
February 22, 2023
Via Fed-Ex

Montgomery Township Planning Department
100 Community Drive
Skillman, NJ 08558

Attn: Lori Savon, PP, AICP, Planning Director

**RE: Traffic Response to Engineer's Review
Proposed Assisted Living Facility
East Hartwick Drive & Village Drive
Block 28003 – Lot 211
Montgomery Township, Somerset County, NJ
DT # 4496 22-02230**

Dear Board Members:

Dynamic Traffic is in receipt of the review letter for the above referenced project, prepared by the board's traffic consultant dated January 17, 2023. In response we offer the following:

Site Plan

1. The proposed crosswalks will be treated with thermoplastic paint which is consistent with development in the surrounding area. The crosswalk detail is revised accordingly.
2. The developer for the Montgomery Crossing multi-family development is constructing the ADA ramps and crosswalks at the intersection of Village Drive and Hartwick Drive. This detail is reference accordingly on the Site Plan drawings as "to be constructed by others." The proposed sidewalk along Hartwick Drive is shown to tie in accordingly and is grading in accordance with the ADA standards.
3. Testimony regarding operational characteristics will be provided at the Planning Board Meeting.
4. The Site Plan drawings have been revised to provide Vehicle Circulation Plans for an ambulance and a community bus that is expected to access the front porte-cochere.

Traffic Impact Study

5. Informational. No response required.
6. Informational. No response required.
7. Informational. No response required.

8. The site-generated traffic from Hartwick Drive is anticipated to be minimal. Therefore, all traffic has been routed to/from Georgetown-Franklin Turnpike (CR 518) to provide a conservative analysis of the development's impact on the adjacent signalized intersection.
9. The analysis has been updated to provide the operational characteristics of the intersections of Village Drive & Hartwick Drive and Hartwick Drive & the site driveways, as summarized in the tables below. The updated volume figures and capacity analysis worksheets are included in this submission

Intersection	Direction/ Movement		AM PSH		PM PSH		SAT PSH	
			No Build	Build	No Build	Build	No Build	Build
Village Drive & Hartwick Drive	EB	LTR	a (9)	a (9)	a (9)	a (9)	a (9)	a (9)
	NB	L	a (7)	a (7)	a (7)	a (7)	a (7)	a (7)
Hartwick Drive & Eastern Site Driveway	SB	LR	-	a (9)	-	a (9)	-	a (9)
Hartwick Drive & Western Site Driveway	SB	LR	-	a (9)	-	a (9)	-	a (9)

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

As can be seen in the table above, the individual intersection movements of Village Drive and Hartwick Drive are anticipated to operate at No Build level of service "A" with the addition of site-generated traffic. The site driveways are anticipated to operate at level of service "A".

10. Due to the increased traffic volumes along the southbound approach of Village Drive, additional green time is allocated to the northbound/southbound ROW phase at the signal, which leads to a minor decrease in delay for the northbound left turn movement.
11. Informational. No response required.

We trust that the additional information contained herein is sufficient to address the review letter's concerns. If you should have any additional questions or require any additional information, however, please do not hesitate to contact our office.

Sincerely,

Dynamic Traffic, LLC



Nick Verderese, PE
Senior Principal

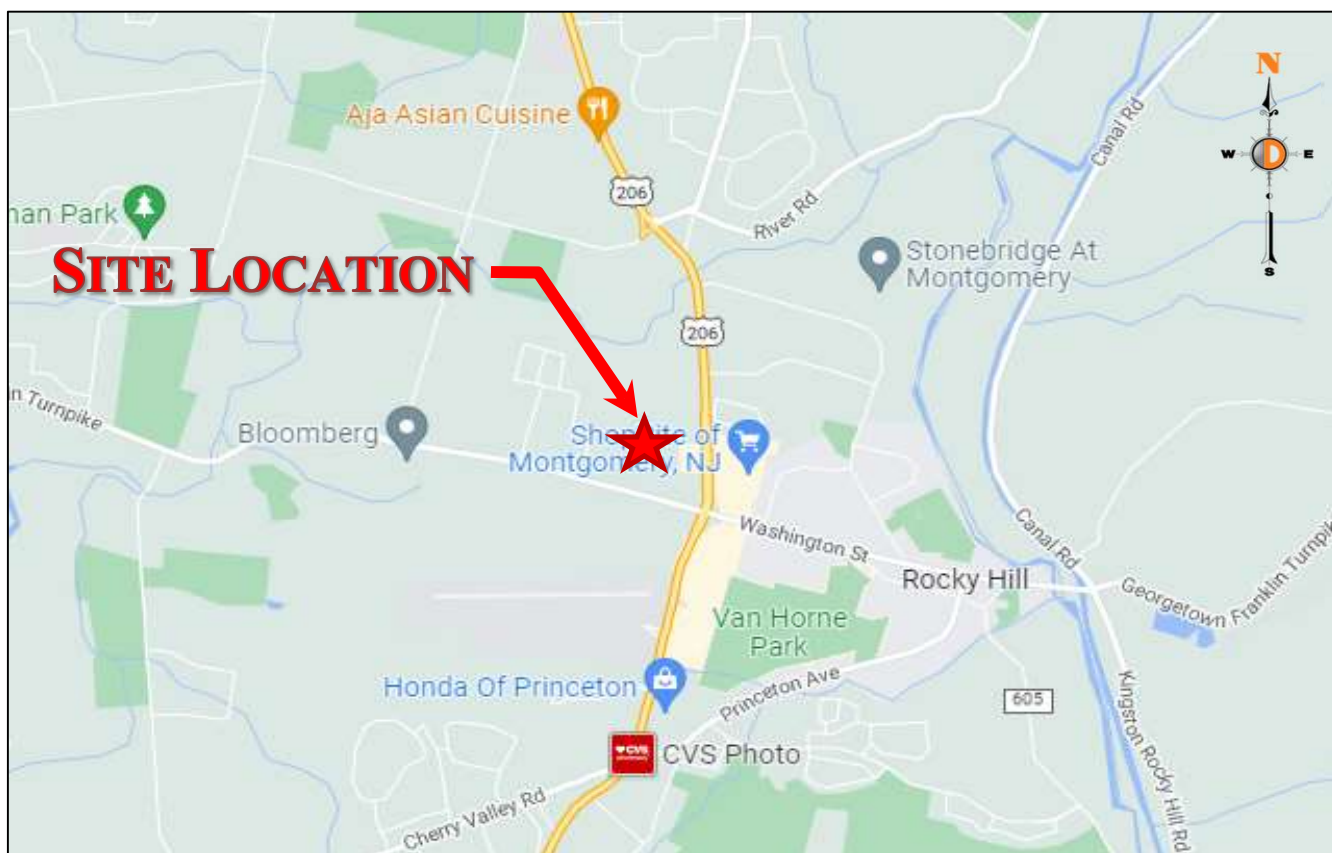


Kevin Savage, PE, PTOE
Principal

JTT

Enclosures

c: Cristopher Wade (via email w/ enclosure)
Jeffrey Haberman, PE, PP (via email w/ enclosure)



Proposed Assisted Living Facility
 Traffic & Parking Assessment
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Figure 1

Site Location Map

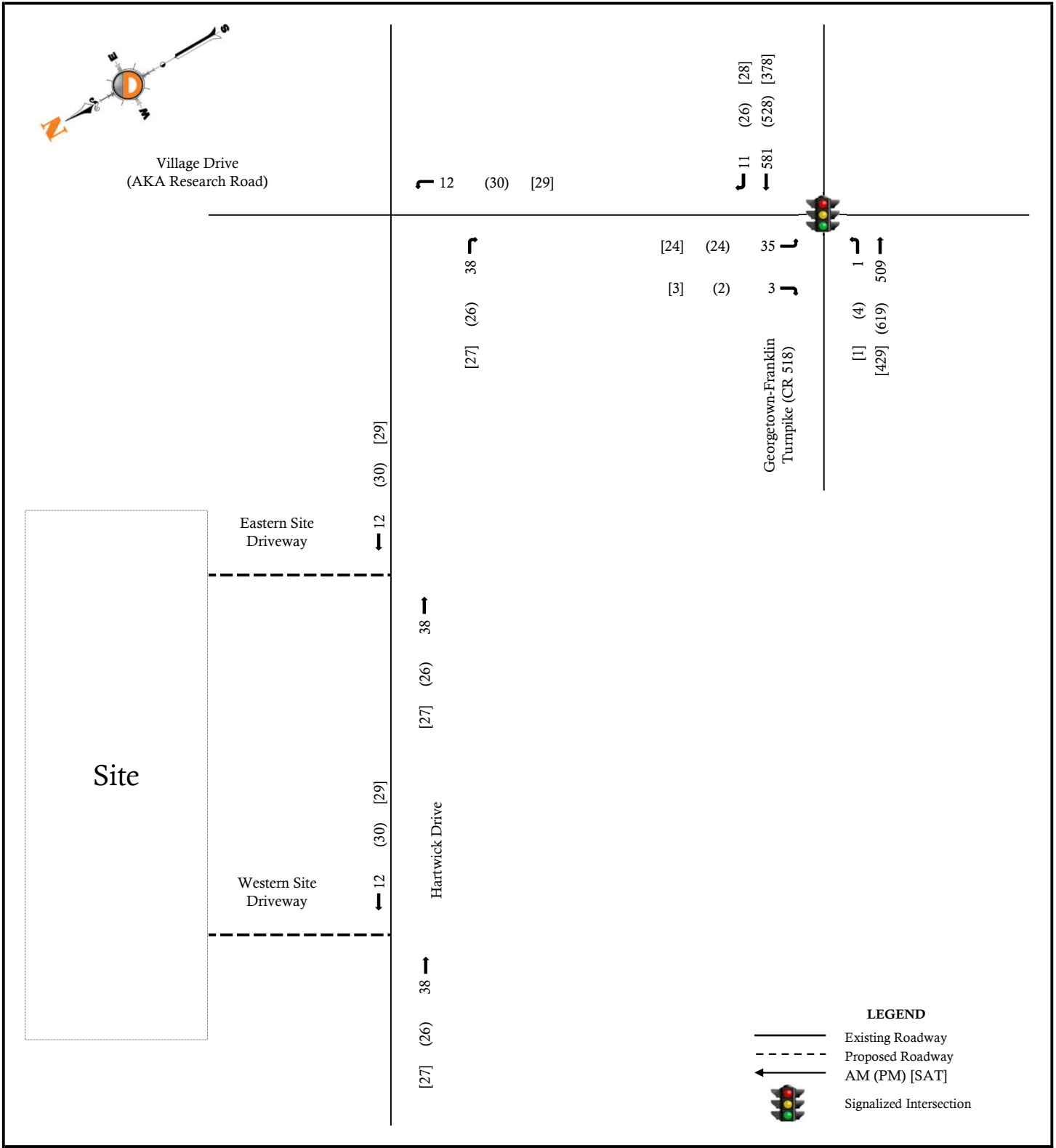


Figure 2

Existing Traffic Volumes



Proposed Assisted Living Facility
 Traffic & Parking Assessment
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Figure 3
Adjacent Development Traffic Volumes
[Country Classics - Residential Development]



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Figure 4
Adjacent Development Traffic Volumes
[Montgomery Walk - Mixed-use Development]



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Figure 5
Adjacent Development Traffic Volumes
[Baker Auto - Car Dealership]

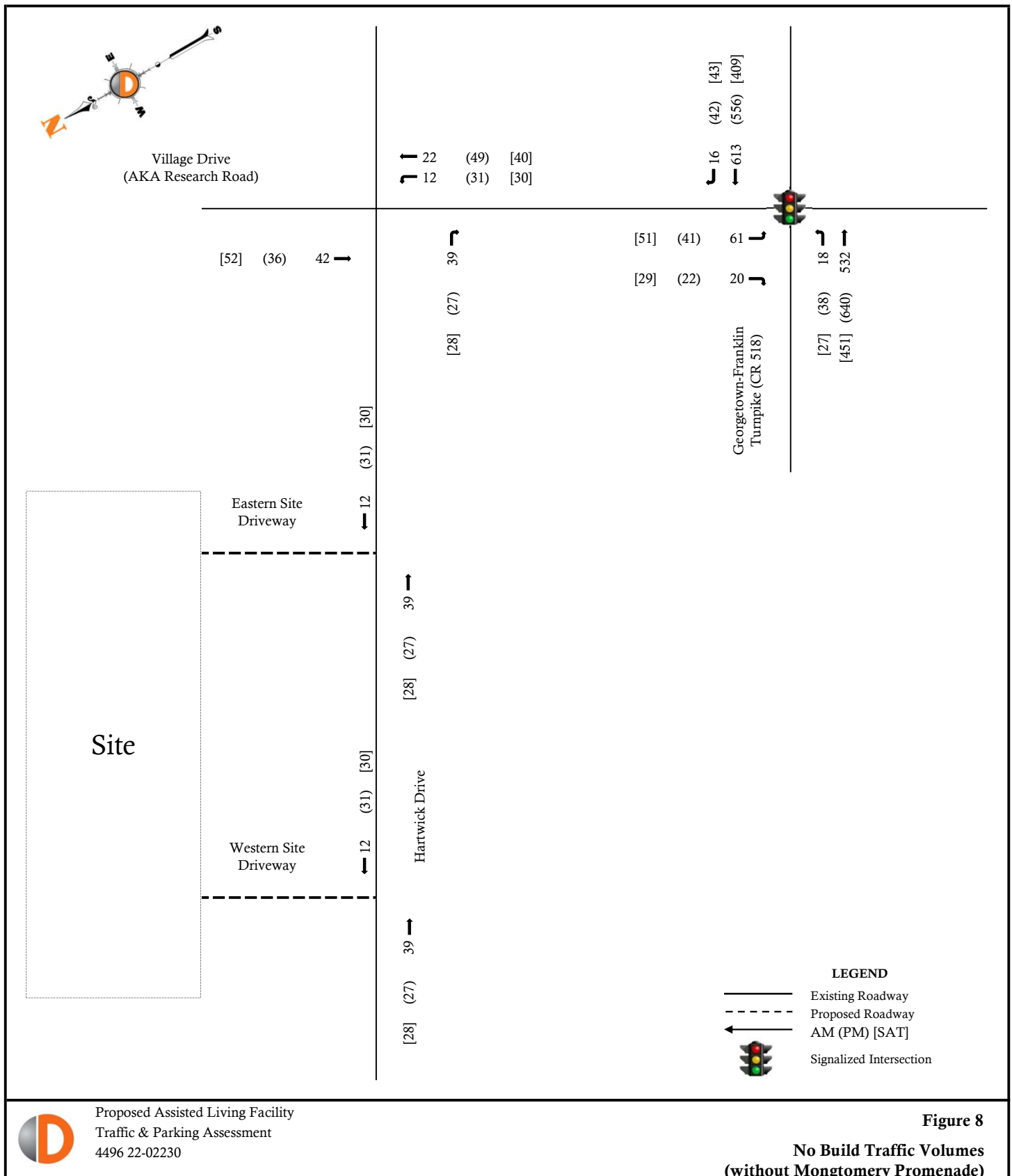


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Figure 6
Adjacent Development Traffic Volumes
[Enrollment Management Expansion]



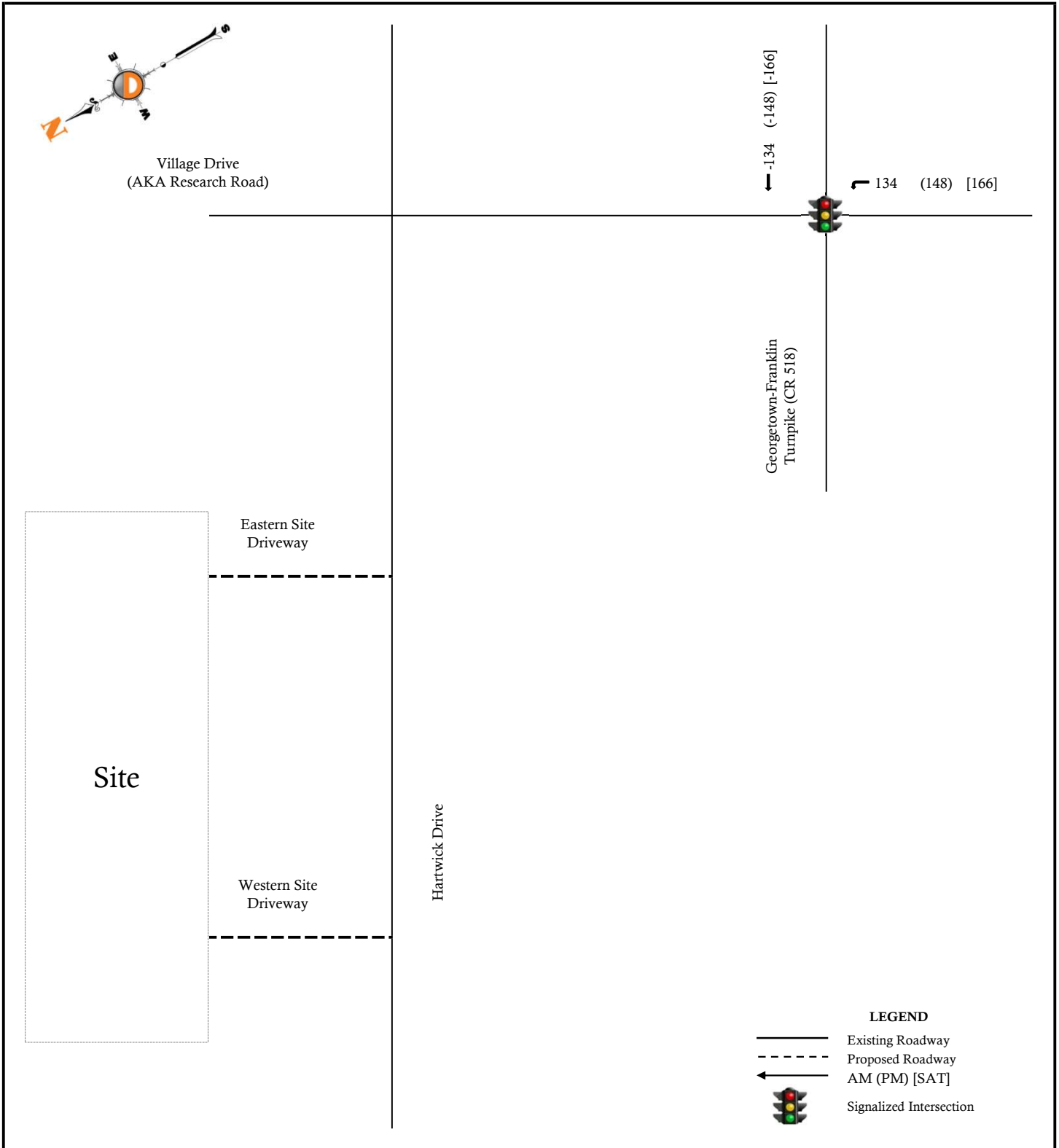
Figure 7
Adjacent Development Traffic Volumes
[Montgomery Crossing]





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Figure 9
Adjacent Development Traffic Volumes
[Montgomery Promenade]



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Figure 10
Re-Routed Traffic Volumes
(associated with construction of Montgomery Promenade)

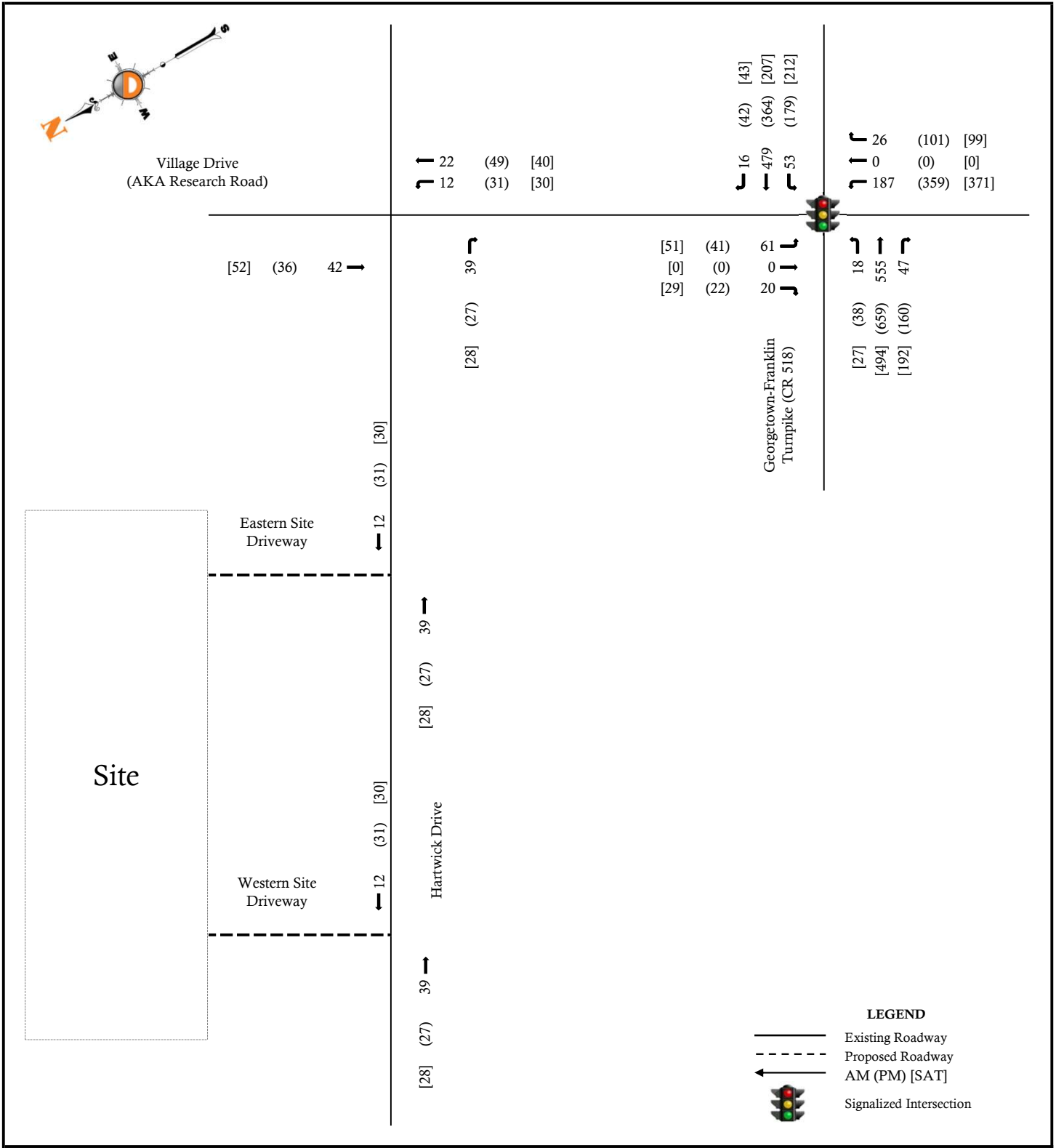
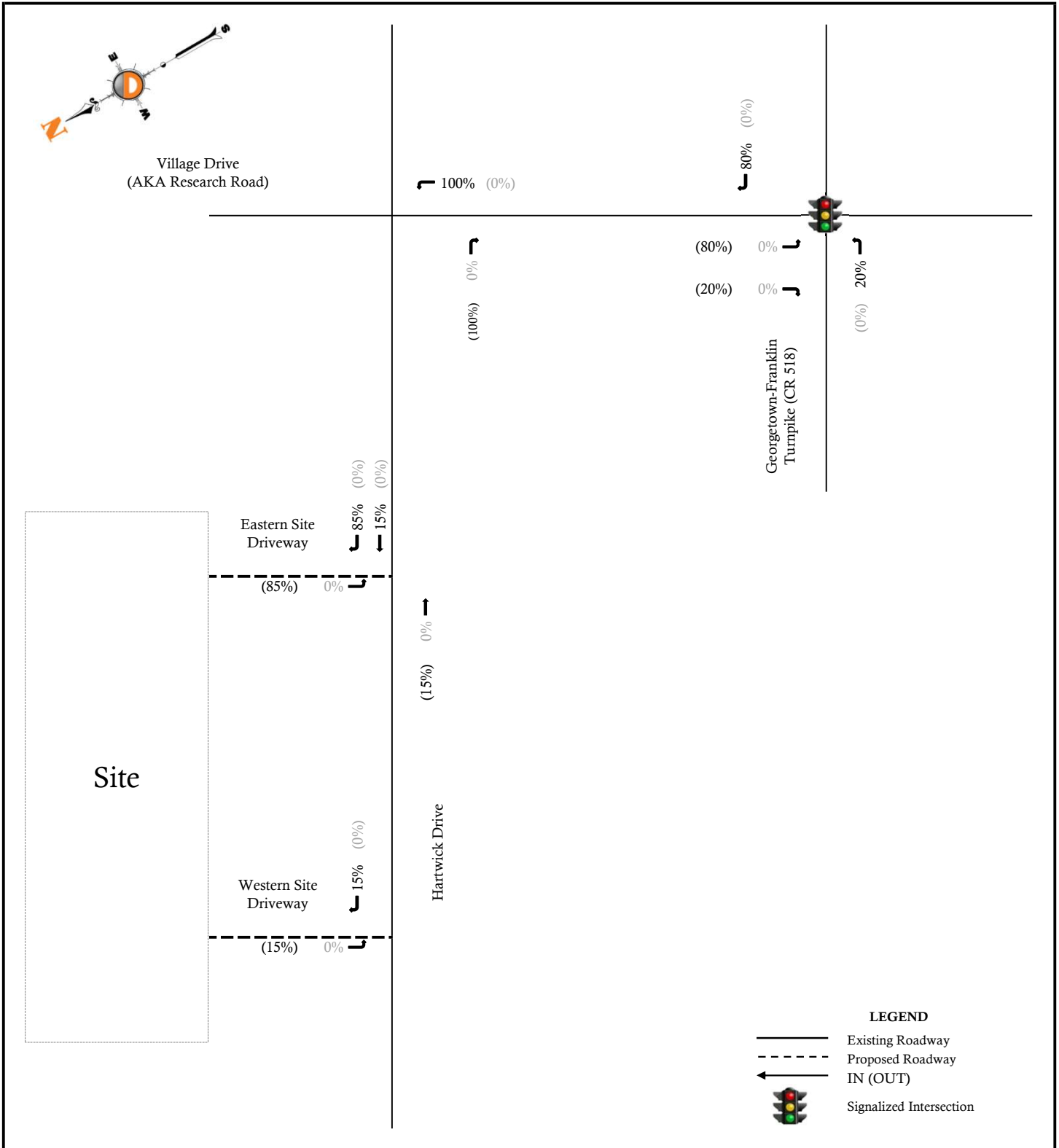


Figure 11
No Build Traffic Volumes
(with Montgomery Promenade)



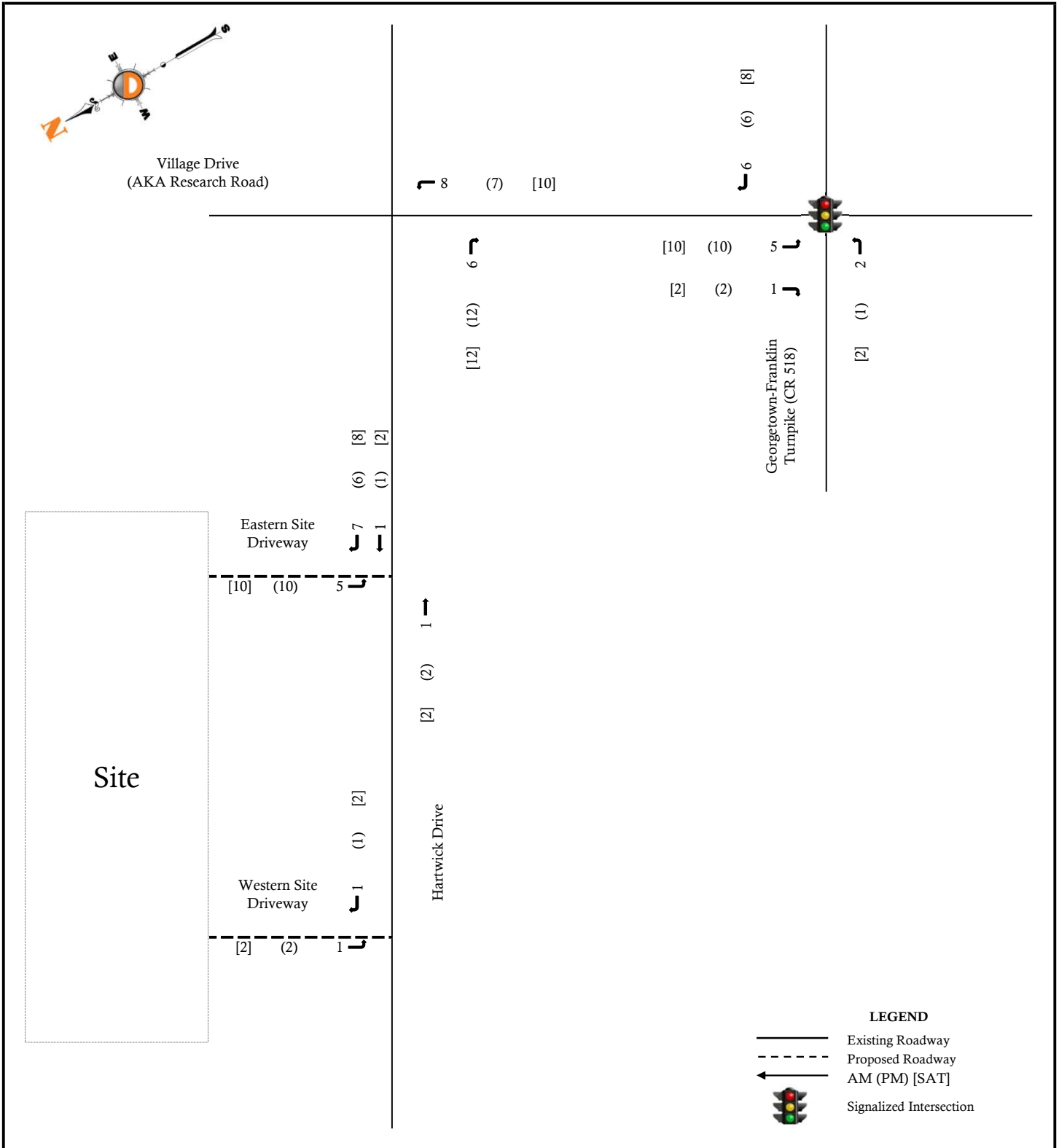


Figure 13

Site Generated Trips

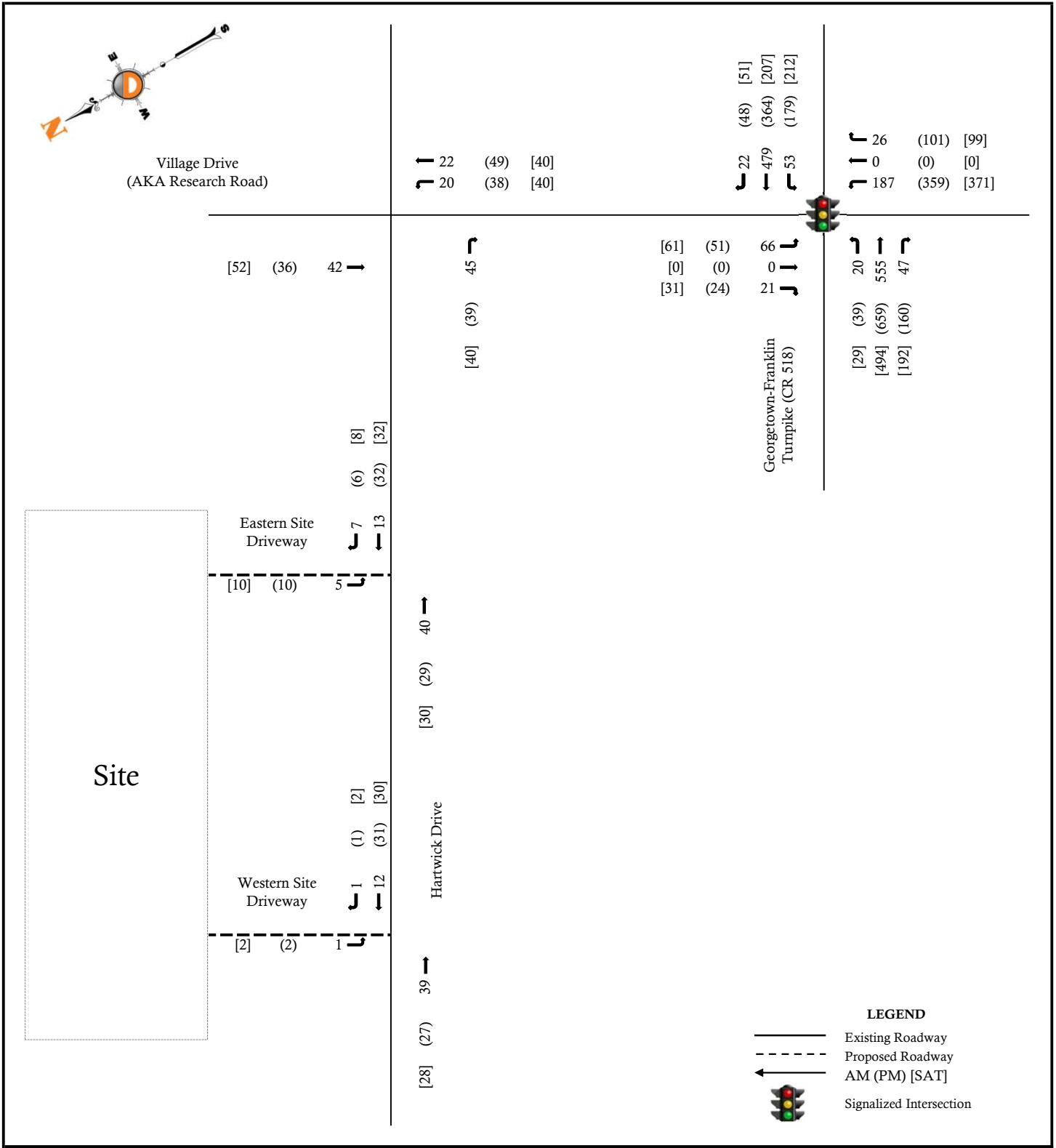
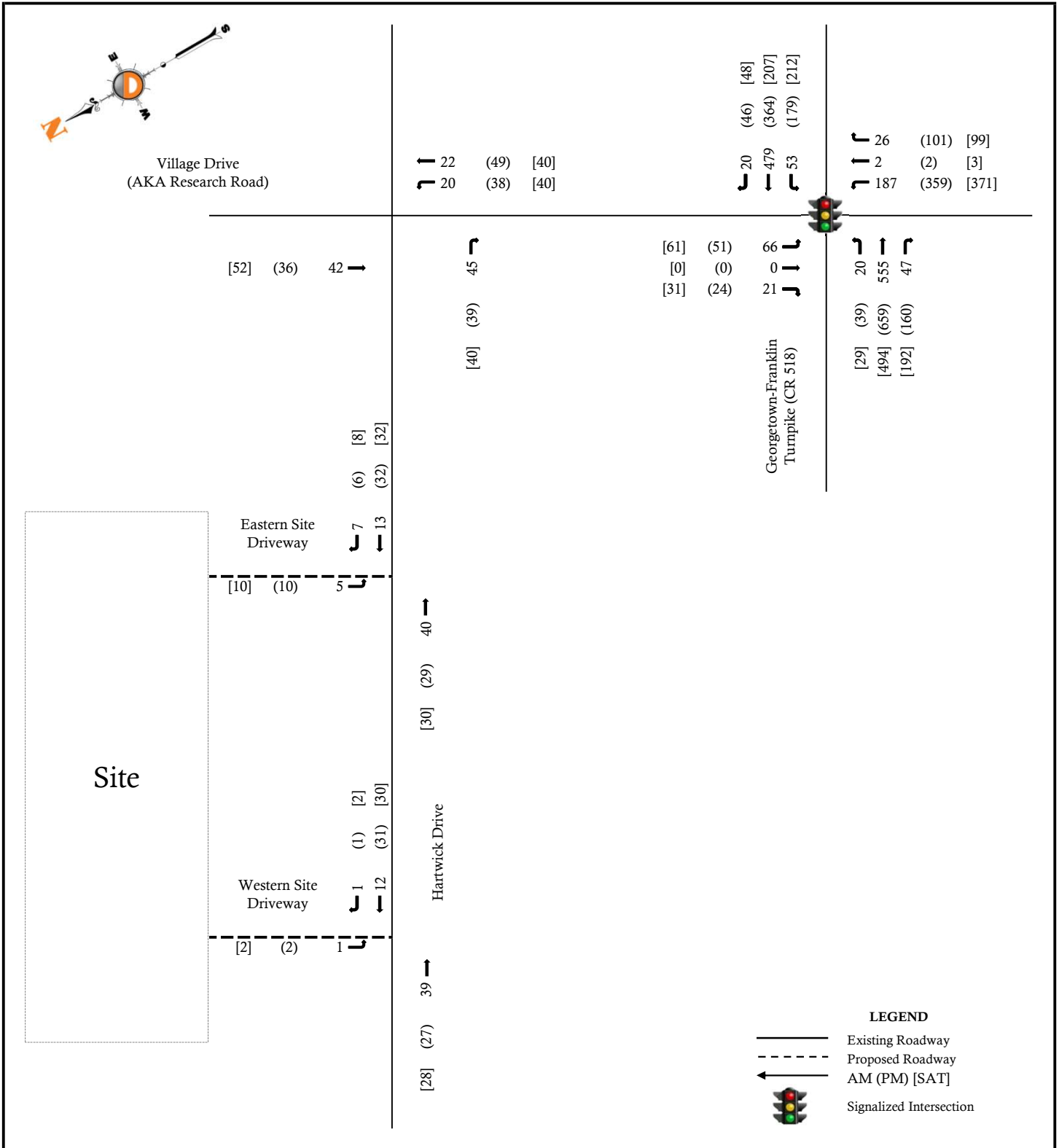


Figure 14
Build Traffic Volumes
(without Montgomery Promenade)





Proposed Assisted Living Facility
Traffic & Parking Assessment
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Figure 16
Build Traffic Volumes
(with Montgomery Promenade)

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	39	0	0	0	12	22	0	0	42	0
Future Vol, veh/h	0	0	39	0	0	0	12	22	0	0	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	6	-	-	0	-	-	-4	-	-	6	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	6	2	2	2	9	2	2	2	2	2
Mvmt Flow	0	0	50	0	0	0	15	28	0	0	54	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	112	112	54	137	112	28	54	0	0	28	0	0
Stage 1	54	54	-	58	58	-	-	-	-	-	-	-
Stage 2	58	58	-	79	54	-	-	-	-	-	-	-
Critical Hdwy	8.32	7.72	6.86	7.12	6.52	6.22	4.19	-	-	4.12	-	-
Critical Hdwy Stg 1	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.018	3.318	2.281	-	-	2.218	-	-
Pot Cap-1 Maneuver	834	750	993	834	778	1047	1508	-	-	1585	-	-
Stage 1	941	835	-	954	847	-	-	-	-	-	-	-
Stage 2	935	830	-	930	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	827	743	993	786	770	1047	1508	-	-	1585	-	-
Mov Cap-2 Maneuver	827	743	-	786	770	-	-	-	-	-	-	-
Stage 1	932	835	-	944	839	-	-	-	-	-	-	-
Stage 2	926	822	-	883	850	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		0		2.6		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1508	-	-	993	-	1585	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.05	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	-	0	-	-				

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	27	0	0	0	31	49	0	0	36	0
Future Vol, veh/h	0	0	27	0	0	0	31	49	0	0	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	6	-	-	0	-	-	-4	-	-	6	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	4	2	2	2	0	2	2	2	2	2
Mvmt Flow	0	0	42	0	0	0	48	77	0	0	56	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	229	229	56	250	229	77	56	0	0	77	0	0
Stage 1	56	56	-	173	173	-	-	-	-	-	-	-
Stage 2	173	173	-	77	56	-	-	-	-	-	-	-
Critical Hdwy	8.32	7.72	6.84	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	673	621	996	703	671	984	1562	-	-	1522	-	-
Stage 1	938	833	-	829	756	-	-	-	-	-	-	-
Stage 2	782	713	-	932	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	657	601	996	657	650	984	1562	-	-	1522	-	-
Mov Cap-2 Maneuver	657	601	-	657	650	-	-	-	-	-	-	-
Stage 1	908	833	-	802	732	-	-	-	-	-	-	-
Stage 2	757	690	-	893	848	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		0		2.9		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1562	-	-	996	-	1522	-	-				
HCM Lane V/C Ratio	0.031	-	-	0.042	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-				

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	28	0	0	0	30	40	0	0	52	0
Future Vol, veh/h	0	0	28	0	0	0	30	40	0	0	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	6	-	-	0	-	-	-4	-	-	6	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	0	2	2	2	4	2	2	2	2	2
Mvmt Flow	0	0	35	0	0	0	38	51	0	0	66	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	193	193	66	211	193	51	66	0	0	51	0	0
Stage 1	66	66	-	127	127	-	-	-	-	-	-	-
Stage 2	127	127	-	84	66	-	-	-	-	-	-	-
Critical Hdwy	8.32	7.72	6.8	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.3	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	719	658	992	746	702	1017	1523	-	-	1555	-	-
Stage 1	924	822	-	877	791	-	-	-	-	-	-	-
Stage 2	840	758	-	924	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	705	641	992	705	684	1017	1523	-	-	1555	-	-
Mov Cap-2 Maneuver	705	641	-	705	684	-	-	-	-	-	-	-
Stage 1	900	822	-	854	770	-	-	-	-	-	-	-
Stage 2	818	738	-	891	840	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		0		3.2		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1523	-	-	992	-	1555	-	-				
HCM Lane V/C Ratio	0.025	-	-	0.036	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	0	-	-				

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	45	0	0	0	20	22	0	0	42	0
Future Vol, veh/h	0	0	45	0	0	0	20	22	0	0	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	6	-	-	0	-	-	-4	-	-	6	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	6	2	2	2	9	2	2	2	2	2
Mvmt Flow	0	0	58	0	0	0	26	28	0	0	54	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	134	134	54	163	134	28	54	0	0	28	0	0
Stage 1	54	54	-	80	80	-	-	-	-	-	-	-
Stage 2	80	80	-	83	54	-	-	-	-	-	-	-
Critical Hdwy	8.32	7.72	6.86	7.12	6.52	6.22	4.19	-	-	4.12	-	-
Critical Hdwy Stg 1	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.354	3.518	4.018	3.318	2.281	-	-	2.218	-	-
Pot Cap-1 Maneuver	801	724	993	802	757	1047	1508	-	-	1585	-	-
Stage 1	941	835	-	929	828	-	-	-	-	-	-	-
Stage 2	904	807	-	925	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	790	711	993	745	743	1047	1508	-	-	1585	-	-
Mov Cap-2 Maneuver	790	711	-	745	743	-	-	-	-	-	-	-
Stage 1	924	835	-	912	813	-	-	-	-	-	-	-
Stage 2	888	792	-	871	850	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		0		3.5		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1508	-	-	993	-	1585	-	-				
HCM Lane V/C Ratio	0.017	-	-	0.058	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	39	0	0	0	38	49	0	0	36	0
Future Vol, veh/h	0	0	39	0	0	0	38	49	0	0	36	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	6	-	-	0	-	-	-4	-	-	6	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	2	2	4	2	2	2	0	2	2	2	2	2
Mvmt Flow	0	0	61	0	0	0	59	77	0	0	56	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	251	251	56	282	251	77	56	0	0	77	0	0
Stage 1	56	56	-	195	195	-	-	-	-	-	-	-
Stage 2	195	195	-	87	56	-	-	-	-	-	-	-
Critical Hdwy	8.32	7.72	6.84	7.12	6.52	6.22	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.518	4.018	3.318	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	646	600	996	670	652	984	1562	-	-	1522	-	-
Stage 1	938	833	-	807	739	-	-	-	-	-	-	-
Stage 2	756	693	-	921	848	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	627	577	996	610	627	984	1562	-	-	1522	-	-
Mov Cap-2 Maneuver	627	577	-	610	627	-	-	-	-	-	-	-
Stage 1	901	833	-	776	710	-	-	-	-	-	-	-
Stage 2	727	666	-	865	848	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.9		0		3.2		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1562	-	-	996	-	1522	-	-				
HCM Lane V/C Ratio	0.038	-	-	0.061	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.9	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	40	0	0	0	40	40	0	0	52	0
Future Vol, veh/h	0	0	40	0	0	0	40	40	0	0	52	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	6	-	-	0	-	-	-4	-	-	6	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	0	2	2	2	4	2	2	2	2	2
Mvmt Flow	0	0	51	0	0	0	51	51	0	0	66	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	219	219	66	245	219	51	66	0	0	51	0	0
Stage 1	66	66	-	153	153	-	-	-	-	-	-	-
Stage 2	153	153	-	92	66	-	-	-	-	-	-	-
Critical Hdwy	8.32	7.72	6.8	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.32	6.72	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.3	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	685	631	992	709	679	1017	1523	-	-	1555	-	-
Stage 1	924	822	-	849	771	-	-	-	-	-	-	-
Stage 2	807	733	-	915	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	610	992	655	656	1017	1523	-	-	1555	-	-
Mov Cap-2 Maneuver	667	610	-	655	656	-	-	-	-	-	-	-
Stage 1	893	822	-	820	745	-	-	-	-	-	-	-
Stage 2	780	708	-	868	840	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		0		3.7		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1523	-	-	992	-	1555	-	-				
HCM Lane V/C Ratio	0.033	-	-	0.051	-	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.8	0	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	0	-	-				

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	13	7	5	0
Future Vol, veh/h	0	40	13	7	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	6	-	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	6	9	2	2	2
Mvmt Flow	0	51	17	9	6	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	26	0	0 73 22
Stage 1	-	-	- 22 -
Stage 2	-	-	- 51 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1588	-	- 931 1055
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 971 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1588	-	- 931 1055
Mov Cap-2 Maneuver	-	-	- 931 -
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 971 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1588	-	-	-	931
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	29	32	6	10	0
Future Vol, veh/h	0	29	32	6	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	6	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	4	0	2	2	2
Mvmt Flow	0	45	50	9	16	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	59	0	-	0	100	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1545	-	-	-	899	1012
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	899	1012
Mov Cap-2 Maneuver	-	-	-	-	899	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	977	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1545	-	-	-	899	
HCM Lane V/C Ratio	-	-	-	-	0.017	
HCM Control Delay (s)	0	-	-	-	9.1	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	32	8	10	0
Future Vol, veh/h	0	30	32	8	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-4	6	-	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	0	4	2	2	2
Mvmt Flow	0	38	41	10	13	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	51	0	84
Stage 1	-	-	46
Stage 2	-	-	38
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1555	-	918
Stage 1	-	-	976
Stage 2	-	-	984
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1555	-	918
Mov Cap-2 Maneuver	-	-	918
Stage 1	-	-	976
Stage 2	-	-	984

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	918
HCM Lane V/C Ratio	-	-	-	-	0.014
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.2

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 0 39 12 1 1 0

Future Vol, veh/h 0 39 12 1 1 0

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

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

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

Grade, % - 2 2 - 6 -

Peak Hour Factor 78 78 78 78 78 78

Heavy Vehicles, % 2 6 9 0 2 2

Mvmt Flow 0 50 15 1 1 0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 16 0 - 0 66 16

Stage 1 - - - - 16 -

Stage 2 - - - - 50 -

Critical Hdwy 4.12 - - - 7.62 6.82

Critical Hdwy Stg 1 - - - - 6.62 -

Critical Hdwy Stg 2 - - - - 6.62 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1602 - - - 919 1060

Stage 1 - - - - 1001 -

Stage 2 - - - - 956 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1602 - - - 919 1060

Mov Cap-2 Maneuver - - - - 919 -

Stage 1 - - - - 1001 -

Stage 2 - - - - 956 -

Approach EB WB SB

HCM Control Delay, s 0 0 8.9

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1602 - - - 919

HCM Lane V/C Ratio - - - - 0.001

HCM Control Delay (s) 0 - - - 8.9

HCM Lane LOS A - - - A

HCM 95th %tile Q(veh) 0 - - - 0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	30	2	2	0
Future Vol, veh/h	0	28	30	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	2	2	-	6	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	0	4	0	2	2
Mvmt Flow	0	35	38	3	3	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	41	0	-	0	75	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.12	-	-	-	7.62	6.82
Critical Hdwy Stg 1	-	-	-	-	6.62	-
Critical Hdwy Stg 2	-	-	-	-	6.62	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1568	-	-	-	905	1024
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1568	-	-	-	905	1024
Mov Cap-2 Maneuver	-	-	-	-	905	-
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	976	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1568	-	-	-	905	
HCM Lane V/C Ratio	-	-	-	-	0.003	
HCM Control Delay (s)	0	-	-	-	9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	