TRAFFIC IMPACT STUDY

For

RPM Development, LLC
Proposed Residential Development

Property Located at:

2495 Brunswick Pike (Route 1 Business)
Block 2001 – Lots 2.01 & 2.02
Township of Lawrence, Mercer County, NJ

Prepared by:

DYNAMIC TRAFFIC

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1279-99-010T

NED

INTRODUCTION

It is proposed to construct a residential development on a parcel of land that is currently undeveloped, located along the eastbound side of Texas Avenue just west of Route 1 Business in the Township of Lawrence, Mercer County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 2001 – Lots 2.01 and 2.02 on the Township of Lawrence Tax Maps. It is proposed to construct a 54 unit multifamily residential development consisting of 6 one-bedroom, 27 two-bedroom and 21 three-bedroom units ("The Project"). The site is located within both the HC – Highway Commercial and R-4 – Residential Zones. Access to The Project is proposed to be provided via a full movement driveway along Texas Avenue. It should also be noted that cross-access to the Lawrence Shopping Center south of the site is proposed to be provided for emergency use only.

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 AM and weekday PM peak periods at the intersections of:

    - Route 1 Business and Texas Avenue
    - Texas Avenue and Lawrence Shopping Center Driveway
    - Princeton Pike (CR 583) and Texas Avenue/Gedney Road

- 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 proposed site circulation and parking as shown on the site plan were reviewed for conformance with the Residential Site Improvement Standards ("RSIS") (N.J.A.C. 5:21).

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:

Brunswick Pike (Route 1 Business) is an Urban Principal Arterial roadway under New Jersey Department of Transportation (NJDOT) jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides two travel lanes and a shoulder in each direction separated by a concrete jersey barrier. Curb and sidewalk are provided along both sides of the roadway. Route 1 Business provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Route 1 Business in the vicinity of The Project are mixed commercial and residential.

Texas Avenue is an Urban Major Collector roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along both sides of the roadway. Texas Avenue provides a straight horizontal alignment and a slight upgrade from east to west. The land uses along Texas Avenue are predominantly residential with several commercial developments in the vicinity of Route 1 Business.

Princeton Pike (CR 583) is an Urban Minor Arterial roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along both sides of the roadway. The roadway provides a straight horizontal alignment and a slight downgrade from north to south. The land uses along Princeton Pike in the vicinity of The Project are primarily residential.

Gedney Road is a local roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along both sides of the roadway. In the vicinity of its intersection with Princeton Pike, the roadway provides a slight curve and an upgrade from east to west. The land uses along Gedney Road in the vicinity of The Project are residential.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Wednesday, October 26, 2022 from 7:00 to 9:00 AM and from 4:30 to 6:30 PM at the intersection of Princeton Pike and Texas Avenue/Gedney Road. Additionally, MTM counts were conducted on Tuesday, October 27, 2022 from 7:00 to 9:00 AM and from 4:30 to 6:30 PM at the following intersections:

- Route 1 Business and Texas Avenue
- Texas Avenue and Lawrence Shopping Center Driveway

Review of the collected traffic data reveals that the weekday morning network peak street hour (PSH) occurs between 7:15 - 8:15 AM and the weekday evening network PSH occurs between 5:00 - 6:00 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.

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 intersections of Texas Avenue with Route 1 Business and Princeton Pike.

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	Movement		AM PSH	PM PSH
Route 1 Business & Texas Avenue	EB	L	E (63)	E (59)
		R	A (10)	A (3)
	WB	L	D (50)	E (56)
		TR	E (62)	D (51)
	NB	T	B (13)	B (12)
	SB	T	B (12)	B (13)
	Overall		**C (24)**	**C (23)**
Princeton Pike & Texas Avenue/Gedney Road	EB	LTR	B (18)	B (15)
	WB	LTR	B (12)	B (14)
	NB	LTR	A (9)	A (6)
	SB	LTR	A (9)	A (7)
	Overall		**B (11)**	**A (8)**
Texas Avenue & Lawrence Shopping Center Driveway	WB	L	a (8)	a (8)
	NB	LR	b (12)	b (11)

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

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

Route 1 Business and Texas Avenue

Texas Avenue intersects Route 1 Business opposite the Route 1 Business northbound jughandle 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 three-phase 105-second, 115-second, and 125-second background cycle lengths are utilized (the traffic signal timing directive is included in Appendix B).

The eastbound approach of Texas Avenue provides a dedicated left turn lane and a dedicated right turn lane. The westbound approach of the Route 1 Business northbound jughandle provides a dedicated left turn lane and a shared through/right turn lane. The northbound and southbound approaches of Route 1 Business each provide two dedicated through lanes. Left and right turns from Route 1 Business southbound are accomplished via a "near side" jughandle that intersects Texas Avenue.

A review of the existing analysis reveals that the intersection operates at levels of service "C" 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.

Princeton Pike and Texas Avenue/Gedney Road

Gedney Road and Texas Avenue both intersect Princeton Pike to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from Lawrence Township which indicates that a two-phase 51-63 second variable cycle length is utilized (the traffic signal timing directive is included in Appendix B).

The eastbound and westbound approaches of Gedney Road and Texas Avenue each provide a shared left turn/through/right turn lane. The northbound and southbound approaches of Princeton Pike 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 "B" or better and all movements operate at levels of service "B" or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Texas Avenue and Lawrence Shopping Center Driveway

The Lawrence Shopping Center driveway intersects Texas Avenue to form a T-intersection with the northbound approach of the driveway operating under stop control. The eastbound approach of Texas Avenue provides a shared through/right turn lane, while the westbound approach provides a shared left turn/through lane. The northbound approach of the shopping center driveway provides a shared left/right turn lane.

A review of the existing analysis reveals that all intersection movements operate at levels of service "B" 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 1.0% per year.

The is one development in the vicinity of the site that has been approved but not yet constructed that is identified as a potential significant traffic generator, shown below. It was assumed that the background growth rate was adequate to account for the traffic associated with any other developments.

- A 34,000 SF LA Fitness has been approved to be located within the Lawrence Shopping Center. Projections of the associated traffic volumes were developed using Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) 492 – Health/Fitness Club. The Adjacent Development Trip Distribution and the Adjacent Development Traffic Volumes assigned to the study area network are shown on Figures 3 and 4, respectively.

Future 2024 No Build traffic volumes were developed by applying the background growth rate of 1.0% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 5, in Appendix A, shows the 2024 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were made utilizing trip generation research data as published under Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise) in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 11th Edition.* This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. The following table shows the anticipated trip generation for The Project.

Table IV
Trip Generation

Land Use	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
54 Multifamily Units	10	20	30	28	16	44

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 6 and 7, 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 in Figure 8.

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in Table V below.

Table V
Future Levels of Service

Intersection	Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Route 1 Business & Texas Avenue	EB	L	E (63)	E (63)	E (62)	E (63)
		R	A (10)	B (11)	A (3)	A (4)
	WB	L	D (51)	D (50)	E (56)	E (56)
		TR	E (62)	E (62)	D (49)	D (50)
	NB	T	B (13)	B (14)	B (14)	B (14)
	SB	T	B (12)	B (13)	B (15)	B (15)
	Overall		**C (25)**	**C (26)**	**C (24)**	**C (25)**
Princeton Pike & Texas Avenue/Gedney Road	EB	LTR	B (18)	B (18)	B (15)	B (15)
	WB	LTR	B (13)	B (13)	B (14)	B (14)
	NB	LTR	A (9)	A (9)	A (6)	A (6)
	SB	LTR	A (9)	A (10)	A (7)	A (7)
	Overall		**B (11)**	**B (11)**	**A (8)**	**A (8)**
Texas Avenue & Lawrence Shopping Center Driveway	WB	L	a (8)	a (8)	a (8)	a (8)
	NB	LR	b (13)	b (13)	b (12)	b (12)
Texas Avenue & Site Driveway	WB	L	-	a (8)	-	a (8)
	NB	LR	-	b (12)	-	b (10)

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

Route 1 Business and Texas Avenue

With the addition of site generated traffic, the intersection is anticipated to continue to operate at overall intersection levels of service "C" during the analyzed peak hours. Additionally, each movement is anticipated to continue to operate at No Build levels of service "E" or better. See Table V for the individual movement levels of service and delays.

Princeton Pike and Texas Avenue/Gedney Road

With the addition of site generated traffic, the intersection is anticipated to continue to operate at overall intersection levels of service "B" or better during the analyzed peak hours. Additionally, each movement is anticipated to continue to operate at No Build levels of service "B" or better. See Table V for the individual movement levels of service and delays.

Texas Avenue and Lawrence Shopping Center Driveway

With the addition of site generated traffic, the intersection is anticipated to continue to operate at levels of service "B" or better during the analyzed peak hours. See Table V for the individual movement levels of service and delays.

Texas Avenue and Site Driveway

The site driveway is proposed to intersect Texas Avenue to form an unsignalized T-intersection with the northbound approach of the site driveway operating under stop control. The eastbound approach of Texas Avenue is proposed to provide a shared through/right turn lane, while the westbound approach is proposed to provide a shared left turn/through lane. The northbound approach of the site driveway is proposed to provide a shared left/right turn lane.

As designed, the driveway is anticipated to operate at levels of service "B" or better during the studied peak hours. See Table V 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 full movement driveway along Texas Avenue.

The parking lot will be serviced by parking aisles with widths of 24', which satisfy the Residential Site Improvement Standards (RSIS) minimum requirement of 24'. These aisles 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 RSIS sets forth a parking requirement of 1.8 parking spaces per one-bedroom unit, 2.0 spaces per two-bedroom unit and 2.1 spaces per three-bedroom unit. This equates to a parking requirement of 109 parking spaces for the proposed 54 unit multifamily residential development (6 one-bedroom units, 27 two-bedroom units and 21 three-bedroom units). The site as proposed provides 109 spaces, and the RSIS parking requirements are satisfied as designed.

It is proposed to provide parking stalls with dimensions of 9'x18', which satisfy the RSIS minimum requirement of 9'x18'.

FINDINGS & CONCLUSIONS

Findings

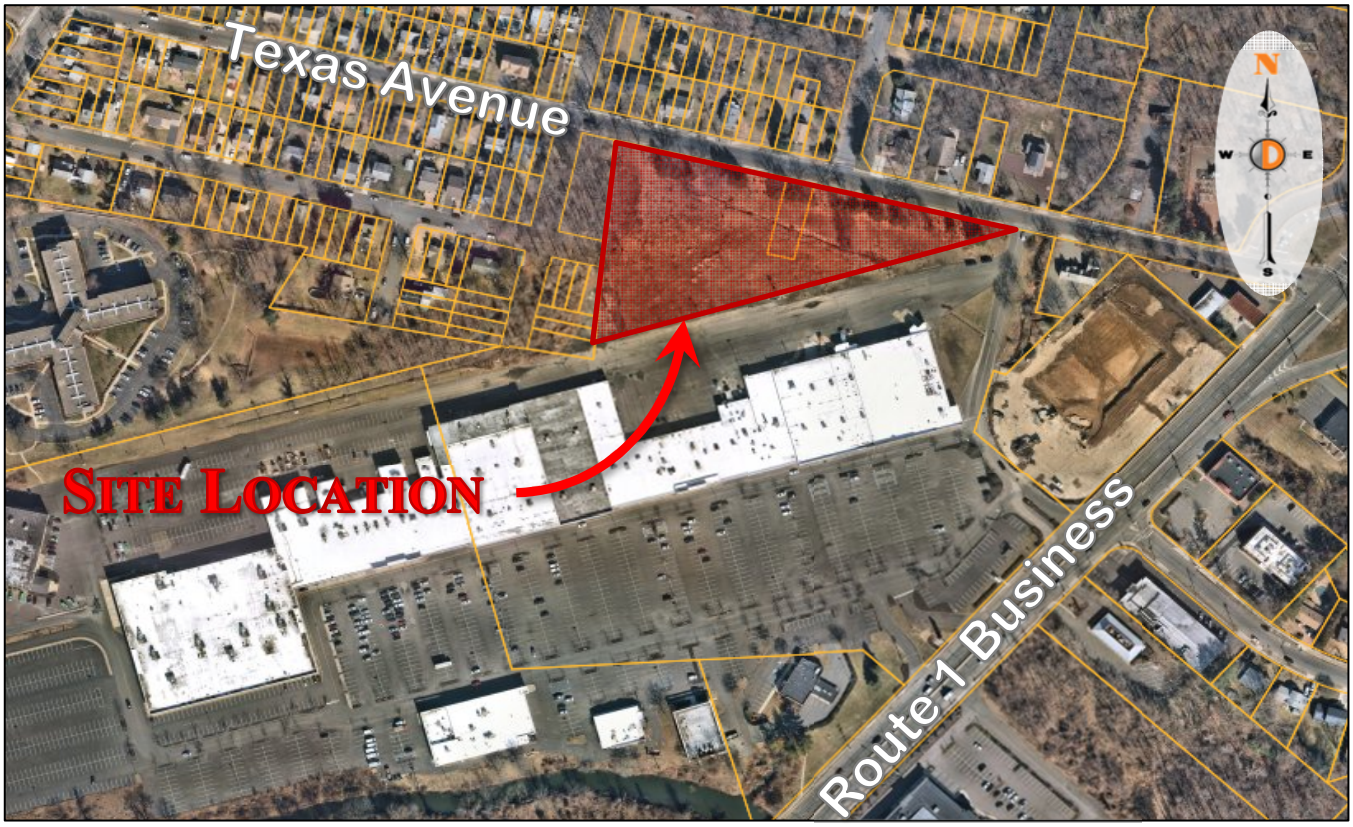
Based upon the detailed analyses as documented herein, the following findings are noted:

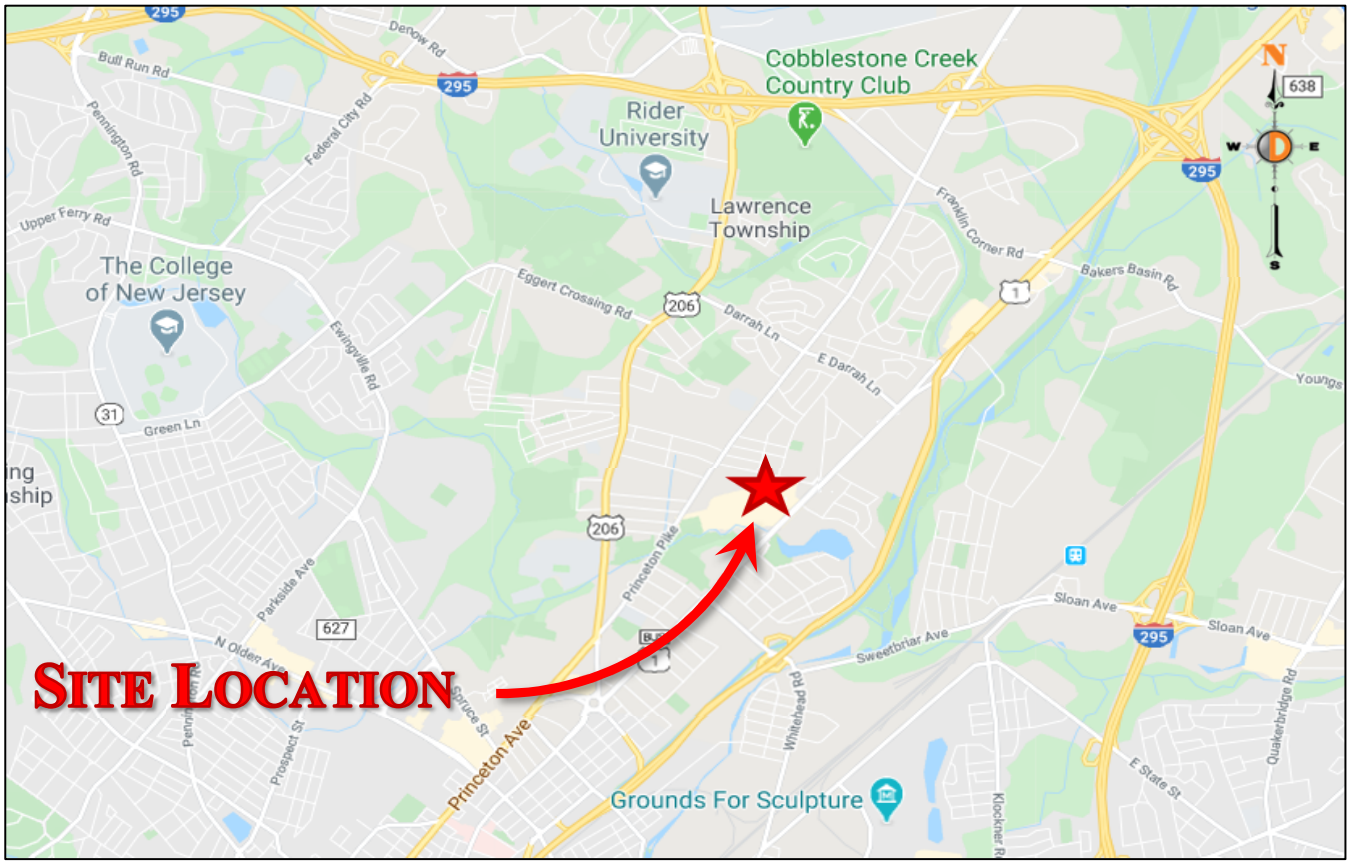
- The proposed 54 unit multifamily residential development is projected to generate 10 entering trips and 20 exiting trips during the weekday morning peak hour and 28 entering trips and 16 exiting trips during the evening peak hour peak hour that are "new" to the adjacent roadway network.
- Access to the site is proposed to be provided via a new full movement driveway along Texas Avenue.
- With the addition of site generated traffic, the intersection of Route 1 Business and Texas Avenue is anticipated to operate at overall No Build levels of service "C" during the peak hours studied.
- With the addition of site generated traffic, the intersection of Princeton Pike and Texas Avenue/Gedney Road is anticipated to operate at overall No Build levels of service "B" or better during the peak hours studied.
- With the addition of site generated traffic, the intersection of Texas Avenue and the Lawrence Shopping Center driveway is anticipated to operate at levels of service "B" or better during the peak hours studied.
- As designed, the intersection of Texas Avenue and the site driveway is anticipated to operate at levels of service "B" or better during the peak hours studied.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.
- The Project's site access points, internal circulation, and parking supply have been designed in accordance with the RSIS (N.J.A.C. 5:21).

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 Lawrence Township will not experience any significant degradation in operating conditions with the construction of The Project. The site driveway is 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 Residential Development
Traffic Impact Study
1279-99-010T

Figure 1

Site Location Map

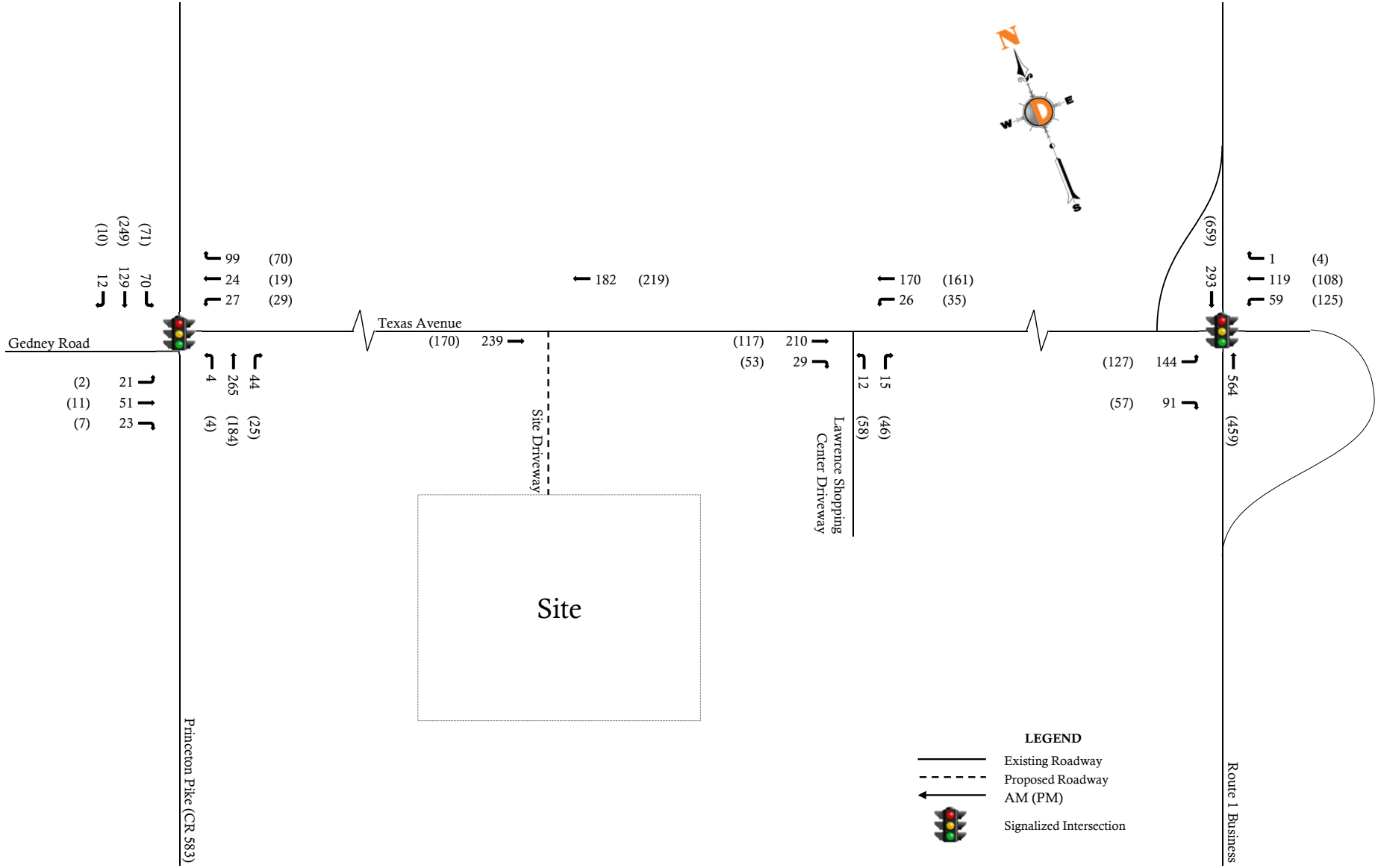


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Figure 2

Existing Traffic Volumes

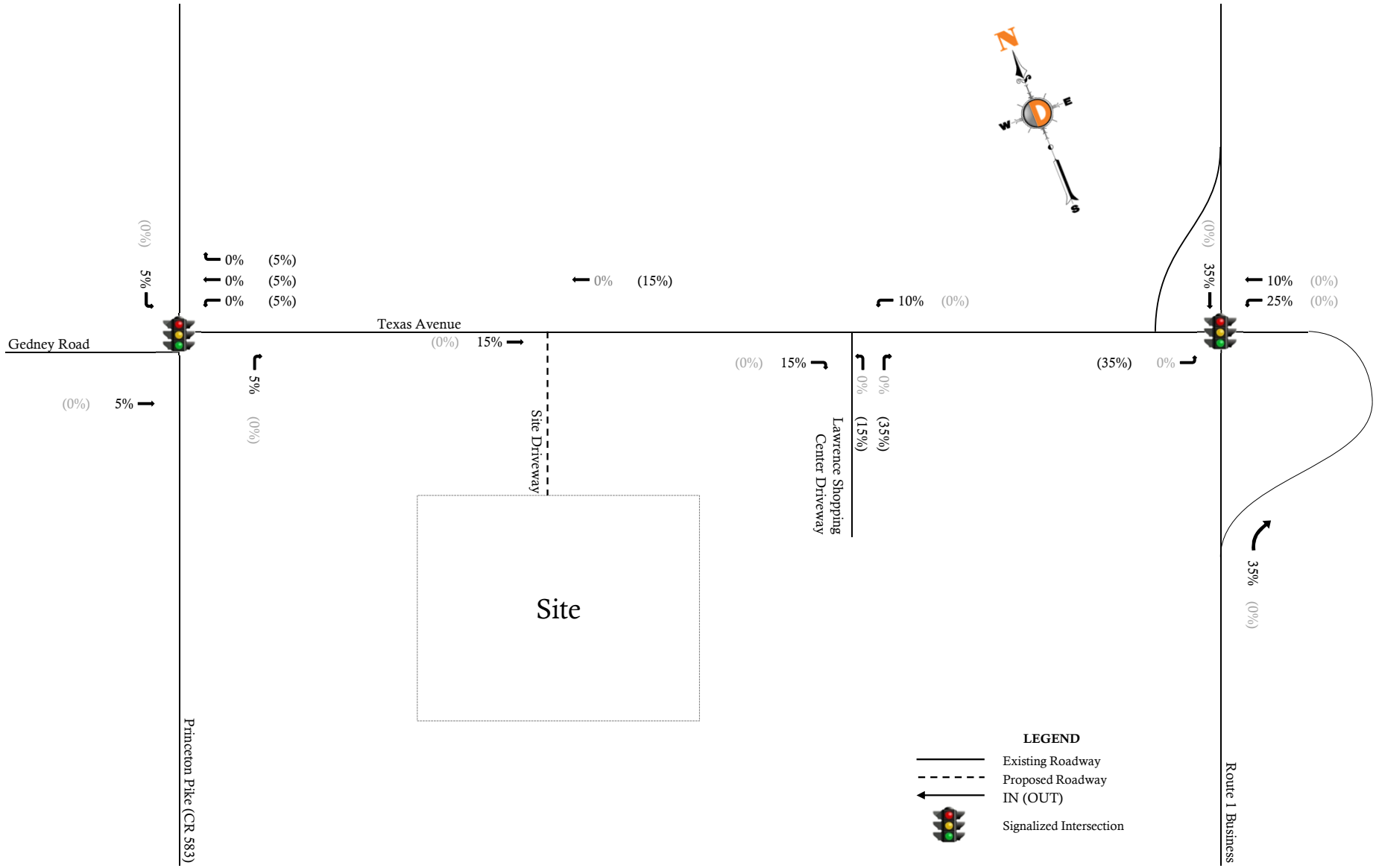

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Figure 3

Percent Distribution (LA Fitness Trips)

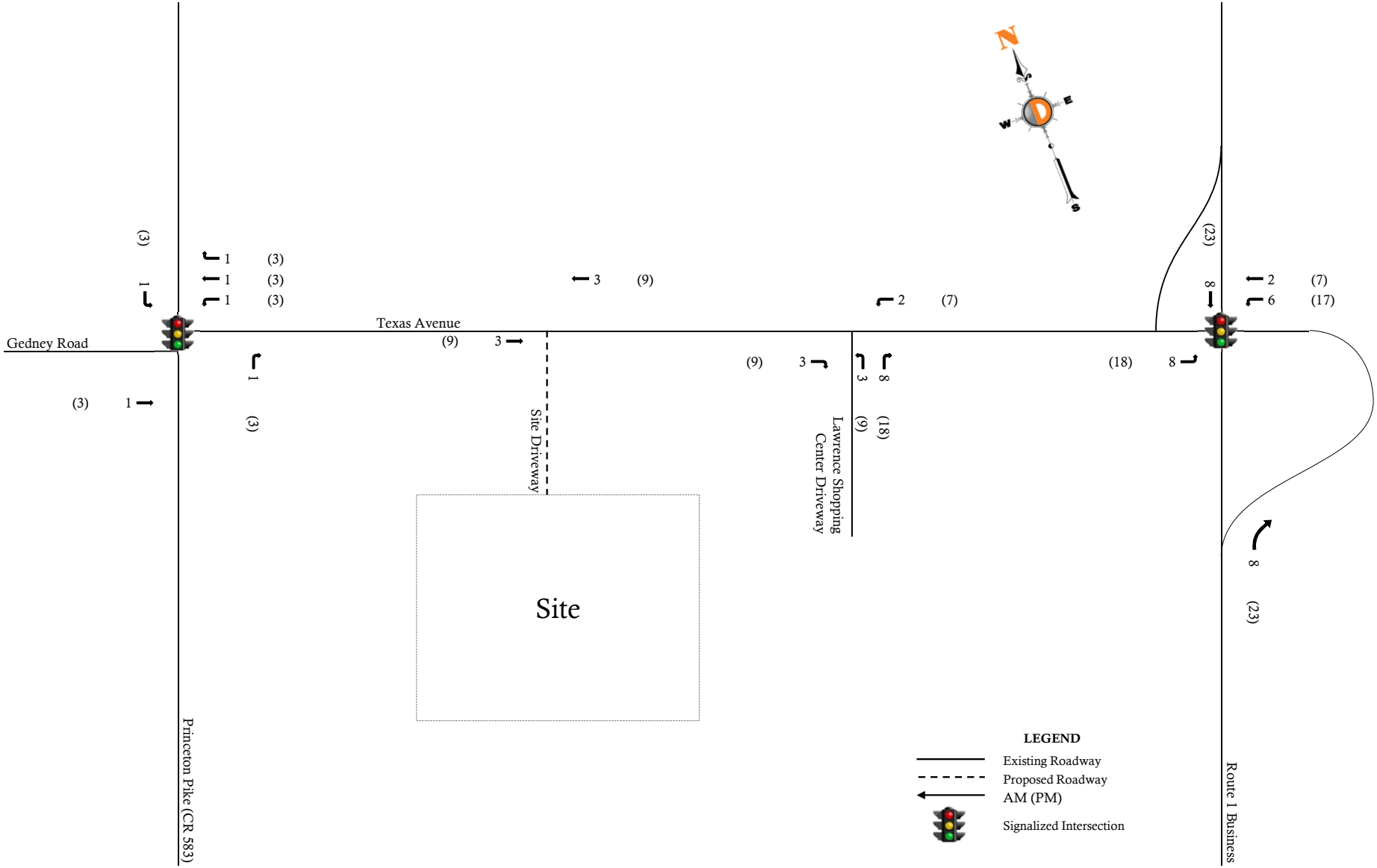

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Figure 4

LA Fitness Site Generated Trips

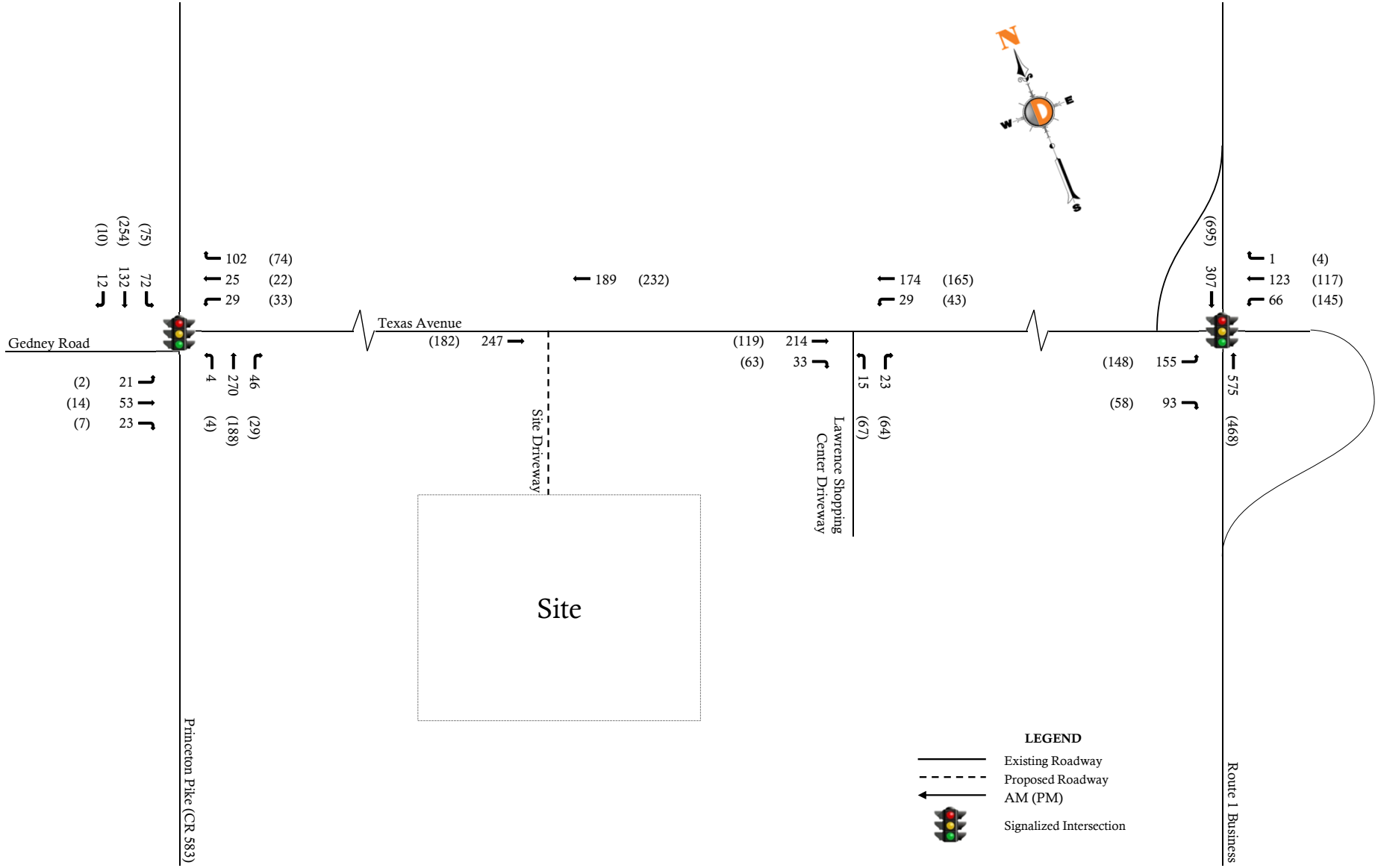

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Figure 5

No Build Traffic Volumes

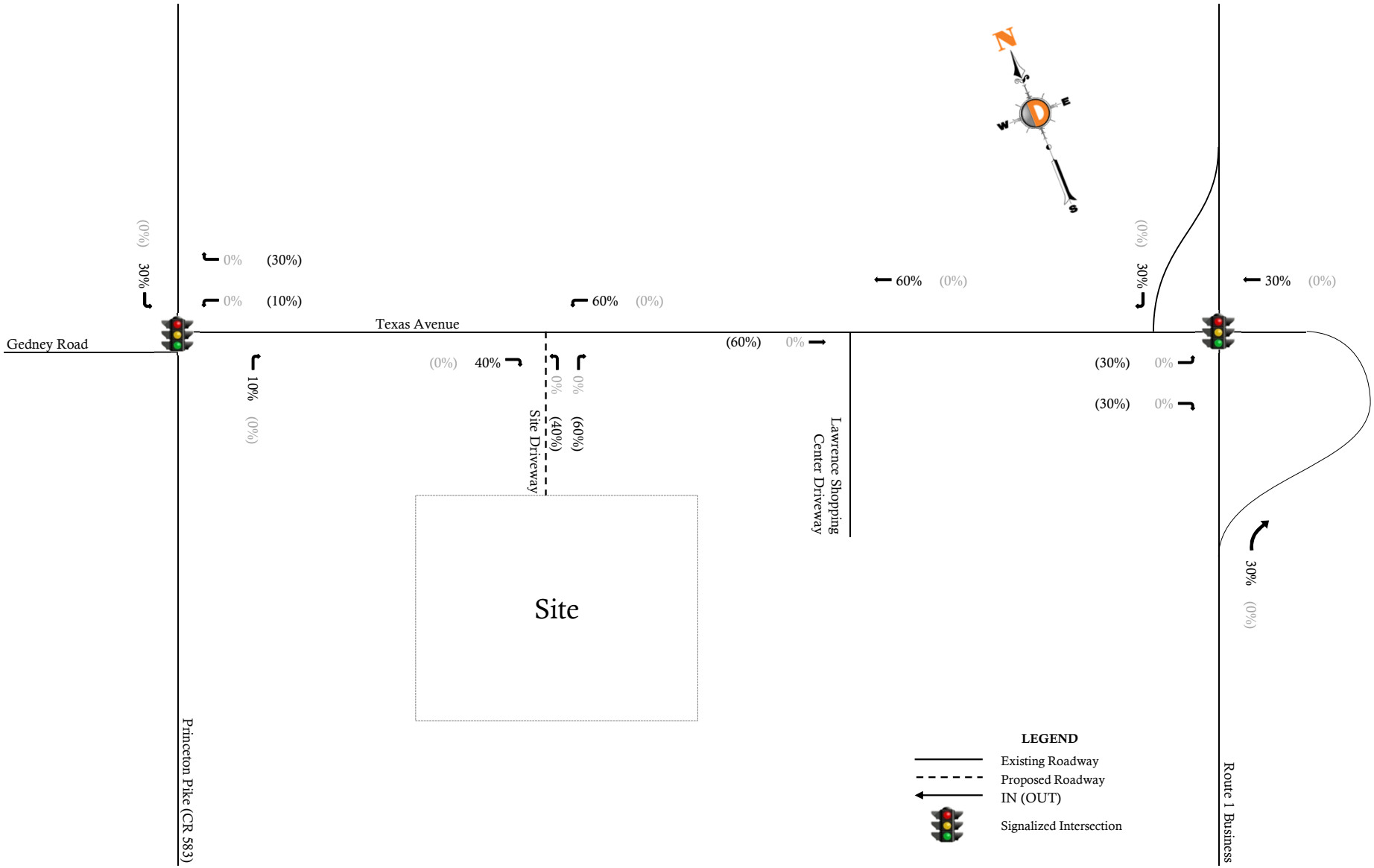

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Figure 6

Percent Distribution (Primary Trips)

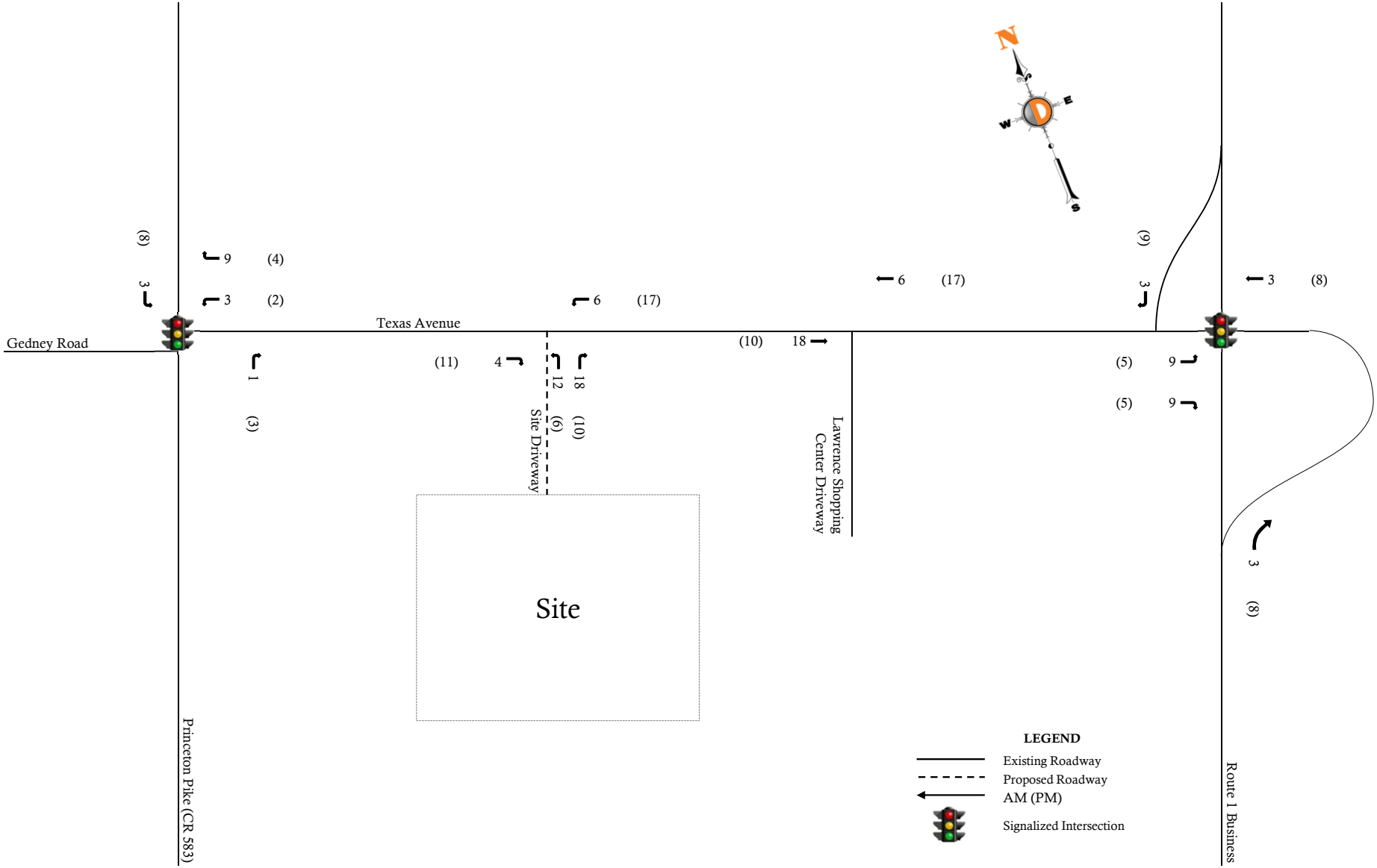

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Figure 7

Site Generated Trips

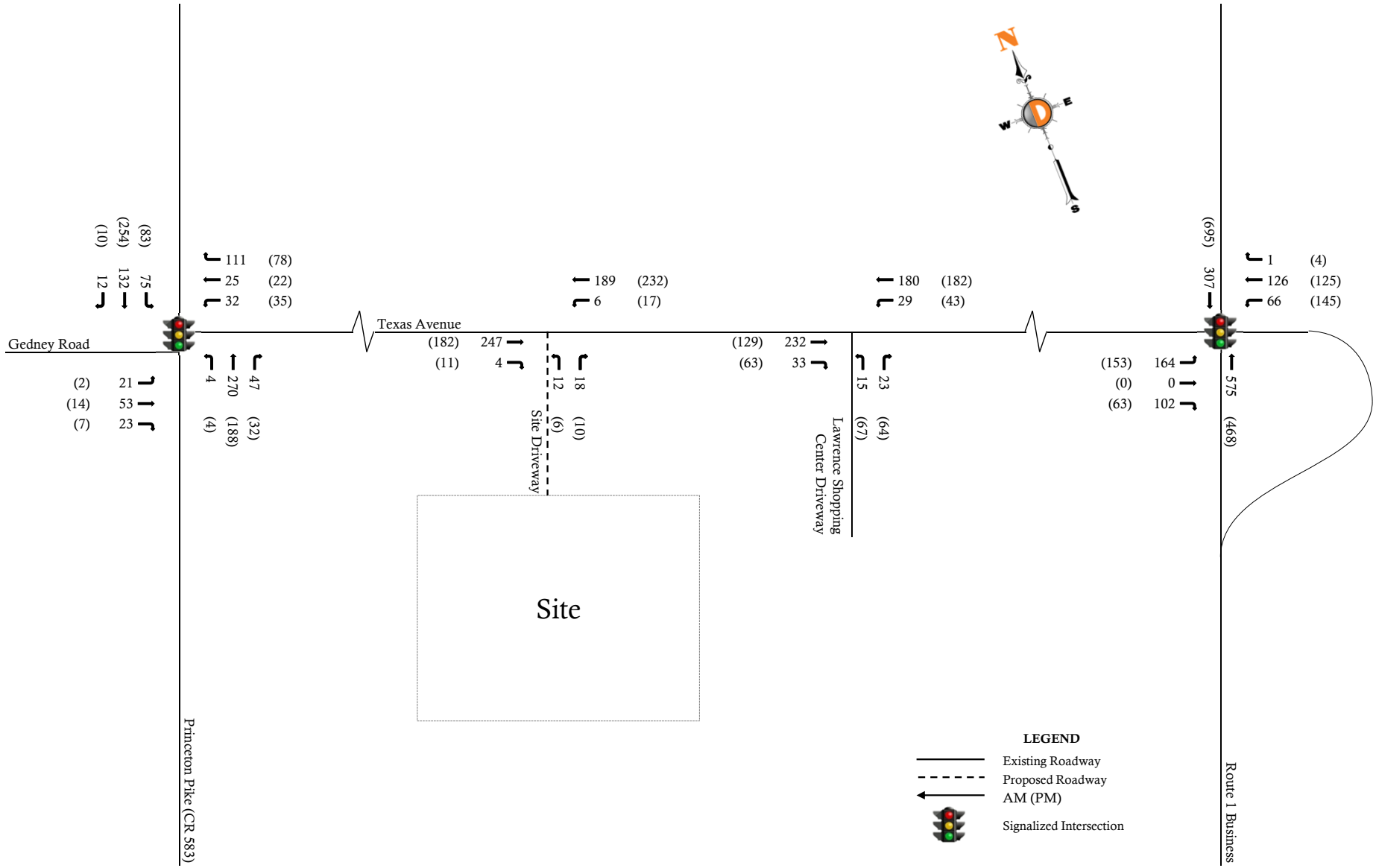

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Figure 8

Build Traffic Volumes

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: Texas Ave
N/S: Rt 1 Business
Town/County: Lawrence/Mercer
Job #: 1279-99-010T

File Name : Rt 1 Business & Texas Rd - AMPM
Site Code : 00000000
Start Date : 10/27/2022
Page No : 1

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

	Texas Road Eastbound					Route 1 Business NB Jughandle Westbound					Route 1 Business Northbound					Route 1 Business 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	20	0	4	0	24	6	16	1	0	23	0	81	0	0	81	0	50	0	0	50	178
07:15 AM	35	0	14	0	49	16	61	0	0	77	0	114	0	0	114	0	70	0	0	70	310
07:30 AM	38	0	47	0	85	9	28	1	0	38	0	141	0	0	141	0	61	0	0	61	325
07:45 AM	36	0	17	0	53	16	14	0	0	30	0	155	0	0	155	0	78	0	0	78	316
Total	129	0	82	0	211	47	119	2	0	168	0	491	0	0	491	0	259	0	0	259	1129
08:00 AM	35	0	13	0	48	18	16	0	0	34	0	154	0	0	154	0	84	0	0	84	320
08:15 AM	27	0	15	0	42	18	27	0	0	45	0	138	0	0	138	0	90	0	0	90	315
08:30 AM	37	1	28	0	66	32	20	1	0	53	0	135	0	0	135	0	96	0	0	96	350
08:45 AM	36	0	9	1	46	19	17	2	0	38	0	153	0	0	153	0	99	0	1	100	337
Total	135	1	65	1	202	87	80	3	0	170	0	580	0	0	580	0	369	0	1	370	1322
*** BREAK ***																					
04:30 PM	44	0	17	1	62	18	21	1	0	40	0	120	0	0	120	0	150	0	0	150	372
04:45 PM	41	0	9	0	50	27	26	0	0	53	0	86	0	0	86	0	158	0	0	158	347
Total	85	0	26	1	112	45	47	1	0	93	0	206	0	0	206	0	308	0	0	308	719
05:00 PM	33	0	16	0	49	35	26	0	0	61	0	117	0	0	117	0	174	0	2	176	403
05:15 PM	32	0	12	0	44	35	27	4	0	66	0	115	0	0	115	0	183	0	0	183	408
05:30 PM	31	0	13	0	44	19	27	0	0	46	0	125	0	0	125	0	152	0	0	152	367
05:45 PM	31	0	16	0	47	36	28	0	0	64	0	102	0	0	102	0	150	0	0	150	363
Total	127	0	57	0	184	125	108	4	0	237	0	459	0	0	459	0	659	0	2	661	1541
06:00 PM	32	0	18	0	50	42	33	3	0	78	0	94	0	0	94	0	142	0	0	142	364
06:15 PM	32	0	5	0	37	25	25	1	0	51	0	107	0	0	107	0	135	0	0	135	330
Grand Total	540	1	253	2	796	371	412	14	0	797	0	1937	0	0	1937	0	1872	0	3	1875	5405
Apprch %	67.8	0.1	31.8	0.3		46.5	51.7	1.8	0		0	100	0	0		0	99.8	0	0.2		
Total %	10	0	4.7	0	14.7	6.9	7.6	0.3	0	14.7	0	35.8	0	0	35.8	0	34.6	0	0.1	34.7	
Cars	532	1	235	2	770	369	399	13	0	781	0	1907	0	0	1907	0	1824	0	3	1827	5285
% Cars	98.5	100	92.9	100	96.7	99.5	96.8	92.9	0	98	0	98.5	0	0	98.5	0	97.4	0	100	97.4	97.8
Trucks (SU)	6	0	18	0	24	2	13	1	0	16	0	24	0	0	24	0	45	0	0	45	109
% Trucks (SU)	1.1	0	7.1	0	3	0.5	3.2	7.1	0	2	0	1.2	0	0	1.2	0	2.4	0	0	2.4	2
Trucks (TT)	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	0	3	0	0	3	11
% Trucks (TT)	0.4	0	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.2

Dynamic Traffic, LLC

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

E/W: Texas Ave
N/S: Rt 1 Business
Town/County: Lawrence/Mercer
Job #: 1279-99-010T

File Name : Rt 1 Business & Texas Rd - AMPM
Site Code : 00000000
Start Date : 10/27/2022
Page No : 2

	Texas Road Eastbound					Route 1 Business NB Jughandle Westbound					Route 1 Business Northbound					Route 1 Business 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 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	35	0	14	0	49	16	61	0	0	77	0	114	0	0	114	0	70	0	0	70	310
07:30 AM	38	0	47	0	85	9	28	1	0	38	0	141	0	0	141	0	61	0	0	61	325
07:45 AM	36	0	17	0	53	16	14	0	0	30	0	155	0	0	155	0	78	0	0	78	316
08:00 AM	35	0	13	0	48	18	16	0	0	34	0	154	0	0	154	0	84	0	0	84	320
Total Volume	144	0	91	0	235	59	119	1	0	179	0	564	0	0	564	0	293	0	0	293	1271
% App. Total	61.3	0	38.7	0		33	66.5	0.6	0		0	100	0	0		0	100	0	0		
PHF	.947	.000	.484	.000	.691	.819	.488	.250	.000	.581	.000	.910	.000	.000	.910	.000	.872	.000	.000	.872	.978
Cars	144	0	88	0	232	59	115	1	0	175	0	553	0	0	553	0	276	0	0	276	1236
% Cars	100	0	96.7	0	98.7	100	96.6	100	0	97.8	0	98.0	0	0	98.0	0	94.2	0	0	94.2	97.2
Trucks (SU)	0	0	3	0	3	0	4	0	0	4	0	11	0	0	11	0	16	0	0	16	34
% Trucks (SU)	0	0	3.3	0	1.3	0	3.4	0	0	2.2	0	2.0	0	0	2.0	0	5.5	0	0	5.5	2.7
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.1
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	33	0	16	0	49	35	26	0	0	61	0	117	0	0	117	0	174	0	2	176	403
05:15 PM	32	0	12	0	44	35	27	4	0	66	0	115	0	0	115	0	183	0	0	183	408
05:30 PM	31	0	13	0	44	19	27	0	0	46	0	125	0	0	125	0	152	0	0	152	367
05:45 PM	31	0	16	0	47	36	28	0	0	64	0	102	0	0	102	0	150	0	0	150	363
Total Volume	127	0	57	0	184	125	108	4	0	237	0	459	0	0	459	0	659	0	2	661	1541
% App. Total	69	0	31	0		52.7	45.6	1.7	0		0	100	0	0		0	99.7	0	0.3		
PHF	.962	.000	.891	.000	.939	.868	.964	.250	.000	.898	.000	.918	.000	.000	.918	.000	.900	.000	.250	.903	.944
Cars	125	0	52	0	177	125	105	4	0	234	0	456	0	0	456	0	656	0	2	658	1525
% Cars	98.4	0	91.2	0	96.2	100	97.2	100	0	98.7	0	99.3	0	0	99.3	0	99.5	0	100	99.5	99.0
Trucks (SU)	2	0	5	0	7	0	3	0	0	3	0	2	0	0	2	0	2	0	0	2	14
% Trucks (SU)	1.6	0	8.8	0	3.8	0	2.8	0	0	1.3	0	0.4	0	0	0.4	0	0.3	0	0	0.3	0.9
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	0	0.2	0	0	0.2	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: Princeton Pike
N/S: Gedney Rd/Texas Ave
Town/County: Lawrence/Mercer
Job #:1279-99-010T

File Name : Princeton Pike & Texas Ave-Gedney Rd - AMPM
Site Code : 00000000
Start Date : 10/26/2022
Page No : 1

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

	Gedney Road Eastbound					Texas Avenue Westbound					Princeton Pike Northbound					Princeton Pike 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	3	1	2	1	7	5	3	16	1	25	0	42	8	0	50	13	14	0	0	27	109
07:15 AM	3	18	7	15	43	5	8	51	8	72	0	102	12	0	114	13	28	4	0	45	274
07:30 AM	14	25	10	12	61	12	7	17	1	37	4	62	11	0	77	19	45	6	0	70	245
07:45 AM	1	4	5	0	10	6	5	21	0	32	0	52	10	0	62	19	29	1	0	49	153
Total	21	48	24	28	121	28	23	105	10	166	4	258	41	0	303	64	116	11	0	191	781
08:00 AM	3	4	1	0	8	4	4	10	0	18	0	49	11	0	60	19	27	1	1	48	134
08:15 AM	0	6	3	0	9	13	1	10	0	24	0	49	5	0	54	8	23	2	0	33	120
08:30 AM	0	3	4	0	7	11	4	12	0	27	0	47	5	0	52	11	27	0	0	38	124
08:45 AM	5	3	0	0	8	8	0	7	0	15	1	44	6	0	51	11	26	0	0	37	111
Total	8	16	8	0	32	36	9	39	0	84	1	189	27	0	217	49	103	3	1	156	489
*** BREAK ***																					
04:30 PM	7	1	5	0	13	0	4	2	0	6	1	34	4	0	39	16	51	0	0	67	125
04:45 PM	2	5	2	0	9	1	1	3	0	5	2	43	6	0	51	12	61	3	0	76	141
Total	9	6	7	0	22	1	5	5	0	11	3	77	10	0	90	28	112	3	0	143	266
05:00 PM	0	6	3	0	9	7	4	9	0	20	0	43	6	0	49	13	65	5	0	83	161
05:15 PM	1	1	0	1	3	5	9	21	1	36	1	61	5	0	67	15	71	2	0	88	194
05:30 PM	1	1	2	1	5	10	1	20	0	31	1	43	5	0	49	26	59	3	0	88	173
05:45 PM	0	3	2	0	5	7	5	20	0	32	2	37	9	0	48	17	54	0	0	71	156
Total	2	11	7	2	22	29	19	70	1	119	4	184	25	0	213	71	249	10	0	330	684
06:00 PM	0	2	2	1	5	10	4	14	1	29	2	29	10	0	41	17	47	1	0	65	140
06:15 PM	1	1	0	1	3	8	2	12	0	22	2	38	3	0	43	11	46	0	0	57	125
Grand Total	41	84	48	32	205	112	62	245	12	431	16	775	116	0	907	240	673	28	1	942	2485
Apprch %	20	41	23.4	15.6		26	14.4	56.8	2.8		1.8	85.4	12.8	0		25.5	71.4	3	0.1		
Total %	1.6	3.4	1.9	1.3	8.2	4.5	2.5	9.9	0.5	17.3	0.6	31.2	4.7	0	36.5	9.7	27.1	1.1	0	37.9	
Cars	41	82	47	32	202	109	58	228	12	407	16	755	114	0	885	221	659	26	1	907	2401
% Cars	100	97.6	97.9	100	98.5	97.3	93.5	93.1	100	94.4	100	97.4	98.3	0	97.6	92.1	97.9	92.9	100	96.3	96.6
Trucks (SU)	0	2	1	0	3	3	4	17	0	24	0	20	2	0	22	19	14	2	0	35	84
% Trucks (SU)	0	2.4	2.1	0	1.5	2.7	6.5	6.9	0	5.6	0	2.6	1.7	0	2.4	7.9	2.1	7.1	0	3.7	3.4
Trucks (TT)	0	0	0	0	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	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: Princeton Pike
N/S: Gedney Rd/Texas Ave
Town/County: Lawrence/Mercer
Job #:1279-99-010T

File Name : Princeton Pike & Texas Ave-Gedney Rd - AMPM
Site Code : 00000000
Start Date : 10/26/2022
Page No : 2

	Gedney Road Eastbound					Texas Avenue Westbound					Princeton Pike Northbound					Princeton Pike 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 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	18	7	15	43	5	8	51	8	72	0	102	12	0	114	13	28	4	0	45	274
07:30 AM	14	25	10	12	61	12	7	17	1	37	4	62	11	0	77	19	45	6	0	70	245
07:45 AM	1	4	5	0	10	6	5	21	0	32	0	52	10	0	62	19	29	1	0	49	153
08:00 AM	3	4	1	0	8	4	4	10	0	18	0	49	11	0	60	19	27	1	1	48	134
Total Volume	21	51	23	27	122	27	24	99	9	159	4	265	44	0	313	70	129	12	1	212	806
% App. Total	17.2	41.8	18.9	22.1		17	15.1	62.3	5.7		1.3	84.7	14.1	0		33	60.8	5.7	0.5		
PHF	.375	.510	.575	.450	.500	.563	.750	.485	.281	.552	.250	.650	.917	.000	.686	.921	.717	.500	.250	.757	.735
Cars	21	50	22	27	120	26	24	89	9	148	4	260	43	0	307	66	124	10	1	201	776
% Cars	100	98.0	95.7	100	98.4	96.3	100	89.9	100	93.1	100	98.1	97.7	0	98.1	94.3	96.1	83.3	100	94.8	96.3
Trucks (SU)	0	1	1	0	2	1	0	10	0	11	0	5	1	0	6	4	5	2	0	11	30
% Trucks (SU)	0	2.0	4.3	0	1.6	3.7	0	10.1	0	6.9	0	1.9	2.3	0	1.9	5.7	3.9	16.7	0	5.2	3.7
Trucks (TT)	0	0	0	0	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	0	0	0	0
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	6	3	0	9	7	4	9	0	20	0	43	6	0	49	13	65	5	0	83	161
05:15 PM	1	1	0	1	3	5	9	21	1	36	1	61	5	0	67	15	71	2	0	88	194
05:30 PM	1	1	2	1	5	10	1	20	0	31	1	43	5	0	49	26	59	3	0	88	173
05:45 PM	0	3	2	0	5	7	5	20	0	32	2	37	9	0	48	17	54	0	0	71	156
Total Volume	2	11	7	2	22	29	19	70	1	119	4	184	25	0	213	71	249	10	0	330	684
% App. Total	9.1	50	31.8	9.1		24.4	16	58.8	0.8		1.9	86.4	11.7	0		21.5	75.5	3	0		
PHF	.500	.458	.583	.500	.611	.725	.528	.833	.250	.826	.500	.754	.694	.000	.795	.683	.877	.500	.000	.938	.881
Cars	2	11	7	2	22	28	19	67	1	115	4	182	25	0	211	68	247	10	0	325	673
% Cars	100	100	100	100	100	96.6	100	95.7	100	96.6	100	98.9	100	0	99.1	95.8	99.2	100	0	98.5	98.4
Trucks (SU)	0	0	0	0	0	1	0	3	0	4	0	2	0	0	2	3	2	0	0	5	11
% Trucks (SU)	0	0	0	0	0	3.4	0	4.3	0	3.4	0	1.1	0	0	0.9	4.2	0.8	0	0	1.5	1.6
Trucks (TT)	0	0	0	0	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	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: Texas Avenue
N/S: 2495 Brunswick Pike Driveway
Town/County: Lawrence/Mercer
Job # 1279-99-010T

File Name : Texas Ave & 2495 Brunswick Pike Dway - AM
Site Code : 00000000
Start Date : 10/27/2022
Page No : 1

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

	Texas Avenue Eastbound					Texas Avenue Westbound					2495 Brunswick Pike Driveway Northbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	22	4	0	26	2	25	0	0	27	2	0	4	0	6	59
07:15 AM	0	46	7	0	53	7	82	0	0	89	1	0	4	0	5	147
07:30 AM	0	84	10	0	94	12	47	0	0	59	4	0	3	0	7	160
07:45 AM	0	38	3	0	41	3	22	0	0	25	4	0	2	0	6	72
Total	0	190	24	0	214	24	176	0	0	200	11	0	13	0	24	438
08:00 AM	0	42	9	0	51	4	19	0	0	23	3	0	6	0	9	83
08:15 AM	0	32	9	0	41	3	30	0	0	33	7	0	3	0	10	84
08:30 AM	0	41	8	0	49	11	20	0	0	31	6	0	8	0	14	94
08:45 AM	0	20	6	0	26	1	13	0	0	14	6	0	4	0	10	50
Total	0	135	32	0	167	19	82	0	0	101	22	0	21	0	43	311
Grand Total	0	325	56	0	381	43	258	0	0	301	33	0	34	0	67	749
Apprch %	0	85.3	14.7	0		14.3	85.7	0	0		49.3	0	50.7	0		
Total %	0	43.4	7.5	0	50.9	5.7	34.4	0	0	40.2	4.4	0	4.5	0	8.9	
Cars	0	315	55	0	370	41	244	0	0	285	33	0	32	0	65	720
% Cars	0	96.9	98.2	0	97.1	95.3	94.6	0	0	94.7	100	0	94.1	0	97	96.1
Trucks (SU)	0	10	1	0	11	2	14	0	0	16	0	0	1	0	1	28
% Trucks (SU)	0	3.1	1.8	0	2.9	4.7	5.4	0	0	5.3	0	0	2.9	0	1.5	3.7
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	2.9	0	1.5	0.1

	Texas Avenue Eastbound					Texas Avenue Westbound					2495 Brunswick Pike Driveway Northbound					
Start Time	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 07:15 AM																
07:15 AM	0	46	7	0	53	7	82	0	0	89	1	0	4	0	5	147
07:30 AM	0	84	10	0	94	12	47	0	0	59	4	0	3	0	7	160
07:45 AM	0	38	3	0	41	3	22	0	0	25	4	0	2	0	6	72
08:00 AM	0	42	9	0	51	4	19	0	0	23	3	0	6	0	9	83
Total Volume	0	210	29	0	239	26	170	0	0	196	12	0	15	0	27	462
% App. Total	0	87.9	12.1	0		13.3	86.7	0	0		44.4	0	55.6	0		
PHF	.000	.625	.725	.000	.636	.542	.518	.000	.000	.551	.750	.000	.625	.000	.750	.722
Cars	0	207	28	0	235	24	163	0	0	187	12	0	14	0	26	448
% Cars	0	98.6	96.6	0	98.3	92.3	95.9	0	0	95.4	100	0	93.3	0	96.3	97.0
Trucks (SU)	0	3	1	0	4	2	7	0	0	9	0	0	1	0	1	14
% Trucks (SU)	0	1.4	3.4	0	1.7	7.7	4.1	0	0	4.6	0	0	6.7	0	3.7	3.0
Trucks (TT)	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

Dynamic Traffic, LLC

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

E/W: Texas Avenue
N/S: 2495 Brunswick Pike Driveway
Town/County: Lawrence/Mercer
Job # 1279-99-010T

File Name : Texas Ave & 2495 Brunswick Pike Dway - PM
Site Code : 00000000
Start Date : 10/27/2022
Page No : 1

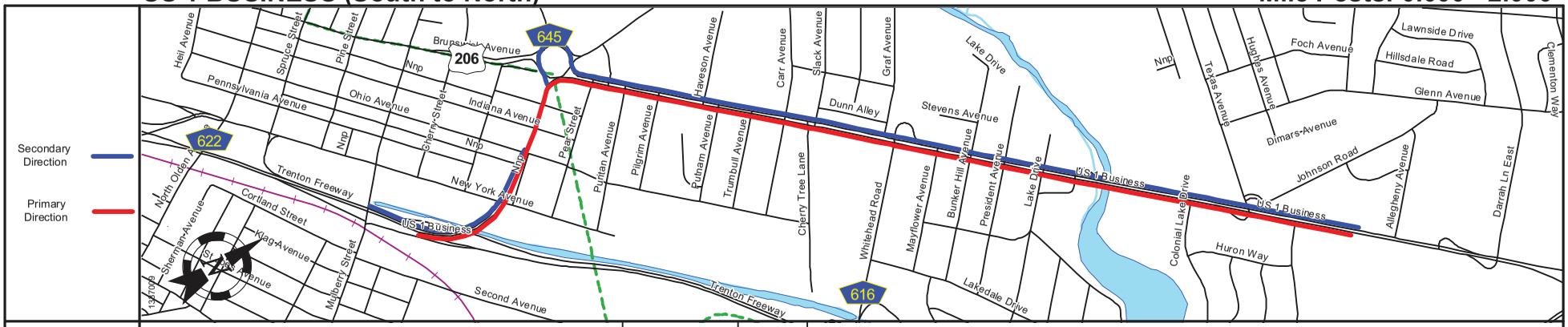
Groups Printed- Cars - Trucks (SU) - Trucks (TT)

	Texas Avenue Eastbound					Texas Avenue Westbound					2495 Brunswick Pike Driveway Northbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
04:30 PM	0	34	13	0	47	14	35	0	0	49	16	0	16	0	32	128
04:45 PM	0	34	15	0	49	5	35	0	0	40	23	0	8	0	31	120
Total	0	68	28	0	96	19	70	0	0	89	39	0	24	0	63	248
05:00 PM	0	25	21	0	46	10	37	0	0	47	11	0	10	1	22	115
05:15 PM	0	31	12	0	43	7	37	0	0	44	14	0	9	0	23	110
05:30 PM	0	32	5	0	37	12	42	0	0	54	14	0	15	0	29	120
05:45 PM	0	29	15	0	44	6	45	0	0	51	19	0	12	0	31	126
Total	0	117	53	0	170	35	161	0	0	196	58	0	46	1	105	471
06:00 PM	0	30	14	0	44	7	55	0	0	62	16	0	14	0	30	136
06:15 PM	0	30	11	0	41	3	42	0	0	45	16	0	11	0	27	113
Grand Total	0	245	106	0	351	64	328	0	0	392	129	0	95	1	225	968
Apprch %	0	69.8	30.2	0		16.3	83.7	0	0		57.3	0	42.2	0.4		
Total %	0	25.3	11	0	36.3	6.6	33.9	0	0	40.5	13.3	0	9.8	0.1	23.2	
Cars	0	238	106	0	344	64	323	0	0	387	129	0	94	1	224	955
% Cars	0	97.1	100	0	98	100	98.5	0	0	98.7	100	0	98.9	100	99.6	98.7
Trucks (SU)	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	12
% Trucks (SU)	0	2.9	0	0	2	0	1.5	0	0	1.3	0	0	0	0	0	1.2
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0.4	0.1

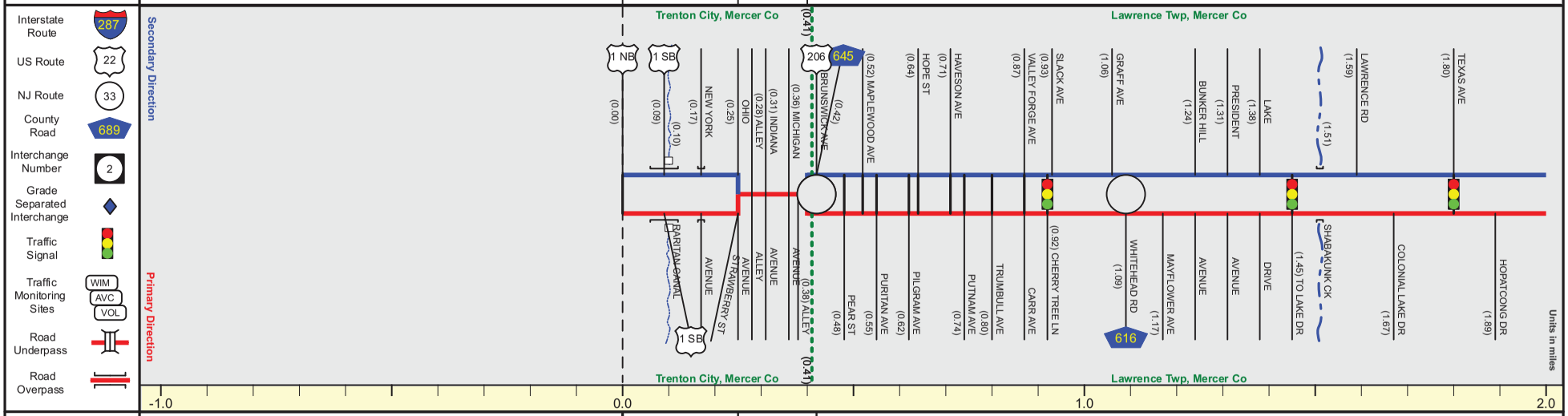
	Texas Avenue Eastbound					Texas Avenue Westbound					2495 Brunswick Pike Driveway Northbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	0	25	21	0	46	10	37	0	0	47	11	0	10	1	22	115
05:15 PM	0	31	12	0	43	7	37	0	0	44	14	0	9	0	23	110
05:30 PM	0	32	5	0	37	12	42	0	0	54	14	0	15	0	29	120
05:45 PM	0	29	15	0	44	6	45	0	0	51	19	0	12	0	31	126
Total Volume	0	117	53	0	170	35	161	0	0	196	58	0	46	1	105	471
% App. Total	0	68.8	31.2	0		17.9	82.1	0	0		55.2	0	43.8	1		
PHF	.000	.914	.631	.000	.924	.729	.894	.000	.000	.907	.763	.000	.767	.250	.847	.935
Cars	0	112	53	0	165	35	157	0	0	192	58	0	45	1	104	461
% Cars	0	95.7	100	0	97.1	100	97.5	0	0	98.0	100	0	97.8	100	99.0	97.9
Trucks (SU)	0	5	0	0	5	0	4	0	0	4	0	0	0	0	0	9
% Trucks (SU)	0	4.3	0	0	2.9	0	2.5	0	0	2.0	0	0	0	0	0	1.9
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	1.0	0.2

US 1 BUSINESS (South to North)

Mile Posts: 0.000 - 2.000



Pavement	24	24	
Shoulder	0	10	
Number of Lanes	2	2	
Speed Limit	35	40	45 / 55
Street Name	US 1 Business	US 1 Business	



Street Name	US 1 Business	Strawberry Street	US 1 Business
Jurisdiction	N.J.D.O.T.		
Functional Class	Urban Principal Arterial		
Federal Aid - NHS Sy	NHS		
Control Section	1102		1141
Speed Limit	35	40 / 45	55
Number of Lanes	2	4	2
Med. Type	Positive	None	Curbed / Positive
Med. Width	3	0	18 / 8
Pavement	24	50	24
Shoulder	0		10
Traffic Volume	10,828 (2016)	19,693 (2017)	18,197 (2016)
Traffic Sta. ID	5-6-023	5-4-207	5-5-300
Structure No.	1101162, 1102162, 1101163		1102150
Enlarged Views			

Begin US 1 Business MP=0.00

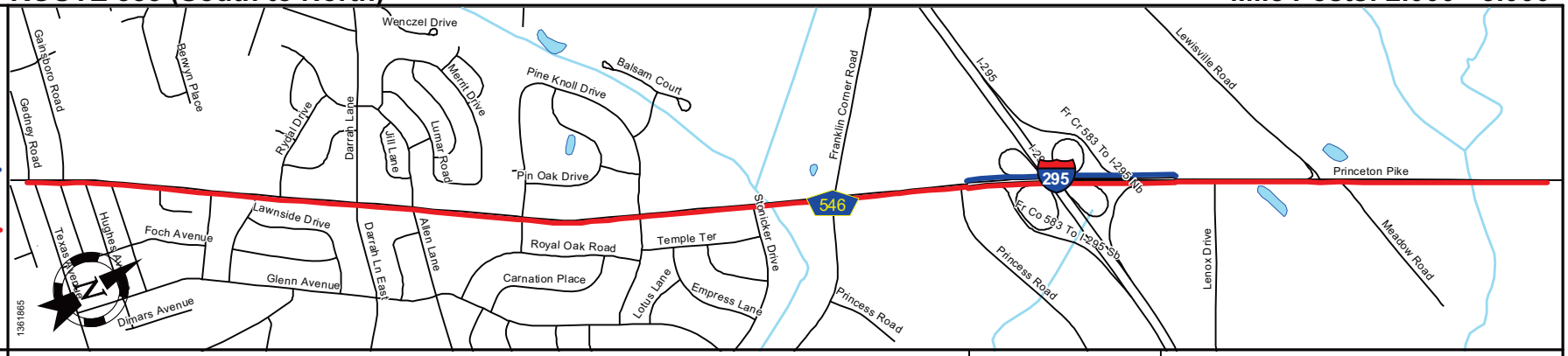
Page Created: March, 2019

SRI = 00000001B_

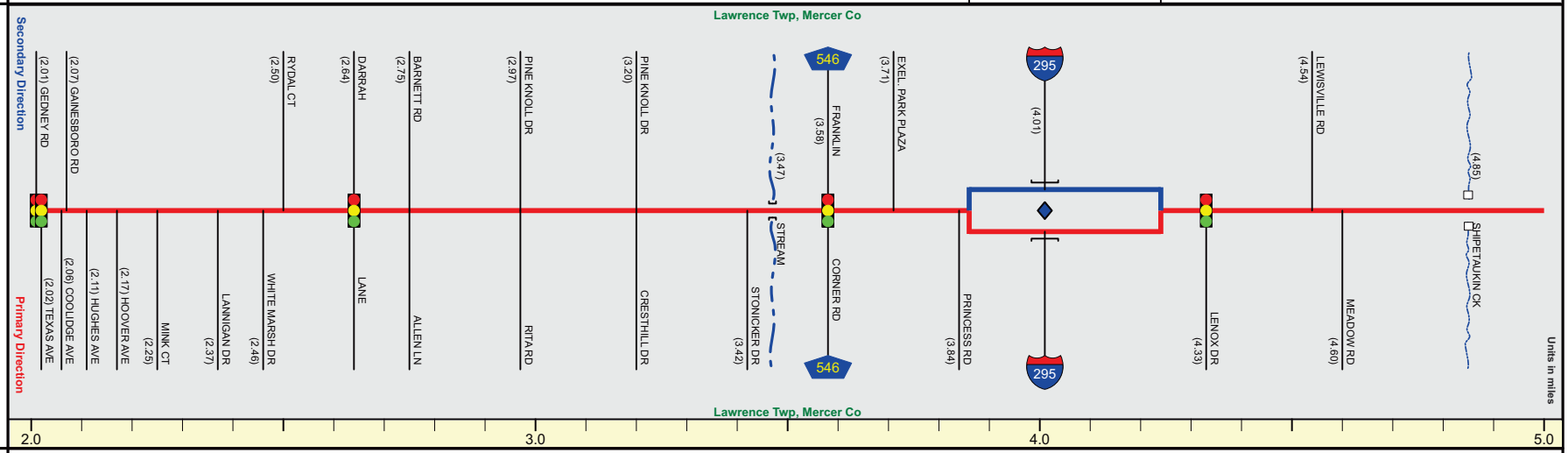
Date last inventoried: March 2018

ROUTE 583 (South to North)

Mile Posts: 2.000 - 5.000



Pavement			14		
Shoulder			2		
Number of Lanes			1		
Speed Limit			40		
Street Name			Princeton Pike		



Street Name	Princeton Pike					
Jurisdiction	Municipal					
Functional Class	Urban Minor Arterial					
Federal Aid - NHS Sy	STP					
Control Section						
Speed Limit	25		40		45	
Number of Lanes	2		1	4	2	
Med. Type	None		Curbed		None	
Med. Width	0		6		0	
Pavement	40	30	48	14	60	24
Shoulder	0	6	4	10	0	4
Traffic Volume				12,376 (2016)		16,618 (2016)
Traffic Sta. ID				91125		91126
Structure No.		1100018		1138171		1100020
Enlarged Views						

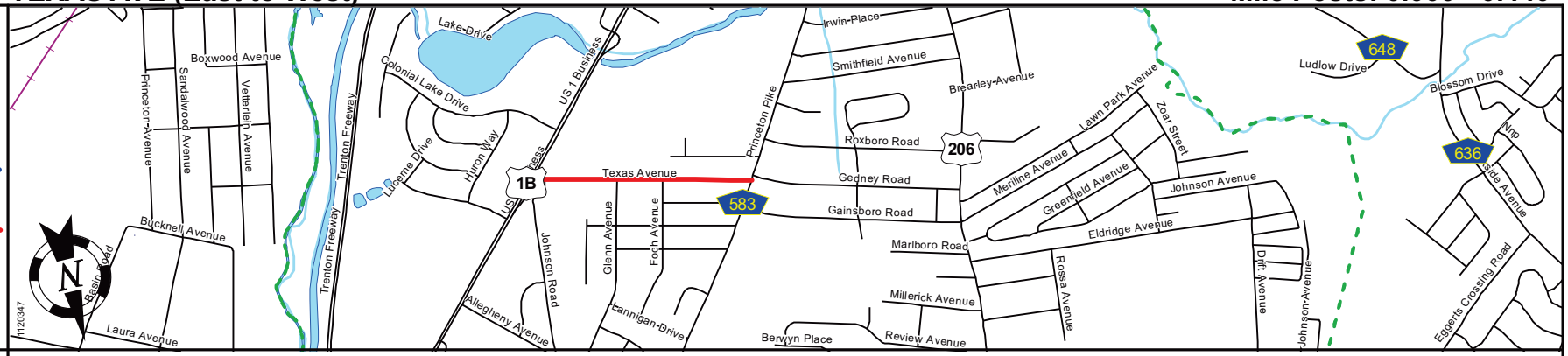
SRI = 00000583__

Date last inventoried: October 2012

Page Created: March, 2019

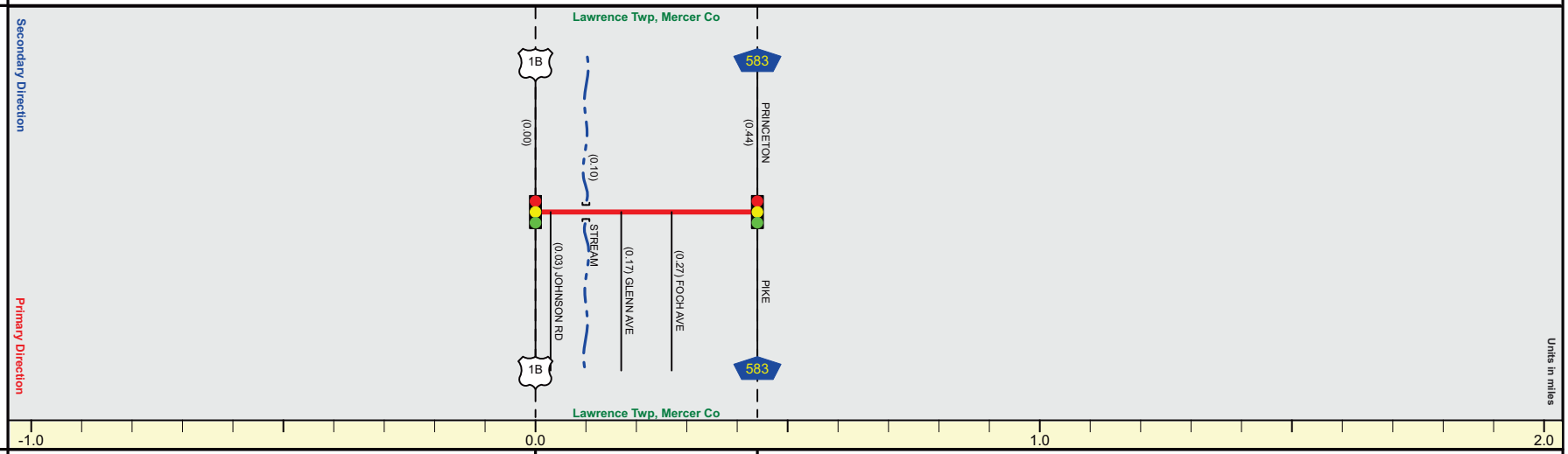
TEXAS AVE (East to West)

Mile Posts: 0.000 - 0.440



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		Texas Avenue	
Jurisdiction		Municipal	
Functional Class		Urban Major Collector	
Federal Aid - NHS Sy		STP	
Control Section			
Speed Limit	Begin Texas Ave MP=0	25	End Texas Ave MP=0.44
Number of Lanes		2	
Med. Type		None	
Med. Width		0	
Pavement		28	
Shoulder		0	
Traffic Volume		4,725 (2017)	
Traffic Sta. ID		5-8-309	
Structure No.			
Enlarged Views			

SRI = 11071395__

Date last inventoried: May 2011

Page Created: March, 2019

1103101d **Directive Number: 20-10**

Effective: 4/20/2010 Route US 1B and Texas Avenue
Lawrence Township, Mercer County

Phase	**Signal Indications**				**Time (In Seconds)**				
(Cycle Length)	**2 – 7**	**9, 10**	**11, 12**	**14, 15**	**Plan I (115 Sec.)**	**Plan II (105 Sec.)**	**Plan III (125 Sec.)**	**Plan IV (67-125 Sec.)**	**Plan V (115 Sec.)**
NORMAL OPERATION									
A) Route US 1B ROW	G	R	R	DW	81 – 39	71 – 33	91 – 39	33	81 – 39
Change	Y	R	R	DW	5*	5*	5*	5	5*
Clearance	R	R	R	DW	2	2	2	2	2
B) Jughandle ROW	R	G	R	DW	7 – 29	7 – 36	7 – 30	7 – 36	7 – 28
Change	R	Y	R	DW	3	3	3	3	3
Clearance	R	R	R	DW	4	4	4	4	4
C) Texas Avenue ROW	R	R	G	DW	7 – 27	7 – 16	7 – 36	7 – 36	7 – 28
Change	R	R	Y	DW	3	3	3	3	3
Clearance	R	R	R	DW	3	3	3	3	3
WITH PEDESTRIAN ACTUATION									
A) Route US 1B ROW	G	R	R	DW	64 – 39	54 – 33	74 – 39	33	64 – 39
Change	Y	R	R	DW	5*	5*	5*	5	5*
Clearance	R	R	R	DW	2	2	2	2	2
B) Jughandle ROW	R	G	R	W	7	7	7	7	7
Pedestrian Clearance	R	G	R	FDW	17	17	17	17	17
Vehicle Extension	R	G	R	DW	0 – 5	0 – 12	0 – 6	0 – 12	0 – 4
Change	R	Y	R	DW	3	3	3	3	3
Clearance	R	R	R	DW	4	4	4	4	4
C) Texas Avenue ROW	R	R	G	DW	7 – 27	7 – 16	7 – 36	7 – 36	7 – 28
Change	R	R	Y	DW	3	3	3	3	3
Clearance	R	R	R	DW	3	3	3	3	3
Emergency Flashing Operation	Y	R	R	DARK	-	-	-	-	-
*Offsets	-	-	-	-	5	18	16	-	6

NOTES:

Traffic signal fixture Nos. 1, 8 and 13 are not being used on this timing directive and are not shown on the current traffic plan.

The controller shall rest in Phase A green and shall have the capacity to skip unactuated phases.

The manual control cord is to be removed.

The vehicular memory is to be off.

The vehicle extension is to be 2.0 seconds for Phases B and C.

*Offsets are to be measured from the beginning of yellow to Route US 1B traffic at Route US 1B and Slack Avenue / Cherry Tree Lane to the beginning of yellow to Route US 1B traffic at this intersection.

HOURS OF OPERATION:

Plan I: 7:00 A.M. – 9:00 A.M., Monday – Friday

Plan II: 3:00 P.M. – 7:30 P.M., Monday – Friday

Plan III: 9:00 A.M. – 9:00 P.M., Saturday and Sunday

Plan IV: 10:00 P.M. – 6:00 A.M., Daily

Plan V: All Other Times

6507103-4725 Directive No.

Princeton Pike and Texas Avenue /Gedney Road
Lawrence Township, Mercer County

51-63 SECOND VARIABLE CYCLE

Phase	Signal Indications 1-7	Signal Indications 8-12	Time (Sec.)
A) Princeton Pike ROW	G	R	**30 (min)**
Change	Y	R	4
Clearance	R	R	4
B) Texas Ave/Gedney Rd. ROW	R	G	8-20 *
Change	R	Y	3
Clearance	R	R	2
Emergency Flash Operation	Y	R	-

Notes:

The vehicle Interval is to be set at 2 seconds for Phase B.

The Texas Avenue/Gedney Road memory circuits (Phase B) are to be off.

The manual control is to be disconnected.

*A minimum 20 seconds of green is to be provided upon actuation of a push button for Phase B.

The signal shall rest in Phase A.

NOTE: All cost for labor and material involved in the routine and emergency maintenance of this signal are to be carefully recorded. All costs will be paid by the Township of Lawrence.

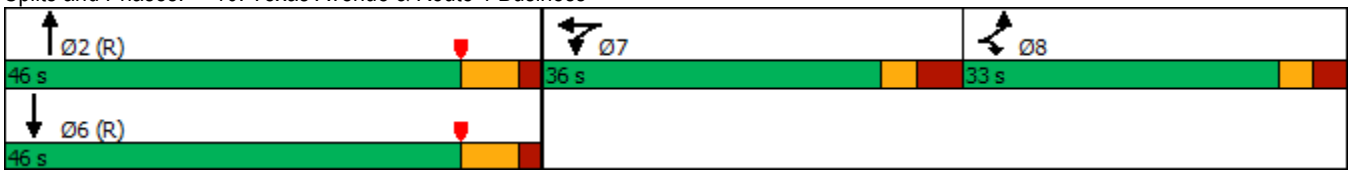
Appendix C
Capacity Analysis

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	0	91	59	119	1	0	564	0	0	293	0
Future Volume (vph)	144	0	91	59	119	1	0	564	0	0	293	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		8%			0%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.999							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1778	0	1545	1852	1892	0	0	3632	0	0	3495	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1778	0	1545	1852	1892	0	0	3632	0	0	3495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104									
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		185			240			1149			1782	
Travel Time (s)		5.0			6.5			17.4			27.0	
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%	3%	0%	3%	0%	0%	2%	0%	0%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	0	93	60	122	0	0	576	0	0	299	0
Turn Type	Prot		Prot	Split	NA			NA			NA	
Protected Phases	8		8	7	7			2			6	
Permitted Phases												
Detector Phase	8		8	7	7			2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			39.0			39.0	
Minimum Split (s)	13.0		13.0	14.0	14.0			46.0			46.0	
Total Split (s)	33.0		33.0	36.0	36.0			46.0			46.0	
Total Split (%)	28.7%		28.7%	31.3%	31.3%			40.0%			40.0%	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	3.0		3.0	4.0	4.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0		6.0	7.0	7.0			7.0			7.0	
Lead/Lag	Lag		Lag	Lead	Lead							
Lead-Lag Optimize?	Yes		Yes	Yes	Yes							
Recall Mode	None		None	None	None			C-Max			C-Max	
Act Effct Green (s)	14.2		14.2	12.1	12.1			68.7			68.7	
Actuated g/C Ratio	0.12		0.12	0.11	0.11			0.60			0.60	
v/c Ratio	0.67		0.33	0.31	0.61			0.27			0.14	
Control Delay	62.6		9.8	50.4	61.8			12.6			11.6	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	62.6		9.8	50.4	61.8			12.6			11.6	
LOS	E		A	D	E			B			B	
Approach Delay		42.1			58.0			12.6			11.6	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	106		0	42	88			101			48	
Queue Length 95th (ft)	166		39	81	145			165			86	
Internal Link Dist (ft)		105			160			1069			1702	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	417		442	467	477			2169			2087	
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	0.35		0.21	0.13	0.26			0.27			0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 5 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 24.2		Intersection LOS: C	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Texas Avenue & Route 1 Business

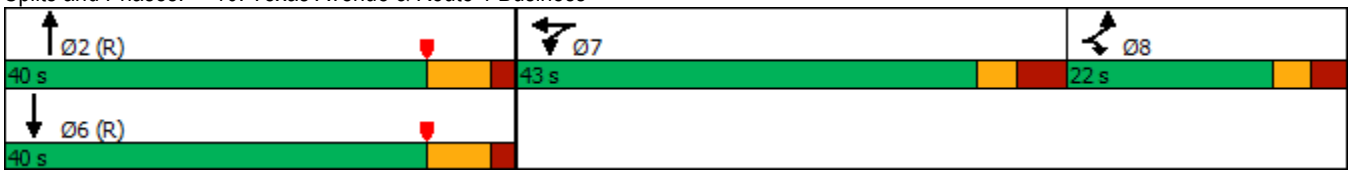


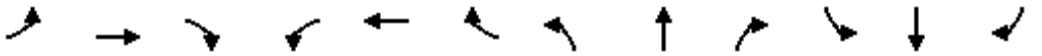
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	0	57	125	108	4	0	459	0	0	659	0
Future Volume (vph)	127	0	57	125	108	4	0	459	0	0	659	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		8%			0%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.995							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1744	0	1460	1852	1886	0	0	3668	0	0	3668	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1744	0	1460	1852	1886	0	0	3668	0	0	3668	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		2							
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		185			240			1149			1782	
Travel Time (s)		5.0			6.5			17.4			27.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	9%	0%	3%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	0	61	133	119	0	0	488	0	0	701	0
Turn Type	Prot		Prot	Split	NA			NA			NA	
Protected Phases	8		8	7	7			2			6	
Permitted Phases												
Detector Phase	8		8	7	7			2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			33.0			33.0	
Minimum Split (s)	13.0		13.0	14.0	14.0			40.0			40.0	
Total Split (s)	22.0		22.0	43.0	43.0			40.0			40.0	
Total Split (%)	21.0%		21.0%	41.0%	41.0%			38.1%			38.1%	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	3.0		3.0	4.0	4.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0		6.0	7.0	7.0			7.0			7.0	
Lead/Lag	Lag		Lag	Lead	Lead							
Lead-Lag Optimize?	Yes		Yes	Yes	Yes							
Recall Mode	None		None	None	None			C-Max			C-Max	
Act Effct Green (s)	12.3		12.3	12.3	12.3			60.4			60.4	
Actuated g/C Ratio	0.12		0.12	0.12	0.12			0.58			0.58	
v/c Ratio	0.66		0.22	0.62	0.54			0.23			0.33	
Control Delay	59.3		2.6	55.7	51.0			12.4			13.3	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	59.3		2.6	55.7	51.0			12.4			13.3	
LOS	E		A	E	D			B			B	
Approach Delay		41.7			53.5			12.4			13.3	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	88		0	86	75			80			123	
Queue Length 95th (ft)	147		5	142	127			131			194	
Internal Link Dist (ft)		105			160			1069			1702	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	265		319	634	647			2108			2108	
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	0.51		0.19	0.21	0.18			0.23			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 18 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 56.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Texas Avenue & Route 1 Business



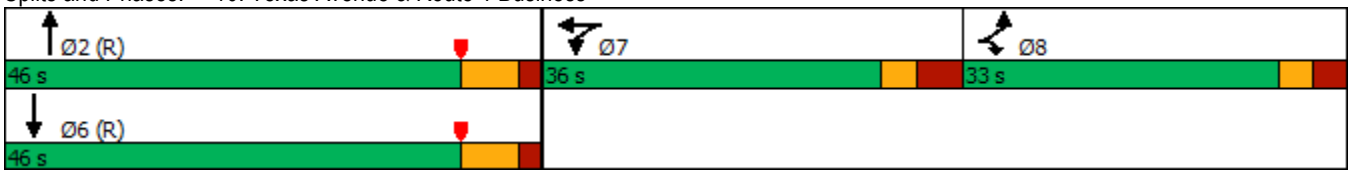


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	0	93	66	123	1	0	575	0	0	307	0
Future Volume (vph)	155	0	93	66	123	1	0	575	0	0	307	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		8%			0%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.999							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1778	0	1545	1852	1892	0	0	3632	0	0	3495	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1778	0	1545	1852	1892	0	0	3632	0	0	3495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104									
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		185			240			1149			1782	
Travel Time (s)		5.0			6.5			17.4			27.0	
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%	3%	0%	3%	0%	0%	2%	0%	0%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	0	95	67	127	0	0	587	0	0	313	0
Turn Type	Prot		Prot	Split	NA			NA			NA	
Protected Phases	8		8	7	7			2			6	
Permitted Phases												
Detector Phase	8		8	7	7			2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			39.0			39.0	
Minimum Split (s)	13.0		13.0	14.0	14.0			46.0			46.0	
Total Split (s)	33.0		33.0	36.0	36.0			46.0			46.0	
Total Split (%)	28.7%		28.7%	31.3%	31.3%			40.0%			40.0%	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	3.0		3.0	4.0	4.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0		6.0	7.0	7.0			7.0			7.0	
Lead/Lag	Lag		Lag	Lead	Lead							
Lead-Lag Optimize?	Yes		Yes	Yes	Yes							
Recall Mode	None		None	None	None			C-Max			C-Max	
Act Effct Green (s)	14.9		14.9	12.4	12.4			67.7			67.7	
Actuated g/C Ratio	0.13		0.13	0.11	0.11			0.59			0.59	
v/c Ratio	0.69		0.33	0.34	0.62			0.27			0.15	
Control Delay	62.5		9.9	50.8	61.9			13.2			12.2	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	62.5		9.9	50.8	61.9			13.2			12.2	
LOS	E		A	D	E			B			B	
Approach Delay		42.8			58.0			13.2			12.2	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	113		0	47	91			105			52	
Queue Length 95th (ft)	176		40	88	149			173			92	
Internal Link Dist (ft)		105			160			1069			1702	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	417		442	467	477			2138			2057	
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	0.38		0.21	0.14	0.27			0.27			0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 5 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 25.0		Intersection LOS: C	
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Texas Avenue & Route 1 Business

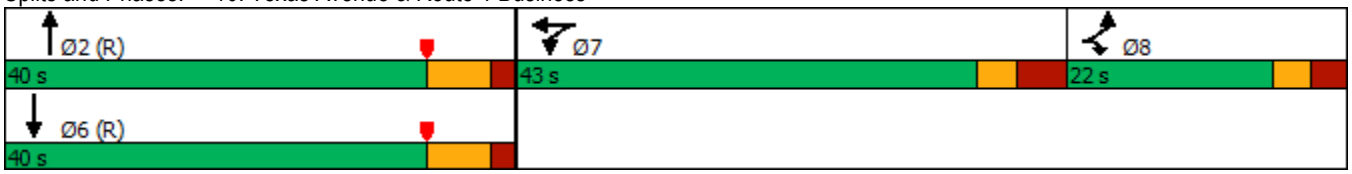


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	0	58	145	117	4	0	468	0	0	695	0
Future Volume (vph)	148	0	58	145	117	4	0	468	0	0	695	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		8%			0%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.995							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1744	0	1460	1852	1885	0	0	3668	0	0	3668	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1744	0	1460	1852	1885	0	0	3668	0	0	3668	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		2							
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		185			240			1149			1782	
Travel Time (s)		5.0			6.5			17.4			27.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	9%	0%	3%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	0	62	154	128	0	0	498	0	0	739	0
Turn Type	Prot		Prot	Split	NA			NA			NA	
Protected Phases	8		8	7	7			2			6	
Permitted Phases												
Detector Phase	8		8	7	7			2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			33.0			33.0	
Minimum Split (s)	13.0		13.0	14.0	14.0			40.0			40.0	
Total Split (s)	22.0		22.0	43.0	43.0			40.0			40.0	
Total Split (%)	21.0%		21.0%	41.0%	41.0%			38.1%			38.1%	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	3.0		3.0	4.0	4.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0		6.0	7.0	7.0			7.0			7.0	
Lead/Lag	Lag		Lag	Lead	Lead							
Lead-Lag Optimize?	Yes		Yes	Yes	Yes							
Recall Mode	None		None	None	None			C-Max			C-Max	
Act Effct Green (s)	13.2		13.2	13.5	13.5			58.2			58.2	
Actuated g/C Ratio	0.13		0.13	0.13	0.13			0.55			0.55	
v/c Ratio	0.72		0.22	0.65	0.52			0.24			0.36	
Control Delay	61.8		2.6	55.5	49.0			13.5			14.8	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	61.8		2.6	55.5	49.0			13.5			14.8	
LOS	E		A	E	D			B			B	
Approach Delay		45.0			52.5			13.5			14.8	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	102		0	100	80			87			140	
Queue Length 95th (ft)	168		6	159	132			139			213	
Internal Link Dist (ft)		105			160			1069			1702	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	265		319	634	647			2034			2034	
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	0.59		0.19	0.24	0.20			0.24			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 18 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.3		Intersection LOS: C	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Texas Avenue & Route 1 Business

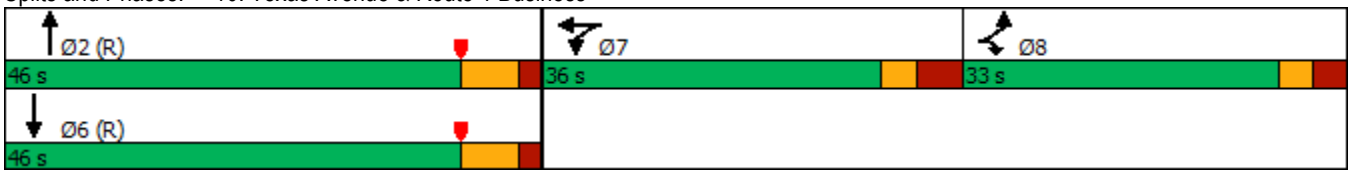


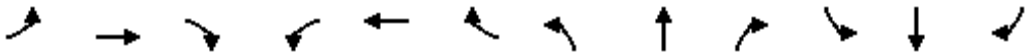
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	0	102	66	126	1	0	575	0	0	307	0
Future Volume (vph)	164	0	102	66	126	1	0	575	0	0	307	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		8%			0%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.999							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1778	0	1545	1852	1892	0	0	3632	0	0	3495	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1778	0	1545	1852	1892	0	0	3632	0	0	3495	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104									
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		185			240			1149			1782	
Travel Time (s)		5.0			6.5			17.4			27.0	
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%	3%	0%	3%	0%	0%	2%	0%	0%	6%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	0	104	67	130	0	0	587	0	0	313	0
Turn Type	Prot		Prot	Split	NA			NA			NA	
Protected Phases	8		8	7	7			2			6	
Permitted Phases												
Detector Phase	8		8	7	7			2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			39.0			39.0	
Minimum Split (s)	13.0		13.0	14.0	14.0			46.0			46.0	
Total Split (s)	33.0		33.0	36.0	36.0			46.0			46.0	
Total Split (%)	28.7%		28.7%	31.3%	31.3%			40.0%			40.0%	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	3.0		3.0	4.0	4.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0		6.0	7.0	7.0			7.0			7.0	
Lead/Lag	Lag		Lag	Lead	Lead							
Lead-Lag Optimize?	Yes		Yes	Yes	Yes							
Recall Mode	None		None	None	None			C-Max			C-Max	
Act Effct Green (s)	15.5		15.5	12.6	12.6			66.9			66.9	
Actuated g/C Ratio	0.13		0.13	0.11	0.11			0.58			0.58	
v/c Ratio	0.70		0.35	0.33	0.63			0.28			0.15	
Control Delay	62.6		11.3	50.4	61.8			13.6			12.6	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	62.6		11.3	50.4	61.8			13.6			12.6	
LOS	E		B	D	E			B			B	
Approach Delay		42.9			57.9			13.6			12.6	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	120		0	47	94			107			53	
Queue Length 95th (ft)	183		47	87	152			176			94	
Internal Link Dist (ft)		105			160			1069			1702	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	417		442	467	477			2113			2034	
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	0.40		0.24	0.14	0.27			0.28			0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 5 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Texas Avenue & Route 1 Business



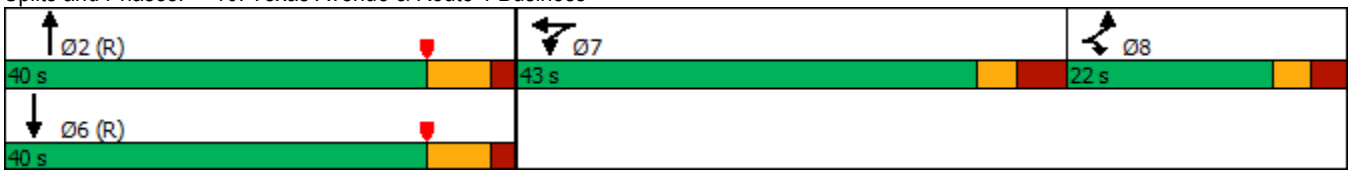


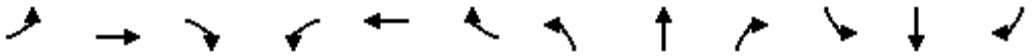
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	0	63	145	125	4	0	468	0	0	695	0
Future Volume (vph)	153	0	63	145	125	4	0	468	0	0	695	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		8%			0%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.996							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1744	0	1460	1852	1887	0	0	3668	0	0	3668	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1744	0	1460	1852	1887	0	0	3668	0	0	3668	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			114		2							
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		185			240			1149			1782	
Travel Time (s)		5.0			6.5			17.4			27.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	9%	0%	3%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	0	67	154	137	0	0	498	0	0	739	0
Turn Type	Prot		Prot	Split	NA			NA			NA	
Protected Phases	8		8	7	7			2			6	
Permitted Phases												
Detector Phase	8		8	7	7			2			6	
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			33.0			33.0	
Minimum Split (s)	13.0		13.0	14.0	14.0			40.0			40.0	
Total Split (s)	22.0		22.0	43.0	43.0			40.0			40.0	
Total Split (%)	21.0%		21.0%	41.0%	41.0%			38.1%			38.1%	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	3.0		3.0	4.0	4.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	6.0		6.0	7.0	7.0			7.0			7.0	
Lead/Lag	Lag		Lag	Lead	Lead							
Lead-Lag Optimize?	Yes		Yes	Yes	Yes							
Recall Mode	None		None	None	None			C-Max			C-Max	
Act Effct Green (s)	13.4		13.4	13.5	13.5			58.0			58.0	
Actuated g/C Ratio	0.13		0.13	0.13	0.13			0.55			0.55	
v/c Ratio	0.73		0.23	0.65	0.56			0.25			0.36	
Control Delay	62.9		3.5	55.5	50.4			13.6			14.9	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	62.9		3.5	55.5	50.4			13.6			14.9	
LOS	E		A	E	D			B			B	
Approach Delay		45.6			53.1			13.6			14.9	
Approach LOS		D			D			B			B	
Queue Length 50th (ft)	106		0	100	86			88			141	
Queue Length 95th (ft)	174		10	159	141			139			213	
Internal Link Dist (ft)		105			160			1069			1702	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	265		319	634	648			2027			2027	
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	0.62		0.21	0.24	0.21			0.25			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 105			
Offset: 18 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 10: Texas Avenue & Route 1 Business



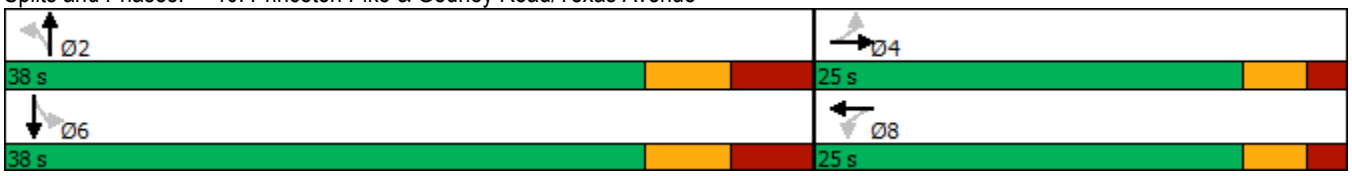


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	51	23	27	24	99	4	265	44	70	129	12
Future Volume (vph)	21	51	23	27	24	99	4	265	44	70	129	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		-4%			2%			2%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.967			0.910			0.981			0.992	
Flt Protected		0.989			0.991			0.999			0.984	
Satd. Flow (prot)	0	1864	0	0	1599	0	0	1848	0	0	1819	0
Flt Permitted		0.901			0.928			0.996			0.748	
Satd. Flow (perm)	0	1698	0	0	1497	0	0	1842	0	0	1381	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		27			134							
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		508			1353			821			744	
Travel Time (s)		13.9			36.9			22.4			20.3	
Confl. Peds. (#/hr)	1					1	27		9	9		27
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	2%	4%	4%	0%	10%	0%	2%	2%	6%	4%	17%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	202	0	0	422	0	0	285	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		38.0	38.0		38.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0		38.0	38.0		38.0	38.0	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.4			10.4			30.2			30.2	
Actuated g/C Ratio		0.19			0.19			0.56			0.56	
v/c Ratio		0.37			0.51			0.41			0.37	
Control Delay		17.9			12.1			9.1			9.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.9			12.1			9.1			9.3	
LOS		B			B			A			A	
Approach Delay		17.9			12.1			9.1			9.3	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		28			18			57			38	
Queue Length 95th (ft)		49			42			129			93	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		428			1273			741			664	
Turn Bay Length (ft)												
Base Capacity (vph)		654			645			1036			777	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.31			0.41			0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 63			
Actuated Cycle Length: 53.7			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: Princeton Pike & Gedney Road/Texas Avenue

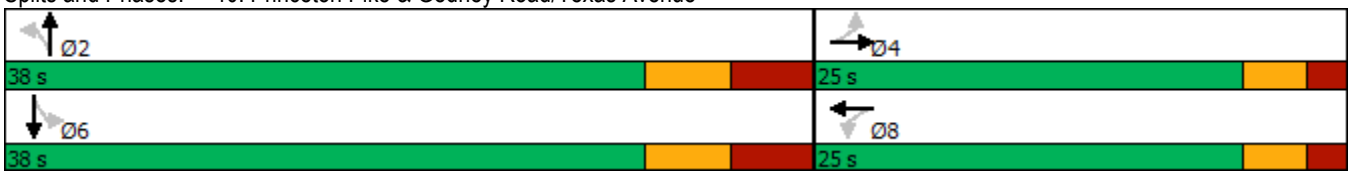


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	11	7	29	19	70	4	184	25	71	249	10
Future Volume (vph)	2	11	7	29	19	70	4	184	25	71	249	10
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		-4%			2%			2%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.953			0.920			0.984			0.996	
Flt Protected		0.996			0.988			0.999			0.989	
Satd. Flow (prot)	0	1888	0	0	1702	0	0	1877	0	0	1908	0
Flt Permitted		0.973			0.909			0.992			0.877	
Satd. Flow (perm)	0	1844	0	0	1566	0	0	1864	0	0	1692	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			80							
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		508			1353			821			744	
Travel Time (s)		13.9			36.9			22.4			20.3	
Confl. Peds. (#/hr)							2		1	1		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	3%	0%	4%	0%	1%	0%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	135	0	0	242	0	0	375	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		38.0	38.0		38.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0		38.0	38.0		38.0	38.0	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		8.5			8.5			34.5			34.5	
Actuated g/C Ratio		0.16			0.16			0.66			0.66	
v/c Ratio		0.07			0.42			0.20			0.33	
Control Delay		15.3			13.8			5.6			6.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			13.8			5.6			6.6	
LOS		B			B			A			A	
Approach Delay		15.3			13.8			5.6			6.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		4			15			29			50	
Queue Length 95th (ft)		18			51			61			101	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		428			1273			741			664	
Turn Bay Length (ft)												
Base Capacity (vph)		716			652			1240			1125	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.03			0.21			0.20			0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 63			
Actuated Cycle Length: 51.9			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: Princeton Pike & Gedney Road/Texas Avenue

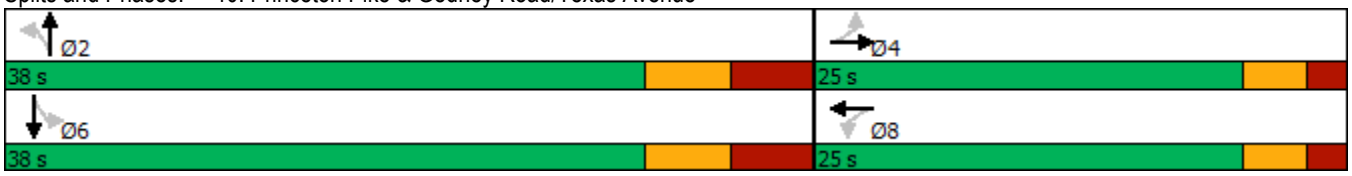


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	53	23	29	25	102	4	270	46	72	132	12
Future Volume (vph)	21	53	23	29	25	102	4	270	46	72	132	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		-4%			2%			2%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.968			0.912			0.981			0.993	
Flt Protected		0.989			0.991			0.999			0.984	
Satd. Flow (prot)	0	1866	0	0	1603	0	0	1847	0	0	1821	0
Flt Permitted		0.897			0.927			0.996			0.743	
Satd. Flow (perm)	0	1692	0	0	1500	0	0	1842	0	0	1373	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		26			138							
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		508			1353			821			744	
Travel Time (s)		13.9			36.9			22.4			20.3	
Confl. Peds. (#/hr)	1					1	27		9	9		27
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	2%	4%	4%	0%	10%	0%	2%	2%	6%	4%	17%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	211	0	0	432	0	0	291	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		38.0	38.0		38.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0		38.0	38.0		38.0	38.0	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.4			10.4			30.2			30.2	
Actuated g/C Ratio		0.19			0.19			0.56			0.56	
v/c Ratio		0.38			0.52			0.42			0.38	
Control Delay		18.2			12.5			9.2			9.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.2			12.5			9.2			9.4	
LOS		B			B			A			A	
Approach Delay		18.2			12.5			9.3			9.4	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		29			20			59			39	
Queue Length 95th (ft)		50			44			133			96	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		428			1273			741			664	
Turn Bay Length (ft)												
Base Capacity (vph)		650			648			1035			771	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.33			0.42			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 63			
Actuated Cycle Length: 53.7			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: Princeton Pike & Gedney Road/Texas Avenue

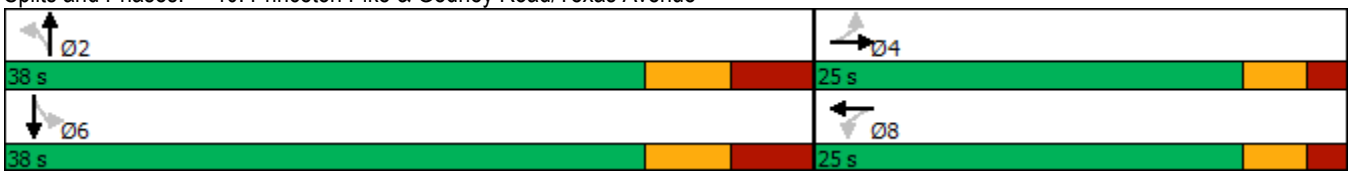


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	14	7	33	22	74	4	188	29	75	254	10
Future Volume (vph)	2	14	7	33	22	74	4	188	29	75	254	10
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		-4%			2%			2%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.958			0.923			0.982			0.996	
Flt Protected		0.996			0.987			0.999			0.989	
Satd. Flow (prot)	0	1898	0	0	1706	0	0	1873	0	0	1908	0
Flt Permitted		0.977			0.903			0.992			0.870	
Satd. Flow (perm)	0	1862	0	0	1561	0	0	1860	0	0	1678	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			84							
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		508			1353			821			744	
Travel Time (s)		13.9			36.9			22.4			20.3	
Confl. Peds. (#/hr)							2		1	1		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	3%	0%	4%	0%	1%	0%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	147	0	0	252	0	0	385	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		38.0	38.0		38.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0		38.0	38.0		38.0	38.0	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		8.6			8.6			34.5			34.5	
Actuated g/C Ratio		0.17			0.17			0.66			0.66	
v/c Ratio		0.08			0.45			0.20			0.35	
Control Delay		15.3			14.4			5.7			6.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			14.4			5.7			6.8	
LOS		B			B			A			A	
Approach Delay		15.3			14.4			5.7			6.8	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5			17			30			52	
Queue Length 95th (ft)		20			55			65			108	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		428			1273			741			664	
Turn Bay Length (ft)												
Base Capacity (vph)		720			652			1234			1113	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.23			0.20			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 63			
Actuated Cycle Length: 52			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 8.1		Intersection LOS: A	
Intersection Capacity Utilization 81.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: Princeton Pike & Gedney Road/Texas Avenue

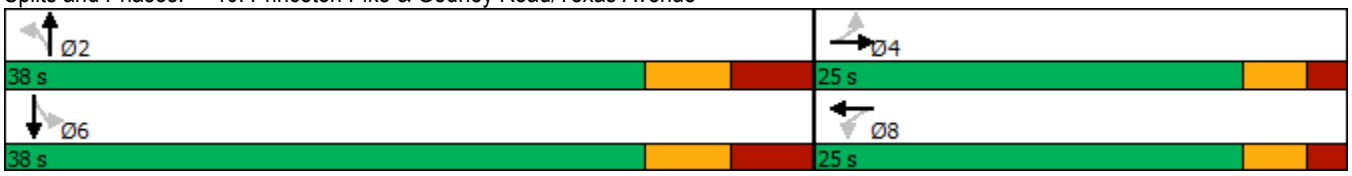


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	53	23	32	25	111	4	270	47	75	132	12
Future Volume (vph)	21	53	23	32	25	111	4	270	47	75	132	12
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		-4%			2%			2%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			1.00			1.00	
Frt		0.968			0.911			0.980			0.993	
Flt Protected		0.989			0.991			0.999			0.983	
Satd. Flow (prot)	0	1866	0	0	1600	0	0	1845	0	0	1819	0
Flt Permitted		0.886			0.925			0.996			0.735	
Satd. Flow (perm)	0	1671	0	0	1494	0	0	1839	0	0	1358	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		26			150							
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		508			1353			821			744	
Travel Time (s)		13.9			36.9			22.4			20.3	
Confl. Peds. (#/hr)	1					1	27		9	9		27
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	0%	2%	4%	4%	0%	10%	0%	2%	2%	6%	4%	17%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	227	0	0	434	0	0	295	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		38.0	38.0		38.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0		38.0	38.0		38.0	38.0	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.5			10.5			30.2			30.2	
Actuated g/C Ratio		0.20			0.20			0.56			0.56	
v/c Ratio		0.38			0.55			0.42			0.39	
Control Delay		18.2			12.7			9.3			9.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.2			12.7			9.3			9.6	
LOS		B			B			A			A	
Approach Delay		18.2			12.7			9.3			9.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		29			21			59			39	
Queue Length 95th (ft)		51			45			133			98	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		428			1273			741			664	
Turn Bay Length (ft)												
Base Capacity (vph)		642			653			1032			762	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.35			0.42			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 63			
Actuated Cycle Length: 53.8			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: Princeton Pike & Gedney Road/Texas Avenue

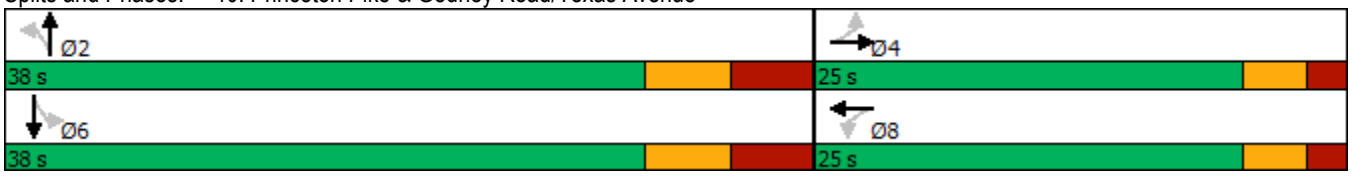


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	14	7	35	22	78	4	188	32	83	254	10
Future Volume (vph)	2	14	7	35	22	78	4	188	32	83	254	10
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Grade (%)		-4%			2%			2%			-2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			1.00	
Frt		0.958			0.922			0.981			0.996	
Flt Protected		0.996			0.987			0.999			0.988	
Satd. Flow (prot)	0	1898	0	0	1704	0	0	1871	0	0	1905	0
Flt Permitted		0.977			0.903			0.992			0.857	
Satd. Flow (perm)	0	1862	0	0	1559	0	0	1857	0	0	1652	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		8			89							
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		508			1353			821			744	
Travel Time (s)		13.9			36.9			22.4			20.3	
Confl. Peds. (#/hr)							2		1	1		2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	3%	0%	4%	0%	1%	0%	4%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	154	0	0	255	0	0	394	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		30.0	30.0		30.0	30.0	
Minimum Split (s)	13.0	13.0		13.0	13.0		38.0	38.0		38.0	38.0	
Total Split (s)	25.0	25.0		25.0	25.0		38.0	38.0		38.0	38.0	
Total Split (%)	39.7%	39.7%		39.7%	39.7%		60.3%	60.3%		60.3%	60.3%	
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			8.0			8.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		8.7			8.7			34.5			34.5	
Actuated g/C Ratio		0.17			0.17			0.66			0.66	
v/c Ratio		0.08			0.46			0.21			0.36	
Control Delay		15.3			14.4			5.8			7.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			14.4			5.8			7.0	
LOS		B			B			A			A	
Approach Delay		15.3			14.4			5.8			7.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		5			17			31			54	
Queue Length 95th (ft)		20			57			67			113	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		428			1273			741			664	
Turn Bay Length (ft)												
Base Capacity (vph)		720			653			1230			1094	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.04			0.24			0.21			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 63			
Actuated Cycle Length: 52.1			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 40: Princeton Pike & Gedney Road/Texas Avenue



Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	29	26	170	12	15
Future Vol, veh/h	210	29	26	170	12	15
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, %	0	-	-	0	2	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	1	3	8	4	0	7
Mvmt Flow	292	40	36	236	17	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	620	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	308	-
Critical Hdwy	-	-	4.18	-	6.8	6.47
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1194	-	425	704
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	410	704
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	534	-	-	1194	-
HCM Lane V/C Ratio	0.07	-	-	0.03	-
HCM Control Delay (s)	12.3	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	53	35	161	58	46
Future Vol, veh/h	117	53	35	161	58	46
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, %	0	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	0	2
Mvmt Flow	124	56	37	171	62	49

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	397	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	-	-	4.1	-	6.8	6.42
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1408	-	586	887
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1408	-	569	887
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	756	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1408	-
HCM Lane V/C Ratio	0.164	-	-	0.026	-
HCM Control Delay (s)	11.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	214	33	29	174	15	23
Future Vol, veh/h	214	33	29	174	15	23
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, %	0	-	-	0	2	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	1	3	8	4	0	7
Mvmt Flow	297	46	40	242	21	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	343	0	642	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	322	-
Critical Hdwy	-	-	4.18	-	6.8	6.47
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1183	-	411	697
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1183	-	395	697
Mov Cap-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	715	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	535	-	-	1183	-
HCM Lane V/C Ratio	0.099	-	-	0.034	-
HCM Control Delay (s)	12.5	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	119	63	43	165	67	64
Future Vol, veh/h	119	63	43	165	67	64
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, %	0	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	0	2
Mvmt Flow	127	67	46	176	71	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	194	0	429	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	268	-
Critical Hdwy	-	-	4.1	-	6.8	6.42
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1391	-	559	876
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1391	-	538	876
Mov Cap-2 Maneuver	-	-	-	-	538	-
Stage 1	-	-	-	-	857	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1391	-
HCM Lane V/C Ratio	0.21	-	-	0.033	-
HCM Control Delay (s)	11.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	232	33	29	180	15	23
Future Vol, veh/h	232	33	29	180	15	23
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, %	0	-	-	0	2	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	1	3	8	4	0	7
Mvmt Flow	322	46	40	250	21	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	368	0	675	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.18	-	6.8	6.47
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.363
Pot Cap-1 Maneuver	-	-	1158	-	392	674
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	707	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1158	-	376	674
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	513	-	-	1158	-
HCM Lane V/C Ratio	0.103	-	-	0.035	-
HCM Control Delay (s)	12.8	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	63	43	182	67	64
Future Vol, veh/h	129	63	43	182	67	64
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, %	0	-	-	0	2	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	3	0	2
Mvmt Flow	137	67	46	194	71	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	457	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	-	-	4.1	-	6.8	6.42
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	1380	-	537	864
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1380	-	517	864
Mov Cap-2 Maneuver	-	-	-	-	517	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	643	-	-	1380	-
HCM Lane V/C Ratio	0.217	-	-	0.033	-
HCM Control Delay (s)	12.1	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	4	6	189	12	18
Future Vol, veh/h	247	4	6	189	12	18
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	-	-	4	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	338	5	8	259	16	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	343	0	616	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	275	-
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	-	-	1216	-	454	701
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1216	-	450	701
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	720	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1216	-
HCM Lane V/C Ratio	0.072	-	-	0.007	-
HCM Control Delay (s)	11.8	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	182	11	17	232	6	10
Future Vol, veh/h	182	11	17	232	6	10
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	-	-	4	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	2	2
Mvmt Flow	202	12	19	258	7	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	504	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	296	-
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	-	-	1356	-	528	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1356	-	520	832
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	679	-	-	1356	-
HCM Lane V/C Ratio	0.026	-	-	0.014	-
HCM Control Delay (s)	10.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-