually for four years.

[2] 2017 data increased by 1.25% per NJDOT Annual Background Growth Rate Table compounded annually for five years.

As seen above, the grown 2017 traffic volumes were found to be higher in the weekday AM than the existing 2021 traffic volumes and higher in the weekday PM than the existing 2022 traffic volumes. As such, no further adjustment was applied to the grown 2017 volumes which represent a conservative estimate of current conditions. Figure 2 shows the existing peak hour traffic volumes at the study intersection. The manual turning movement count data is appended.

Future Traffic Volumes

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.25% 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 Montgomery Crossing, located along Village Drive just north of Georgetown Franklin Turnpike, has been approved. Traffic projections for this development were obtained from the Traffic Impact Study, prepared by Dynamic Traffic, dated March 5, 2018. The traffic volumes for this development in the vicinity of The Project are shown on Figure 7.

- A 34,444 SF, 80-unit assisted living facility located at the northwestern corner of the intersection of Hartwick Drive and Village Drive is currently under review by the Montgomery Township Planning Board. In an effort to remain conservative, this development has been included as an adjacent development for the purposes of this study. Traffic projections for this development were obtained from the Traffic & Parking Assessment, prepared by Dynamic Traffic, dated December 9, 2022. The traffic volumes for this development in the vicinity of The Project are shown on Figure 8.
- A mixed-use development known as Montgomery Promenade, at the southwest corner of US Route 206 and Georgetown Franklin Turnpike (CR 518) has been approved. It will consist of 34-single family dwelling units and 320,000 square feet of commercial retail space. Traffic projections for this development were obtained from the Traffic Impact Analysis prepared by Atlantic Traffic & Design Engineers, Inc. and dated December 28, 2017. Because this development is not approved, No Build and Build scenarios have been prepared with and without the traffic generation from this proposed development. The traffic volumes for this development in the vicinity of The Project are shown on Figure 10 and the rerouted traffic volumes associated with the roadway improvements included with the construction of this development are shown separately on Figure 11.

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 12, show the 2024 No Build traffic volumes without and with the Montgomery Promenade Development, respectively.

Site Generated Traffic

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

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

Table II
Trip Generation Considering Passby Traffic

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

Once the magnitude of the site generated traffic is known, it is necessary to assign the traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 13-17 illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes without the Montgomery Promenade development to generate the Build traffic volumes without the Montgomery Promenade development, which are shown in Figure 18. The re-routed site-generated volumes associated with the construction of the Montgomery Promenade development are shown on Figure 19. These volumes were then added to the Build traffic volumes without the Montgomery Promenade development to generate the Build traffic volumes with the Montgomery Promenade development, which are shown on Figure 20.

Capacity Analysis

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

Table III
Future Levels of Service without Montgomery Promenade Development

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Georgetown-Franklin Turnpike (CR 518) & Brecknell Way	SB	R	B (14)	B (14)	B (13)	B (14)
U.S. Route 206 & Brecknell Way	EB	R	C (16)	C (17)	C (17)	C (18)
Brecknell Way & Site Driveway	WB	LR	-	A (9)	-	A (9)
	SB	L	-	A (7)	-	A (7)

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

Table IV
Future Levels of Service with Montgomery Promenade Development

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Georgetown-Franklin Turnpike (CR 518) & Brecknell Way	SB	R	B (13)	B (13)	B (13)	B (13)
U.S. Route 206 & Brecknell Way	EB	R	C (16)	C (18)	C (20)	C (22)
Brecknell Way & Site Driveway	WB	LR	-	A (9)	-	A (9)
	SB	L	-	A (7)	-	A (7)

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

Georgetown-Franklin Turnpike (CR 518) & Brecknell Way

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

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

U.S. Route 206 & Brecknell Way

Brecknell Way is proposed to intersection U.S. Route 206 to form a three-leg intersection with the eastbound approach of Brecknell Way operating under stop control. U.S. Route 206 is proposed to provide a dedicated through lane and a shared through/right turn lane. Brecknell Way is proposed to provide one dedicated right turn lane in the eastbound direction.

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

Brecknell Way & Site Driveway

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

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

Site Access, Parking and Circulation

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

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

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

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

Conclusion

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

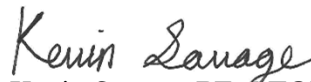
If you have any questions on the above, please do not hesitate to contact me.

Sincerely,

Dynamic Traffic, LLC



Nick Verderese, PE
Senior Principal
NJ PE License 38991



Kevin Savage, PE, PTOE
Principal
NJ PE License 55728

JTT
Enclosures

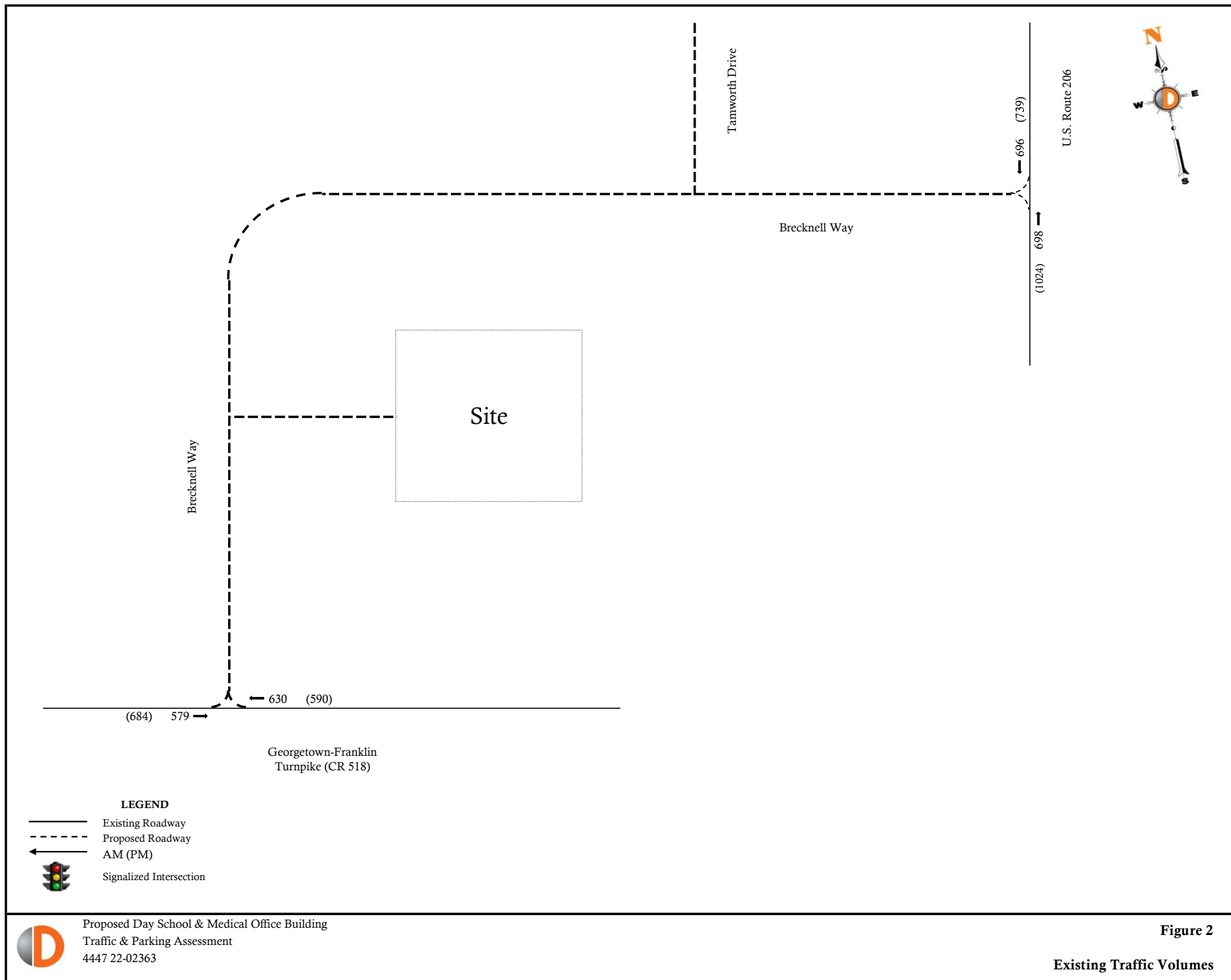
c: Joe Scandone (via email w/enclosure)
Jeff Haberman, PE, PP (via email w/enclosure)

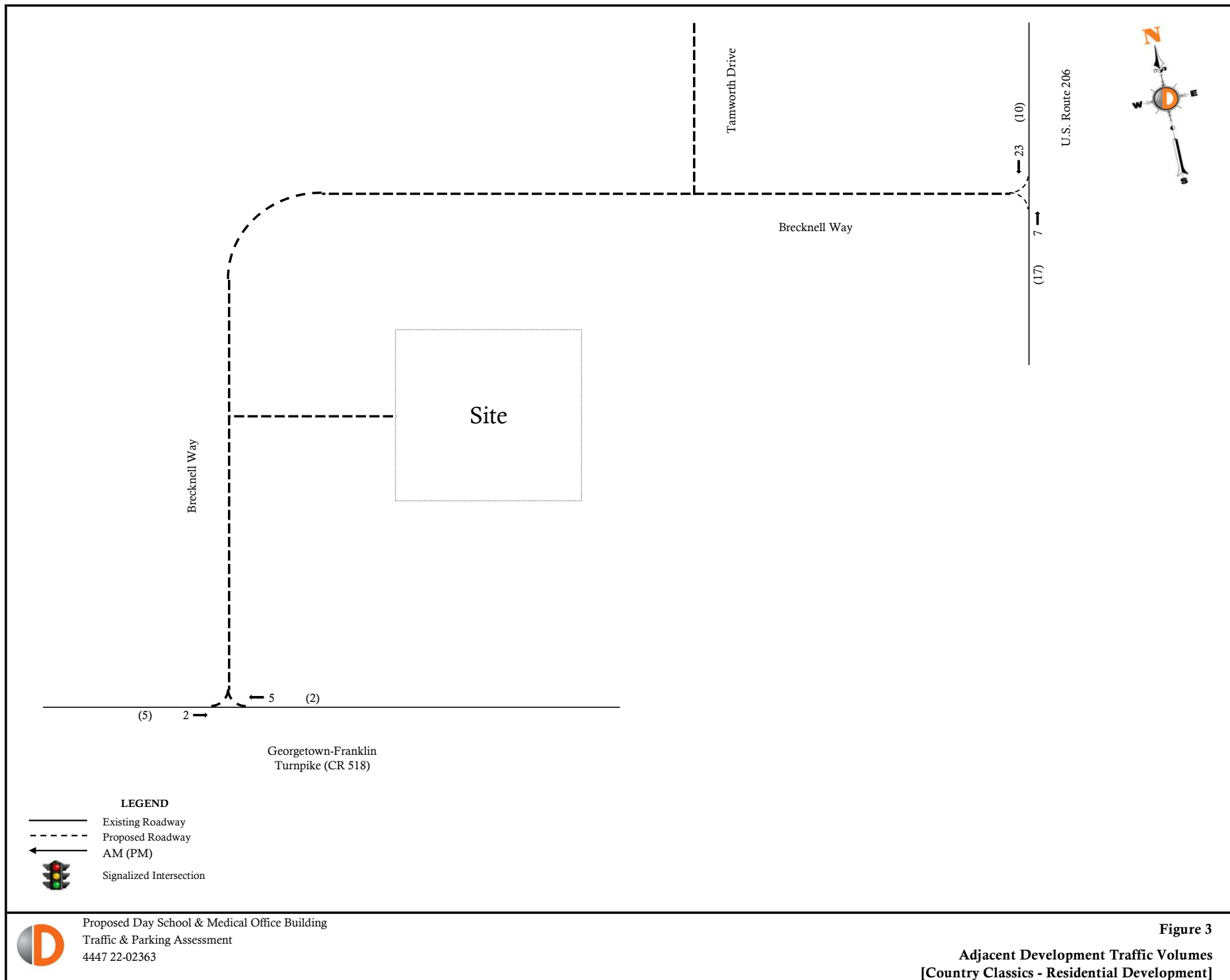


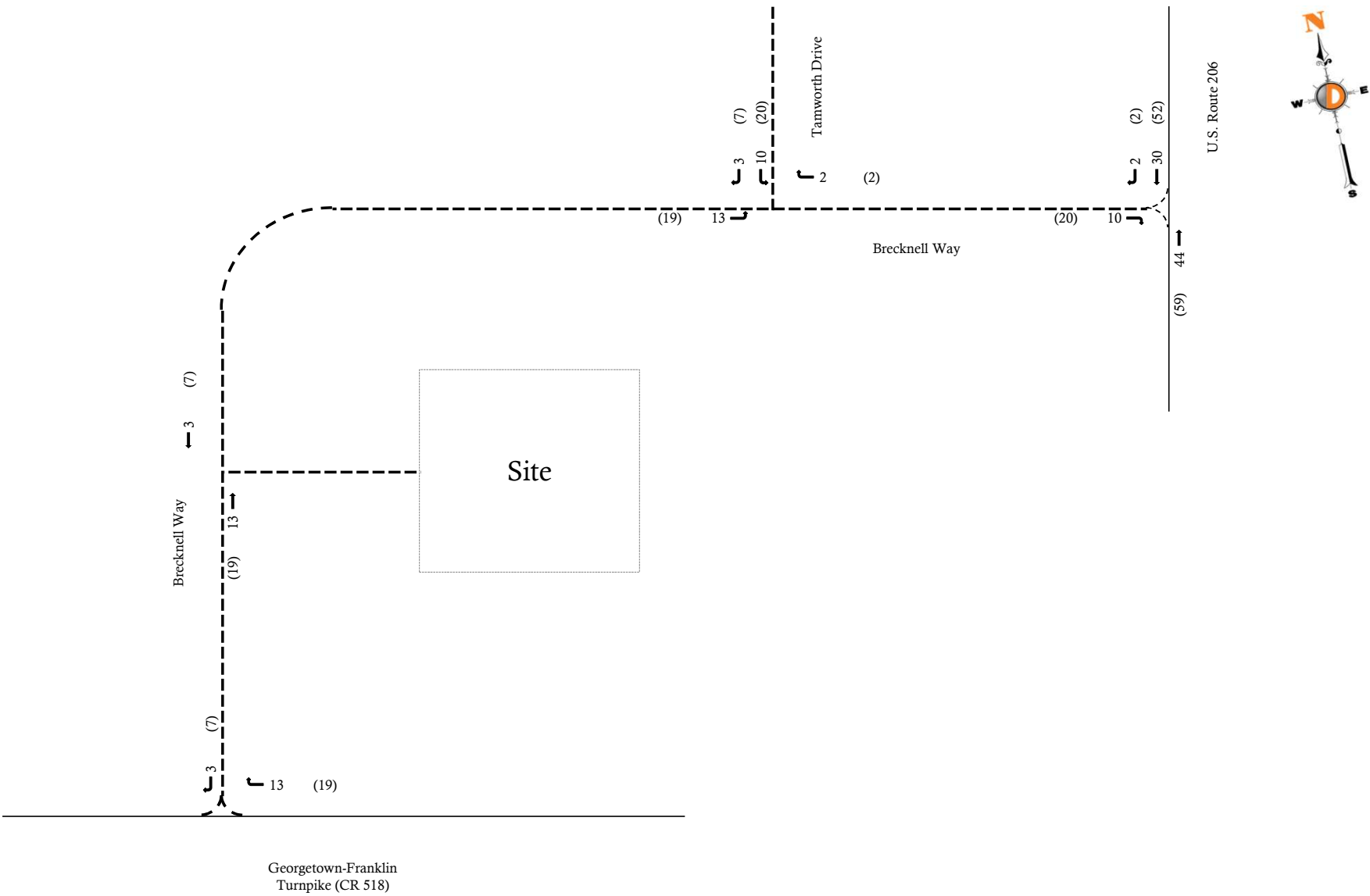
Proposed Day School & Medical Office Building
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Figure 1


Site Location Map







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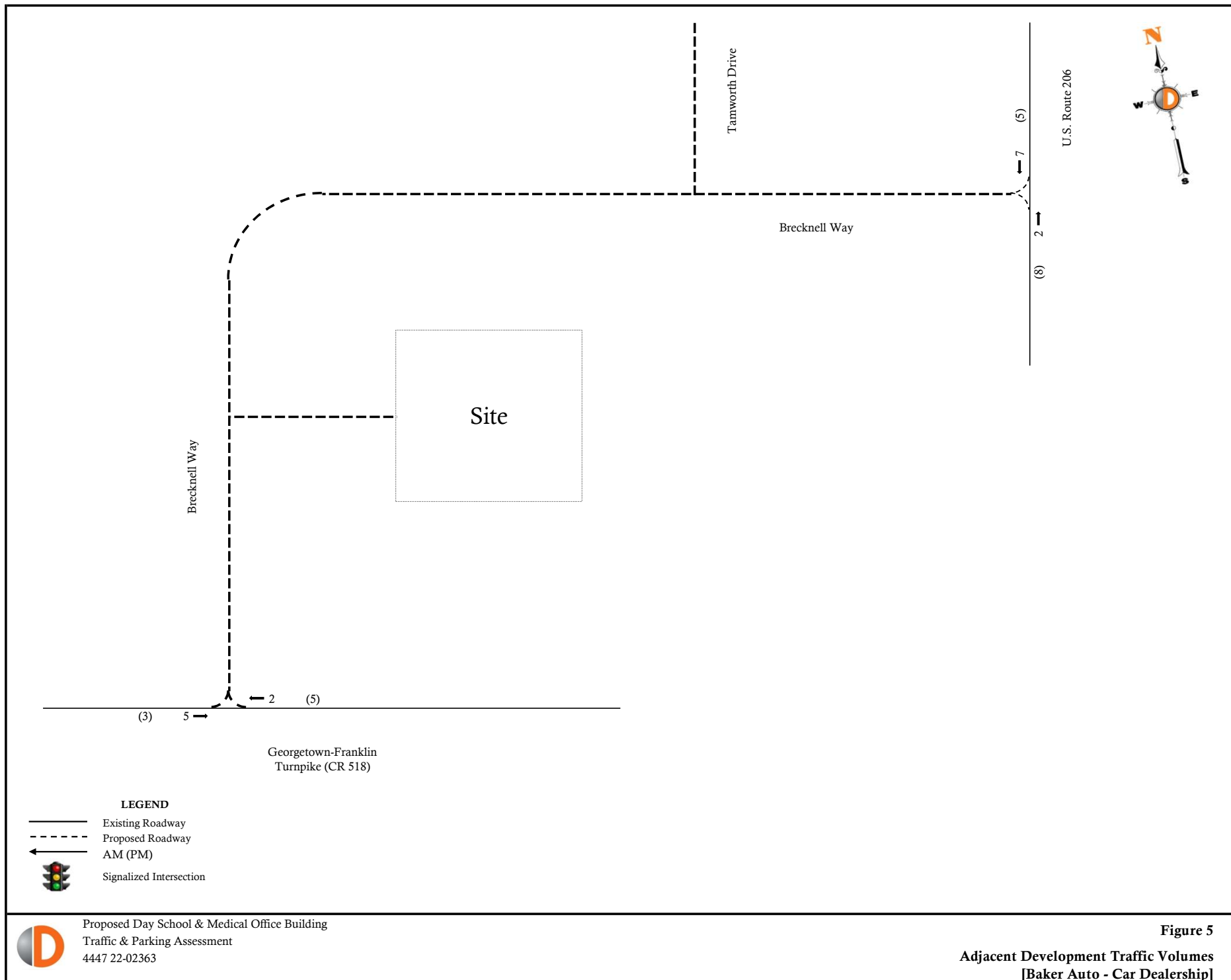
- Existing Roadway
- - - Proposed Roadway
- ← AM (PM)
-  Signalized Intersection

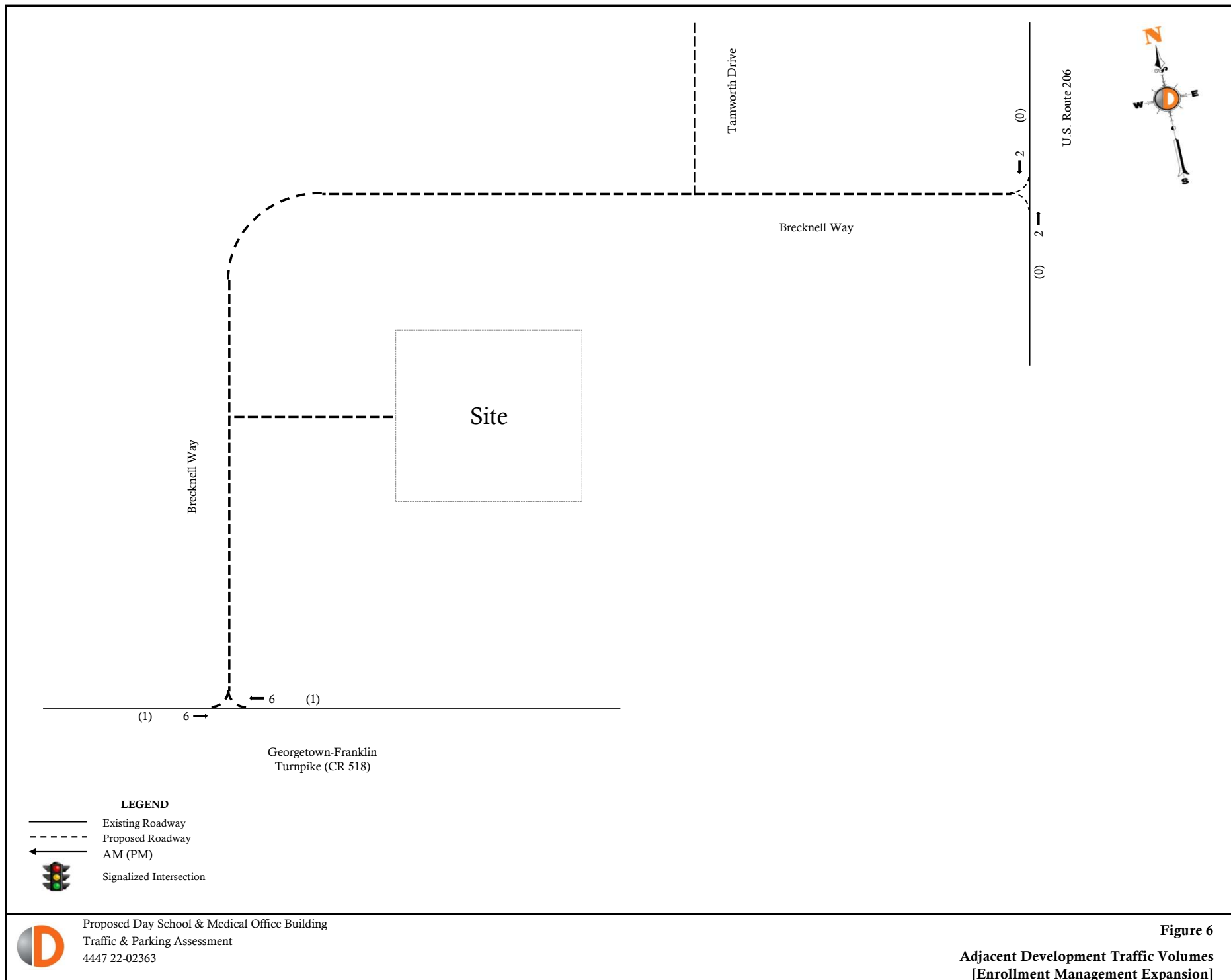


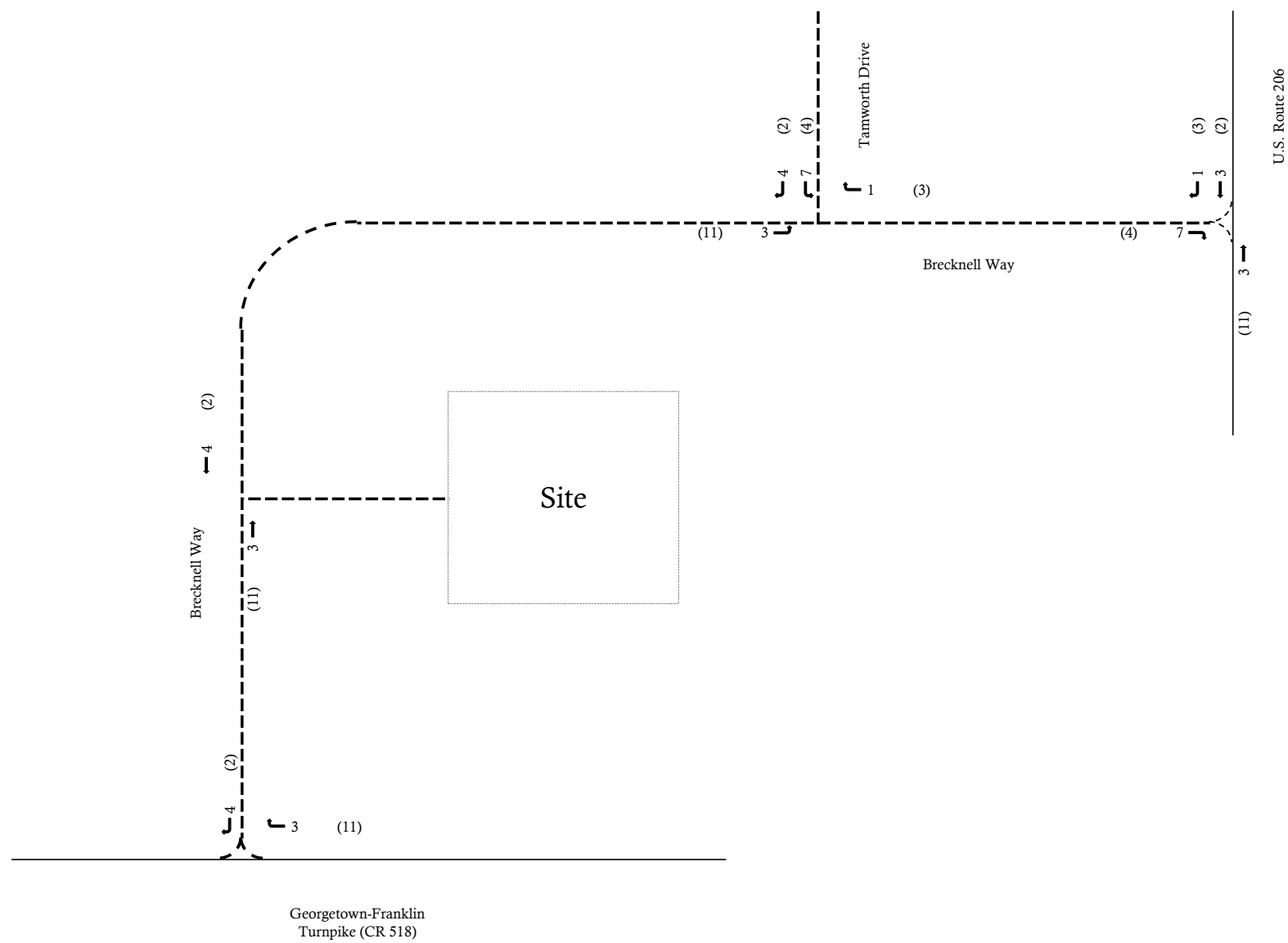
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Figure 4

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







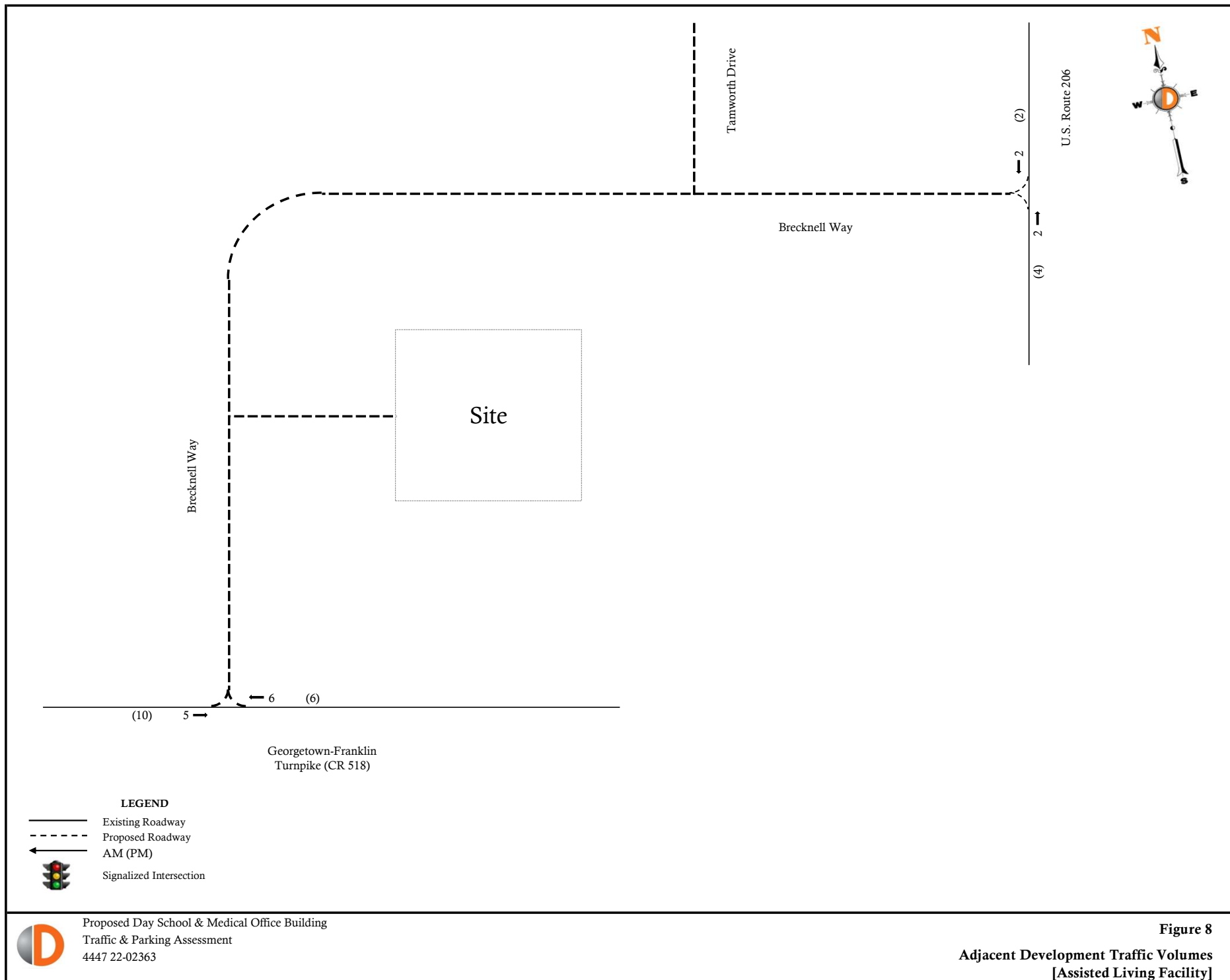
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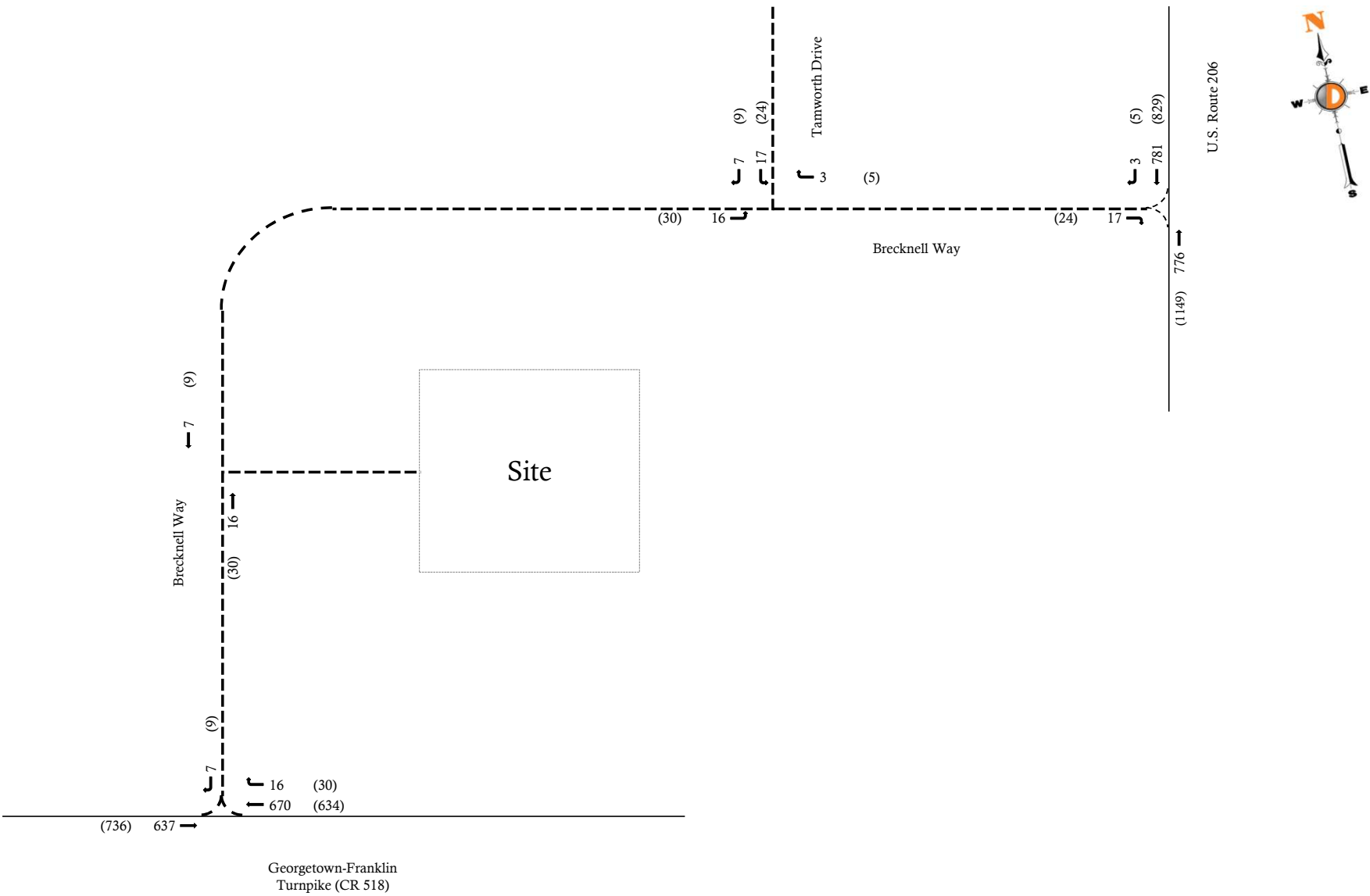
- Existing Roadway
- Proposed Roadway
- AM (PM)
- Signalized Intersection




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Figure 7
Adjacent Development Traffic Volumes
[Montgomery Crossing]





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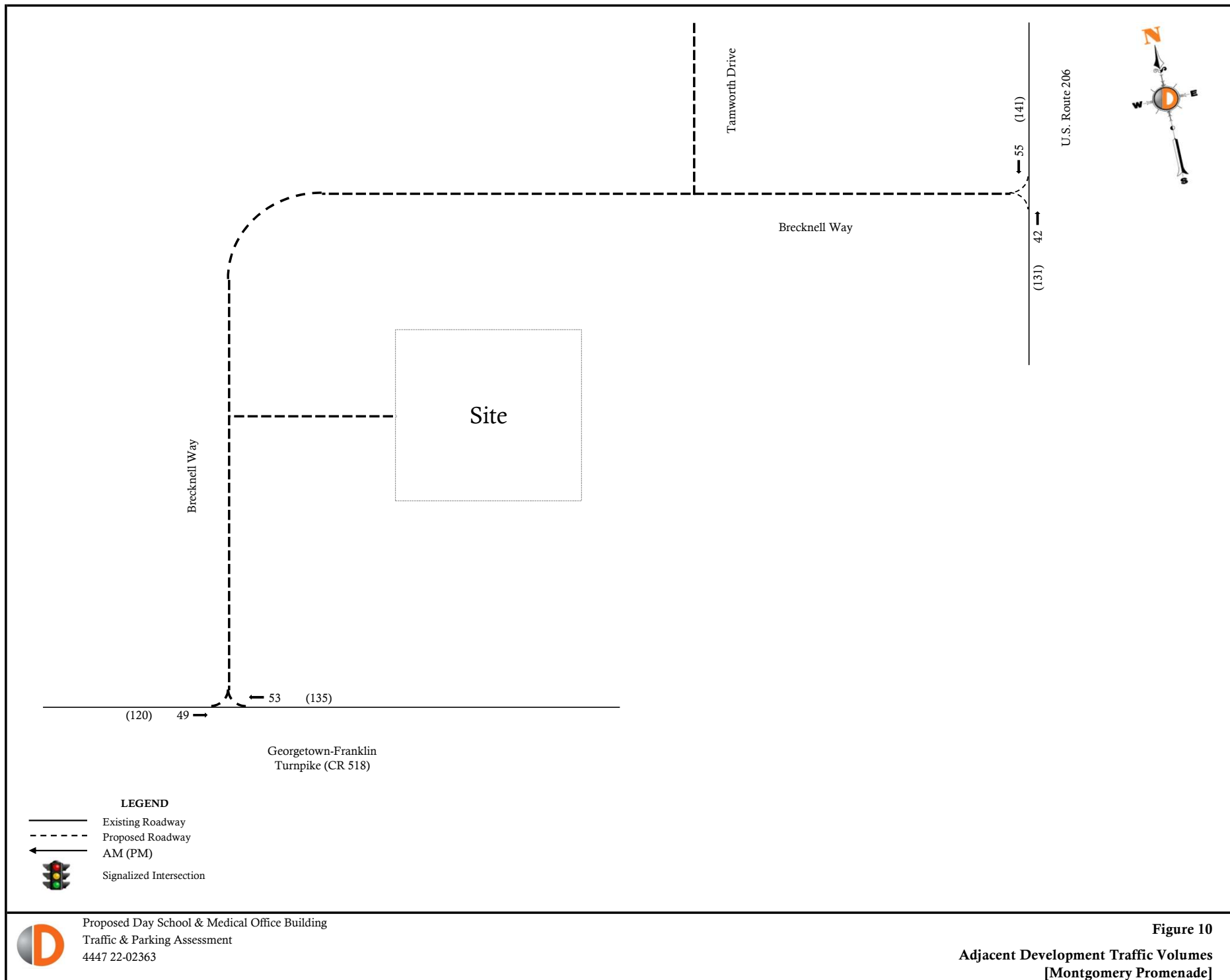
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- - - Proposed Roadway
- ← AM (PM)
-  Signalized Intersection

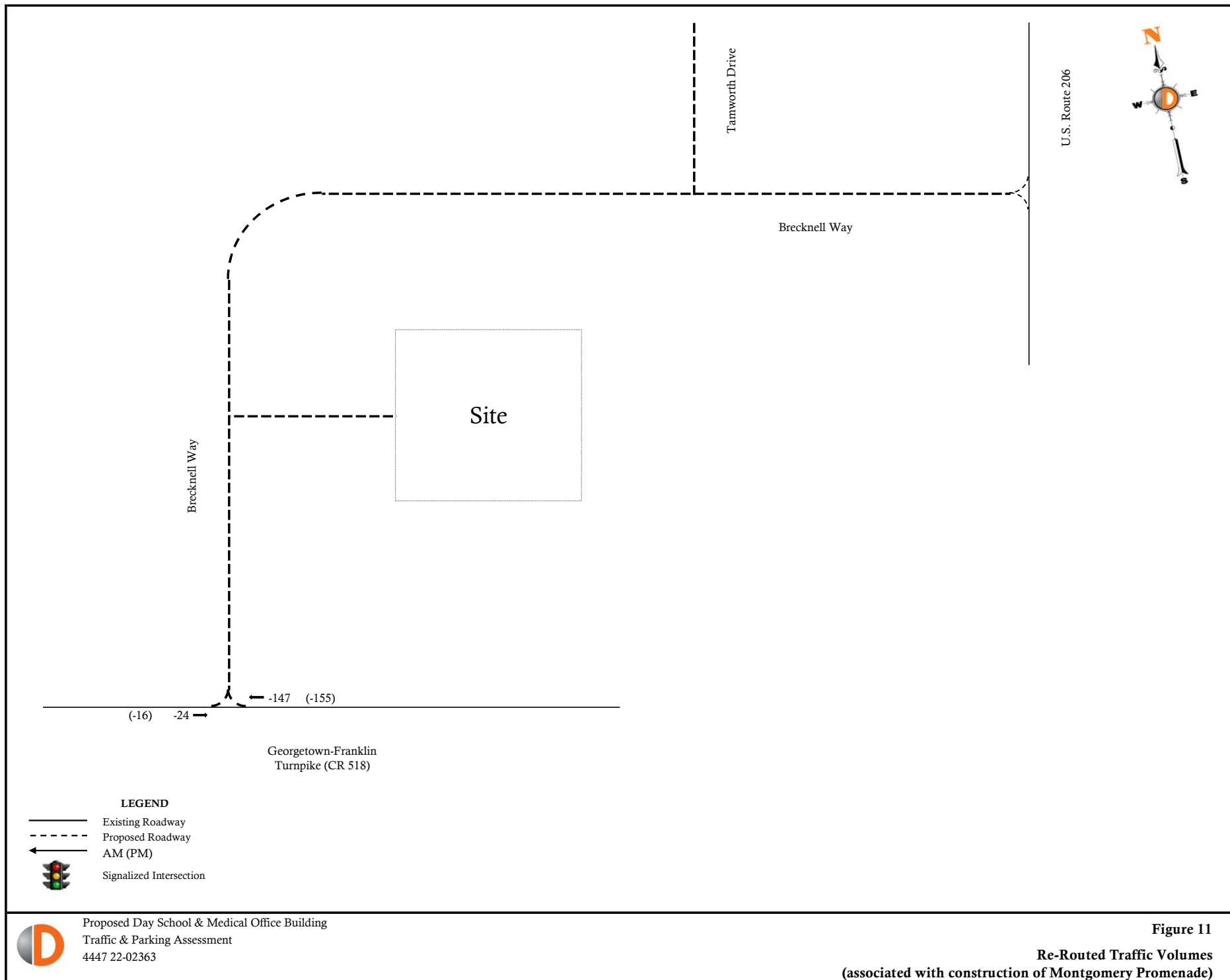


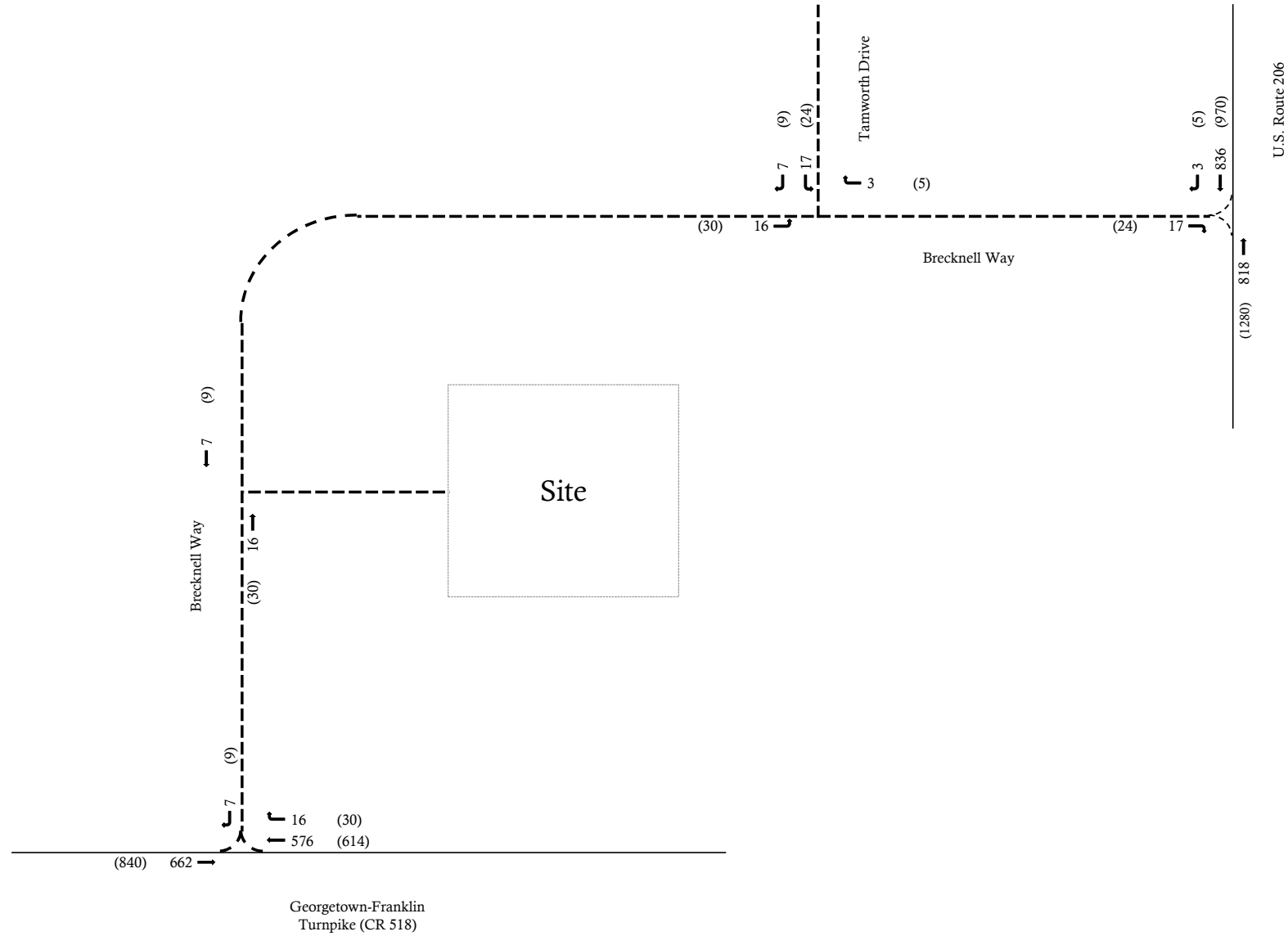
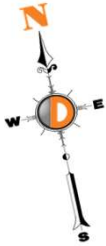
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Figure 9

**No Build Traffic Volumes
 (without Montgomery Promenade)**







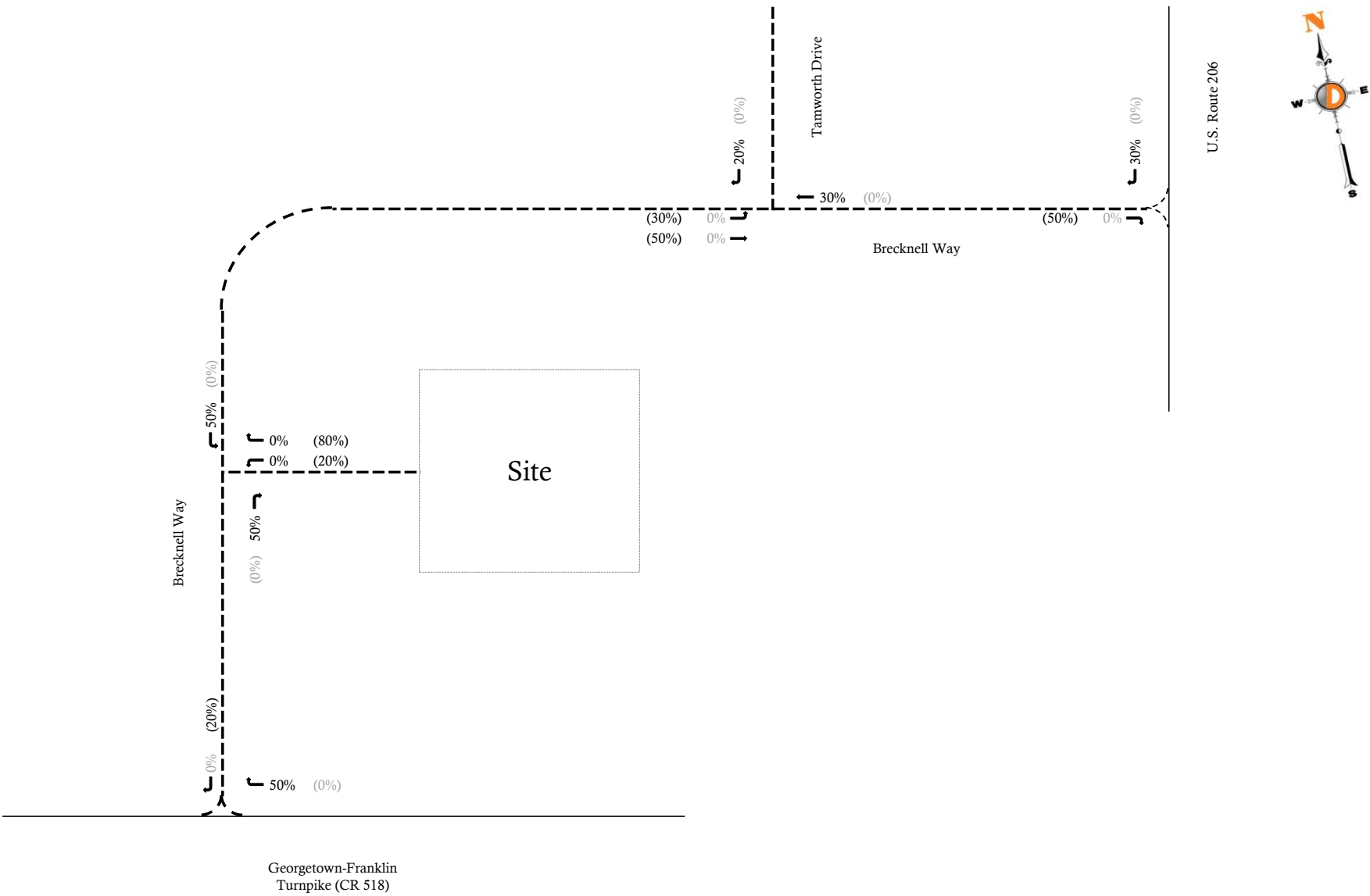
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- Existing Roadway
- Proposed Roadway
- AM (PM)
- Signalized Intersection



Proposed Day School & Medical Office Building
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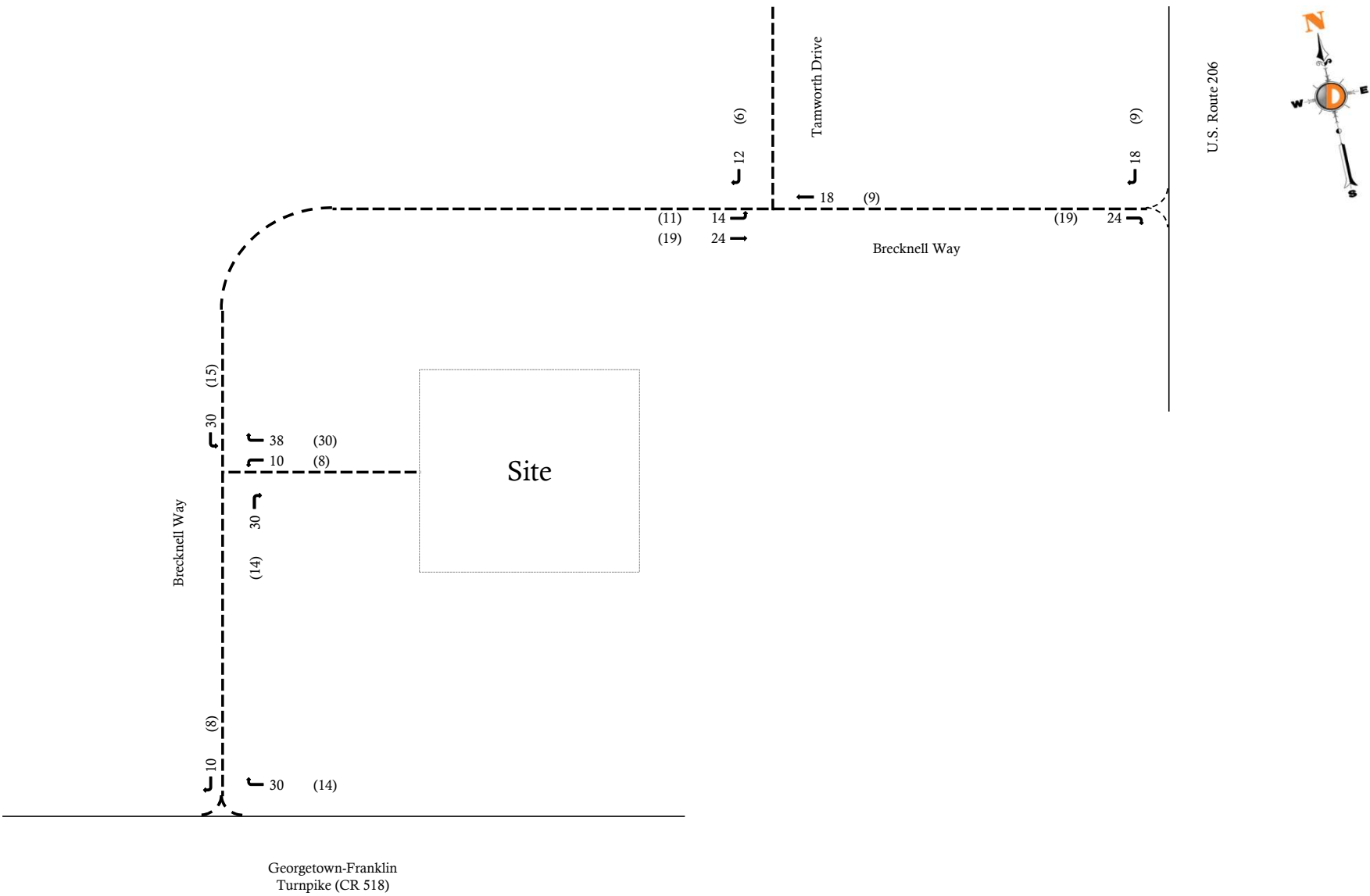
Figure 12
No Build Traffic Volumes
(with Montgomery Promenade)

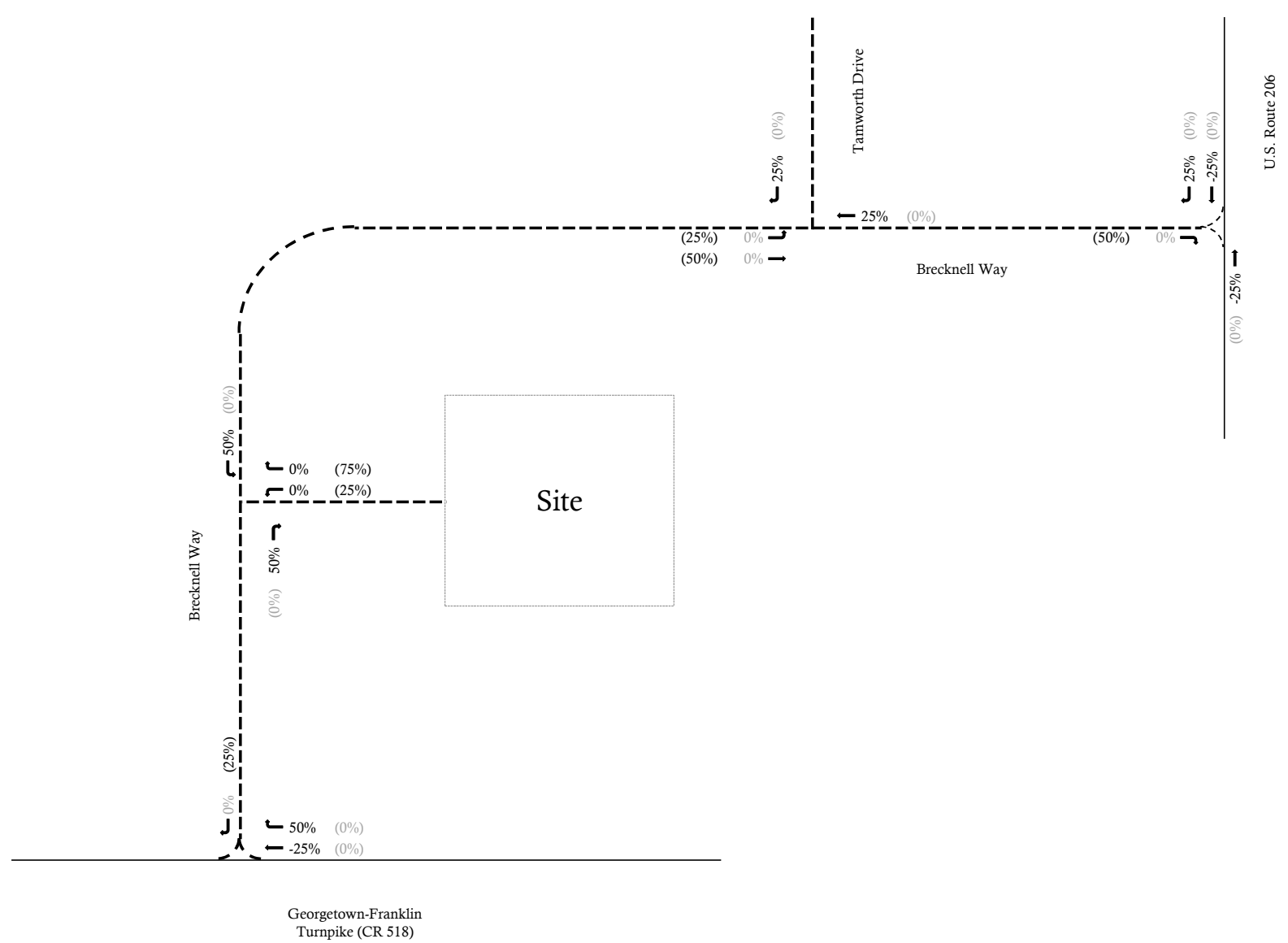


- LEGEND**
- Existing Roadway
 - - - Proposed Roadway
 - ← IN (OUT)
 - Signalized Intersection



Figure 13
Percent Distribution
(Primary Trips)





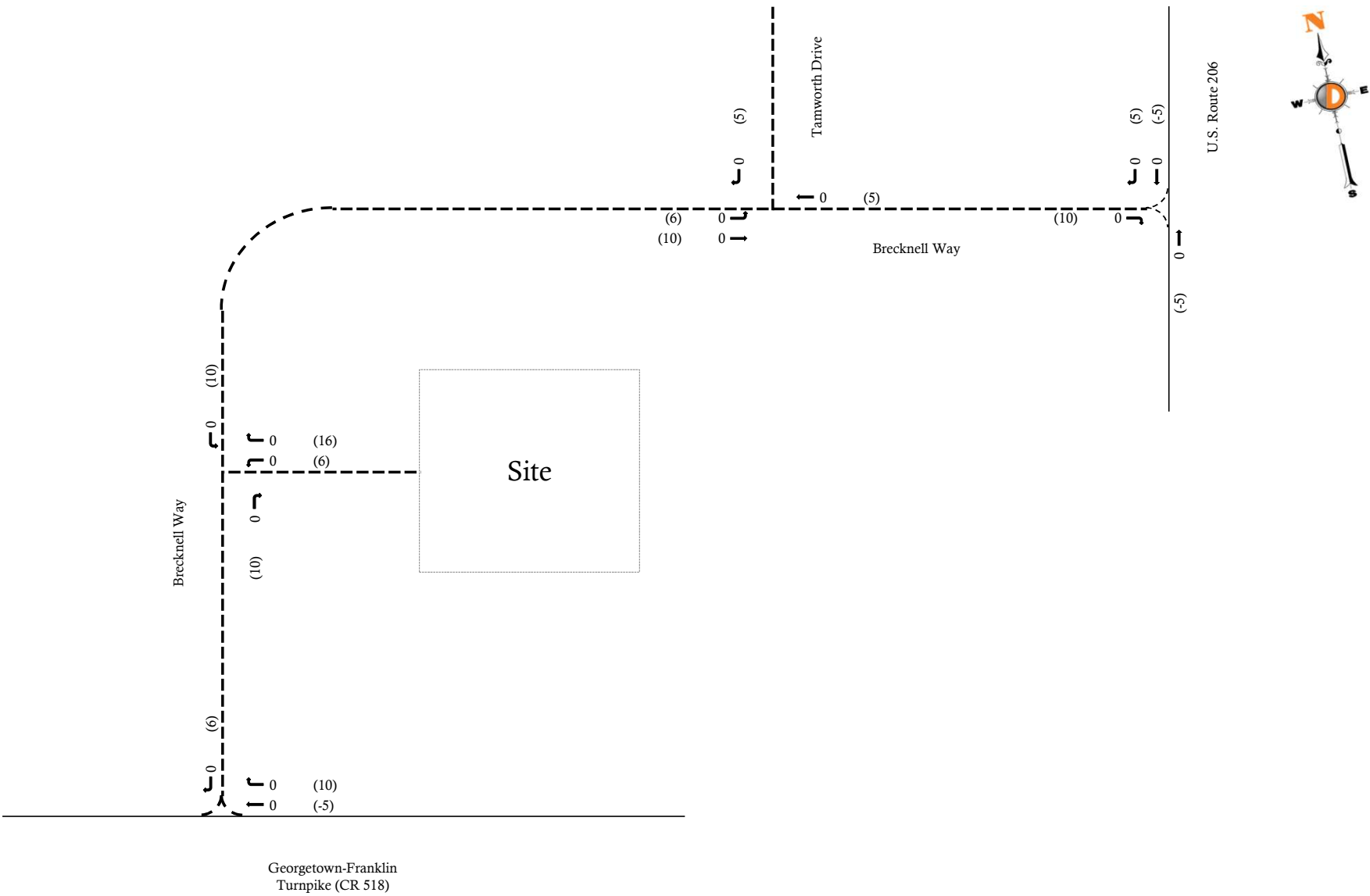
LEGEND

- Existing Roadway
- Proposed Roadway
- IN (OUT)
- Signalized Intersection



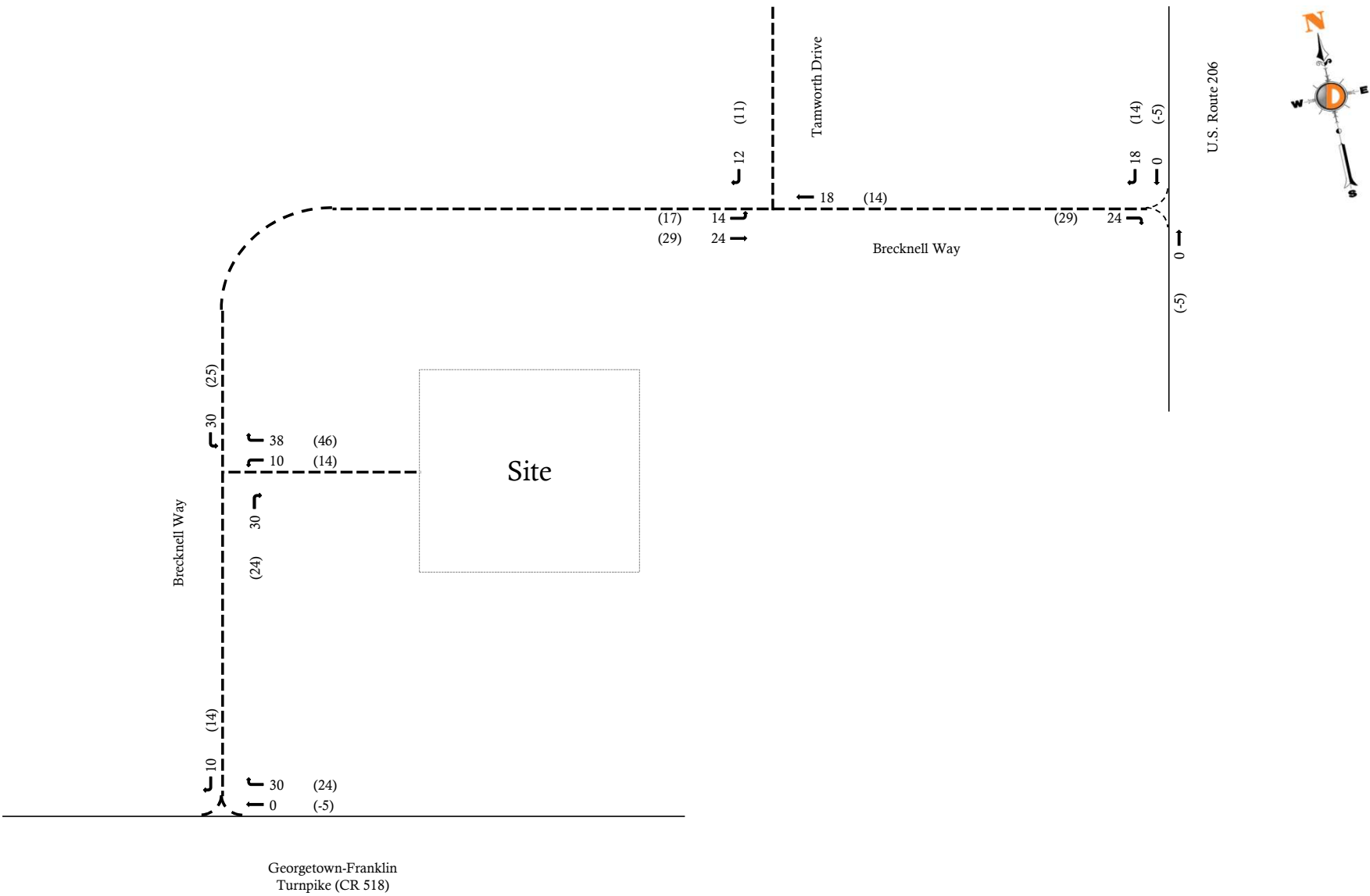
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Figure 15
Percent Distribution
(Passby Trips)



- LEGEND**
- Existing Roadway
 - Proposed Roadway
 - AM (PM)
 - Signalized Intersection





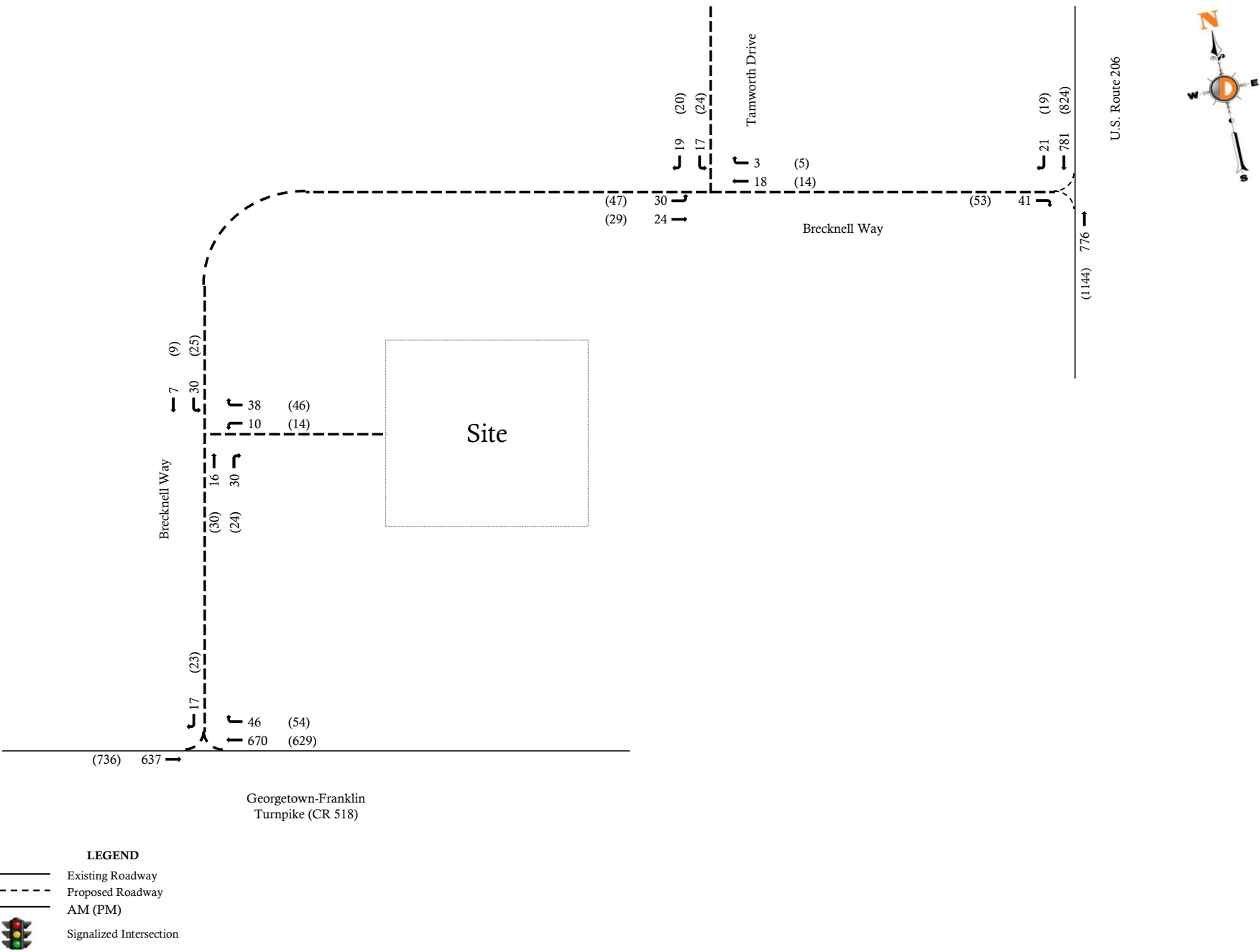
- LEGEND**
- Existing Roadway
 - Proposed Roadway
 - AM (PM)
 - Signalized Intersection

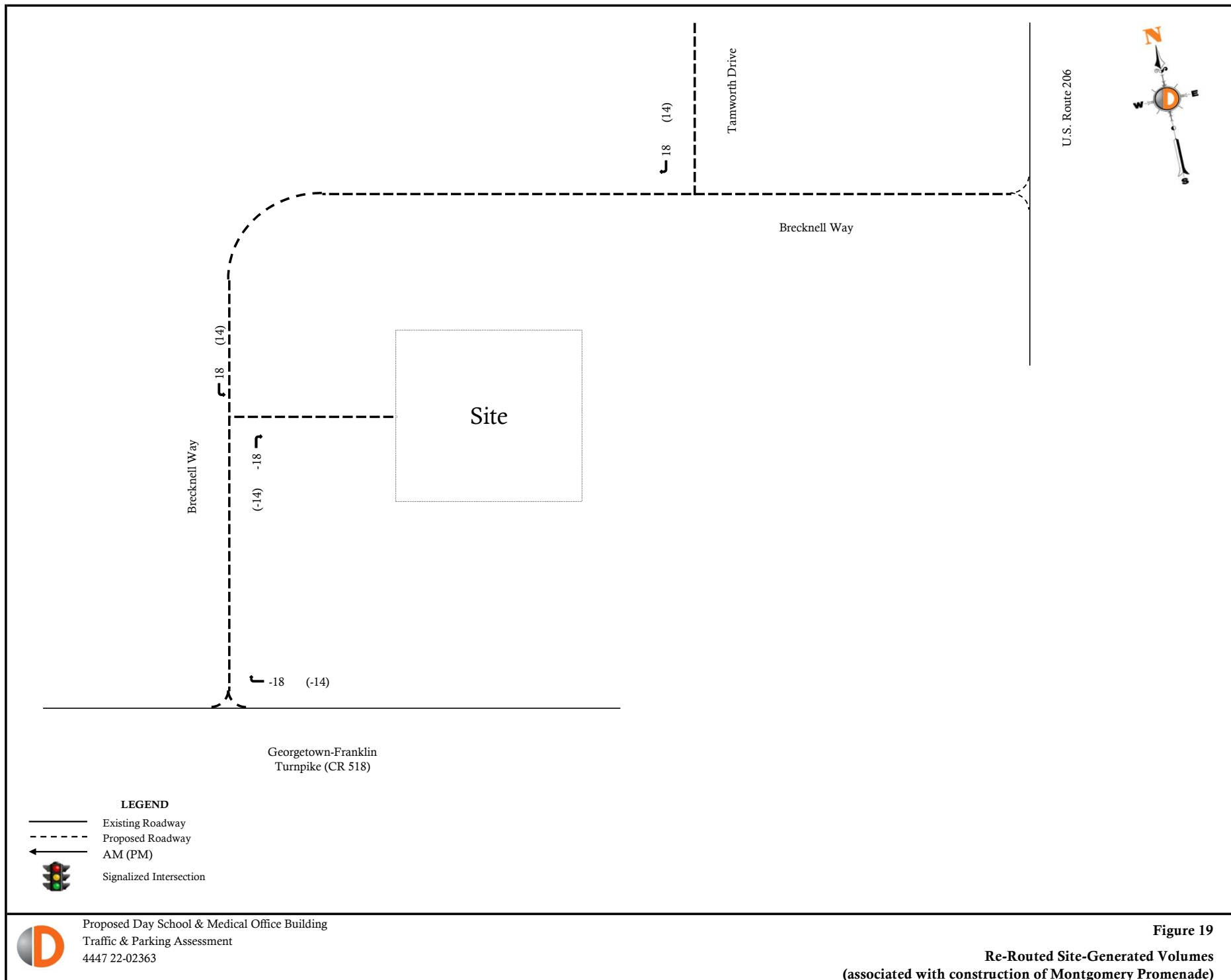


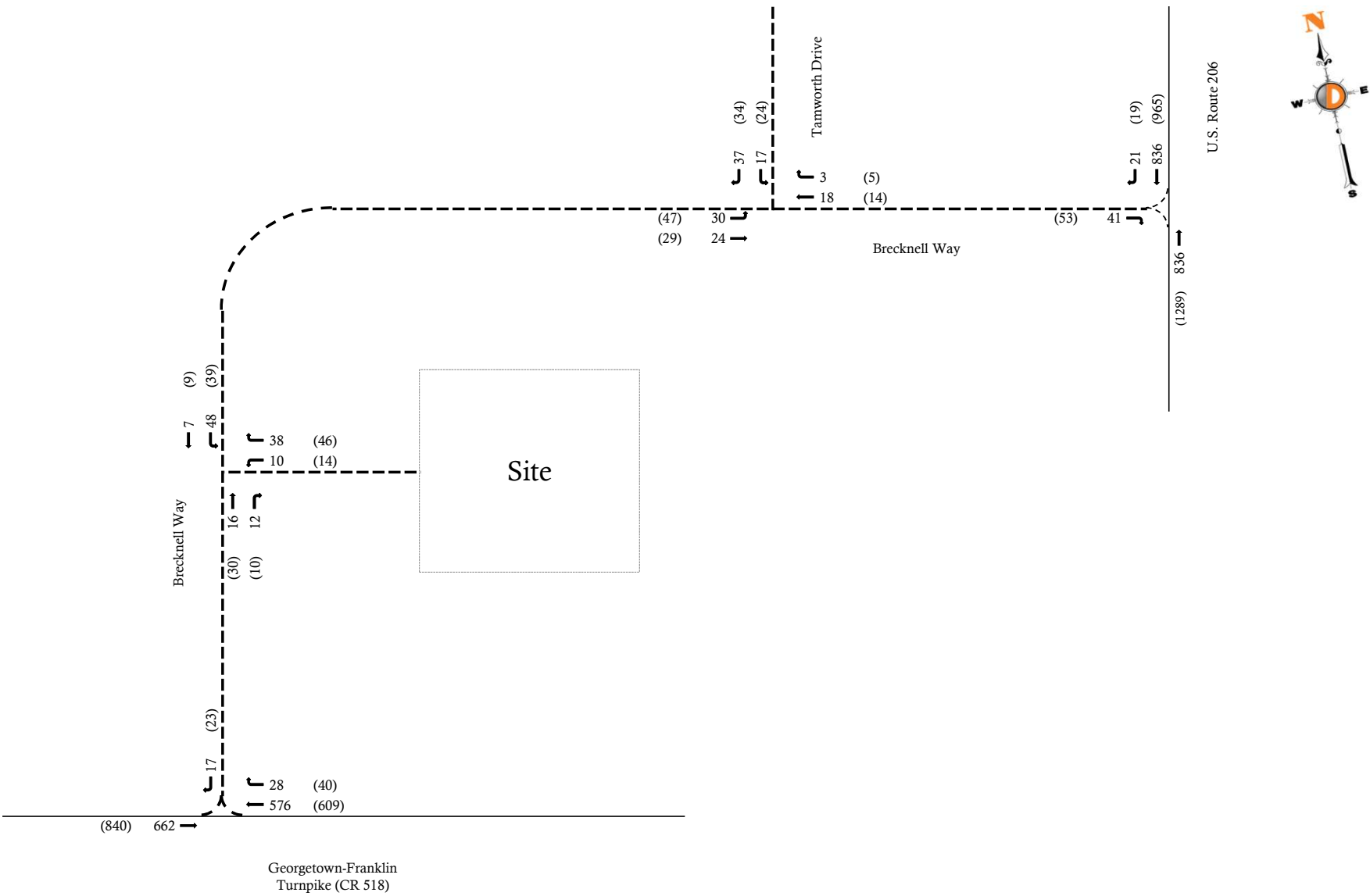
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Figure 17


Total Site Generated Trips







LEGEND

- Existing Roadway
- - - Proposed Roadway
- ← AM (PM)
-  Signalized Intersection



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Figure 20
Build Traffic Volumes
(with Montgomery Promenade)

Dynamic Traffic, LLC

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

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

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

Groups Printed- Cars - Trucks

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

Dynamic Traffic, LLC

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

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

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

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

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

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

Dynamic Traffic, LLC

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

E/W: CR 518

N/S: Rt 206

Town/County: Montgomery/Somerset

Job #: 3334-99-001TE

File Name : Rt 206 & Georgetown Franklin Tpke - AM

Site Code : 00000000

Start Date : 10/7/2021

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
07:00 AM	12	37	7	0	56	6	48	20	0	74	18	105	7	0	130	33	94	16	0	143	403
07:15 AM	11	32	21	0	64	13	54	11	0	78	40	87	7	0	134	46	123	8	0	177	453
07:30 AM	22	64	27	0	113	30	64	19	0	113	18	108	6	0	132	39	129	14	0	182	540
07:45 AM	22	54	20	0	96	25	68	29	0	122	38	113	7	0	158	31	134	21	0	186	562
Total	67	187	75	0	329	74	234	79	0	387	114	413	27	0	554	149	480	59	0	688	1958
08:00 AM	18	47	20	0	85	24	71	31	0	126	29	108	5	0	142	24	127	19	0	170	523
08:15 AM	27	64	15	0	106	12	69	34	0	115	20	106	6	0	132	34	121	21	0	176	529
08:30 AM	23	45	27	0	95	32	74	30	0	136	31	117	5	0	153	45	114	18	0	177	561
08:45 AM	30	59	36	0	125	32	55	29	0	116	41	136	12	0	189	34	102	28	0	164	594
Total	98	215	98	0	411	100	269	124	0	493	121	467	28	0	616	137	464	86	0	687	2207
Grand Total	165	402	173	0	740	174	503	203	0	880	235	880	55	0	1170	286	944	145	0	1375	4165
Apprch %	22.3	54.3	23.4	0		19.8	57.2	23.1	0		20.1	75.2	4.7	0		20.8	68.7	10.5	0		
Total %	4	9.7	4.2	0	17.8	4.2	12.1	4.9	0	21.1	5.6	21.1	1.3	0	28.1	6.9	22.7	3.5	0	33	
Cars	163	386	144	0	693	171	483	195	0	849	214	840	47	0	1101	278	904	135	0	1317	3960
% Cars	98.8	96	83.2	0	93.6	98.3	96	96.1	0	96.5	91.1	95.5	85.5	0	94.1	97.2	95.8	93.1	0	95.8	95.1
Trucks (SU)	2	16	28	0	46	3	18	6	0	27	20	16	7	0	43	7	28	9	0	44	160
% Trucks (SU)	1.2	4	16.2	0	6.2	1.7	3.6	3	0	3.1	8.5	1.8	12.7	0	3.7	2.4	3	6.2	0	3.2	3.8
Trucks (TT)	0	0	1	0	1	0	2	2	0	4	1	24	1	0	26	1	12	1	0	14	45
% Trucks (TT)	0	0	0.6	0	0.1	0	0.4	1	0	0.5	0.4	2.7	1.8	0	2.2	0.3	1.3	0.7	0	1	1.1

	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 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	18	47	20	0	85	24	71	31	0	126	29	108	5	0	142	24	127	19	0	170	523
08:15 AM	27	64	15	0	106	12	69	34	0	115	20	106	6	0	132	34	121	21	0	176	529
08:30 AM	23	45	27	0	95	32	74	30	0	136	31	117	5	0	153	45	114	18	0	177	561
08:45 AM	30	59	36	0	125	32	55	29	0	116	41	136	12	0	189	34	102	28	0	164	594
Total Volume	98	215	98	0	411	100	269	124	0	493	121	467	28	0	616	137	464	86	0	687	2207
% App. Total	23.8	52.3	23.8	0		20.3	54.6	25.2	0		19.6	75.8	4.5	0		19.9	67.5	12.5	0		
PHF	.817	.840	.681	.000	.822	.781	.909	.912	.000	.906	.738	.858	.583	.000	.815	.761	.913	.768	.000	.970	.929
Cars	97	208	87	0	392	97	259	119	0	475	109	453	26	0	588	132	440	81	0	653	2108
% Cars	99.0	96.7	88.8	0	95.4	97.0	96.3	96.0	0	96.3	90.1	97.0	92.9	0	95.5	96.4	94.8	94.2	0	95.1	95.5
Trucks (SU)	1	7	10	0	18	3	8	4	0	15	12	7	2	0	21	4	16	4	0	24	78
% Trucks (SU)	1.0	3.3	10.2	0	4.4	3.0	3.0	3.2	0	3.0	9.9	1.5	7.1	0	3.4	2.9	3.4	4.7	0	3.5	3.5
Trucks (TT)	0	0	1	0	1	0	2	1	0	3	0	7	0	0	7	1	8	1	0	10	21
% Trucks (TT)	0	0	1.0	0	0.2	0	0.7	0.8	0	0.6	0	1.5	0	0	1.1	0.7	1.7	1.2	0	1.5	1.0

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

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Site Code : 00000000
Start Date : 7/26/2022
Page No : 2

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

Intersection




Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	637	670	16	0	7
Future Vol, veh/h	0	637	670	16	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	2	0	2
Mvmt Flow	0	678	713	17	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 722
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- - 0 427
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 427
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	427
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s)	-	-	-	13.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	736	634	30	0	9
Future Vol, veh/h	0	736	634	30	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	2	0	2
Mvmt Flow	0	791	682	32	0	10
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	698
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	440
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		13.4		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	440		
HCM Lane V/C Ratio	-	-	-	0.022		
HCM Control Delay (s)	-	-	-	13.4		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	662	576	16	0	7
Future Vol, veh/h	0	662	576	16	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	2	0	2
Mvmt Flow	0	704	613	17	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 622
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.22
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.318
Pot Cap-1 Maneuver	0	-	- - 0 487
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	- - 487
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	487
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	12.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection




Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↑
Traffic Vol, veh/h	0	840	614	30	0	9
Future Vol, veh/h	0	840	614	30	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	2	0	2
Mvmt Flow	0	903	660	32	0	10

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

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	453
HCM Lane V/C Ratio	-	-	-	0.021
HCM Control Delay (s)	-	-	-	13.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	637	670	46	0	17
Future Vol, veh/h	0	637	670	46	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	6	4	2	0	2
Mvmt Flow	0	678	713	49	0	18
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	-	738
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	418
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	418
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14		
HCM LOS				B		
Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	-	-	-	418		
HCM Lane V/C Ratio	-	-	-	0.043		
HCM Control Delay (s)	-	-	-	14		
HCM Lane LOS	-	-	-	B		
HCM 95th %tile Q(veh)	-	-	-	0.1		

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations   

Traffic Vol, veh/h 0 736 629 54 0 23

Future Vol, veh/h 0 736 629 54 0 23

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - Stop

Storage Length - - - - - 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 0 3 2 2 0 2

Mvmt Flow 0 791 676 58 0 25

Major/Minor Major1 Major2 Minor2

Conflicting Flow All - 0 - 0 - 705

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - - - - - 6.22

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - - - - - 3.318

Pot Cap-1 Maneuver 0 - - - 0 436

Stage 1 0 - - - 0 -

Stage 2 0 - - - 0 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - - - - 436

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB WB SB

HCM Control Delay, s 0 0 13.8

HCM LOS B

Minor Lane/Major Mvmt EBT WBT WBR SBLn1

Capacity (veh/h) - - - 436

HCM Lane V/C Ratio - - - 0.057

HCM Control Delay (s) - - - 13.8

HCM Lane LOS - - - B

HCM 95th %tile Q(veh) - - - 0.2

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations   

Traffic Vol, veh/h 0 662 576 28 0 17

Future Vol, veh/h 0 662 576 28 0 17

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - Stop

Storage Length - - - - - 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 0 6 4 2 0 2

Mvmt Flow 0 704 613 30 0 18

Major/Minor Major1 Major2 Minor2

Conflicting Flow All - 0 - 0 - 628

Stage 1 - - - - -

Stage 2 - - - - -

Critical Hdwy - - - - - 6.22

Critical Hdwy Stg 1 - - - - -

Critical Hdwy Stg 2 - - - - -

Follow-up Hdwy - - - - - 3.318

Pot Cap-1 Maneuver 0 - - - 0 483

Stage 1 0 - - - 0 -

Stage 2 0 - - - 0 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - - - - 483

Mov Cap-2 Maneuver - - - - -

Stage 1 - - - - -

Stage 2 - - - - -

Approach EB WB SB

HCM Control Delay, s 0 0 12.7

HCM LOS B

Minor Lane/Major Mvmt EBT WBT WBR SBLn1

Capacity (veh/h) - - - 483

HCM Lane V/C Ratio - - - 0.037

HCM Control Delay (s) - - - 12.7

HCM Lane LOS - - - B

HCM 95th %tile Q(veh) - - - 0.1

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations   

Traffic Vol, veh/h 0 840 609 40 0 23

Future Vol, veh/h 0 840 609 40 0 23

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - Stop

Storage Length - - - - - 0

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 0 3 2 2 0 2

Mvmt Flow 0 903 655 43 0 25

Major/Minor Major1 Major2 Minor2

Conflicting Flow All - 0 - 0 - 677

Stage 1 - - - - -

Stage 2 - - - - -

Critical Hdwy - - - - - 6.22

Critical Hdwy Stg 1 - - - - -

Critical Hdwy Stg 2 - - - - -

Follow-up Hdwy - - - - - 3.318

Pot Cap-1 Maneuver 0 - - - 0 453

Stage 1 0 - - - 0 -

Stage 2 0 - - - 0 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver - - - - - 453

Mov Cap-2 Maneuver - - - - -

Stage 1 - - - - -

Stage 2 - - - - -

Approach EB WB SB

HCM Control Delay, s 0 0 13.4

HCM LOS B

Minor Lane/Major Mvmt EBT WBT WBR SBLn1

Capacity (veh/h) - - - 453

HCM Lane V/C Ratio - - - 0.055




HCM Control Delay (s) - - - 13.4

HCM Lane LOS - - - B

HCM 95th %tile Q(veh) - - - 0.2

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	776	781	3
Future Vol, veh/h	0	17	0	776	781	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	0	3	5	2
Mvmt Flow	0	18	0	808	814	3




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 816	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.42	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 360	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 360	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 360	- -	- -
HCM Lane V/C Ratio	- 0.049	- -	- -
HCM Control Delay (s)	- 15.5	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection




Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	24	0	1149	829	5
Future Vol, veh/h	0	24	0	1149	829	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	1	2	2
Mvmt Flow	0	25	0	1209	873	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 876	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.42	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 332	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 332	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		




Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 332	- -	- -
HCM Lane V/C Ratio	- 0.076	- -	- -
HCM Control Delay (s)	- 16.7	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	17	0	818	836	3
Future Vol, veh/h	0	17	0	818	836	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	0	3	5	2
Mvmt Flow	0	18	0	852	871	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	873	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.42	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	333	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	333	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.4	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT	SBR		
Capacity (veh/h)	- 333		-	-		
HCM Lane V/C Ratio	- 0.053		-	-		
HCM Control Delay (s)	- 16.4		-	-		
HCM Lane LOS	- C		-	-		
HCM 95th %tile Q(veh)	- 0.2		-	-		

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↘	
Traffic Vol, veh/h	0	24	0	1280	970	5
Future Vol, veh/h	0	24	0	1280	970	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	1	2	2
Mvmt Flow	0	25	0	1347	1021	5
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	- 1024	-	0	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	- 6.42	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	- 3.318	-	-	-	-	-
Pot Cap-1 Maneuver	0 270	0	-	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	- 270	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	19.7	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	270	-	-		
HCM Lane V/C Ratio	-	0.094	-	-		
HCM Control Delay (s)	-	19.7	-	-		
HCM Lane LOS	-	C	-	-		
HCM 95th %tile Q(veh)	-	0.3	-	-		

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	0	776	781	21
Future Vol, veh/h	0	41	0	776	781	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	2	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	0	3	5	2
Mvmt Flow	0	43	0	808	814	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 825	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.42	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.318	- -	- -
Pot Cap-1 Maneuver	0 356	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 356	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 356	- -	- -
HCM Lane V/C Ratio	- 0.12	- -	- -
HCM Control Delay (s)	- 16.5	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.4	- -	- -

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 0 53 0 1144 824 19

Future Vol, veh/h 0 53 0 1144 824 19

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - Stop - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 2 - - -2 2 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 2 0 1 2 2

Mvmt Flow 0 56 0 1204 867 20

Major/Minor Minor2 Major1 Major2

Conflicting Flow All - 877 - 0 - 0

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - 6.42 - - - -

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - 3.318 - - - -

Pot Cap-1 Maneuver 0 331 0 - - -

Stage 1 0 - 0 - - -

Stage 2 0 - 0 - - -

Platoon blocked, % - - - - - -

Mov Cap-1 Maneuver - 331 - - - -

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB NB SB

HCM Control Delay, s 18.1 0 0

HCM LOS C

Minor Lane/Major Mvmt NBT EBLn1 SBT SBR

Capacity (veh/h) - 331 - -

HCM Lane V/C Ratio - 0.169 - -

HCM Control Delay (s) - 18.1 - -

HCM Lane LOS - C - -

HCM 95th %tile Q(veh) - 0.6 - -

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations

Traffic Vol, veh/h 0 41 0 836 836 21

Future Vol, veh/h 0 41 0 836 836 21

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - Stop - None - None

Storage Length - 0 - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 2 - - -2 2 -

Peak Hour Factor 96 96 96 96 96 96

Heavy Vehicles, % 0 2 0 3 5 2

Mvmt Flow 0 43 0 871 871 22

Major/Minor Minor2 Major1 Major2

Conflicting Flow All - 882 - 0 - 0

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - 6.42 - - - -

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - 3.318 - - - -

Pot Cap-1 Maneuver 0 329 0 - - -

Stage 1 0 - 0 - - -

Stage 2 0 - 0 - - -

Platoon blocked, % - - - - - -

Mov Cap-1 Maneuver - 329 - - - -

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach EB NB SB

HCM Control Delay, s 17.6 0 0

HCM LOS C

Minor Lane/Major Mvmt NBT EBLn1 SBT SBR

Capacity (veh/h) - 329 - -

HCM Lane V/C Ratio - 0.13 - -




HCM Control Delay (s) - 17.6 - -

HCM Lane LOS - C - -

HCM 95th %tile Q(veh) - 0.4 - -

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	53	0	1289	965	19
Future Vol, veh/h	0	53	0	1289	965	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	2	-	-	-2	2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	1	2	2
Mvmt Flow	0	56	0	1357	1016	20




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 1026	-	0 - 0
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	- 6.42	-	- - -
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	- 3.318	-	- - -
Pot Cap-1 Maneuver	0 269	0	- - -
Stage 1	0	- 0	- - -
Stage 2	0	- 0	- - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 269	-	- - -
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 269	-	-
HCM Lane V/C Ratio	- 0.207	-	-
HCM Control Delay (s)	- 21.9	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.8	-	-

Intersection

Int Delay, s/veh 4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	38	16	30	30	7
Future Vol, veh/h	10	38	16	30	30	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	41	17	33	33	8




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	108	34	0
Stage 1	34	-	-
Stage 2	74	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	889	1039	-
Stage 1	988	-	-
Stage 2	949	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	870	1039	-
Mov Cap-2 Maneuver	870	-	-
Stage 1	988	-	-
Stage 2	929	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	999	1557
HCM Lane V/C Ratio	-	-	0.052	0.021
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection

Int Delay, s/veh 4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	46	30	24	25	9
Future Vol, veh/h	14	46	30	24	25	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	50	33	26	27	10




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	110	46	0
Stage 1	46	-	-
Stage 2	64	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	887	1023	-
Stage 1	976	-	-
Stage 2	959	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	871	1023	-
Mov Cap-2 Maneuver	871	-	-
Stage 1	976	-	-
Stage 2	942	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	5.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	983	1545
HCM Lane V/C Ratio	-	-	0.066	0.018
HCM Control Delay (s)	-	-	8.9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection

Int Delay, s/veh 5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	38	16	12	48	7
Future Vol, veh/h	10	38	16	12	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	41	17	13	52	8




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	136	24	0
Stage 1	24	-	-
Stage 2	112	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	857	1052	-
Stage 1	999	-	-
Stage 2	913	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	829	1052	-
Mov Cap-2 Maneuver	829	-	-
Stage 1	999	-	-
Stage 2	883	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	6.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	996	1583
HCM Lane V/C Ratio	-	-	0.052	0.033
HCM Control Delay (s)	-	-	8.8	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection

Int Delay, s/veh 5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	46	30	10	39	9
Future Vol, veh/h	14	46	30	10	39	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	50	33	11	42	10

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	133	39	0
Stage 1	39	-	-
Stage 2	94	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	861	1033	-
Stage 1	983	-	-
Stage 2	930	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	838	1033	-
Mov Cap-2 Maneuver	838	-	-
Stage 1	983	-	-
Stage 2	905	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	980	1564
HCM Lane V/C Ratio	-	-	0.067	0.027
HCM Control Delay (s)	-	-	8.9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1