

Traffic Engineering, Transportation Planning & Design

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March 25, 2025

Mr. Brad Giordano  
Giordano's Waste Removal and Environmental Recycling Services  
110 N. Mill Road  
Vineland, NJ 08361

(via email: bradgiordano@comcast.net)

Re: **Traffic Engineering Assessment  
Giordano's Recycling - Salem  
Tilbury Road (CR 661)  
City of Salem, Salem County, NJ  
SA Project No. 25047**

Dear Brad:

In response to your request, Shropshire Associates, LLC has prepared a Traffic Engineering Assessment report to evaluate the impact of the traffic to be generated by the proposed conversion of the existing landfill to a recycling facility. The existing development is located along eastbound Tilbury Road (CR 661) in the City of Salem, Salem County, NJ.

The proposal is for the conversion of the existing landfill into a recycling facility. Access to the development is proposed via separated inbound and outbound driveways along eastbound Tilbury Road. Final approval for the proposed driveways will be required from Salem County.

## **Existing Conditions**

A field reconnaissance was conducted to determine the features of the adjacent roadways in the study area. A brief description of the roads and intersections within the study area are provided below.

Along the site's frontage, **Tilbury Road (CR 661)** is a two-lane undivided roadway that is under the jurisdiction of Salem County and is classified as an Urban Local. Tilbury Road has an approximate cartway width of 26', consisting of two (2) 11' travel lanes and minimal shoulders. The posted speed limit along Tilbury Road is 35 MPH. For the purpose of this assessment, Tilbury Road is assumed to extend in a general east-west direction.

West of the site, **S. Tilbury Road (CR 627)** is a two-lane undivided roadway that is under the jurisdiction of Gloucester County classified as an Urban Local north of intersection with Chestnut Street and a Rural Local south of its intersection with Chestnut Street. S. Tilbury Road has an approximate cartway width of 22', consisting of two (2) 11' travel lanes and no shoulders. The posted speed limit along S. Tilbury Road is 35 MPH. For the purpose of this assessment, S. Tilbury Road is assumed to extend in a general north-south direction.



East of the site, **Grieves Parkway (CR 627)** is a two-lane undivided local roadway that is under the jurisdiction of the City of Salem. Grieves Parkway has an approximate cartway width of 36', consisting of two (2) 12' travel lanes and 6' shoulders. The posted speed limit along Grieves Parkway is 25 MPH. For the purpose of this assessment, Grieves Parkway is assumed to extend in a general north-south direction.

South of the site, **Chestnut Street (CR 625)** is a two-lane undivided roadway that is under the jurisdiction of Salem County and is classified as an Urban Major Collector. Chestnut Street has an approximate cartway width of 36'. The posted speed limit along Chestnut Street is 35 MPH. For the purpose of this assessment, Chestnut Street is assumed to extend in a general east-west direction.

The four-legged **Tilbury Road (CR 661) and S. Tilbury Road (CR 627)/Sinnickson Landing Road** intersection is stop-controlled along both the eastbound and westbound Tilbury Road approaches. All approaches consist of a single shared lane providing for all permitted movements.

The four-legged **Oak Street and Grieves Parkway** intersection is stop-controlled along both the northbound and southbound Grieves Parkway approaches. All approaches consist of a single shared lane providing for all permitted movements.

The four-legged **Chestnut Street (CR 625) and Grieves Parkway** intersection is stop-controlled along both the northbound and southbound Grieves Parkway approaches. All approaches consist of a single shared lane providing for all permitted movements.

The four-legged **S. Tilbury Road (CR 627) and Chestnut Street (CR 625)** intersection is stop-controlled along both the northbound and southbound S. Tilbury Road approaches. All approaches consist of a single shared lane providing for all permitted movements.

The T-shaped **Grieves Parkway and S. Front Street** intersection is yield-controlled along all three (3) approaches. The free-flow movement along the northbound Grieves Parkway approach is to continue right along S. Front Street, as well as the reverse movement along the westbound S. Front Street approach. For the purpose of this analysis, the intersection is analyzed as a T-shaped stop-controlled intersection along the southbound Grieves Parkway approach.

### **Traffic Count Data**

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted on Wednesday, February 26, 2025 during the weekday AM (6:00 AM to 9:00 AM) and weekday PM (2:00 PM to 6:00 PM) peak periods, which represent the peak of the adjacent roadway network and proposed development. It should be noted that the collected MTMC data includes specific counts of the existing tractor-trailer traffic at all study locations. The existing peak hour volumes are illustrated on Figure 1 and the collected MTMC traffic count data is attached to this assessment for reference.



**Future Conditions**

As indicated above, the proposal is for the conversion of the existing landfill into a recycling facility along eastbound Tilbury Road. The traffic resulting from the proposed building will not affect the adjacent roadway network until the development is fully built-out, which is anticipated to be by the year 2027. It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the *Annual Background Growth Table* prepared by NJDOT, a 1.00% annual traffic growth will occur in the vicinity of the site. By applying a 1.00% annual growth rate to the existing roadway volumes, the No-Build volumes were estimated and are indicated on Figure 2.

***Trip Generation***

The amount of traffic to be generated by the proposed development was estimated based upon operational information provided by the client. The proposed recycling facility will consist approximately 10 employees per department across 3-4 departments. The employees will arrive between 7:00 to 9:00 AM and depart between 12:00 to 3:00 PM. In addition, approximately 153 trucks are anticipated daily. Therefore, to be conservative, our office assumed 10% of the trucks will arrive during the peak hours. Table 1 summarizes the passenger vehicles, trucks, and total trips for the proposed development based upon the operational information provided by the client.

<b>Table 1 Trip Generation – Giordano’s Recycling</b>						
Trip Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Passenger Vehicles	40	0	40	0	40	40
Trucks	16	15	31	15	16	31
<b>Total</b>	<b>56</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>56</b>	<b>71</b>

The traffic to be generated by the proposed development must then be distributed to the adjacent roadway network in a way that we can reasonably expect the trucks/employees to travel. The passenger vehicle site traffic was distributed to the roadway network based on existing flow of traffic along the adjacent roadway network (Figure 3A), while the tractor-trailer traffic was assigned based upon the anticipated truck routes in the vicinity of the development (Figure 3B). The passenger vehicle site traffic volumes (Figure 4A) and truck site traffic volumes (Figure 4B) were combined based upon these distributions and are shown in Figure 4C. The total site traffic (Figure 4C) was then added to the No-Build volumes (Figure 2) to project the Build volumes, which are illustrated on Figure 5.

**Operational Analysis**

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *2010 Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the



perceptions by motorists and passengers. LOS are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The determination for the LOS for an unsignalized intersection is based upon the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Level of Service criteria for unsignalized intersections is summarized below in Table 2.

<b>Table 2 Level of Service Criteria</b>	
<b>Level of Service</b>	<b>Unsignalized Delay (sec)</b>
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

The existing and future operating conditions at the study intersections were evaluated using the above-described methodology and the latest Synchro computer simulation modeling software. The existing and future levels of service are illustrated on Figures 6, 7, and 8; with the detailed printouts and capacity analyses worksheets attached for your review. A detailed description of the intersections' operating conditions is provided below.

***Tilbury Road and S. Tilbury Road / Sinnickson Landing Road Intersection***

Under existing conditions, both the eastbound and westbound Tilbury Road stop-controlled approaches operate at a LOS A during both the weekday AM and weekday PM peak hours. In addition, both the northbound S. Tilbury Road and southbound Sinnickson Landing Road conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Under both the future No-Build and Build conditions, all individual movements at the Tilbury Road and S. Tilbury Road / Sinnickson Landing Road stop-controlled intersection will continue to operate at existing levels of service during both the weekday AM and weekday PM peak hours.

***Oak Street and Grieves Parkway Intersection***

Under existing conditions, both the northbound and southbound Grieves Parkway stop-controlled approaches operate at a LOS B during both the weekday AM and weekday PM peak hours. In addition, both the eastbound and westbound Oak Street conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Under both the future No-Build and Build conditions, all individual movements at the Oak Street and Grieves Parkway stop-controlled intersection will continue to operate at existing levels of service during both the weekday AM and weekday PM peak hours.



### ***Chestnut Street and Grieves Parkway Intersection***

Under existing conditions, both the northbound and southbound Grieves Parkway stop-controlled approaches operate at a LOS B during both the weekday AM and weekday PM peak hours. In addition, both the eastbound and westbound Chestnut Street conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Under both the future No-Build and Build conditions, all individual movements at the Chestnut Street and Grieves Parkway stop-controlled intersection will continue to operate at existing levels of service during both the weekday AM and weekday PM peak hours.

### ***S. Tilbury Road and Chestnut Street Intersection***

Under existing conditions, both the northbound and southbound S. Tilbury Road stop-controlled approaches operate at a LOS A during both the weekday AM and weekday PM peak hours. In addition, both the eastbound and westbound Chestnut Street conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Under both the future No-Build and Build conditions, all individual movements at the S. Tilbury Road and Chestnut Street stop-controlled intersection will continue to operate at existing levels of service during both the weekday AM and weekday PM peak hours.

### ***Grieves Parkway and S. Front Street Intersection***

As previously mentioned, the existing Grieves Parkway and S. Front Street intersection is yield-controlled along all three (3) approaches. For the purpose of this analysis, the southbound Grieves Parkway approach was analyzed as stop-controlled.

Under existing conditions, the southbound Grieves Parkway stop-controlled approach operates at a LOS B during both the weekday AM and weekday PM peak hours. The northbound Grieves Parkway conflicting left-turn movements operate at a LOS A during both the weekday AM and weekday PM peak hours.

Under both the future No-Build and Build conditions, all individual movements at the Grieves Parkway and S. Front Street stop-controlled intersection will continue to operate at existing levels of service during both the weekday AM and weekday PM peak hours.

### ***Tilbury Road and Site Driveway Intersection***

Under the future Build conditions, access to the future recycling facility is proposed via separated inbound and outbound driveways along eastbound Tilbury Road. The proposed outbound driveway will be stop-controlled at its intersection with Tilbury Road. All approaches will consist of a single shared lane providing for all permitted movements. Final approval will be required from Salem County. To be conservative, our office analyzed the future conditions under a single point of access for both inbound and outbound movements.

Based upon this configuration, the northbound site driveway stop-controlled approach will operate at a LOS A during both the weekday AM and weekday PM peak hours. In addition, the westbound Tilbury Road conflicting left-turn movements will operate at a LOS A during both the weekday AM and weekday PM peak hours.



## **Truck Routes – Salem City Facility**

The trucks utilizing the proposed recycling facility will travel to / from the Salem City facility via the following designated two (2) truck routes. One designated route will be for trucks between the I-295 and the New Jersey Turnpike (NJTP) area, and the facility, with a second designated route for trucks traveling between the existing Vineland Giordano's facility and the proposed Salem City facility. The two truck routes are as follows:

### ***Route #1 – Between Facility and I-295 / NJTP***

- Exit I-295 or NJTP at Hook Road (CR 551).
- Travel southeast via Hook Road to Route 49 (Broadway).
- Travel south on Route 49 to Salem where it becomes Front Street.
- Travel south on Front Street and make a right-turn on to Grieves Parkway.
- Travel west on Grieves Parkway to Tilbury Road, and then left into the facility.
- When exiting back to I-295 / NJTP, do the opposite via the same route.

### ***Route #2 – Between Facility and Existing Vineland Giordano's Facility***

- Right-turn out of site on Tilbury Road, north to Grieves Parkway.
- Right-turn on to Grieves Parkway and then stay on this roadway going eastbound around Salem City. This is a designated truck route.
- Right-turn on to Route 49 and travel east towards Quinton.
- Continue east on Route 49 until you get to Columbia Highway (CR 617). Make a left-turn on to Columbia Highway.
- Take Columbia Highway east until it becomes Finley Road. Continue east on Finley Road to Route 56 (Landis Avenue).
- Make a left-turn on to Route 556 and continue east to its intersection with Mill Road. Make a left-turn at this intersection and you are at the Vineland facility.
- When traveling from Vineland to Salem, do the opposite via the same route.

As discussed above, the two (2) proposed truck routes for this facility will utilize primarily County Roadways and State Highways, along with locally designated truck roadways.

## **Conclusion**

Based on the results presented in this traffic engineering assessment report, the traffic resulting from the proposed recycling facility along eastbound Tilbury Road will have a minimal impact on the adjacent roadway network based upon the following conclusions:

- Based upon the current operational information, the proposed development will generate a total of approximately 71 trips during both the weekday AM and weekday PM peak hours.
- The traffic resulting from the proposed recycling facility cause no changes in the stop-controlled levels of service at the future Tilbury Road and S. Tilbury Road / Sinnickson Landing Road stop-controlled intersection during both the weekday AM and weekday PM peak hours. All stop-controlled and conflicting left-turn movements will continue to operate at existing levels of service.



- The traffic resulting from the proposed recycling facility cause no changes in the stop-controlled levels of service at the future Oak Street and Grieves Parkway stop-controlled intersection during both the weekday AM and weekday PM peak hours. All stop-controlled and conflicting left-turn movements will continue to operate at existing levels of service.
- The traffic resulting from the proposed recycling facility cause no changes in the stop-controlled levels of service at the future Chestnut Street and Grieves Parkway stop-controlled intersection during both the weekday AM and weekday PM peak hours. All stop-controlled and conflicting left-turn movements will continue to operate at existing levels of service.
- The traffic resulting from the proposed recycling facility cause no changes in the stop-controlled levels of service at the future S. Tilbury Road and Chestnut Street stop-controlled intersection during both the weekday AM and weekday PM peak hours. All stop-controlled and conflicting left-turn movements will continue to operate at existing levels of service.
- The traffic resulting from the proposed recycling facility cause no changes in the stop-controlled levels of service at the future Grieves Parkway and S. Front Street stop-controlled intersection during both the weekday AM and weekday PM peak hours. All stop-controlled and conflicting left-turn movements will continue to operate at existing levels of service.
- Under the future Build conditions, access to the future recycling facility is proposed via separated inbound and outbound driveways along eastbound Tilbury Road. The proposed outbound driveway will be stop-controlled at its intersection with Tilbury Road. All approaches will consist of a single shared lane providing for all permitted movements. Final approval will be required from Salem County. To be conservative, our office analyzed the future conditions under a single point of access for both inbound and outbound movements.

Based upon this configuration, the northbound site driveway stop-controlled approach will operate at a LOS A during both the weekday AM and weekday PM peak hours. In addition, the westbound Tilbury Road conflicting left-turn movements will operate at a LOS A during both the weekday AM and weekday PM peak hours.

- The trucks utilizing the proposed recycling facility will travel to / from the Salem City facility via the following designated two (2) truck routes. One designated route will be for trucks between the I-295 and the New Jersey Turnpike (NJTP) area, and the facility, with a second designated route for trucks traveling between the existing Vineland Giordano's facility and the proposed Salem City facility.



Should you have any questions or require additional information, please feel free to contact us.

Sincerely,  
**Shropshire Associates LLC**

A handwritten signature in black ink, appearing to read 'Nathan B. Mosley'.

Nathan B. Mosley, P.E., C.M.E.  
Professional Engineer  
N.J. License No. #48698

*NBM*

*Attachments*

A handwritten signature in black ink, appearing to read 'Christopher R. Campbell'.

Christopher R. Campbell, P.E.  
Professional Engineer  
N.J. License No. #61090

cc: William Parkhill (via email: [wjp@midatlanticeng.com](mailto:wjp@midatlanticeng.com))  
Phillip Brubaker (via email: [pbrubaker@midatlanticeng.com](mailto:pbrubaker@midatlanticeng.com))  
William Gruccio (via email: [will@renatisolutions.com](mailto:will@renatisolutions.com))  
Keith Davis (via email: [kdavis@ndglegal.com](mailto:kdavis@ndglegal.com))



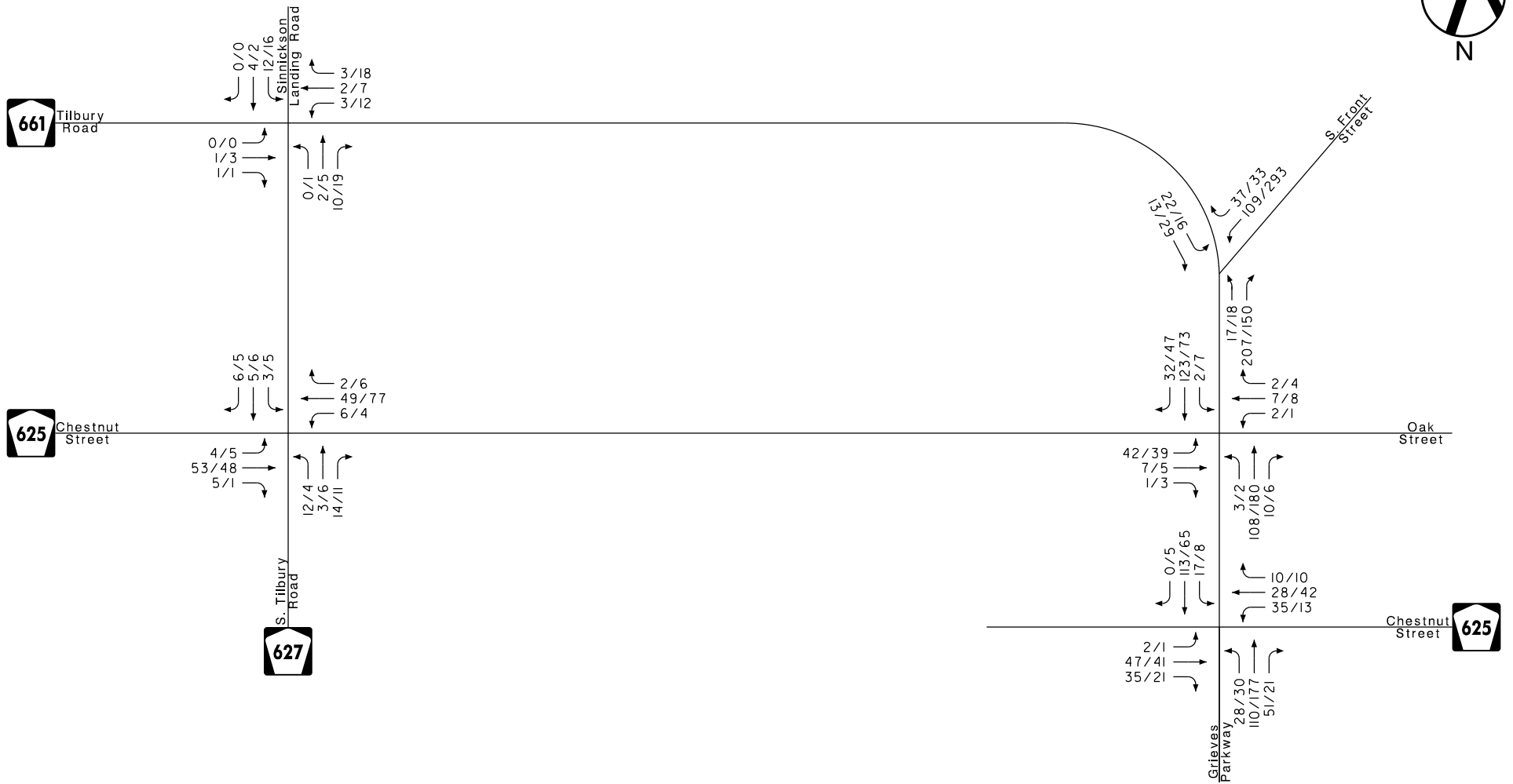


### Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR



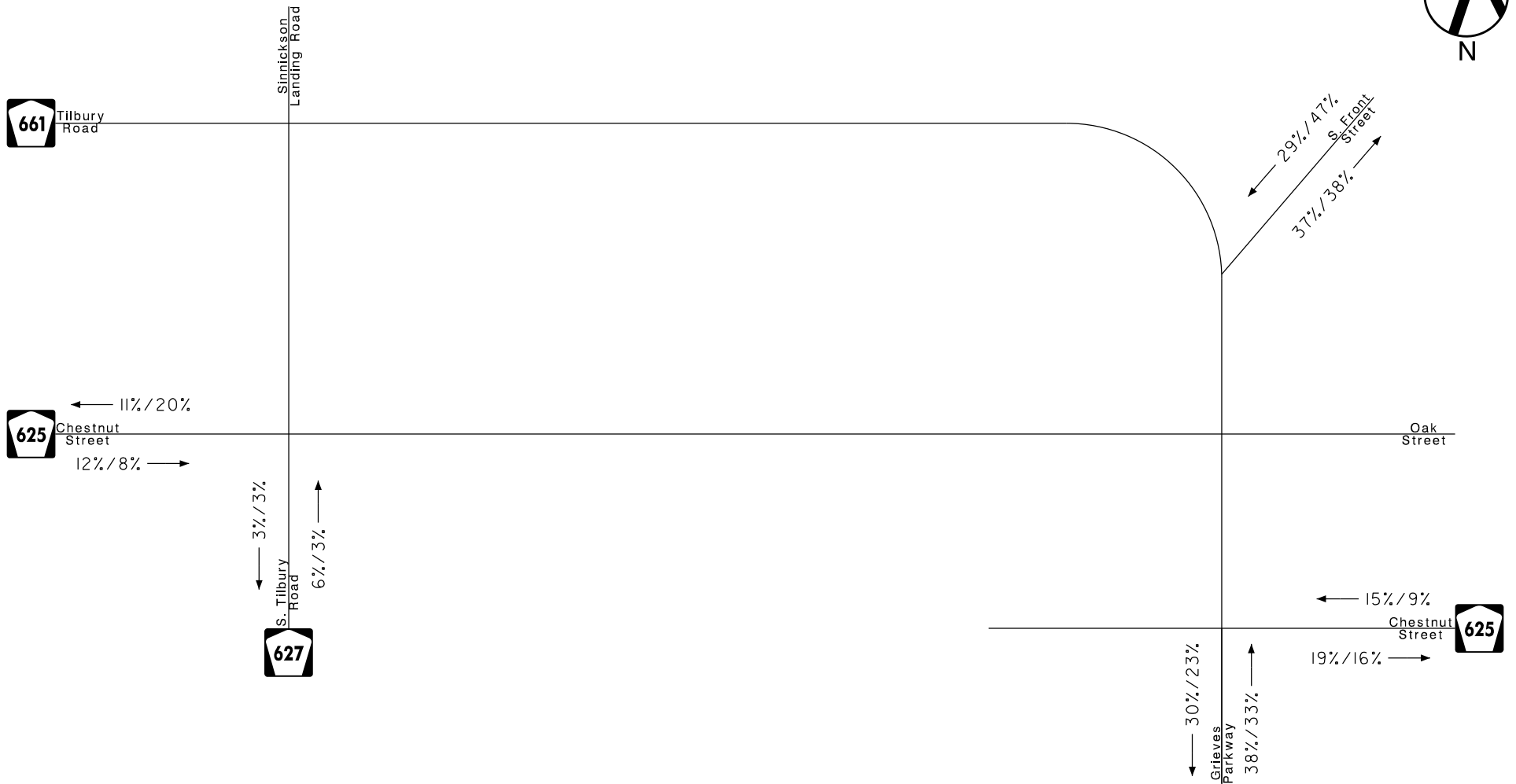
## Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR

FIGURE 3A  
 TRIP DISTRIBUTION  
 (Passenger Vehicles)



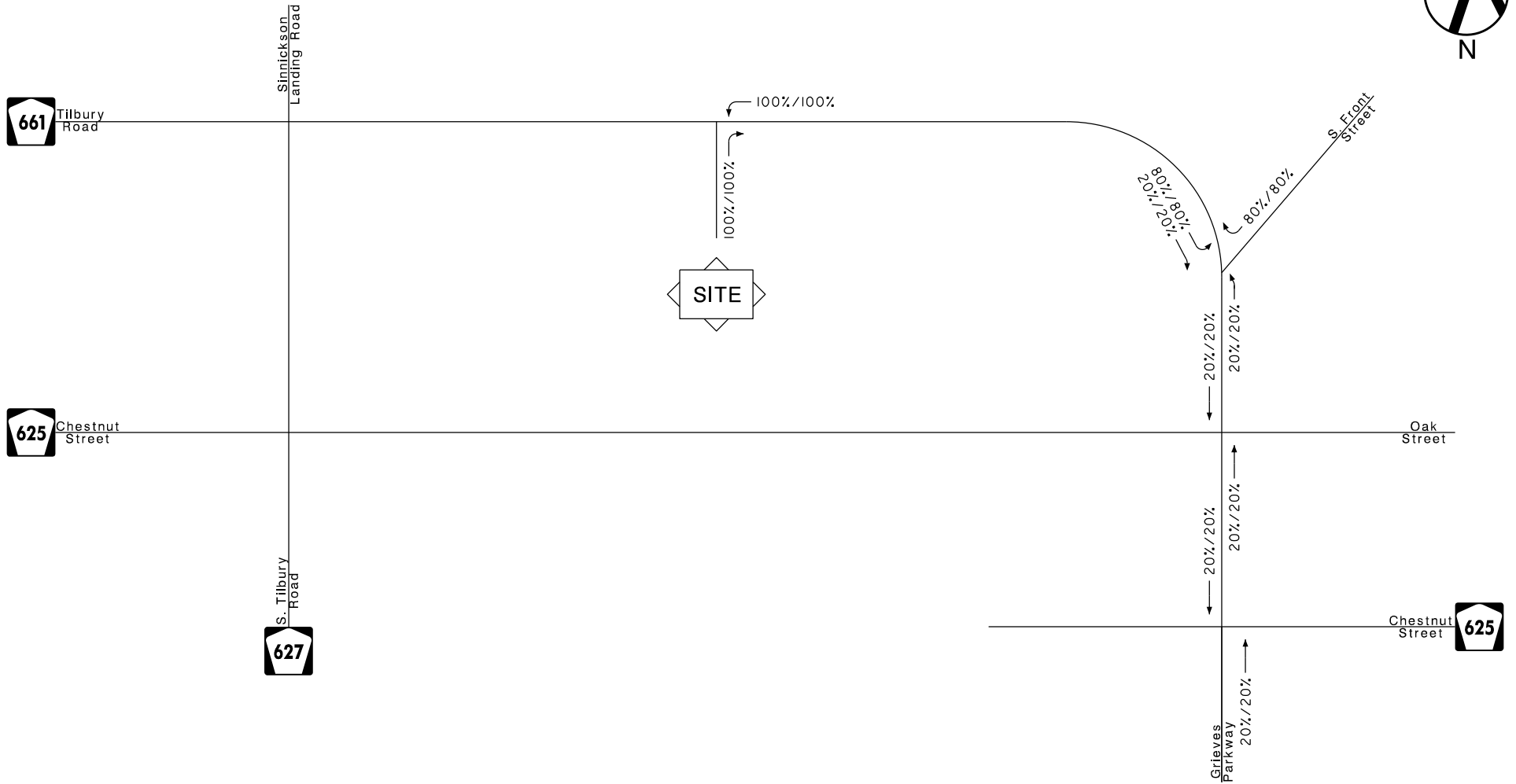
## Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR

FIGURE 3B  
 TRIP DISTRIBUTION  
 (Trucks)



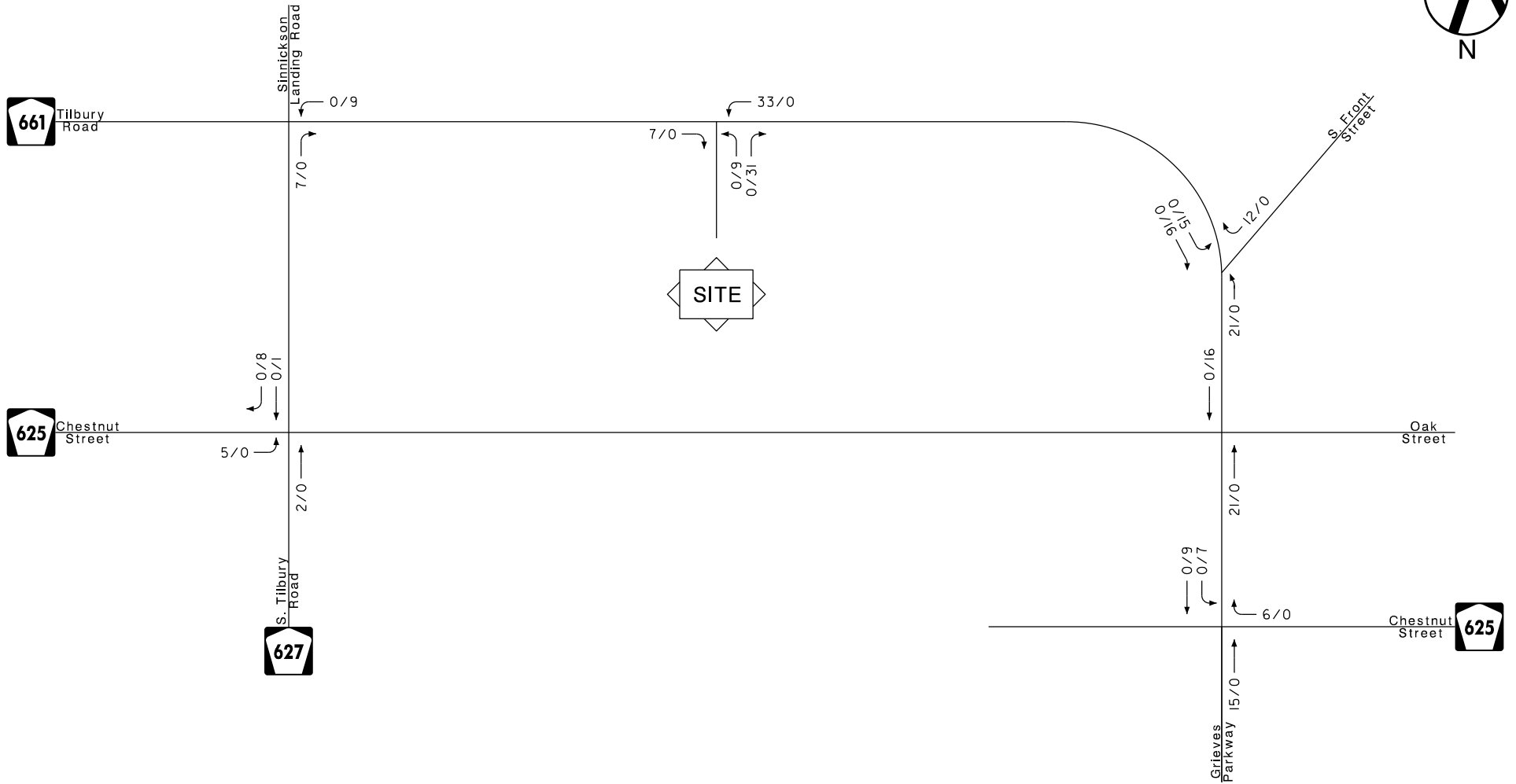
## Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR

FIGURE 4A  
 SITE TRAFFIC  
 (Passenger Vehicles)

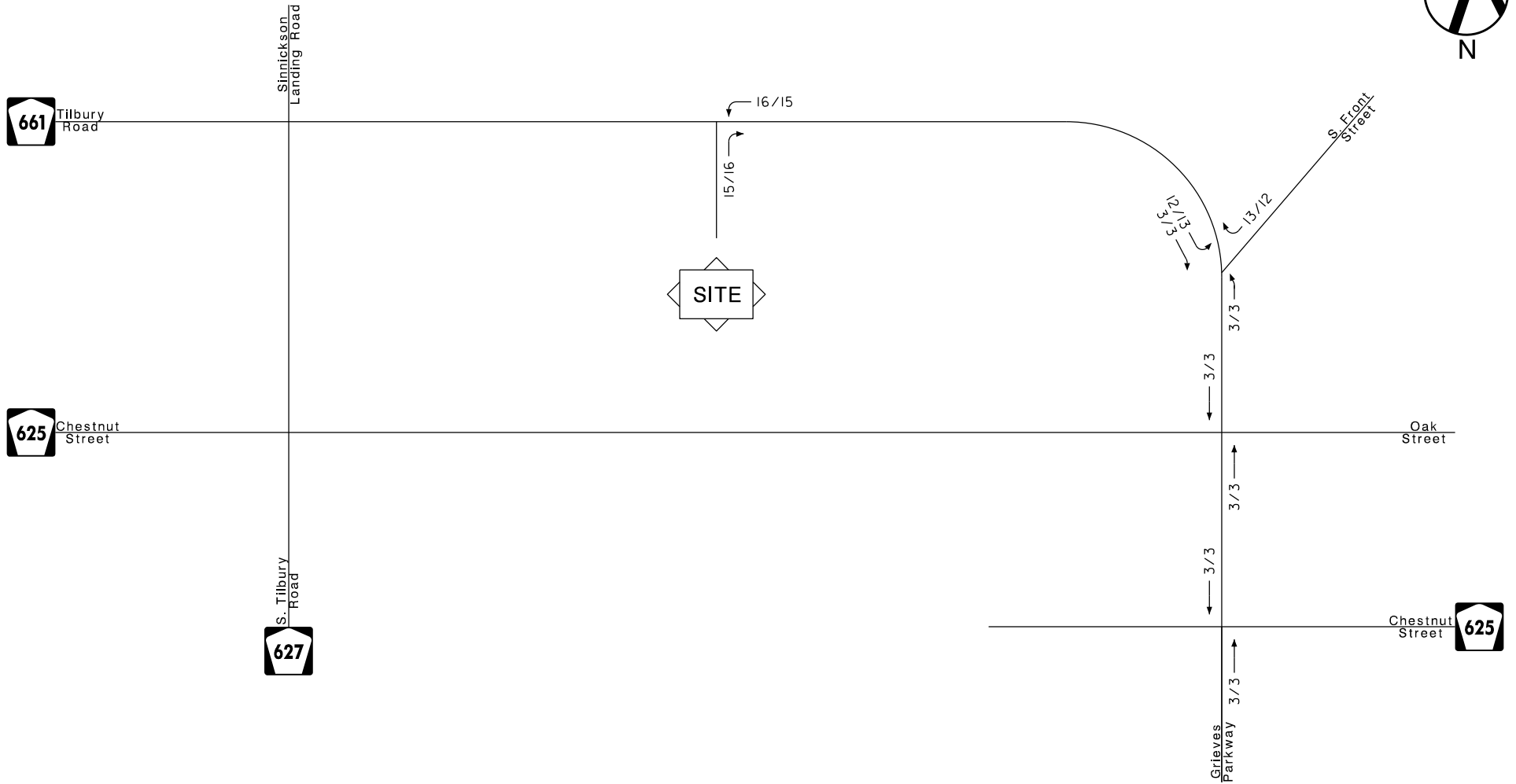


## Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR

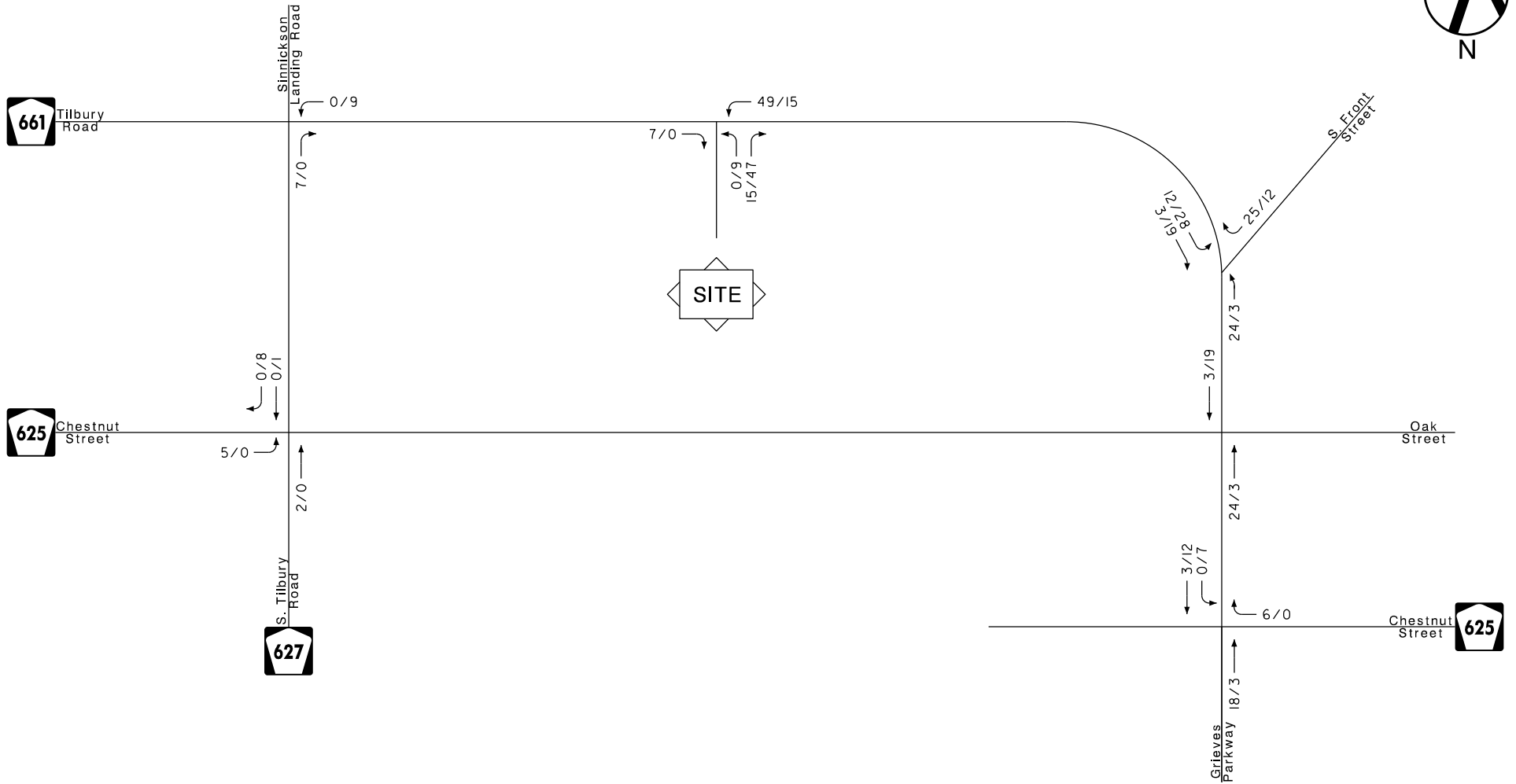


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City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR

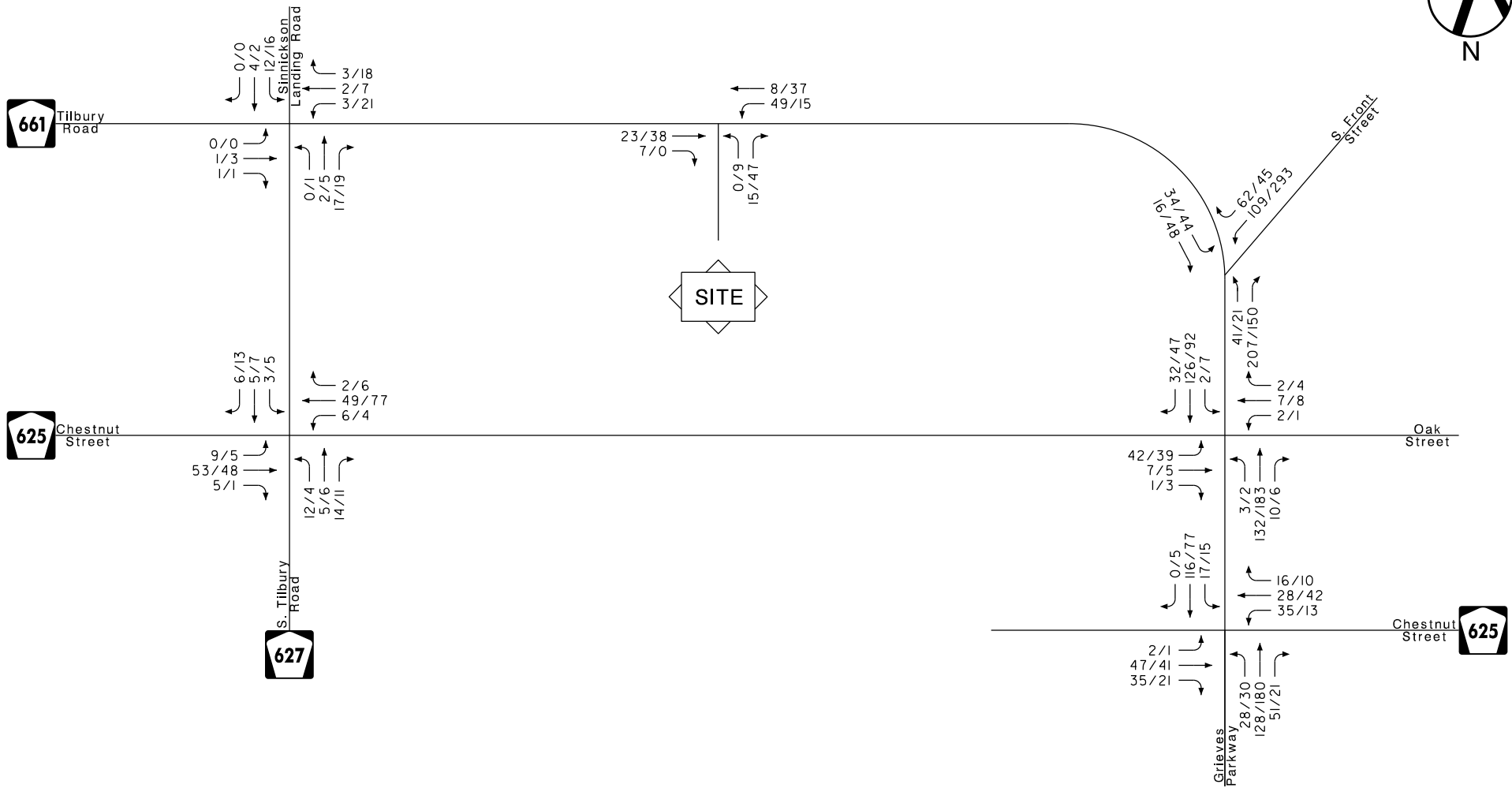


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City of Salem, Salem County, NJ

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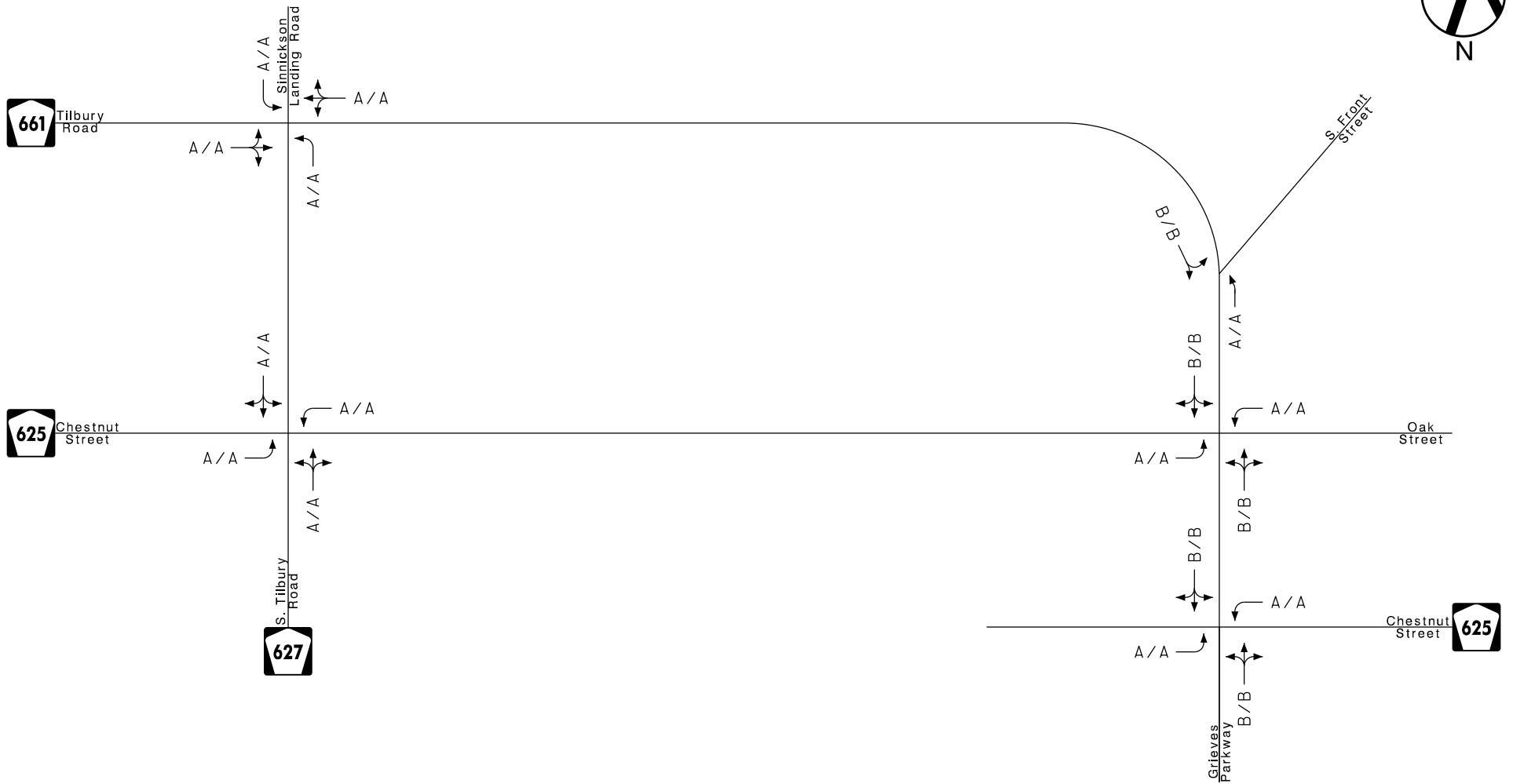
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City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR



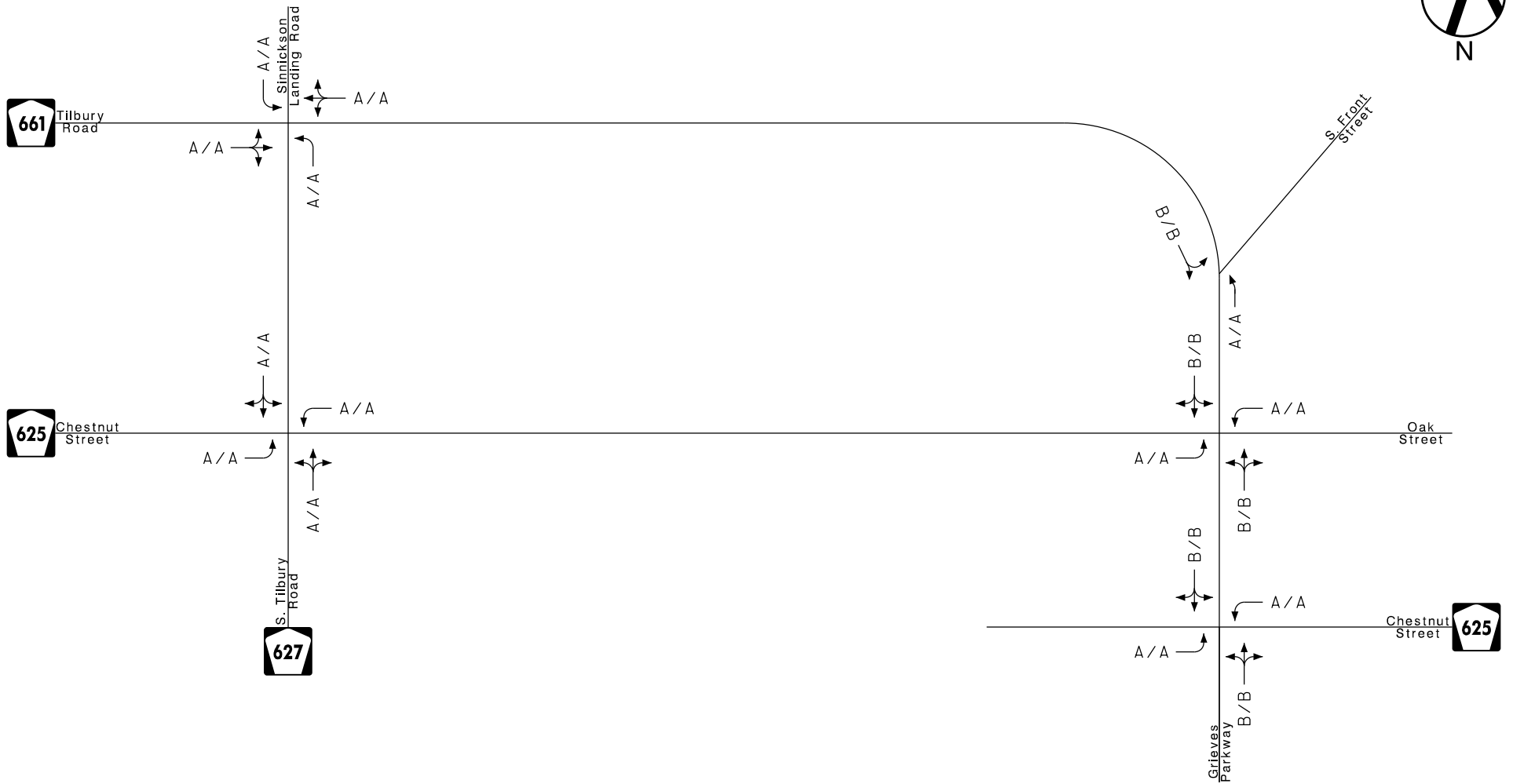


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City of Salem, Salem County, NJ

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AM/PM PEAK HOUR

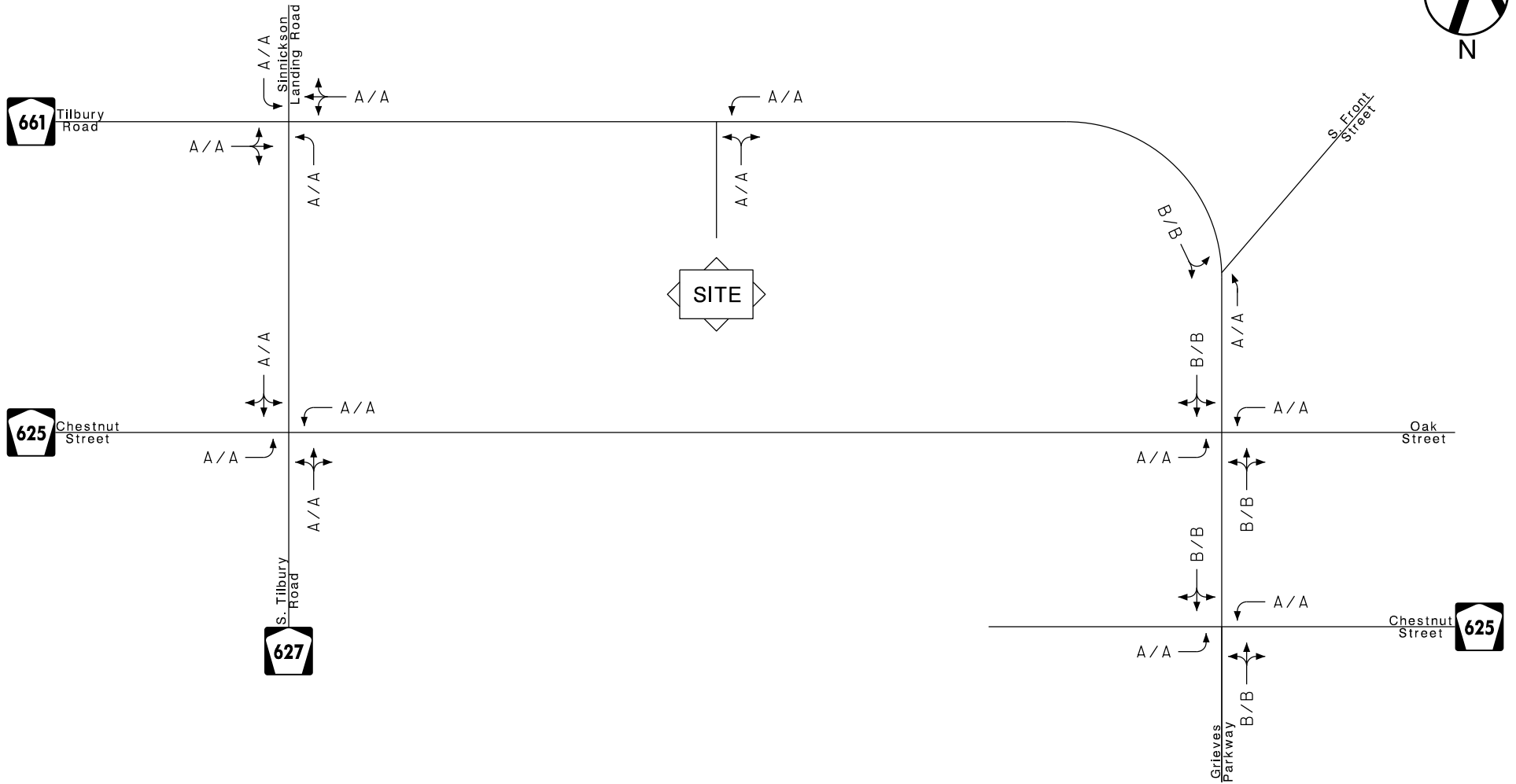
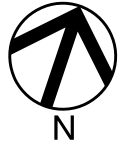


### Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR



## Giordano's Recycling - Salem

City of Salem, Salem County, NJ

March 2025

AM/PM PEAK HOUR

# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: S. Tilbury Rd. / Sinnickson Landing Rd.

E/W Route: Tilbury Rd. / Garden Dr.

City of Salem/Salem County/NJ

Wednesday/Clear/LW/D4-2584

File Name : 25047001

Site Code : 25047001

Start Date : 2/26/2025

Page No : 1

### Groups Printed- Unshifted - Tractor Trailers

Start Time	Sinnickson Landing Rd. Southbound				Tilbury Rd. Westbound				S. Tilbury Rd. Northbound				Garden Drive Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	1	1	0	0	1	1	2	1	0	3	0	1	0	1	6
06:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
06:45 AM	0	0	4	4	0	0	0	0	2	1	0	3	0	1	0	1	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>17</b>
07:00 AM	0	0	2	2	0	0	1	1	3	0	0	3	0	0	0	0	6
07:15 AM	0	3	0	3	0	0	0	0	0	1	1	2	0	1	0	1	6
07:30 AM	0	0	3	3	1	0	0	1	1	0	0	1	0	0	0	0	5
07:45 AM	0	1	2	3	0	1	1	2	3	1	0	4	0	0	0	0	9
<b>Total</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26</b>
08:00 AM	0	3	7	10	2	1	1	4	1	0	0	1	1	1	0	2	17
08:15 AM	0	0	0	0	0	0	1	1	5	1	0	6	0	0	0	0	7
08:30 AM	0	0	2	2	2	0	0	2	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>31</b>
*** BREAK ***																	
02:00 PM	1	0	1	2	3	1	2	6	0	0	0	0	1	1	0	2	10
02:15 PM	0	2	2	4	2	0	1	3	1	1	1	3	1	1	0	2	12
02:30 PM	0	2	0	2	3	2	1	6	4	1	0	5	0	0	0	0	13
02:45 PM	0	0	6	6	2	0	2	4	3	1	0	4	0	1	1	2	16
<b>Total</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>6</b>	<b>51</b>
03:00 PM	1	2	5	8	3	3	1	7	2	2	0	4	0	1	0	1	20
03:15 PM	0	1	2	3	4	1	1	6	1	2	0	3	0	0	0	0	12
03:30 PM	0	4	4	8	6	1	4	11	1	0	0	1	0	0	0	0	20
03:45 PM	0	1	2	3	5	2	4	11	4	1	0	5	0	0	0	0	19
<b>Total</b>	<b>1</b>	<b>8</b>	<b>13</b>	<b>22</b>	<b>18</b>	<b>7</b>	<b>10</b>	<b>35</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>71</b>
04:00 PM	0	2	1	3	11	1	2	14	0	1	0	1	0	0	0	0	18
04:15 PM	0	1	1	2	5	2	2	9	0	1	0	1	0	0	0	0	12
04:30 PM	0	0	4	4	8	3	3	14	3	0	0	3	0	1	0	1	22
04:45 PM	0	1	4	5	2	1	4	7	6	2	1	9	0	1	0	1	22
<b>Total</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>26</b>	<b>7</b>	<b>11</b>	<b>44</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>74</b>
05:00 PM	0	0	4	4	3	1	3	7	5	0	0	5	0	0	0	0	16
05:15 PM	0	1	4	5	5	2	2	9	5	3	0	8	1	1	0	2	24
05:30 PM	0	0	2	2	7	1	3	11	1	0	0	1	0	0	0	0	14
05:45 PM	0	0	2	2	3	0	2	5	1	1	0	2	0	1	1	2	11
<b>Total</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>13</b>	<b>18</b>	<b>4</b>	<b>10</b>	<b>32</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>65</b>
<b>Grand Total</b>	<b>2</b>	<b>24</b>	<b>67</b>	<b>93</b>	<b>78</b>	<b>23</b>	<b>42</b>	<b>143</b>	<b>55</b>	<b>22</b>	<b>3</b>	<b>80</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>19</b>	<b>335</b>
Apprch %	2.2	25.8	72		54.5	16.1	29.4		68.8	27.5	3.8		21.1	68.4	10.5		
Total %	0.6	7.2	20	27.8	23.3	6.9	12.5	42.7	16.4	6.6	0.9	23.9	1.2	3.9	0.6	5.7	
Unshifted	2	24	67	93	78	23	41	142	54	22	3	79	4	13	2	19	333
% Unshifted	100	100	100	100	100	100	97.6	99.3	98.2	100	100	98.8	100	100	100	100	99.4
Tractor Trailers	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
% Tractor Trailers	0	0	0	0	0	0	2.4	0.7	1.8	0	0	1.2	0	0	0	0	0.6

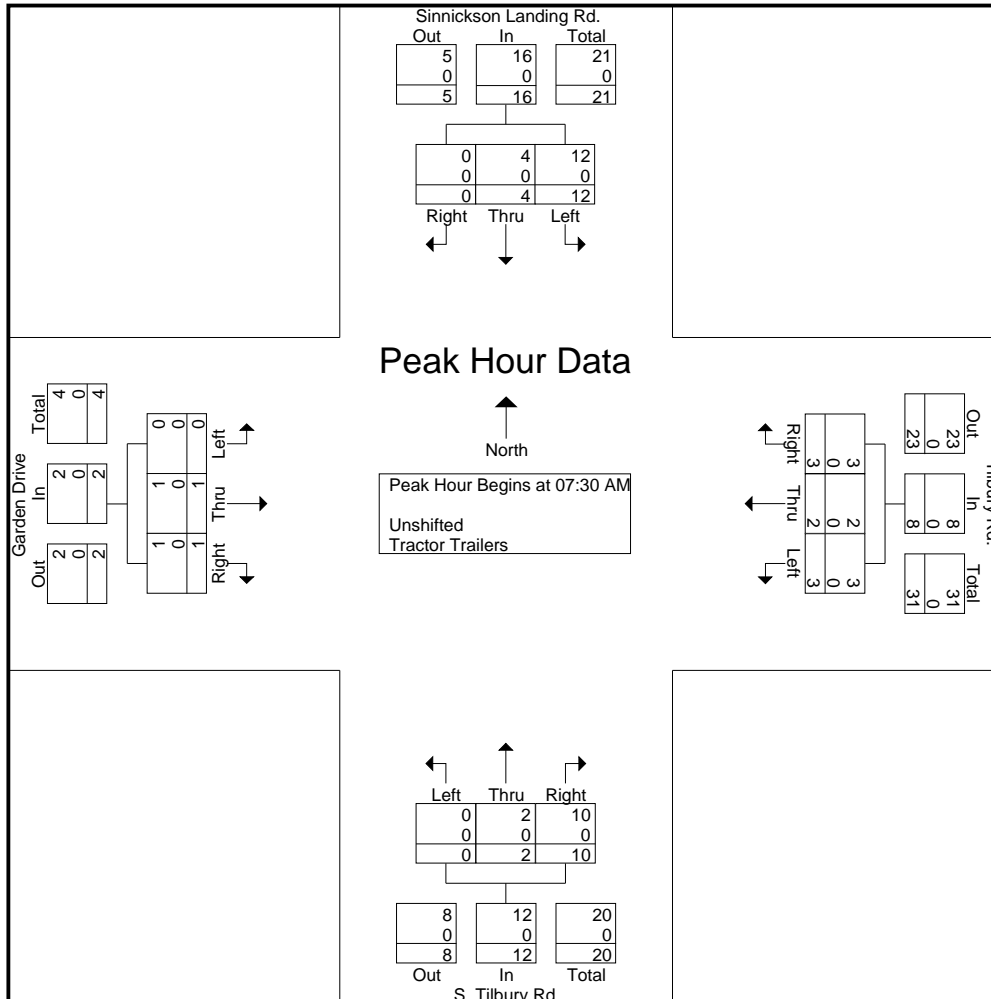
# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203  
Atco, NJ 08004

N/S Route: S. Tilbury Rd. / Sinnickson Landing Rd.  
E/W Route: Tilbury Rd. / Garden Dr.  
City of Salem/Salem County/NJ  
Wednesday/Clear/LW/D4-2584

File Name : 25047001  
Site Code : 25047001  
Start Date : 2/26/2025  
Page No : 2

Start Time	Sinnickson Landing Rd. Southbound				Tilbury Rd. Westbound				S. Tilbury Rd. Northbound				Garden Drive Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	3	3	1	0	0	1	1	0	0	1	0	0	0	0	5
07:45 AM	0	1	2	3	0	1	1	2	3	1	0	4	0	0	0	0	9
08:00 AM	0	3	7	10	2	1	1	4	1	0	0	1	1	1	0	2	17
08:15 AM	0	0	0	0	0	0	1	1	5	1	0	6	0	0	0	0	7
Total Volume	0	4	12	16	3	2	3	8	10	2	0	12	1	1	0	2	38
% App. Total	0	25	75		37.5	25	37.5		83.3	16.7	0		50	50	0		
PHF	.000	.333	.429	.400	.375	.500	.750	.500	.500	.500	.000	.500	.250	.250	.000	.250	.559
Unshifted	0	4	12	16	3	2	3	8	10	2	0	12	1	1	0	2	38
% Unshifted	0	100	100	100	100	100	100	100	100	100	0	100	100	100	0	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



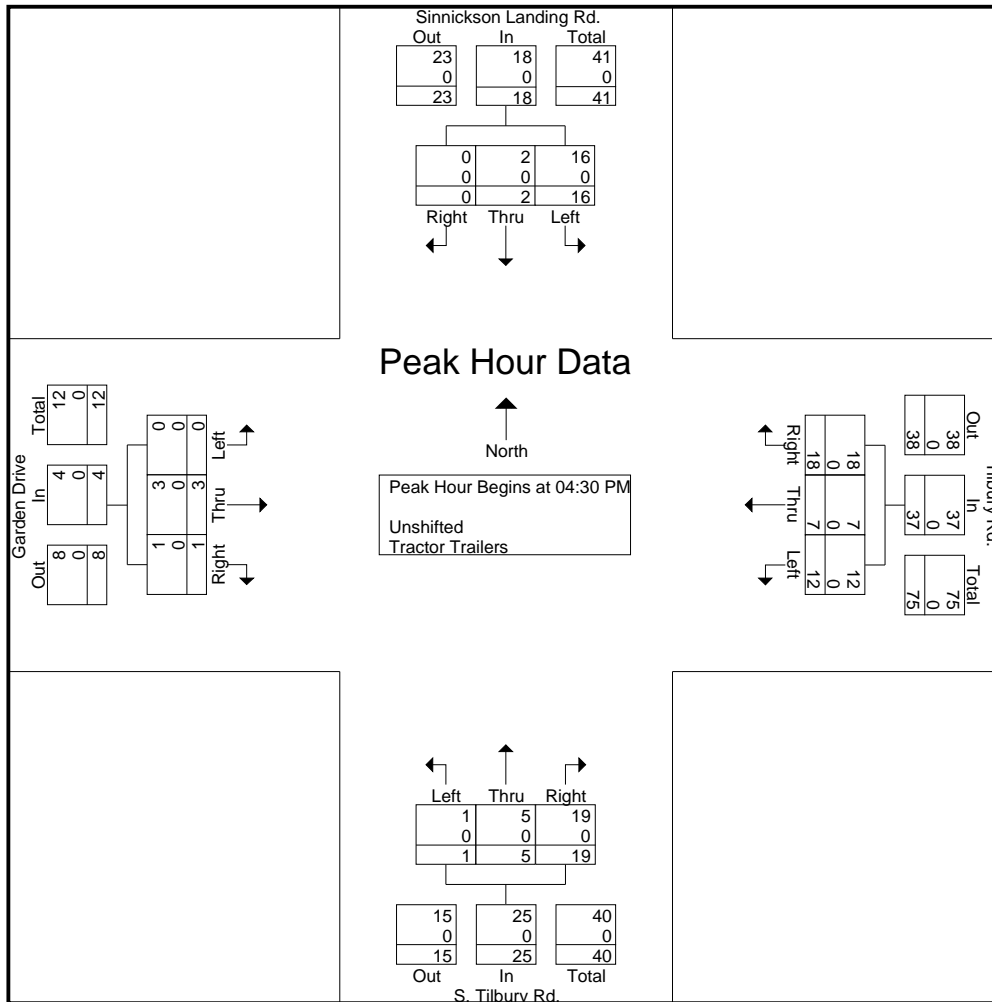
# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203  
Atco, NJ 08004

N/S Route: S. Tilbury Rd. / Sinnickson Landing Rd.  
E/W Route: Tilbury Rd. / Garden Dr.  
City of Salem/Salem County/NJ  
Wednesday/Clear/LW/D4-2584

File Name : 25047001  
Site Code : 25047001  
Start Date : 2/26/2025  
Page No : 3

Start Time	Sinnickson Landing Rd. Southbound				Tilbury Rd. Westbound				S. Tilbury Rd. Northbound				Garden Drive Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	4	4	8	3	3	14	3	0	0	3	0	1	0	1	22
04:45 PM	0	1	4	5	2	1	4	7	6	2	1	9	0	1	0	1	22
05:00 PM	0	0	4	4	3	1	3	7	5	0	0	5	0	0	0	0	16
05:15 PM	0	1	4	5	5	2	2	9	5	3	0	8	1	1	0	2	24
Total Volume	0	2	16	18	18	7	12	37	19	5	1	25	1	3	0	4	84
% App. Total	0	11.1	88.9		48.6	18.9	32.4		76	20	4		25	75	0		
PHF	.000	.500	1.00	.900	.563	.583	.750	.661	.792	.417	.250	.694	.250	.750	.000	.500	.875
Unshifted	0	2	16	18	18	7	12	37	19	5	1	25	1	3	0	4	84
% Unshifted	0	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: S. Tilbury Rd. / Amwellbury Rd.  
 E/W Route: Chestnut St. / Salem Fort Elfsborg Rd.  
 City of Salem/Salem County/NJ  
 Wednesday/Clear/LM & BC/TU-3230

File Name : 25047002  
 Site Code : 25047002  
 Start Date : 2/26/2025  
 Page No : 1

### Groups Printed- Unshifted - Tractor Trailers

Start Time	S. Tilbury Rd. Southbound				Chestnut St. Westbound				Amwellbury Rd. Northbound				Salem Fort Elfsborg Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	0	0	0	0	0	1	1	1	1	0	2	0	8	0	8	11
06:15 AM	0	1	1	2	0	3	1	4	1	0	0	1	0	5	0	5	12
06:30 AM	0	1	2	3	0	3	1	4	1	0	0	1	0	7	1	8	16
06:45 AM	0	0	0	0	0	2	0	2	0	1	0	1	0	4	1	5	8
<b>Total</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>26</b>	<b>47</b>
07:00 AM	0	1	0	1	0	1	1	2	2	0	0	2	2	8	0	10	15
07:15 AM	0	3	1	4	0	2	2	4	1	2	0	3	2	13	0	15	26
07:30 AM	0	1	1	2	0	5	2	7	6	1	2	9	1	11	0	12	30
07:45 AM	0	2	0	2	0	17	2	19	2	2	4	8	2	12	0	14	43
<b>Total</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>7</b>	<b>32</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>22</b>	<b>7</b>	<b>44</b>	<b>0</b>	<b>51</b>	<b>114</b>
08:00 AM	6	1	0	7	2	18	1	21	2	0	4	6	1	7	0	8	42
08:15 AM	0	1	2	3	0	8	1	9	4	0	2	6	1	22	4	27	45
08:30 AM	0	0	0	0	1	8	3	12	0	1	0	1	0	11	0	11	24
08:45 AM	0	0	0	0	0	5	2	7	2	2	1	5	0	9	0	9	21
<b>Total</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>39</b>	<b>7</b>	<b>49</b>	<b>8</b>	<b>3</b>	<b>7</b>	<b>18</b>	<b>2</b>	<b>49</b>	<b>4</b>	<b>55</b>	<b>132</b>
*** BREAK ***																	
02:00 PM	1	1	0	2	0	9	2	11	2	1	1	4	0	4	0	4	21
02:15 PM	2	2	2	6	1	16	6	23	1	0	1	2	0	6	1	7	38
02:30 PM	0	2	0	2	2	11	3	16	6	3	0	9	3	7	0	10	37
02:45 PM	1	0	0	1	1	19	3	23	4	2	3	9	0	8	2	10	43
<b>Total</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>55</b>	<b>14</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>24</b>	<b>3</b>	<b>25</b>	<b>3</b>	<b>31</b>	<b>139</b>
03:00 PM	3	0	0	3	1	11	1	13	2	1	3	6	2	19	2	23	45
03:15 PM	0	0	1	1	0	11	4	15	1	0	2	3	3	16	1	20	39
03:30 PM	2	1	2	5	1	8	5	14	5	2	3	10	3	14	1	18	47
03:45 PM	1	0	0	1	0	14	4	18	2	2	2	6	2	7	1	10	35
<b>Total</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>2</b>	<b>44</b>	<b>14</b>	<b>60</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>25</b>	<b>10</b>	<b>56</b>	<b>5</b>	<b>71</b>	<b>166</b>
04:00 PM	3	2	1	6	2	16	3	21	0	0	2	2	2	10	1	13	42
04:15 PM	0	1	0	1	0	13	2	15	3	0	1	4	0	10	0	10	30
04:30 PM	1	1	0	2	1	17	4	22	2	2	1	5	2	8	1	11	40
04:45 PM	1	1	1	3	2	15	1	18	4	2	0	6	0	11	2	13	40
<b>Total</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>61</b>	<b>10</b>	<b>76</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>17</b>	<b>4</b>	<b>39</b>	<b>4</b>	<b>47</b>	<b>152</b>
05:00 PM	1	1	3	5	1	18	2	21	4	1	0	5	1	9	2	12	43
05:15 PM	1	3	0	4	2	15	0	17	1	3	3	7	0	14	0	14	42
05:30 PM	2	1	1	4	1	27	1	29	2	0	1	3	0	13	1	14	50
05:45 PM	0	1	2	3	1	12	0	13	3	2	3	8	0	11	0	11	35
<b>Total</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>16</b>	<b>5</b>	<b>72</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>23</b>	<b>1</b>	<b>47</b>	<b>3</b>	<b>51</b>	<b>170</b>
<b>Grand Total</b>	<b>25</b>	<b>28</b>	<b>20</b>	<b>73</b>	<b>19</b>	<b>304</b>	<b>58</b>	<b>381</b>	<b>64</b>	<b>31</b>	<b>39</b>	<b>134</b>	<b>27</b>	<b>284</b>	<b>21</b>	<b>332</b>	<b>920</b>
Apprch %	34.2	38.4	27.4		5	79.8	15.2		47.8	23.1	29.1		8.1	85.5	6.3		
Total %	2.7	3	2.2	7.9	2.1	33	6.3	41.4	7	3.4	4.2	14.6	2.9	30.9	2.3	36.1	
Unshifted	25	28	20	73	19	303	58	380	62	31	39	132	27	284	21	332	917
% Unshifted	100	100	100	100	100	99.7	100	99.7	96.9	100	100	98.5	100	100	100	100	99.7
Tractor Trailers	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
% Tractor Trailers	0	0	0	0	0	0.3	0	0.3	3.1	0	0	1.5	0	0	0	0	0.3

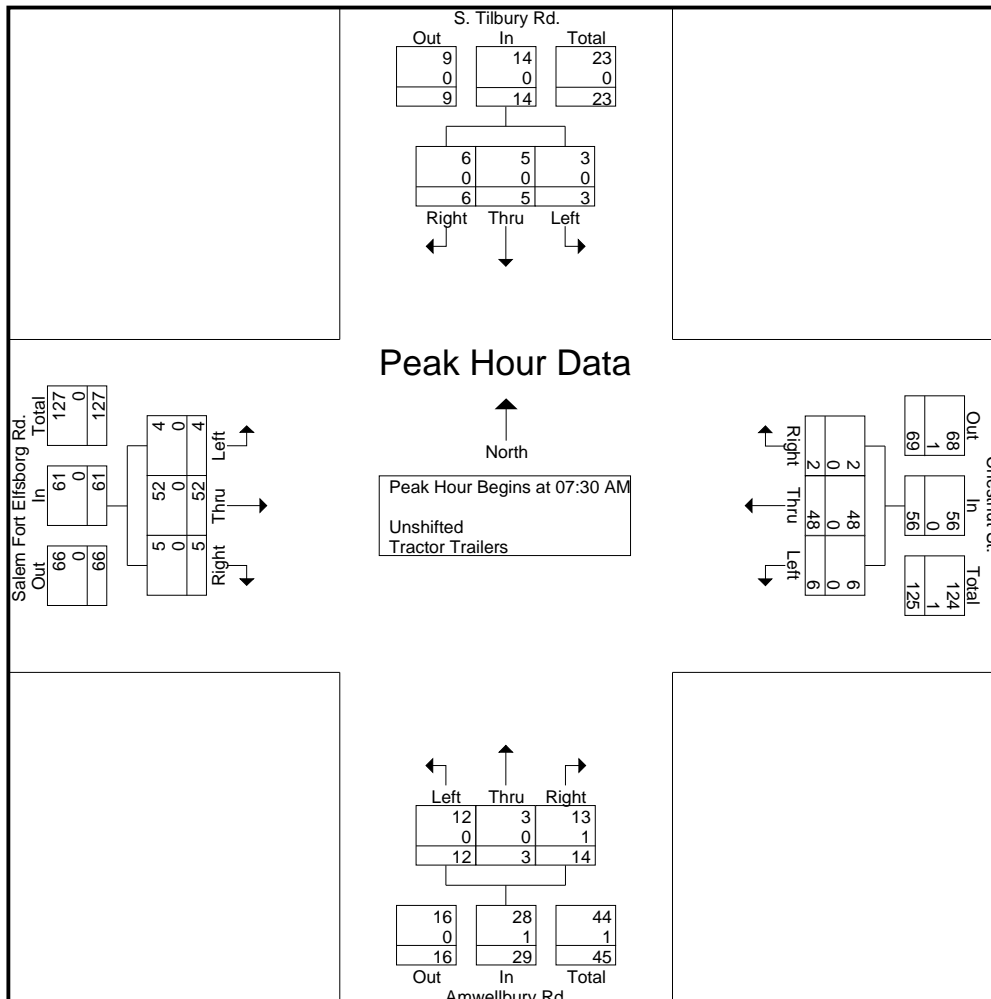
# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203  
Atco, NJ 08004

N/S Route: S. Tilbury Rd. / Amwellbury Rd.  
E/W Route: Chestnut St. / Salem Fort Elfsborg Rd.  
City of Salem/Salem County/NJ  
Wednesday/Clear/LM & BC/TU-3230

File Name : 25047002  
Site Code : 25047002  
Start Date : 2/26/2025  
Page No : 2

Start Time	S. Tilbury Rd. Southbound				Chestnut St. Westbound				Amwellbury Rd. Northbound				Salem Fort Elfsborg Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	1	2	0	5	2	7	6	1	2	9	1	11	0	12	30
07:45 AM	0	2	0	2	0	17	2	19	2	2	4	8	2	12	0	14	43
08:00 AM	6	1	0	7	2	18	1	21	2	0	4	6	1	7	0	8	42
08:15 AM	0	1	2	3	0	8	1	9	4	0	2	6	1	22	4	27	45
Total Volume	6	5	3	14	2	48	6	56	14	3	12	29	5	52	4	61	160
% App. Total	42.9	35.7	21.4		3.6	85.7	10.7		48.3	10.3	41.4		8.2	85.2	6.6		
PHF	.250	.625	.375	.500	.250	.667	.750	.667	.583	.375	.750	.806	.625	.591	.250	.565	.889
Unshifted	6	5	3	14	2	48	6	56	13	3	12	28	5	52	4	61	159
% Unshifted	100	100	100	100	100	100	100	100	92.9	100	100	96.6	100	100	100	100	99.4
Tractor Trailers	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
% Tractor Trailers	0	0	0	0	0	0	0	0	7.1	0	0	3.4	0	0	0	0	0.6





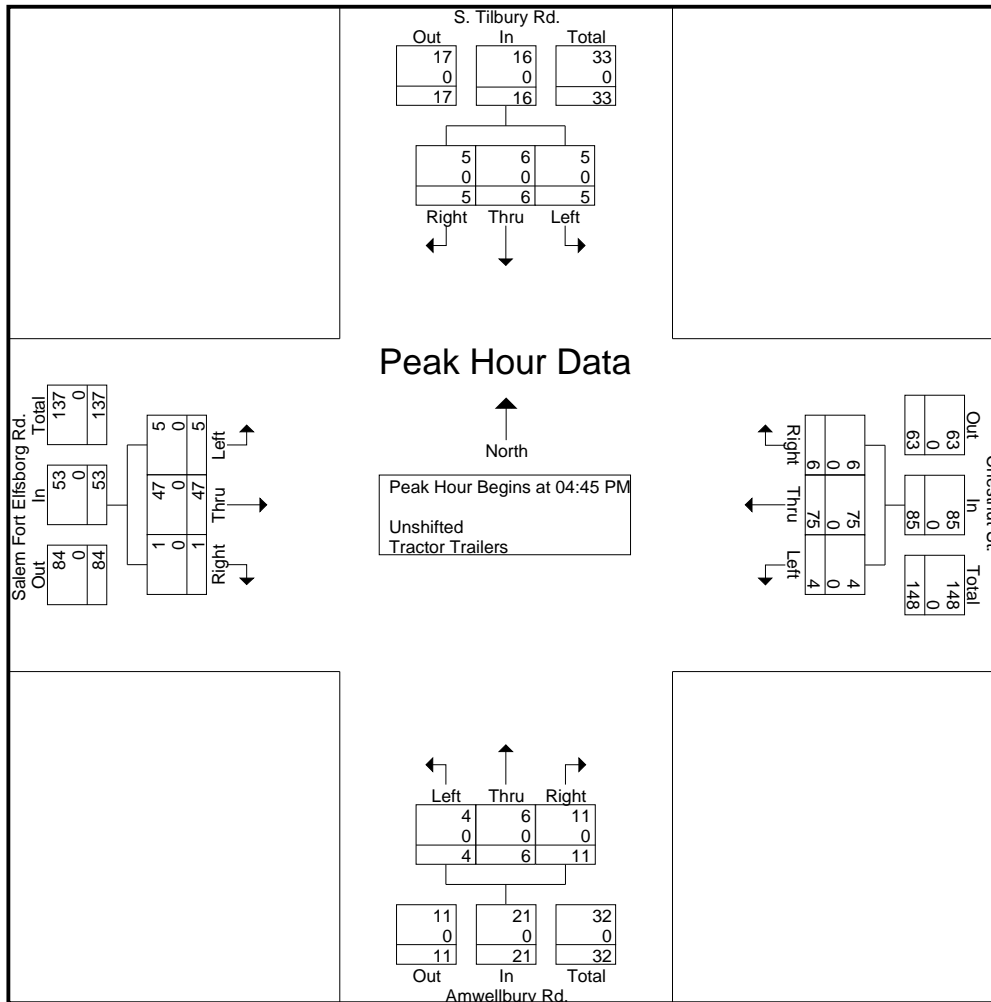
# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203  
Atco, NJ 08004

N/S Route: S. Tilbury Rd. / Amwellbury Rd.  
E/W Route: Chestnut St. / Salem Fort Elfsborg Rd.  
City of Salem/Salem County/NJ  
Wednesday/Clear/LM & BC/TU-3230

File Name : 25047002  
Site Code : 25047002  
Start Date : 2/26/2025  
Page No : 3

Start Time	S. Tilbury Rd. Southbound				Chestnut St. Westbound				Amwellbury Rd. Northbound				Salem Fort Elfsborg Rd. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	1	1	3	2	15	1	18	4	2	0	6	0	11	2	13	40
05:00 PM	1	1	3	5	1	18	2	21	4	1	0	5	1	9	2	12	43
05:15 PM	1	3	0	4	2	15	0	17	1	3	3	7	0	14	0	14	42
05:30 PM	2	1	1	4	1	27	1	29	2	0	1	3	0	13	1	14	50
Total Volume	5	6	5	16	6	75	4	85	11	6	4	21	1	47	5	53	175
% App. Total	31.2	37.5	31.2		7.1	88.2	4.7		52.4	28.6	19		1.9	88.7	9.4		
PHF	.625	.500	.417	.800	.750	.694	.500	.733	.688	.500	.333	.750	.250	.839	.625	.946	.875
Unshifted	5	6	5	16	6	75	4	85	11	6	4	21	1	47	5	53	175
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Tractor Trailers	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Grieves Parkway  
 E/W Route: Oak St.  
 City of Salem/Salem County/NJ  
 Thursday/Overcast/LW & EM/D4-2584

File Name : 25047003  
 Site Code : 25047003  
 Start Date : 2/27/2025  
 Page No : 1

### Groups Printed- Unshifted - Tractor Trailers

Start Time	Grieves Parkway Southbound				Oak St. Westbound				Grieves Parkway Northbound				Oak St. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	1	32	0	33	0	0	0	0	0	16	0	16	0	2	9	11	60
06:15 AM	6	53	0	59	0	0	0	0	1	18	0	19	0	1	7	8	86
06:30 AM	2	47	2	51	0	0	1	1	0	25	0	25	0	0	7	7	84
06:45 AM	4	30	0	34	0	1	1	2	0	11	0	11	0	1	9	10	57
<b>Total</b>	<b>13</b>	<b>162</b>	<b>2</b>	<b>177</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>70</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>4</b>	<b>32</b>	<b>36</b>	<b>287</b>
07:00 AM	3	26	0	29	0	0	0	0	2	18	0	20	0	0	13	13	62
07:15 AM	4	35	0	39	1	1	2	4	1	33	0	34	0	0	13	13	90
07:30 AM	5	30	0	35	1	2	0	3	2	23	0	25	0	3	10	13	76
07:45 AM	12	36	1	49	0	0	0	0	3	21	0	24	0	3	8	11	84
<b>Total</b>	<b>24</b>	<b>127</b>	<b>1</b>	<b>152</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>7</b>	<b>8</b>	<b>95</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>6</b>	<b>44</b>	<b>50</b>	<b>312</b>
08:00 AM	10	20	1	31	0	4	0	4	4	29	3	36	1	1	10	12	83
08:15 AM	4	14	0	18	0	0	2	2	2	30	0	32	0	2	13	15	67
08:30 AM	7	12	0	19	0	1	0	1	0	18	0	18	1	2	18	21	59
08:45 AM	4	15	0	19	0	2	0	2	1	14	0	15	1	0	10	11	47
<b>Total</b>	<b>25</b>	<b>61</b>	<b>1</b>	<b>87</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>101</b>	<b>3</b>	<b>5</b>	<b>51</b>	<b>59</b>	<b>256</b>
*** BREAK ***																	
02:00 PM	7	14	0	21	0	5	2	7	1	19	0	20	2	0	13	15	63
02:15 PM	12	21	0	33	0	1	0	1	1	26	0	27	1	0	9	10	71
02:30 PM	5	20	1	26	0	0	0	0	1	40	1	42	1	3	10	14	82
02:45 PM	5	17	2	24	0	0	3	3	1	25	2	28	0	3	9	12	67
<b>Total</b>	<b>29</b>	<b>72</b>	<b>3</b>	<b>104</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>4</b>	<b>110</b>	<b>3</b>	<b>117</b>	<b>4</b>	<b>6</b>	<b>41</b>	<b>51</b>	<b>283</b>
03:00 PM	6	21	3	30	3	1	0	4	3	29	1	33	2	0	11	13	80
03:15 PM	13	15	2	30	1	1	0	2	1	48	0	49	0	1	9	10	91
03:30 PM	15	20	1	36	0	4	1	5	0	52	1	53	0	1	14	15	109
03:45 PM	12	16	1	29	0	2	0	2	2	47	0	49	1	3	4	8	88
<b>Total</b>	<b>46</b>	<b>72</b>	<b>7</b>	<b>125</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>13</b>	<b>6</b>	<b>176</b>	<b>2</b>	<b>184</b>	<b>3</b>	<b>5</b>	<b>38</b>	<b>46</b>	<b>368</b>
04:00 PM	16	23	0	39	1	4	0	5	1	29	0	30	0	2	3	5	79
04:15 PM	18	24	0	42	0	1	2	3	0	32	0	32	0	0	6	6	83
04:30 PM	14	21	0	35	0	4	0	4	0	28	0	28	0	1	9	10	77
04:45 PM	12	23	0	35	1	1	1	3	0	24	1	25	0	1	9	10	73
<b>Total</b>	<b>60</b>	<b>91</b>	<b>0</b>	<b>151</b>	<b>2</b>	<b>10</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>113</b>	<b>1</b>	<b>115</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>31</b>	<b>312</b>
05:00 PM	14	32	3	49	1	2	0	3	1	28	2	31	0	0	10	10	93
05:15 PM	19	32	0	51	0	1	0	1	1	28	0	29	1	0	6	7	88
05:30 PM	14	18	2	34	0	0	0	0	1	39	0	40	0	0	6	6	80
05:45 PM	6	15	0	21	0	0	0	0	0	42	0	42	0	0	3	3	66
<b>Total</b>	<b>53</b>	<b>97</b>	<b>5</b>	<b>155</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>137</b>	<b>2</b>	<b>142</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>327</b>
<b>Grand Total</b>	<b>250</b>	<b>682</b>	<b>19</b>	<b>951</b>	<b>9</b>	<b>38</b>	<b>15</b>	<b>62</b>	<b>30</b>	<b>792</b>	<b>11</b>	<b>833</b>	<b>11</b>	<b>30</b>	<b>258</b>	<b>299</b>	<b>2145</b>
Apprch %	26.3	71.7	2		14.5	61.3	24.2		3.6	95.1	1.3		3.7	10	86.3		
<b>Total %</b>	<b>11.7</b>	<b>31.8</b>	<b>0.9</b>	<b>44.3</b>	<b>0.4</b>	<b>1.8</b>	<b>0.7</b>	<b>2.9</b>	<b>1.4</b>	<b>36.9</b>	<b>0.5</b>	<b>38.8</b>	<b>0.5</b>	<b>1.4</b>	<b>12</b>	<b>13.9</b>	
Unshifted	250	671	19	940	9	38	15	62	30	784	11	825	11	30	256	297	2124
% Unshifted	100	98.4	100	98.8	100	100	100	100	100	99	100	99	100	100	99.2	99.3	99
Tractor Trailers	0	11	0	11	0	0	0	0	0	8	0	8	0	0	2	2	21
% Tractor Trailers	0	1.6	0	1.2	0	0	0	0	0	1	0	1	0	0	0.8	0.7	1

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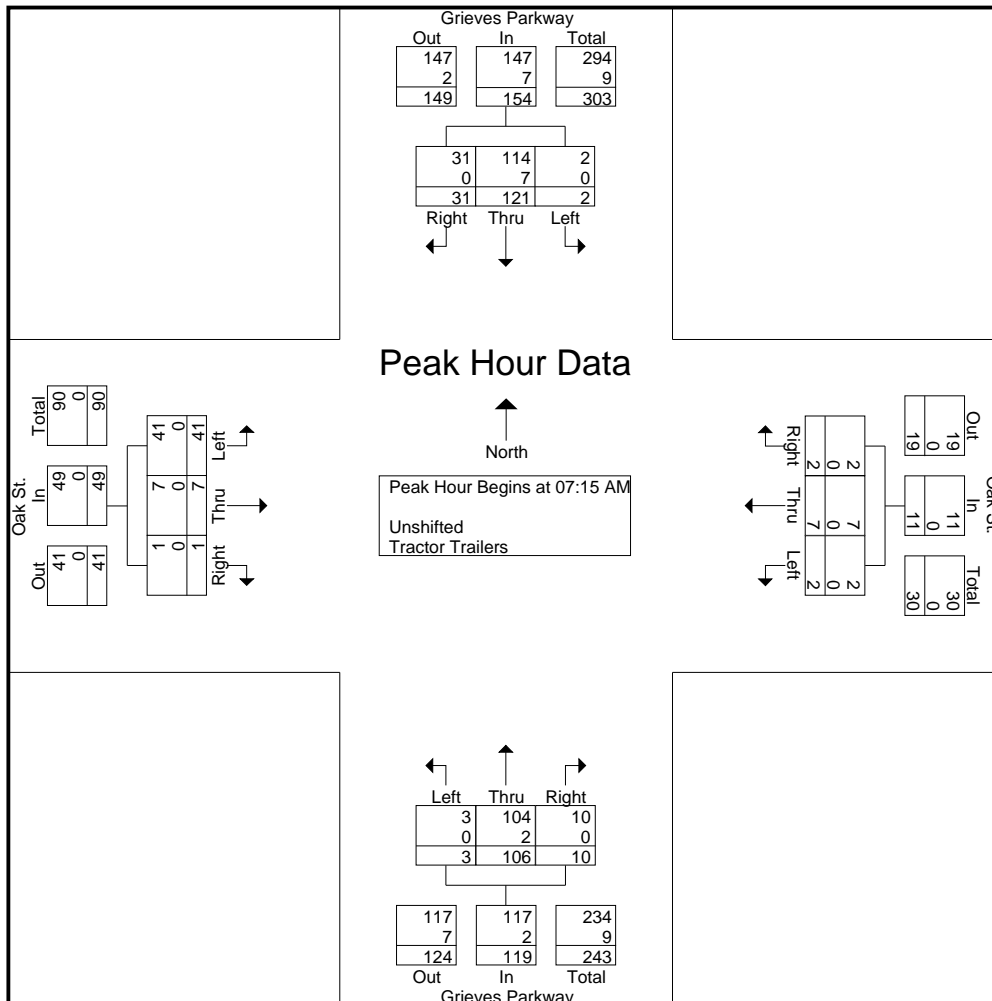
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Grievess Parkway  
 E/W Route: Oak St.  
 City of Salem/Salem County/NJ  
 Thursday/Overcast/LW & EM/D4-2584

File Name : 25047003  
 Site Code : 25047003  
 Start Date : 2/27/2025  
 Page No : 2

Start Time	Grievess Parkway Southbound				Oak St. Westbound				Grievess Parkway Northbound				Oak St. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	35	0	39	1	1	2	4	1	33	0	34	0	0	13	13	90
07:30 AM	5	30	0	35	1	2	0	3	2	23	0	25	0	3	10	13	76
07:45 AM	12	36	1	49	0	0	0	0	3	21	0	24	0	3	8	11	84
08:00 AM	10	20	1	31	0	4	0	4	4	29	3	36	1	1	10	12	83
Total Volume	31	121	2	154	2	7	2	11	10	106	3	119	1	7	41	49	333
% App. Total	20.1	78.6	1.3		18.2	63.6	18.2		8.4	89.1	2.5		2	14.3	83.7		
PHF	.646	.840	.500	.786	.500	.438	.250	.688	.625	.803	.250	.826	.250	.583	.788	.942	.925
Unshifted	31	114	2	147	2	7	2	11	10	104	3	117	1	7	41	49	324
% Unshifted	100	94.2	100	95.5	100	100	100	100	100	98.1	100	98.3	100	100	100	100	97.3
Tractor Trailers	0	7	0	7	0	0	0	0	0	2	0	2	0	0	0	0	9
% Tractor Trailers	0	5.8	0	4.5	0	0	0	0	0	1.9	0	1.7	0	0	0	0	2.7



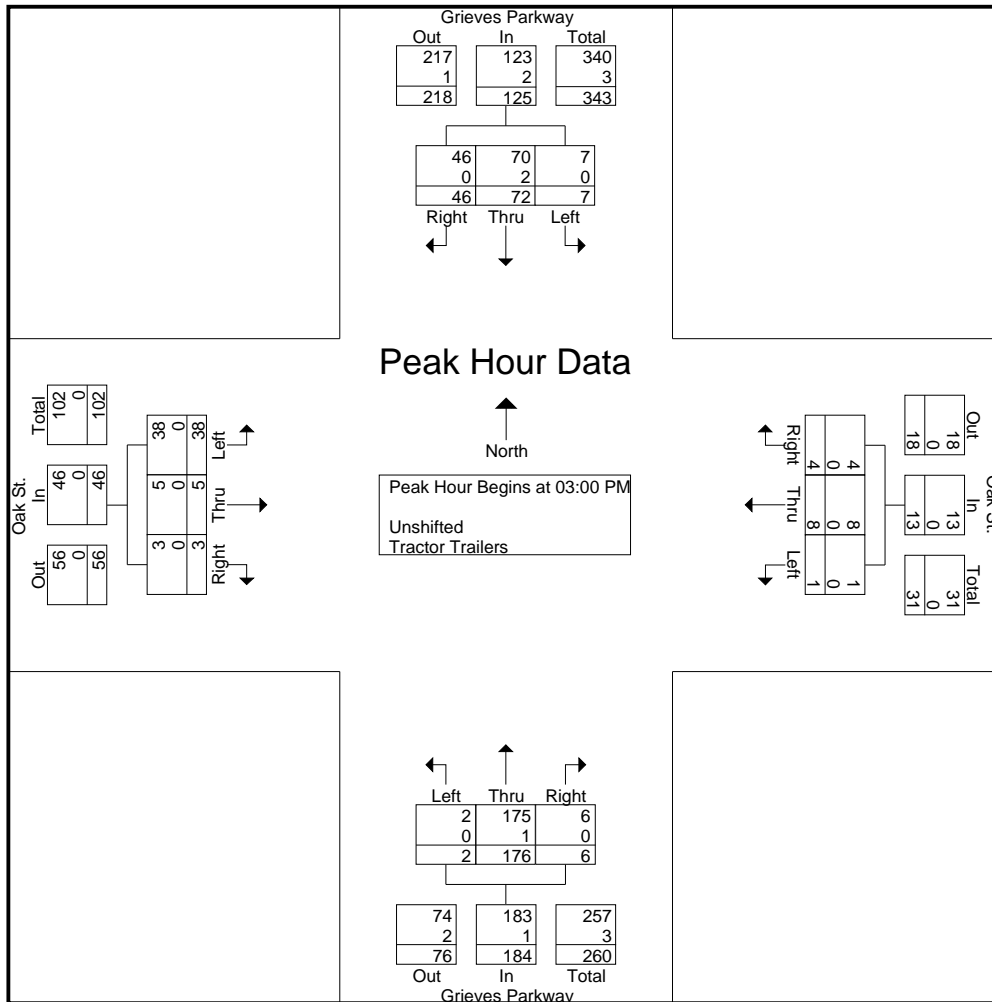
# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203  
Atco, NJ 08004

N/S Route: Grieves Parkway  
E/W Route: Oak St.  
City of Salem/Salem County/NJ  
Thursday/Overcast/LW & EM/D4-2584

File Name : 25047003  
Site Code : 25047003  
Start Date : 2/27/2025  
Page No : 3

Start Time	Grieves Parkway Southbound				Oak St. Westbound				Grieves Parkway Northbound				Oak St. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	6	21	3	30	3	1	0	4	3	29	1	33	2	0	11	13	80
03:15 PM	13	15	2	30	1	1	0	2	1	48	0	49	0	1	9	10	91
03:30 PM	15	20	1	36	0	4	1	5	0	52	1	53	0	1	14	15	109
03:45 PM	12	16	1	29	0	2	0	2	2	47	0	49	1	3	4	8	88
Total Volume	46	72	7	125	4	8	1	13	6	176	2	184	3	5	38	46	368
% App. Total	36.8	57.6	5.6		30.8	61.5	7.7		3.3	95.7	1.1		6.5	10.9	82.6		
PHF	.767	.857	.583	.868	.333	.500	.250	.650	.500	.846	.500	.868	.375	.417	.679	.767	.844
Unshifted	46	70	7	123	4	8	1	13	6	175	2	183	3	5	38	46	365
% Unshifted	100	97.2	100	98.4	100	100	100	100	100	99.4	100	99.5	100	100	100	100	99.2
Tractor Trailers	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% Tractor Trailers	0	2.8	0	1.6	0	0	0	0	0	0.6	0	0.5	0	0	0	0	0.8



# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Grieves Parkway  
 E/W Route: Chestnut St.  
 City of Salem/Salem County/NJ  
 Thursday/Overcast/BC & EM/TU-3230

File Name : 25047004  
 Site Code : 25047004  
 Start Date : 2/27/2025  
 Page No : 1

### Groups Printed- Unshifted - Tractor Trailers

Start Time	Grieves Parkway Southbound				Chestnut St. Westbound				Grieves Parkway Northbound				Chestnut St. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
06:00 AM	0	35	0	35	0	0	2	2	0	15	0	15	0	8	0	8	60
06:15 AM	0	47	0	47	1	2	2	5	0	17	1	18	1	3	0	4	74
06:30 AM	0	54	0	54	0	2	1	3	2	25	1	28	3	12	0	15	100
06:45 AM	0	28	0	28	0	0	4	4	3	13	2	18	3	8	0	11	61
<b>Total</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>164</b>	<b>1</b>	<b>4</b>	<b>9</b>	<b>14</b>	<b>5</b>	<b>70</b>	<b>4</b>	<b>79</b>	<b>7</b>	<b>31</b>	<b>0</b>	<b>38</b>	<b>295</b>
07:00 AM	0	29	1	30	2	2	6	10	1	18	1	20	3	3	1	7	67
07:15 AM	0	33	4	37	0	4	4	8	6	32	2	40	10	6	0	16	101
07:30 AM	0	28	2	30	2	6	7	15	13	20	7	40	12	8	0	20	105
07:45 AM	0	34	3	37	3	12	14	29	15	24	7	46	5	18	0	23	135
<b>Total</b>	<b>0</b>	<b>124</b>	<b>10</b>	<b>134</b>	<b>7</b>	<b>24</b>	<b>31</b>	<b>62</b>	<b>35</b>	<b>94</b>	<b>17</b>	<b>146</b>	<b>30</b>	<b>35</b>	<b>1</b>	<b>66</b>	<b>408</b>
08:00 AM	0	16	8	24	5	5	9	19	16	32	11	59	7	14	2	23	125
08:15 AM	0	12	2	14	0	12	1	13	18	32	2	52	9	7	0	16	95
08:30 AM	1	9	3	13	0	6	0	6	6	18	7	31	1	10	0	11	61
08:45 AM	0	15	0	15	0	3	1	4	5	17	3	25	7	4	0	11	55
<b>Total</b>	<b>1</b>	<b>52</b>	<b>13</b>	<b>66</b>	<b>5</b>	<b>26</b>	<b>11</b>	<b>42</b>	<b>45</b>	<b>99</b>	<b>23</b>	<b>167</b>	<b>24</b>	<b>35</b>	<b>2</b>	<b>61</b>	<b>336</b>
*** BREAK ***																	
02:00 PM	1	10	6	17	1	9	6	16	1	19	3	23	5	9	1	15	71
02:15 PM	1	15	1	17	5	5	2	12	4	20	6	30	6	5	0	11	70
02:30 PM	3	17	0	20	1	8	9	18	14	39	9	62	10	6	0	16	116
02:45 PM	1	15	2	18	2	8	3	13	11	23	8	42	2	7	0	9	82
<b>Total</b>	<b>6</b>	<b>57</b>	<b>9</b>	<b>72</b>	<b>9</b>	<b>30</b>	<b>20</b>	<b>59</b>	<b>30</b>	<b>101</b>	<b>26</b>	<b>157</b>	<b>23</b>	<b>27</b>	<b>1</b>	<b>51</b>	<b>339</b>
03:00 PM	0	18	5	23	4	14	6	24	18	22	5	45	7	6	1	14	106
03:15 PM	0	10	3	13	4	14	3	21	8	42	7	57	6	8	1	15	106
03:30 PM	2	21	2	25	1	8	3	12	3	53	5	61	6	9	0	15	113
03:45 PM	1	10	2	13	4	5	3	12	6	45	5	56	3	8	0	11	92
<b>Total</b>	<b>3</b>	<b>59</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>41</b>	<b>15</b>	<b>69</b>	<b>35</b>	<b>162</b>	<b>22</b>	<b>219</b>	<b>22</b>	<b>31</b>	<b>2</b>	<b>55</b>	<b>417</b>
04:00 PM	2	23	1	26	1	14	4	19	4	34	12	50	6	15	0	21	116
04:15 PM	1	21	2	24	0	10	1	11	6	31	13	50	7	8	1	16	101
04:30 PM	0	17	4	21	4	18	3	25	3	26	7	36	3	10	0	13	95
04:45 PM	0	19	2	21	1	17	1	19	3	24	7	34	6	5	1	12	86
<b>Total</b>	<b>3</b>	<b>80</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>59</b>	<b>9</b>	<b>74</b>	<b>16</b>	<b>115</b>	<b>39</b>	<b>170</b>	<b>22</b>	<b>38</b>	<b>2</b>	<b>62</b>	<b>398</b>
05:00 PM	0	31	0	31	0	14	1	15	1	30	0	31	3	3	1	7	84
05:15 PM	1	32	0	33	0	6	1	7	1	29	5	35	1	8	1	10	85
05:30 PM	0	17	1	18	2	8	1	11	2	33	11	46	6	9	3	18	93
05:45 PM	0	12	3	15	0	6	0	6	6	43	6	55	6	9	0	15	91
<b>Total</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>97</b>	<b>2</b>	<b>34</b>	<b>3</b>	<b>39</b>	<b>10</b>	<b>135</b>	<b>22</b>	<b>167</b>	<b>16</b>	<b>29</b>	<b>5</b>	<b>50</b>	<b>353</b>
<b>Grand Total</b>	<b>14</b>	<b>628</b>	<b>57</b>	<b>699</b>	<b>43</b>	<b>218</b>	<b>98</b>	<b>359</b>	<b>176</b>	<b>776</b>	<b>153</b>	<b>1105</b>	<b>144</b>	<b>226</b>	<b>13</b>	<b>383</b>	<b>2546</b>
Apprch %	2	89.8	8.2		12	60.7	27.3		15.9	70.2	13.8		37.6	59	3.4		
Total %	0.5	24.7	2.2	27.5	1.7	8.6	3.8	14.1	6.9	30.5	6	43.4	5.7	8.9	0.5	15	
Unshifted	14	620	57	691	43	218	98	359	176	772	153	1101	144	226	13	383	2534
% Unshifted	100	98.7	100	98.9	100	100	100	100	100	99.5	100	99.6	100	100	100	100	99.5
Tractor Trailers	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
% Tractor Trailers	0	1.3	0	1.1	0	0	0	0	0	0.5	0	0.4	0	0	0	0	0.5

# Shropshire Associates LLC

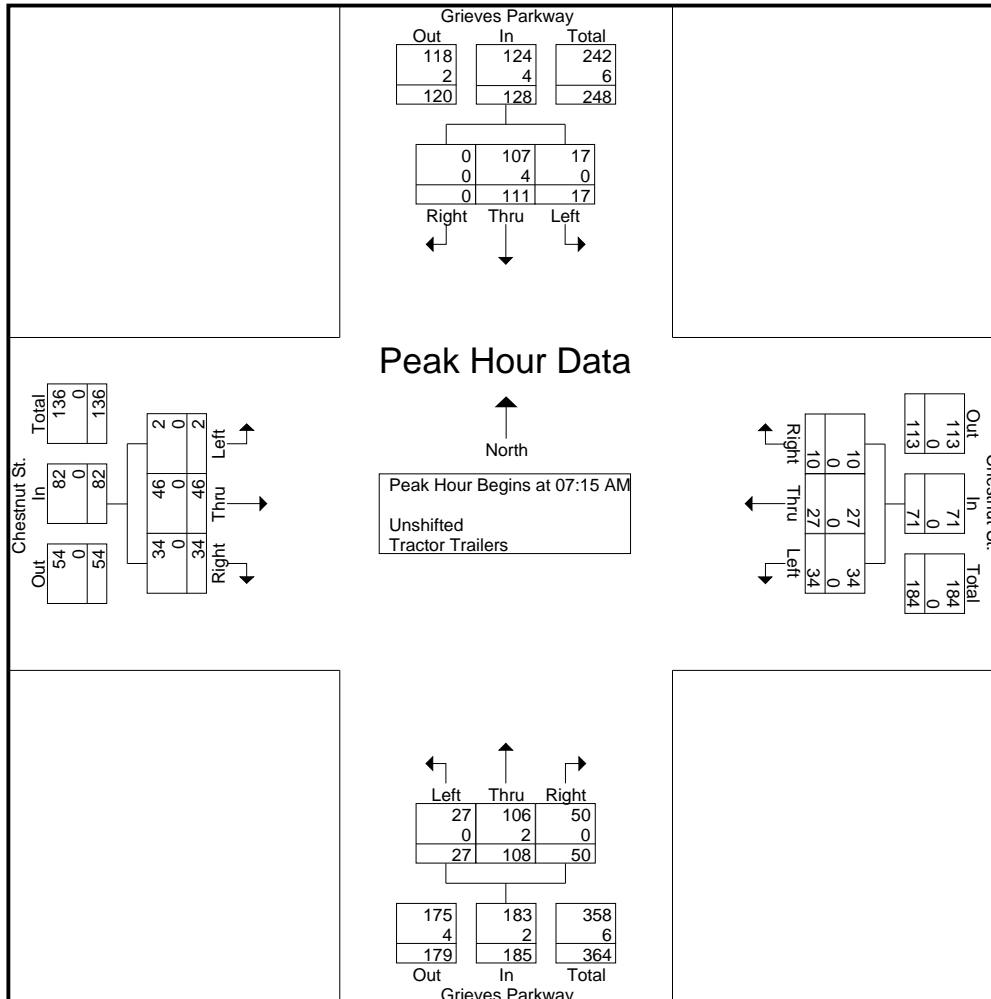
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Grieves Parkway  
 E/W Route: Chestnut St.  
 City of Salem/Salem County/NJ  
 Thursday/Overcast/BC & EM/TU-3230

File Name : 25047004  
 Site Code : 25047004  
 Start Date : 2/27/2025  
 Page No : 2

Start Time	Grieves Parkway Southbound				Chestnut St. Westbound				Grieves Parkway Northbound				Chestnut St. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	33	4	37	0	4	4	8	6	32	2	40	10	6	0	16	101
07:30 AM	0	28	2	30	2	6	7	15	13	20	7	40	12	8	0	20	105
07:45 AM	0	34	3	37	3	12	14	29	15	24	7	46	5	18	0	23	135
08:00 AM	0	16	8	24	5	5	9	19	16	32	11	59	7	14	2	23	125
Total Volume	0	111	17	128	10	27	34	71	50	108	27	185	34	46	2	82	466
% App. Total	0	86.7	13.3		14.1	38	47.9		27	58.4	14.6		41.5	56.1	2.4		
PHF	.000	.816	.531	.865	.500	.563	.607	.612	.781	.844	.614	.784	.708	.639	.250	.891	.863
Unshifted	0	107	17	124	10	27	34	71	50	106	27	183	34	46	2	82	460
% Unshifted	0	96.4	100	96.9	100	100	100	100	100	98.1	100	98.9	100	100	100	100	98.7
Tractor Trailers	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% Tractor Trailers	0	3.6	0	3.1	0	0	0	0	0	1.9	0	1.1	0	0	0	0	1.3



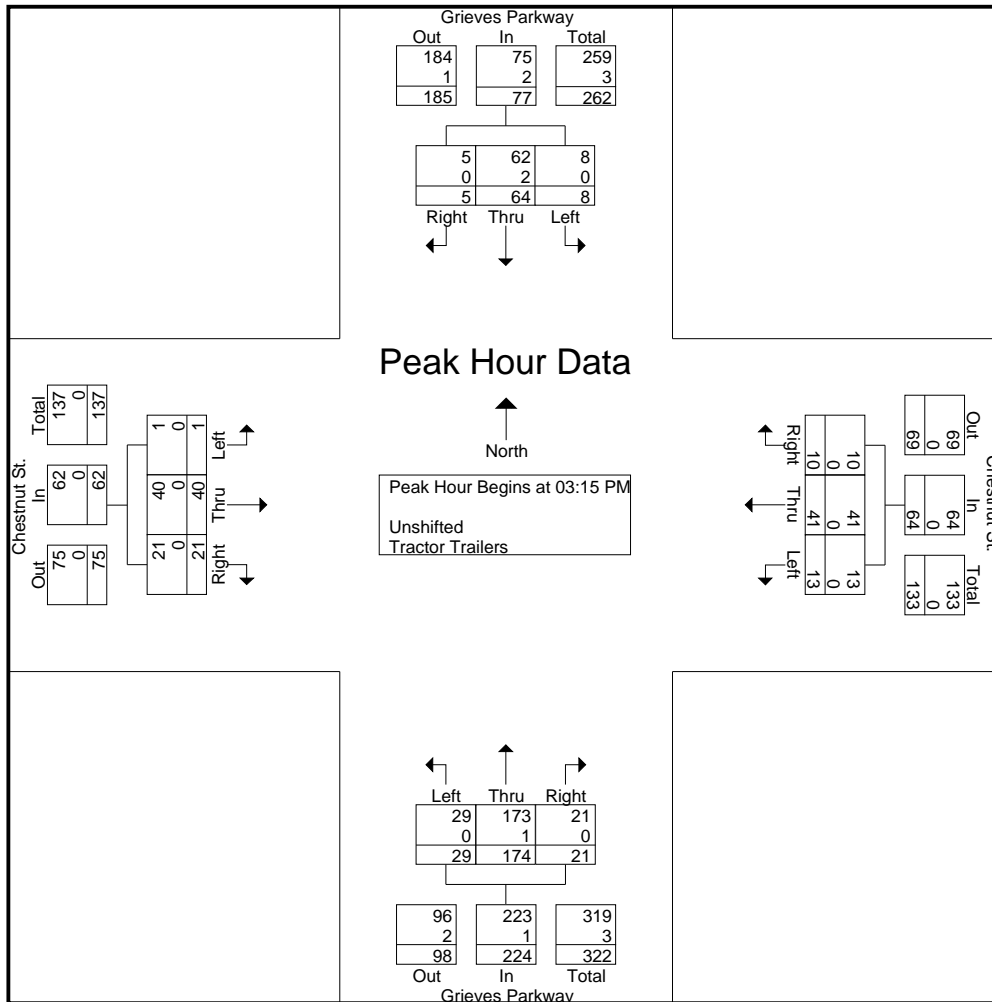
# Shropshire Associates LLC

277 Whitehorse Pike, Suite 203  
Atco, NJ 08004

N/S Route: Grieves Parkway  
E/W Route: Chestnut St.  
City of Salem/Salem County/NJ  
Thursday/Overcast/BC & EM/TU-3230

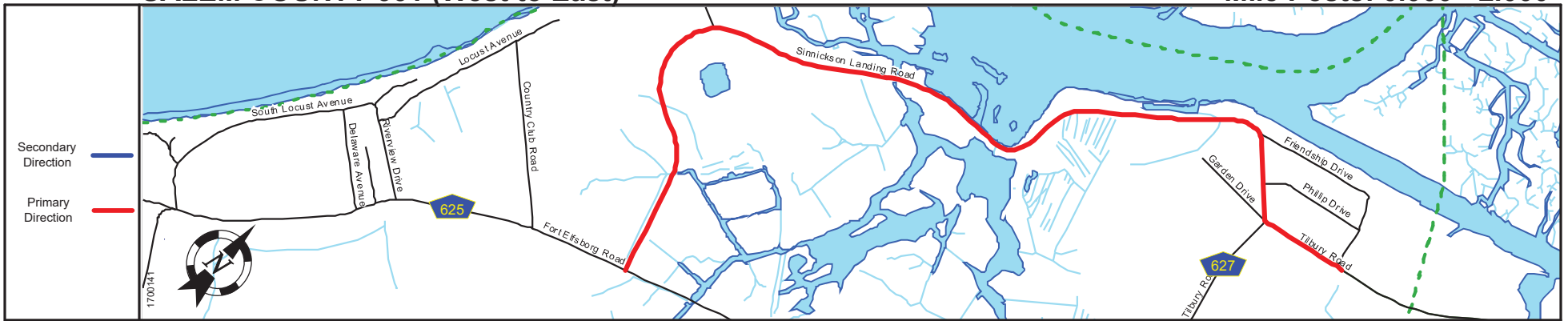
File Name : 25047004  
Site Code : 25047004  
Start Date : 2/27/2025  
Page No : 3

Start Time	Grieves Parkway Southbound				Chestnut St. Westbound				Grieves Parkway Northbound				Chestnut St. Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	10	3	13	4	14	3	21	8	42	7	57	6	8	1	15	106
03:30 PM	2	21	2	25	1	8	3	12	3	53	5	61	6	9	0	15	113
03:45 PM	1	10	2	13	4	5	3	12	6	45	5	56	3	8	0	11	92
04:00 PM	2	23	1	26	1	14	4	19	4	34	12	50	6	15	0	21	116
Total Volume	5	64	8	77	10	41	13	64	21	174	29	224	21	40	1	62	427
% App. Total	6.5	83.1	10.4		15.6	64.1	20.3		9.4	77.7	12.9		33.9	64.5	1.6		
PHF	.625	.696	.667	.740	.625	.732	.813	.762	.656	.821	.604	.918	.875	.667	.250	.738	.920
Unshifted	5	62	8	75	10	41	13	64	21	173	29	223	21	40	1	62	424
% Unshifted	100	96.9	100	97.4	100	100	100	100	100	99.4	100	99.6	100	100	100	100	99.3
Tractor Trailers	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% Tractor Trailers	0	3.1	0	2.6	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0.7

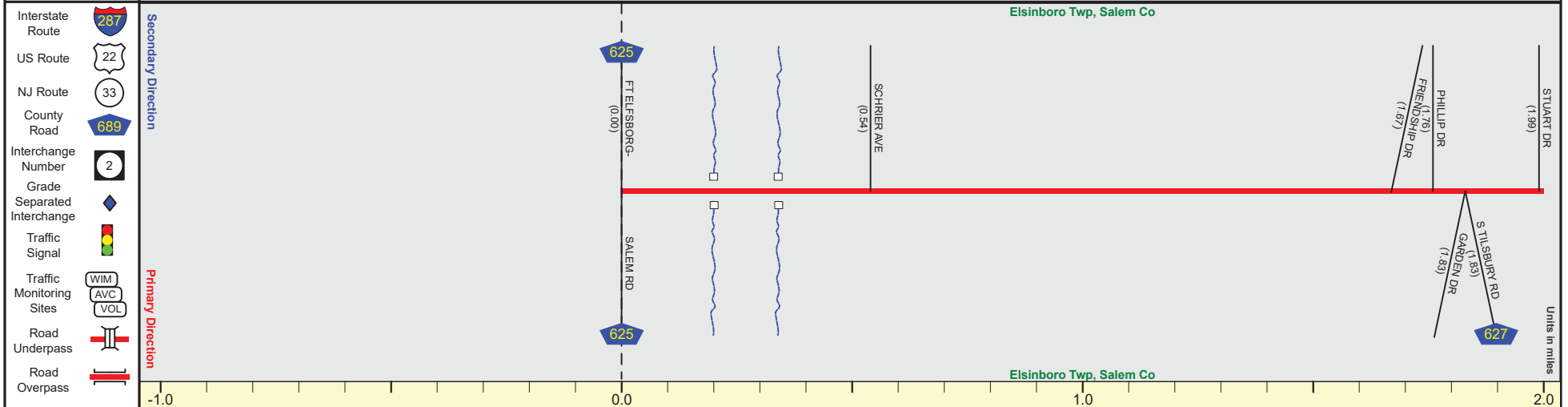


# SALEM COUNTY 661 (West to East)

Mile Posts: 0.000 - 2.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Sinnickson Landing Road		Tilbury Road
Jurisdiction	County		
Functional Class	Urban Local		
Federal Aid - NHS Sy	Non-Federal Aid		
Control Section	Begin Salem County 661 MP=0.00		
Speed Limit	35		
Number of Lanes	2		
Med. Type	None		
Med. Width	0		
Pavement	20		34
Shoulder	1		0
Traffic Volume			
Traffic Sta. ID			
Structure No.			
Enlarged Views			

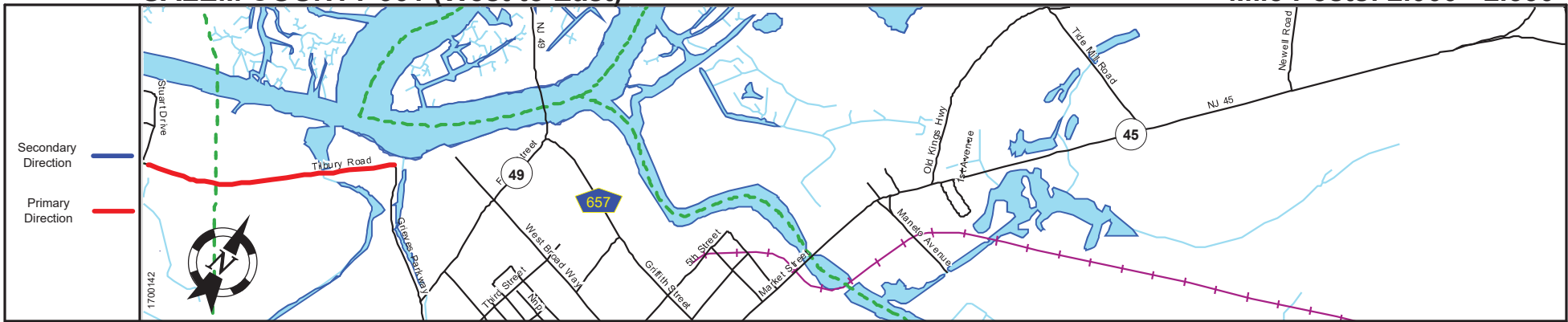
SRI = 17000661\_\_

Date last inventoried: June 2011

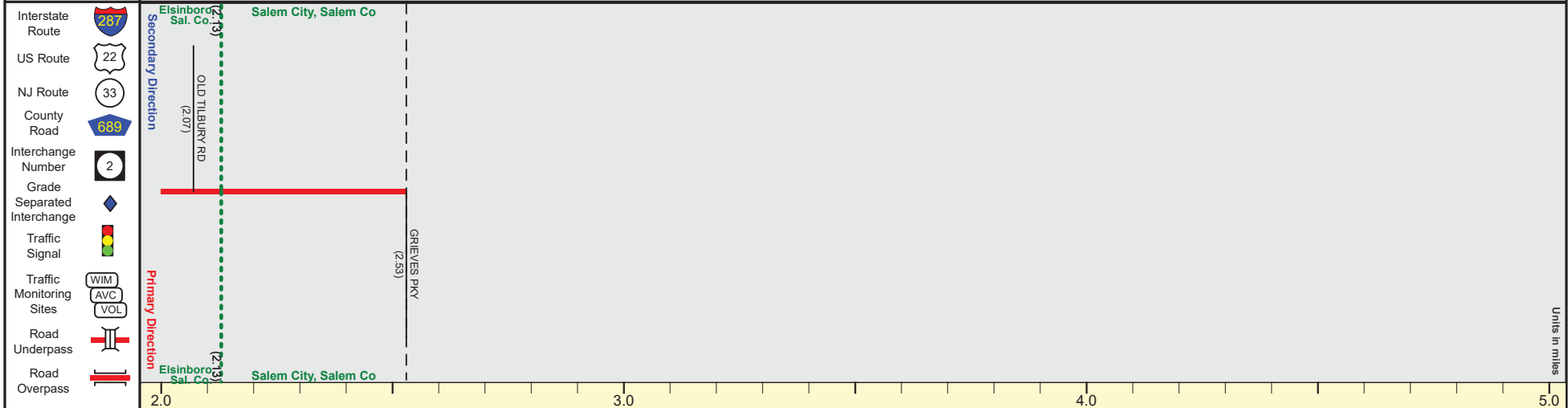


# SALEM COUNTY 661 (West to East)

Mile Posts: 2.000 - 2.530



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



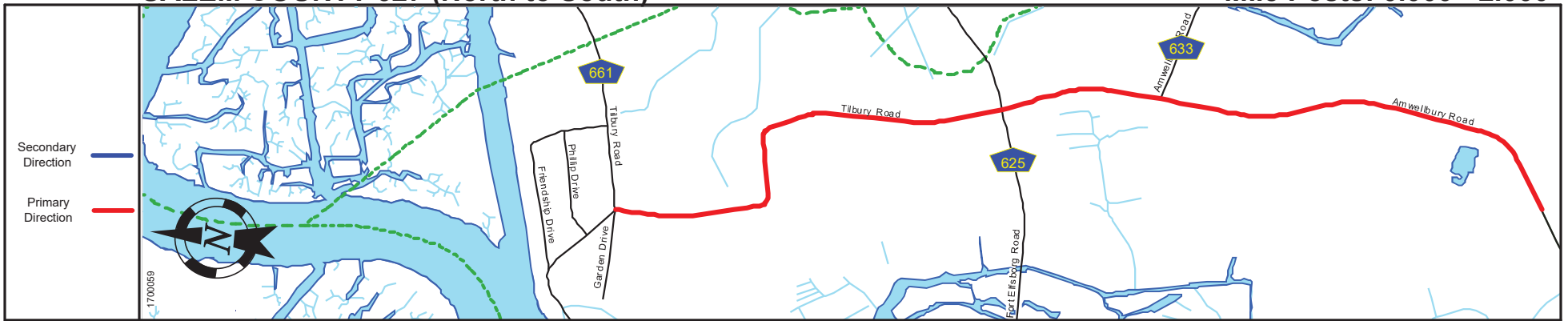
Street Name	Tilbury Road		
Jurisdiction	County		
Functional Class	Urban Local		
Federal Aid - NHS Sy	Non-Federal Aid		
Control Section	End Salem County 661 MP=2.53		
Speed Limit	35		
Number of Lanes	2		
Med. Type	None		
Med. Width	0		
Pavement	34	22	
Shoulder	0	1	2
Traffic Volume			
Traffic Sta. ID			
Structure No.			
Enlarged Views			

SRI = 1700661\_\_

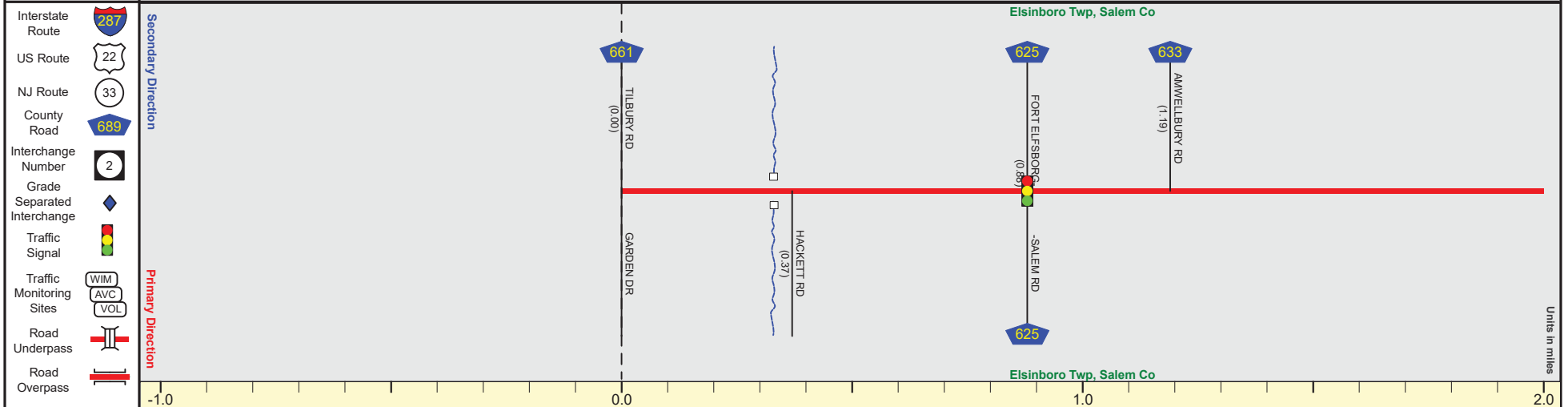
Date last inventoried: June 2011

# SALEM COUNTY 627 (North to South)

Mile Posts: 0.000 - 2.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



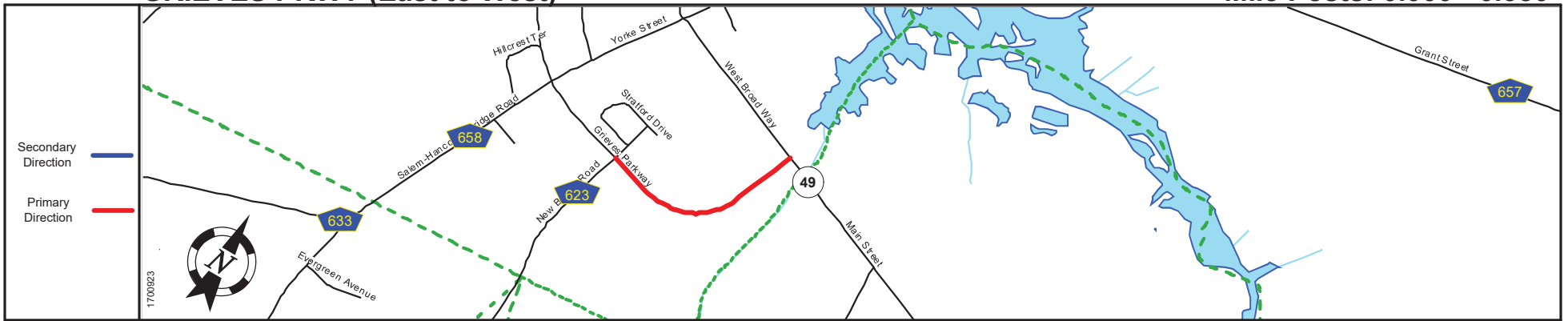
Street Name	Tilbury Road	Amwellbury Road
Jurisdiction	County	
Functional Class	Urban Local	Rural Local
Federal Aid - NHS Sy	Non-Federal Aid	
Control Section		
Speed Limit	25	
Number of Lanes	2	
Med. Type	None	
Med. Width	0	
Pavement	22	
Shoulder	1	
Traffic Volume		
Traffic Sta. ID		
Structure No.	CULVERT	
Enlarged Views		

SRI = 1700627\_\_

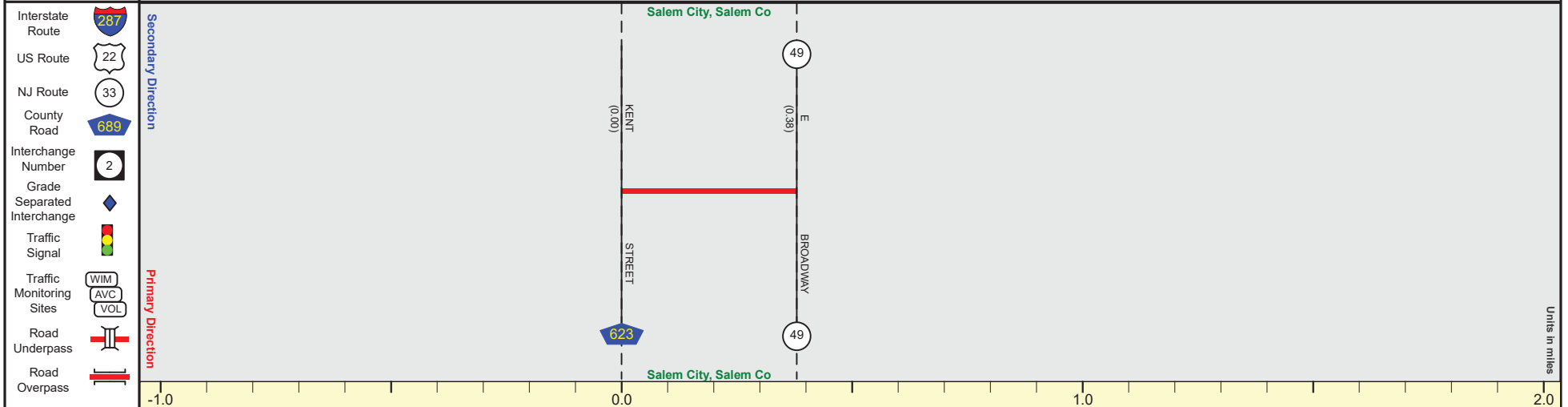
Date last inventoried: June 2011

# GRIEVES PKWY (East to West)

Mile Posts: 0.000 - 0.380



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



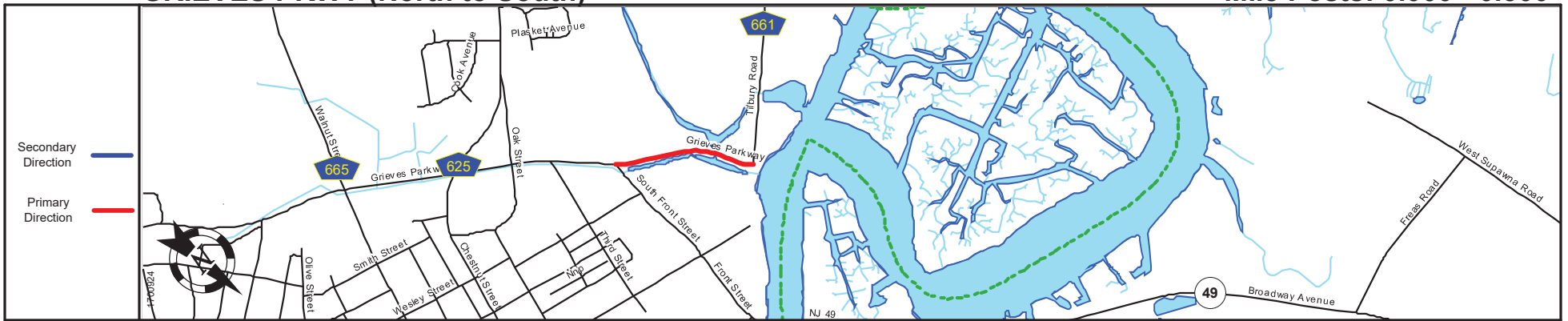
Street Name	Grieves Parkway
Jurisdiction	Municipal
Functional Class	Urban Major Collector
Federal Aid - NHS Sy	STP
Control Section	Begin Grieves Pkwy MP=0.00
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	24
Shoulder	0
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 17121098\_\_

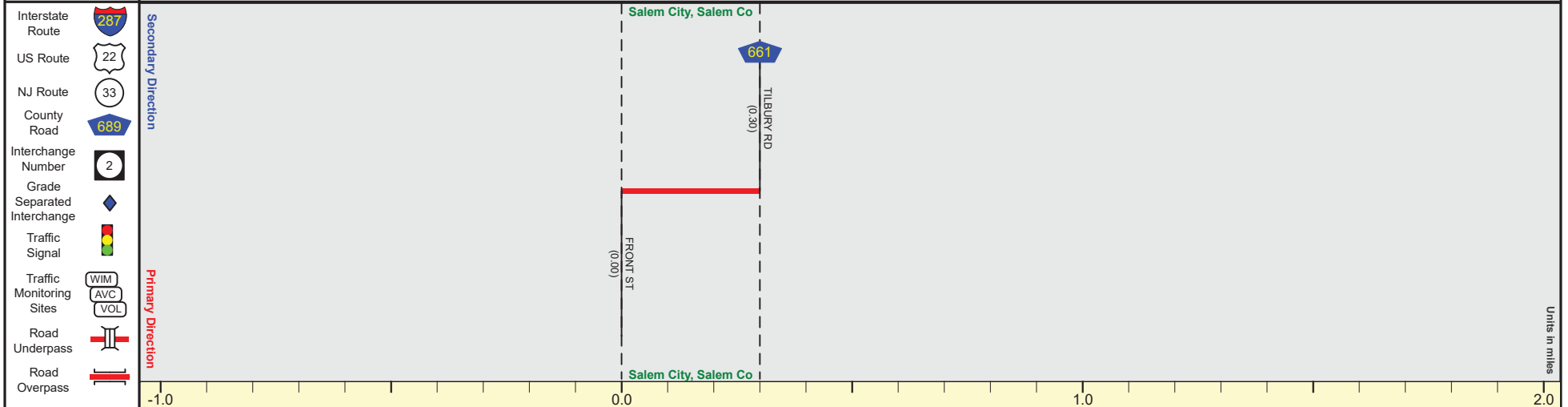
Date last inventoried: June 2011

# GRIEVES PKWY (North to South)

Mile Posts: 0.000 - 0.300



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



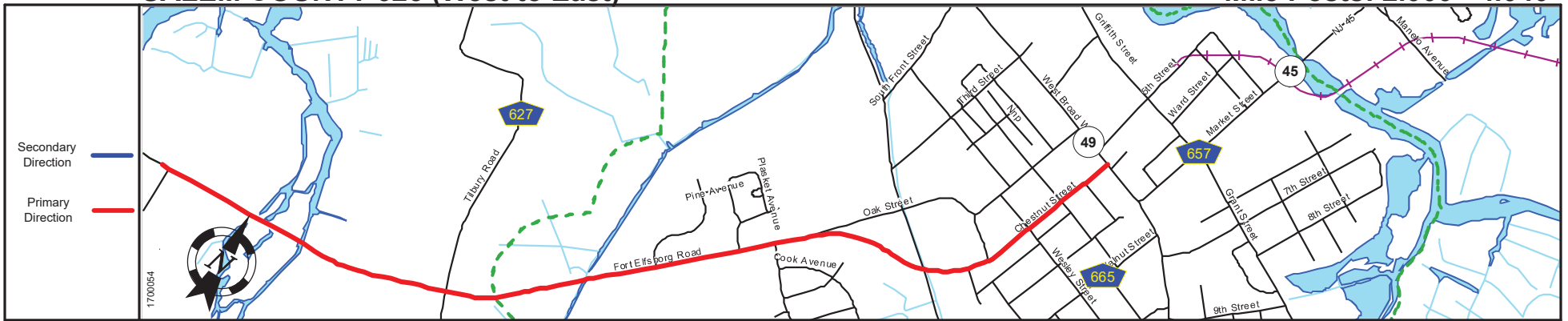
Street Name	Grieves Parkway
Jurisdiction	Municipal
Functional Class	Urban Major Collector
Federal Aid - NHS Sy	STP
Control Section	Begin Grieves Pkwy MP=0.00
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	24
Shoulder	8
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 17121099\_\_

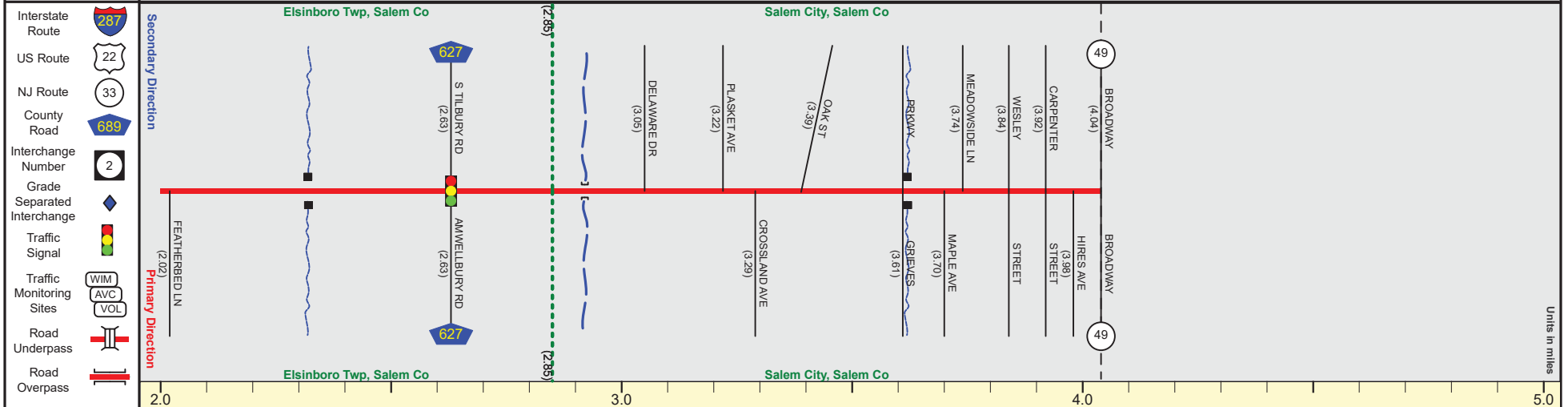
Date last inventoried: June 2011

# SALEM COUNTY 625 (West to East)

Mile Posts: 2.000 - 4.040



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Fort Elfsborg Road			+	Chestnut Street			
Jurisdiction	County							
Functional Class	Urban Major Collector							
Federal Aid - NHS Sy	STP							
Control Section								
Speed Limit	35			+	25			
Number of Lanes	2							
Med. Type	None							
Med. Width	0							
Pavement	22	+	28	+	34			
Shoulder	0	+	4	+	0			
Traffic Volume	1,471 (2012)				1,871 (2014)			
Traffic Sta. ID	111717				7-8,167			
Structure No.	CULVERT				CULVERT			
Enlarged Views								

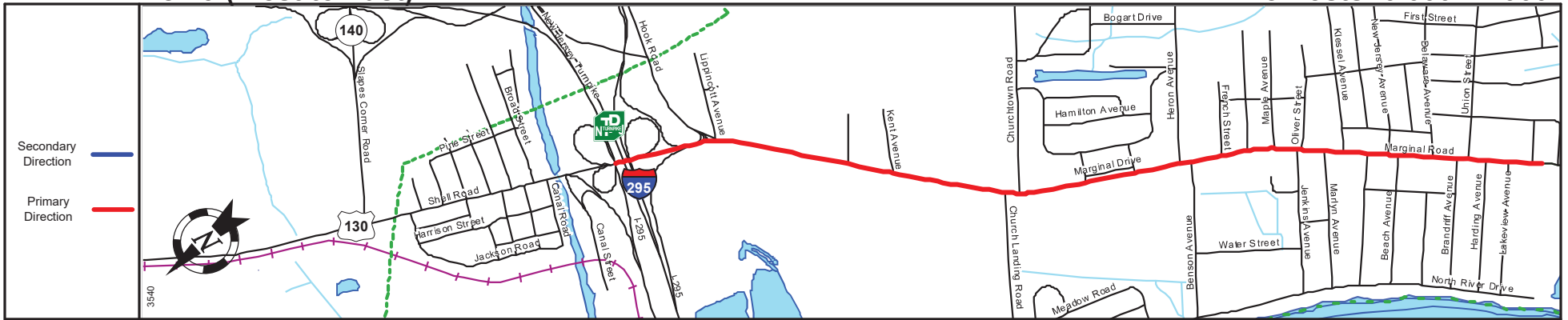
End Salem County 625 MP=4.04

SRI = 1700625\_\_

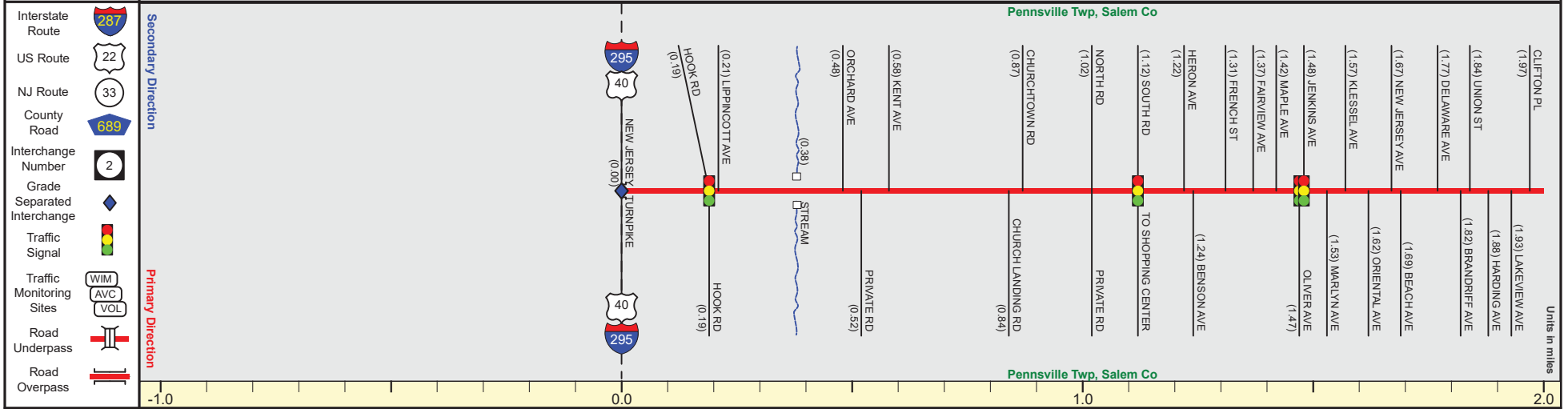
Date last inventoried: June 2011

# NJ 49 (West to East)

Mile Posts: 0.000 - 2.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



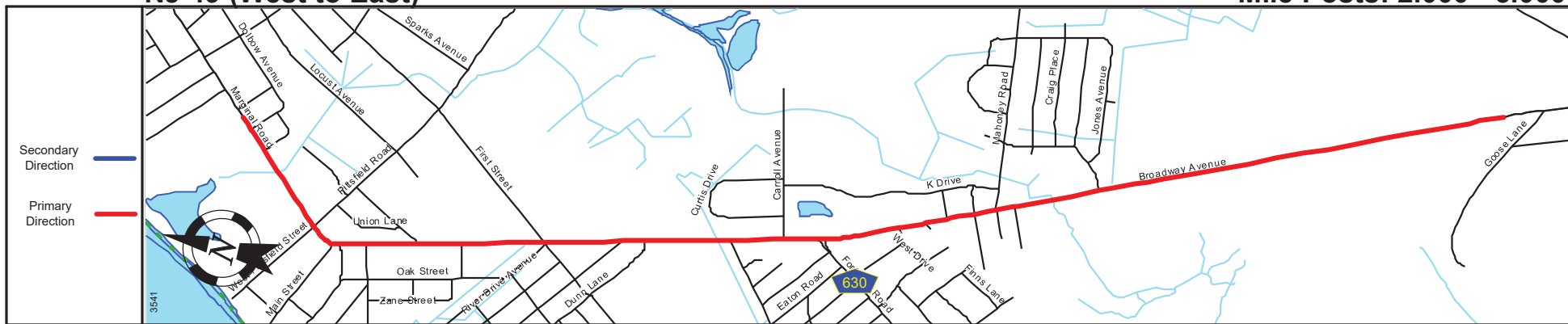
Street Name	Marginal Road
Jurisdiction	N.J.D.O.T.
Functional Class	Urban Principal Arterial
Federal Aid - NHS Sy	NHS
Control Section	1707
Speed Limit	40
Number of Lanes	2
Med. Type	None
Med. Width	0
Pavement	44
Shoulder	12
Traffic Volume	
Traffic Sta. ID	
Structure No.	TPK0.00
Enlarged Views	See Enlarged View #26

SRI = 0000049

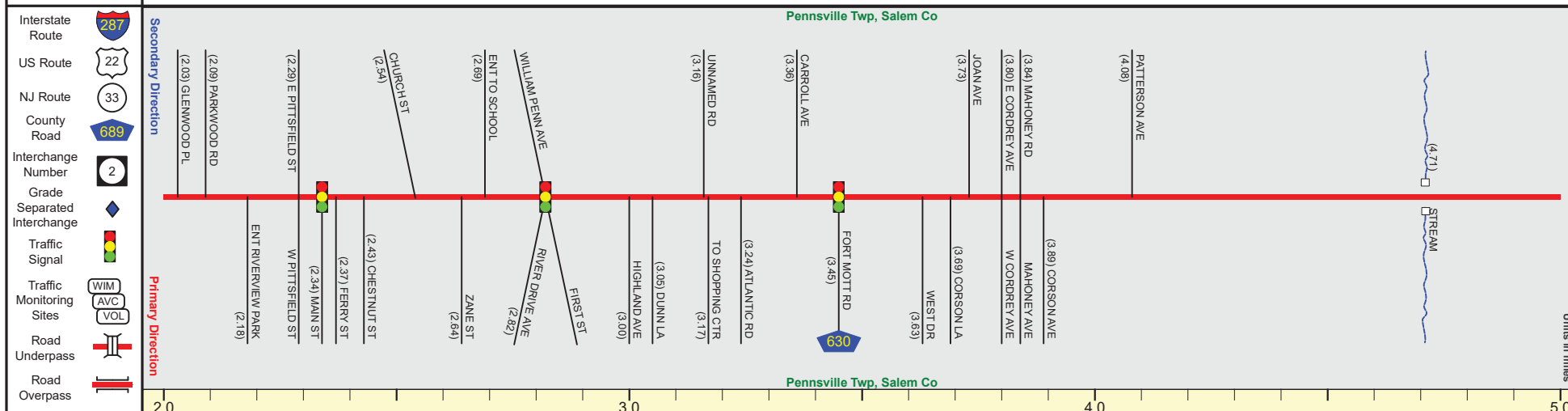
Date last inventoried: April 2015

# NJ 49 (West to East)

Mile Posts: 2.000 - 5.000



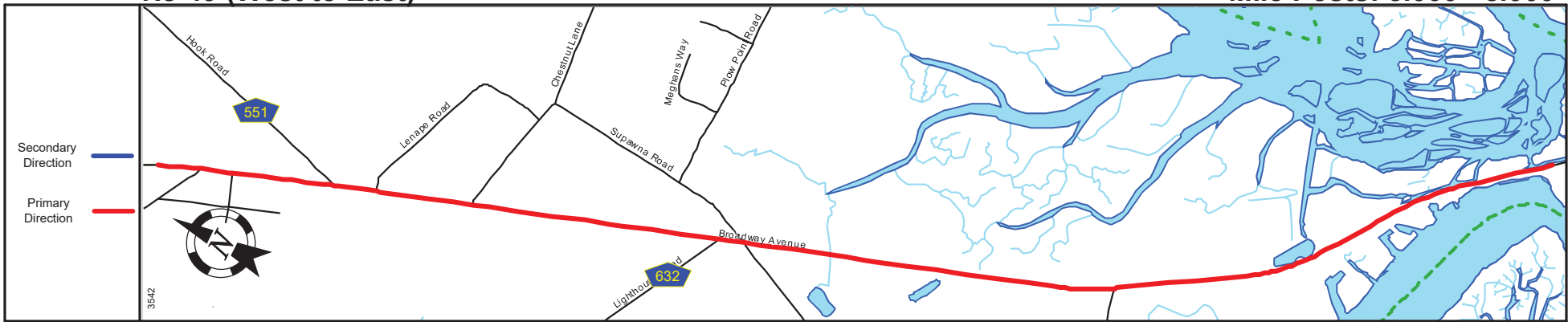
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



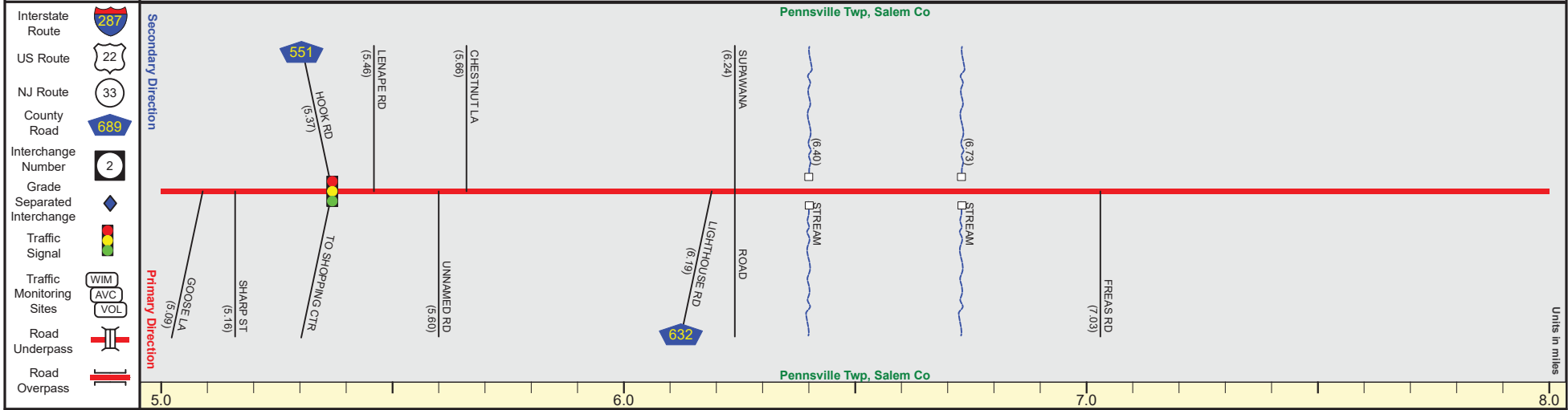
Street Name	Marginal Road									Broadway Avenue									
Jurisdiction	N.J.D.O.T.																		
Functional Class	Urban Principal Arterial																		
Federal Aid - NHS Sy	NHS																		
Control Section	1707																		
Speed Limit	35						40						50						
Number of Lanes	2																		
Med. Type	None																		
Med. Width	0																		
Pavement	24																		
Shoulder	8		6													8			
Traffic Volume																			
Traffic Sta. ID																			
Structure No.	N/A																		
Enlarged Views																			

SRI = 0000049

Date last inventoried: April 2015

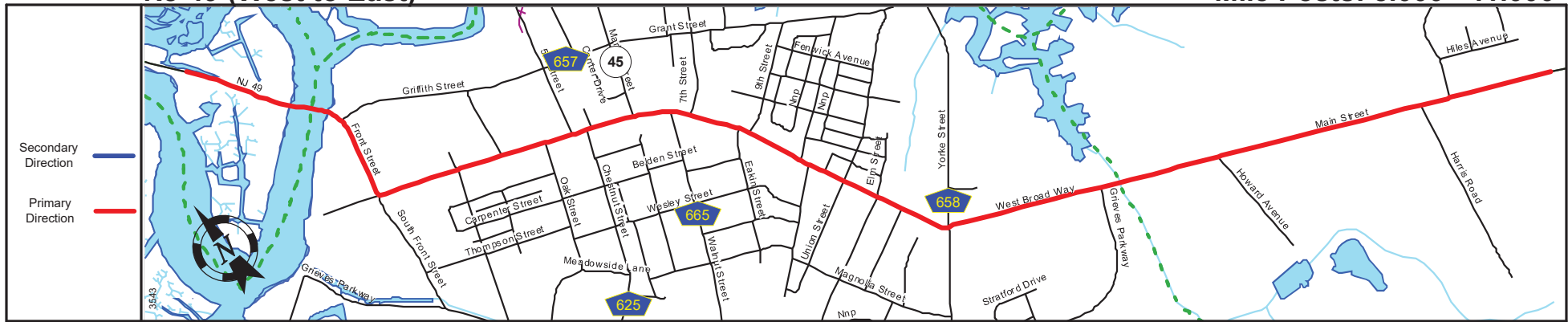


Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	

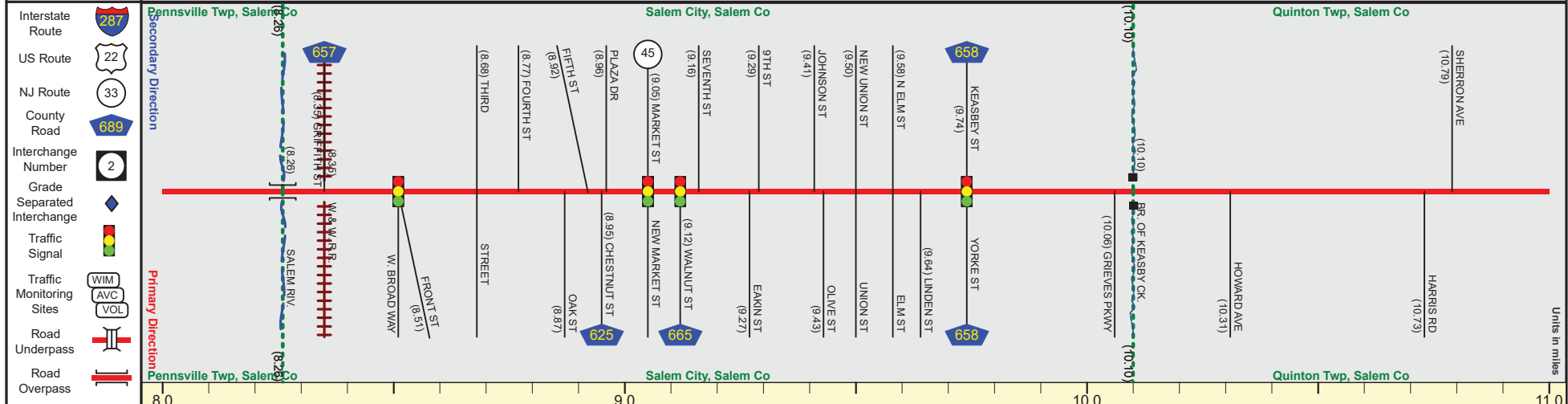


Street Name	Broadway Avenue	
Jurisdiction	N.J.D.O.T.	
Functional Class	Urban Principal Arterial	Rural Principal Arterial
Federal Aid - NHS Sy	NHS	
Control Section	1707	
Speed Limit	50	
Number of Lanes	2	
Med. Type	None	
Med. Width	0	
Pavement	24	
Shoulder	8	10
Traffic Volume	12,830,(2013)	12,186,(2014)
Traffic Sta. ID	131704	7-5-010
Structure No.	N/A	N/A
Enlarged Views		





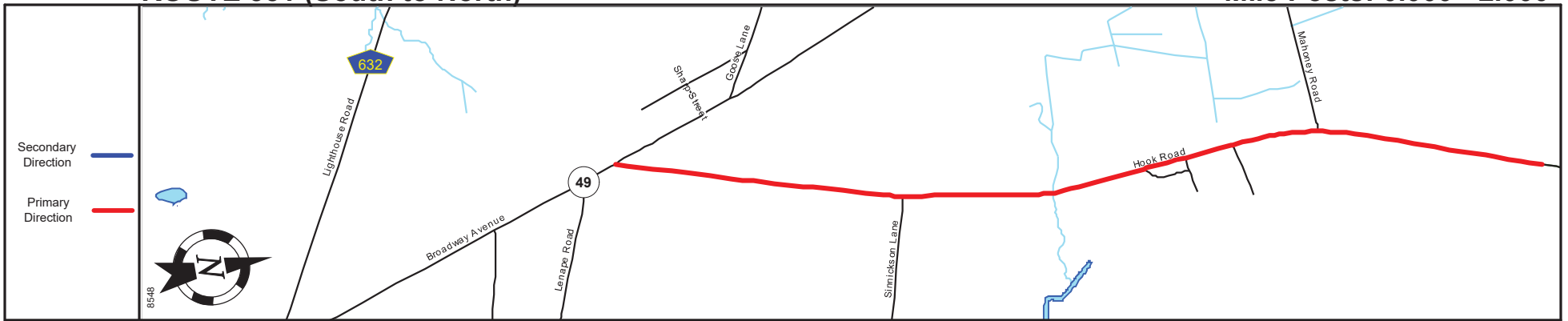
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



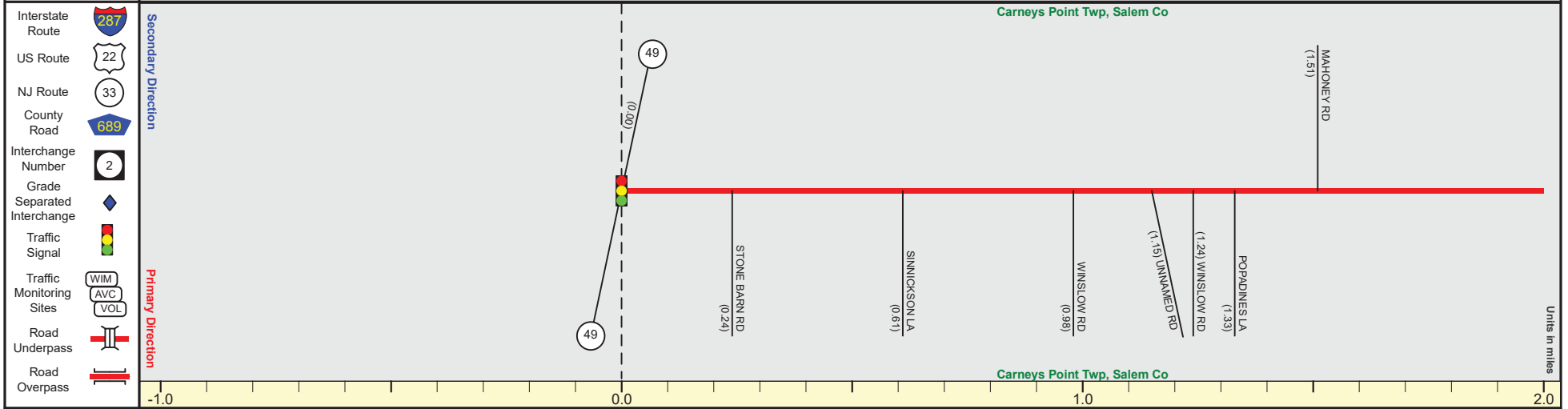
Street Name	NJ 49	Veterans of Salem County Memorial Bridge	Front Street	West Broad Way				Main Street							
Jurisdiction				N.J.D.O.T.											
Functional Class	Rural Principal Arterial			Urban Principal Arterial				Rural Principal Arterial							
Federal Aid - NHS Sy				NHS											
Control Section	1707			1708											
Speed Limit	50		30		25		30		35		45				
Number of Lanes							2								
Med. Type							None								
Med. Width							0								
Pavement	24		30		40		48		56		45		30		24
Shoulder	10								0						8
Traffic Volume			9,167 (2012)						10,476 (2011)				8,465 (2012)	7,293 (2014)	
Traffic Sta. ID			7-9-440						7-5-007				121705	7-5-006	
Structure No.			1707150											1708150	
Enlarged Views															

# ROUTE 551 (South to North)

Mile Posts: 0.000 - 2.000



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name		Hook Road	
Jurisdiction		County	
Functional Class		Urban Minor Arterial	
Federal Aid - NHS Sy		STP	
Control Section			
Speed Limit		50	
Number of Lanes		2	
Med. Type		None	
Med. Width		0	
Pavement		26	
Shoulder		6	
Traffic Volume		8,884 (2013)	10,688 (2013)
Traffic Sta. ID		13Q406	12V711
Structure No.			
Enlarged Views			

SRI = 0000551\_\_

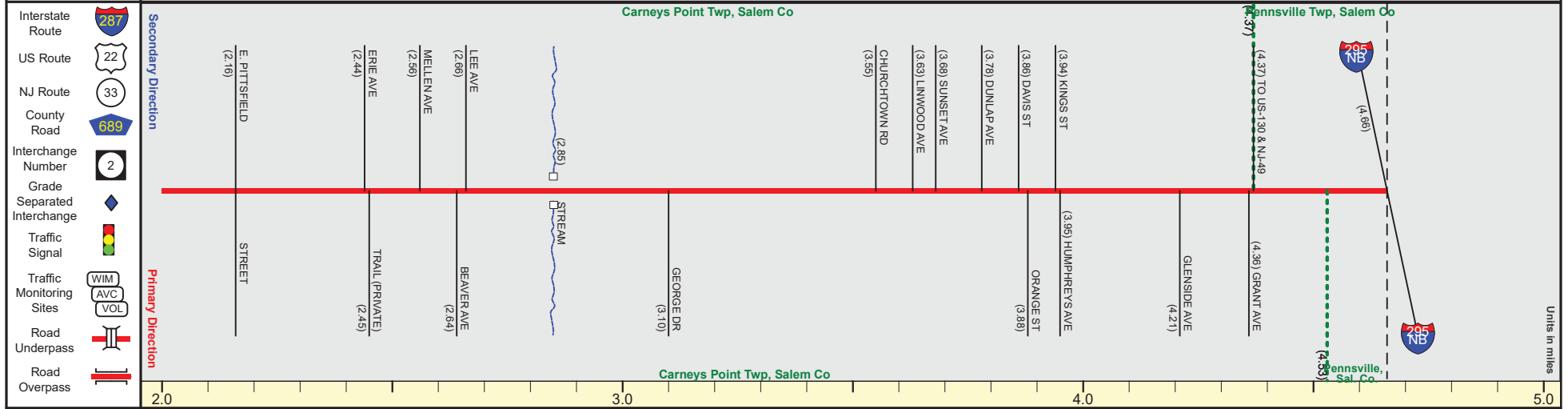
Date last inventoried: June 2012

# ROUTE 551 (South to North)

Mile Posts: 2.000 - 4.660



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Hook Road	
Jurisdiction	County	
Functional Class	Urban Minor Arterial	
Federal Aid - NHS Sy	STP	
Control Section		
Speed Limit	45	50
Number of Lanes		2
Med. Type	None	
Med. Width	0	
Pavement	26	24
Shoulder		6
Traffic Volume	11,878 (2012)	11,493 (2011)
Traffic Sta. ID	121708	7-8,152
Structure No.	N/A	
Enlarged Views	See Enlarged View #26	

MP 5.10-5.12 See NJ 140 MF 0.64-0.66  
 MP 4.66-5.10 See I 295 MP 1.39-1.75

SRI = 0000551\_

Date last inventoried: June 2012

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	3	2	3	0	2	10	12	4	0
Future Vol, veh/h	0	1	1	3	2	3	0	2	10	12	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	2	5	3	5	0	3	17	20	7	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	63	67	7	61	59	12	7	0	0	20	0	0
Stage 1	47	47	-	12	12	-	-	-	-	-	-	-
Stage 2	16	20	-	49	47	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	936	828	1081	939	836	1074	1627	-	-	1609	-	-
Stage 1	972	860	-	1014	890	-	-	-	-	-	-	-
Stage 2	1009	883	-	969	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	920	818	1081	928	826	1074	1627	-	-	1609	-	-
Mov Cap-2 Maneuver	920	818	-	928	826	-	-	-	-	-	-	-
Stage 1	972	850	-	1014	890	-	-	-	-	-	-	-
Stage 2	1001	883	-	954	850	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1627	-	-	931	947	1609	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.014	0.012	-	-
HCM Control Delay (s)	0	-	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	9.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	121	31	3	106	10	41	7	1	2	7	2
Future Vol, veh/h	2	121	31	3	106	10	41	7	1	2	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	2	2	0	0	0	0	0	0
Mvmt Flow	2	130	33	3	114	11	44	8	1	2	8	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	172	110	9	192	111	9	10	0	0	9	0	0
Stage 1	13	13	-	97	97	-	-	-	-	-	-	-
Stage 2	159	97	-	95	14	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.1	6.52	6.22	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4.018	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	796	773	1079	772	779	1073	1623	-	-	1624	-	-
Stage 1	1013	877	-	914	815	-	-	-	-	-	-	-
Stage 2	848	807	-	917	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	682	751	1079	635	757	1073	1623	-	-	1624	-	-
Mov Cap-2 Maneuver	682	751	-	635	757	-	-	-	-	-	-	-
Stage 1	986	876	-	889	793	-	-	-	-	-	-	-
Stage 2	699	785	-	756	883	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	10.7		10.6		6.1		1.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1623	-	-	772	799	1624	-
HCM Lane V/C Ratio	0.027	-	-	0.166	0.207	0.001	-
HCM Control Delay (s)	7.3	0	-	10.6	10.7	7.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.8	0	-

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	46	34	34	27	10	17	111	0	27	108	50
Future Vol, veh/h	2	46	34	34	27	10	17	111	0	27	108	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	2	53	40	40	31	12	20	129	0	31	126	58

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	43	0	0	93	0	0	286	214	37	259	200	73
Stage 1	-	-	-	-	-	-	117	117	-	77	77	-
Stage 2	-	-	-	-	-	-	169	97	-	182	123	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4.018	3.3
Pot Cap-1 Maneuver	1579	-	-	1514	-	-	670	680	1041	698	696	995
Stage 1	-	-	-	-	-	-	892	795	-	937	831	-
Stage 2	-	-	-	-	-	-	838	811	-	824	794	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1579	-	-	1514	-	-	530	661	1041	581	677	995
Mov Cap-2 Maneuver	-	-	-	-	-	-	530	661	-	581	677	-
Stage 1	-	-	-	-	-	-	891	774	-	936	830	-
Stage 2	-	-	-	-	-	-	669	810	-	668	773	-

Approach	EB			WB			SE			NW		
HCM Control Delay, s	0.2			3.6			12.3			12.1		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NWLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	722	1579	-	-	1514	-	-	640
HCM Lane V/C Ratio	0.298	0.001	-	-	0.026	-	-	0.233
HCM Control Delay (s)	12.1	7.3	0	-	7.4	0	-	12.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.2	0	-	-	0.1	-	-	0.9

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	52	5	6	48	2	12	3	14	3	5	6
Future Vol, veh/h	4	52	5	6	48	2	12	3	14	3	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	4	58	6	7	54	2	13	3	16	3	6	7

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	56	0	0	64	0	0	145	139	61	148	141	55
Stage 1	-	-	-	-	-	-	69	69	-	69	69	-
Stage 2	-	-	-	-	-	-	76	70	-	79	72	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1562	-	-	1551	-	-	828	756	990	825	754	1018
Stage 1	-	-	-	-	-	-	946	841	-	946	841	-
Stage 2	-	-	-	-	-	-	938	841	-	935	839	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1562	-	-	1551	-	-	813	750	990	804	748	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	813	750	-	804	748	-
Stage 1	-	-	-	-	-	-	943	838	-	943	837	-
Stage 2	-	-	-	-	-	-	921	837	-	914	836	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.5		0.8		9.2		9.3	
HCM LOS					A		A	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	881	1562	-	-	1551	-	-	858
HCM Lane V/C Ratio	0.037	0.003	-	-	0.004	-	-	0.018
HCM Control Delay (s)	9.2	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	203	107	36	22	13
Future Vol, veh/h	17	203	107	36	22	13
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	221	116	39	24	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	155	0	-	0	393 136
Stage 1	-	-	-	-	136 -
Stage 2	-	-	-	-	257 -
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	1425	-	-	-	611 913
Stage 1	-	-	-	-	890 -
Stage 2	-	-	-	-	786 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1425	-	-	-	602 913
Mov Cap-2 Maneuver	-	-	-	-	602 -
Stage 1	-	-	-	-	878 -
Stage 2	-	-	-	-	786 -

Approach	NB	SB	SE
HCM Control Delay, s	0.6	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1425	-	689	-	-
HCM Lane V/C Ratio	0.013	-	0.055	-	-
HCM Control Delay (s)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	1	12	7	18	1	5	19	16	2	0
Future Vol, veh/h	0	3	1	12	7	18	1	5	19	16	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	1	14	8	20	1	6	22	18	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	71	68	2	59	57	17	2	0	0	28	0	0
Stage 1	38	38	-	19	19	-	-	-	-	-	-	-
Stage 2	33	30	-	40	38	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	925	826	1088	942	838	1068	1634	-	-	1599	-	-
Stage 1	982	867	-	1005	884	-	-	-	-	-	-	-
Stage 2	988	874	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	893	816	1088	930	828	1068	1634	-	-	1599	-	-
Mov Cap-2 Maneuver	893	816	-	930	828	-	-	-	-	-	-	-
Stage 1	981	857	-	1004	883	-	-	-	-	-	-	-
Stage 2	959	873	-	964	857	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		8.9		0.3		6.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	870	968	1599	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.043	0.011	-	-
HCM Control Delay (s)	7.2	0	-	9.2	8.9	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	10.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	72	46	2	176	6	38	5	3	1	8	4
Future Vol, veh/h	7	72	46	2	176	6	38	5	3	1	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	8	86	55	2	210	7	45	6	4	1	10	5

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	222	115	13	183	115	8	15	0	0	10	0	0
Stage 1	15	15	-	98	98	-	-	-	-	-	-	-
Stage 2	207	100	-	85	17	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.1	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.5	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	738	773	1073	783	777	1080	1616	-	-	1623	-	-
Stage 1	1010	881	-	913	816	-	-	-	-	-	-	-
Stage 2	800	810	-	928	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	564	751	1073	663	754	1080	1616	-	-	1623	-	-
Mov Cap-2 Maneuver	564	751	-	663	754	-	-	-	-	-	-	-
Stage 1	982	880	-	887	793	-	-	-	-	-	-	-
Stage 2	568	787	-	794	882	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	10.3		11.6		6		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1616	-	-	760	827	1623	-
HCM Lane V/C Ratio	0.028	-	-	0.288	0.18	0.001	-
HCM Control Delay (s)	7.3	0	-	11.6	10.3	7.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0	-

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	40	21	13	41	10	8	64	5	29	174	21
Future Vol, veh/h	1	40	21	13	41	10	8	64	5	29	174	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	1	43	23	14	45	11	9	70	5	32	189	23

Major/Minor	Major1		Major2		Minor2		Minor1					
Conflicting Flow All	56	0	0	66	0	0	242	147	51	173	141	55
Stage 1	-	-	-	-	-	-	79	79	-	57	57	-
Stage 2	-	-	-	-	-	-	163	68	-	116	84	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.53	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.53	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.53	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.027	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1562	-	-	1549	-	-	716	743	1023	794	752	1018
Stage 1	-	-	-	-	-	-	935	827	-	960	849	-
Stage 2	-	-	-	-	-	-	844	836	-	894	827	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1562	-	-	1549	-	-	558	736	1023	727	744	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	558	736	-	727	744	-
Stage 1	-	-	-	-	-	-	934	820	-	959	848	-
Stage 2	-	-	-	-	-	-	640	835	-	806	820	-

Approach	EB		WB		SE		NW	
HCM Control Delay, s	0.1		1.5		10.6		11.9	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NWLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	761	1562	-	-	1549	-	-	725
HCM Lane V/C Ratio	0.32	0.001	-	-	0.009	-	-	0.115
HCM Control Delay (s)	11.9	7.3	0	-	7.3	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	47	1	4	75	6	4	6	11	5	6	5
Future Vol, veh/h	5	47	1	4	75	6	4	6	11	5	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	6	53	1	5	85	7	5	7	13	6	7	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	92	0	0	54	0	0	171	168	54	175	165	89
Stage 1	-	-	-	-	-	-	66	66	-	99	99	-
Stage 2	-	-	-	-	-	-	105	102	-	76	66	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1515	-	-	1564	-	-	797	728	999	792	731	975
Stage 1	-	-	-	-	-	-	950	844	-	912	817	-
Stage 2	-	-	-	-	-	-	906	815	-	938	844	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1515	-	-	1564	-	-	783	723	999	772	726	975
Mov Cap-2 Maneuver	-	-	-	-	-	-	783	723	-	772	726	-
Stage 1	-	-	-	-	-	-	946	841	-	908	815	-
Stage 2	-	-	-	-	-	-	891	813	-	915	841	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			9.3			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	860	1515	-	-	1564	-	-	805
HCM Lane V/C Ratio	0.028	0.004	-	-	0.003	-	-	0.023
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	147	287	32	16	28
Future Vol, veh/h	18	147	287	32	16	28
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	160	312	35	17	30

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	347	0	-	0	530 330
Stage 1	-	-	-	-	330 -
Stage 2	-	-	-	-	200 -
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	1212	-	-	-	510 712
Stage 1	-	-	-	-	728 -
Stage 2	-	-	-	-	834 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1212	-	-	-	501 712
Mov Cap-2 Maneuver	-	-	-	-	501 -
Stage 1	-	-	-	-	715 -
Stage 2	-	-	-	-	834 -

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1212	-	617	-	-
HCM Lane V/C Ratio	0.016	-	0.078	-	-
HCM Control Delay (s)	8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	3	2	3	0	2	10	12	4	0
Future Vol, veh/h	0	1	1	3	2	3	0	2	10	12	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	2	5	3	5	0	3	17	20	7	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	63	67	7	61	59	12	7	0	0	20	0	0
Stage 1	47	47	-	12	12	-	-	-	-	-	-	-
Stage 2	16	20	-	49	47	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	936	828	1081	939	836	1074	1627	-	-	1609	-	-
Stage 1	972	860	-	1014	890	-	-	-	-	-	-	-
Stage 2	1009	883	-	969	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	920	818	1081	928	826	1074	1627	-	-	1609	-	-
Mov Cap-2 Maneuver	920	818	-	928	826	-	-	-	-	-	-	-
Stage 1	972	850	-	1014	890	-	-	-	-	-	-	-
Stage 2	1001	883	-	954	850	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1627	-	-	931	947	1609	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.014	0.012	-	-
HCM Control Delay (s)	0	-	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection													
Int Delay, s/veh	9.7												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	2	123	32	3	108	10	42	7	1	2	7	2	
Future Vol, veh/h	2	123	32	3	108	10	42	7	1	2	7	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	2	2	0	0	0	0	0	0	0
Mvmt Flow	2	132	34	3	116	11	45	8	1	2	8	2	

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	175	112	9	195	113	9	10	0	0	9	0	0	
Stage 1	13	13	-	99	99	-	-	-	-	-	-	-	-
Stage 2	162	99	-	96	14	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.1	6.52	6.22	4.1	-	-	4.1	-	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.1	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.1	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4.018	3.318	2.2	-	-	2.2	-	-	-
Pot Cap-1 Maneuver	792	771	1079	769	777	1073	1623	-	-	1624	-	-	-
Stage 1	1013	877	-	912	813	-	-	-	-	-	-	-	-
Stage 2	845	805	-	916	884	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-	-
Mov Cap-1 Maneuver	676	749	1079	630	754	1073	1623	-	-	1624	-	-	-
Mov Cap-2 Maneuver	676	749	-	630	754	-	-	-	-	-	-	-	-
Stage 1	985	876	-	886	790	-	-	-	-	-	-	-	-
Stage 2	694	782	-	752	883	-	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	10.7		10.6		6.1		1.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1623	-	-	769	798	1624	-
HCM Lane V/C Ratio	0.028	-	-	0.169	0.212	0.001	-
HCM Control Delay (s)	7.3	0	-	10.6	10.7	7.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.8	0	-

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	47	35	35	28	10	17	113	0	28	110	51
Future Vol, veh/h	2	47	35	35	28	10	17	113	0	28	110	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	2	55	41	41	33	12	20	131	0	33	128	59

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	45	0	0	96	0	0	294	221	39	267	207	76
Stage 1	-	-	-	-	-	-	121	121	-	80	80	-
Stage 2	-	-	-	-	-	-	173	100	-	187	127	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4.018	3.3
Pot Cap-1 Maneuver	1576	-	-	1510	-	-	662	674	1038	690	690	991
Stage 1	-	-	-	-	-	-	888	792	-	934	828	-
Stage 2	-	-	-	-	-	-	834	808	-	819	791	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1576	-	-	1510	-	-	520	654	1038	571	670	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	654	-	571	670	-
Stage 1	-	-	-	-	-	-	887	770	-	933	827	-
Stage 2	-	-	-	-	-	-	662	807	-	660	769	-

Approach	EB			WB			SE			NW		
HCM Control Delay, s	0.2			3.6			12.5			12.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NWLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	714	1576	-	-	1510	-	-	633
HCM Lane V/C Ratio	0.308	0.001	-	-	0.027	-	-	0.239
HCM Control Delay (s)	12.3	7.3	0	-	7.5	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.9



Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	53	5	6	49	2	12	3	14	3	5	6
Future Vol, veh/h	4	53	5	6	49	2	12	3	14	3	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	4	60	6	7	55	2	13	3	16	3	6	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	66	0	0	148	142	63	151	144	56
Stage 1	-	-	-	-	-	-	71	71	-	70	70	-
Stage 2	-	-	-	-	-	-	77	71	-	81	74	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1560	-	-	1549	-	-	825	753	988	821	751	1016
Stage 1	-	-	-	-	-	-	944	840	-	945	841	-
Stage 2	-	-	-	-	-	-	937	840	-	932	837	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1549	-	-	810	747	988	800	745	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	747	-	800	745	-
Stage 1	-	-	-	-	-	-	941	837	-	942	837	-
Stage 2	-	-	-	-	-	-	920	836	-	911	834	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.8			9.3			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	879	1560	-	-	1549	-	-	855
HCM Lane V/C Ratio	0.037	0.003	-	-	0.004	-	-	0.018
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	207	109	37	22	13
Future Vol, veh/h	17	207	109	37	22	13
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	225	118	40	24	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	158	0	-	0	399 138
Stage 1	-	-	-	-	138 -
Stage 2	-	-	-	-	261 -
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	1422	-	-	-	607 910
Stage 1	-	-	-	-	889 -
Stage 2	-	-	-	-	783 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1422	-	-	-	599 910
Mov Cap-2 Maneuver	-	-	-	-	599 -
Stage 1	-	-	-	-	877 -
Stage 2	-	-	-	-	783 -

Approach	NB	SB	SE
HCM Control Delay, s	0.6	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1422	-	686	-	-
HCM Lane V/C Ratio	0.013	-	0.055	-	-
HCM Control Delay (s)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	1	12	7	18	1	5	19	16	2	0
Future Vol, veh/h	0	3	1	12	7	18	1	5	19	16	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	1	14	8	20	1	6	22	18	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	71	68	2	59	57	17	2	0	0	28	0	0
Stage 1	38	38	-	19	19	-	-	-	-	-	-	-
Stage 2	33	30	-	40	38	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	925	826	1088	942	838	1068	1634	-	-	1599	-	-
Stage 1	982	867	-	1005	884	-	-	-	-	-	-	-
Stage 2	988	874	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	893	816	1088	930	828	1068	1634	-	-	1599	-	-
Mov Cap-2 Maneuver	893	816	-	930	828	-	-	-	-	-	-	-
Stage 1	981	857	-	1004	883	-	-	-	-	-	-	-
Stage 2	959	873	-	964	857	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		8.9		0.3		6.5	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	870	968	1599	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.043	0.011	-
HCM Control Delay (s)	7.2	0	-	9.2	8.9	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-

Intersection												
Int Delay, s/veh	10.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	73	47	2	180	6	39	5	3	1	8	4
Future Vol, veh/h	7	73	47	2	180	6	39	5	3	1	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	8	87	56	2	214	7	46	6	4	1	10	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	226	117	13	186	117	8	15	0	0	10	0	0
Stage 1	15	15	-	100	100	-	-	-	-	-	-	-
Stage 2	211	102	-	86	17	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.1	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.5	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	734	771	1073	779	775	1080	1616	-	-	1623	-	-
Stage 1	1010	881	-	911	814	-	-	-	-	-	-	-
Stage 2	796	809	-	927	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	556	748	1073	657	752	1080	1616	-	-	1623	-	-
Mov Cap-2 Maneuver	556	748	-	657	752	-	-	-	-	-	-	-
Stage 1	981	880	-	885	790	-	-	-	-	-	-	-
Stage 2	560	786	-	791	882	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	10.3		11.7		6.1		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1616	-	-	758	825	1623	-
HCM Lane V/C Ratio	0.029	-	-	0.295	0.183	0.001	-
HCM Control Delay (s)	7.3	0	-	11.7	10.3	7.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.2	0.7	0	-

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	41	21	13	42	10	8	65	5	30	177	21
Future Vol, veh/h	1	41	21	13	42	10	8	65	5	30	177	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	1	45	23	14	46	11	9	71	5	33	192	23

Major/Minor	Major1		Major2		Minor2		Minor1					
Conflicting Flow All	57	0	0	68	0	0	246	150	52	177	144	57
Stage 1	-	-	-	-	-	-	80	80	-	59	59	-
Stage 2	-	-	-	-	-	-	166	70	-	118	85	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.53	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.53	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.53	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.027	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1560	-	-	1546	-	-	712	740	1021	790	749	1015
Stage 1	-	-	-	-	-	-	934	826	-	958	848	-
Stage 2	-	-	-	-	-	-	841	835	-	891	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1546	-	-	553	733	1021	722	742	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	733	-	722	742	-
Stage 1	-	-	-	-	-	-	933	819	-	957	847	-
Stage 2	-	-	-	-	-	-	635	834	-	803	819	-

Approach	EB		WB		SE		NW	
HCM Control Delay, s	0.1		1.5		10.6		12	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NWLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	758	1560	-	-	1546	-	-	722
HCM Lane V/C Ratio	0.327	0.001	-	-	0.009	-	-	0.117
HCM Control Delay (s)	12	7.3	0	-	7.3	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.4	0	-	-	0	-	-	0.4

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	48	1	4	77	6	4	6	11	5	6	5
Future Vol, veh/h	5	48	1	4	77	6	4	6	11	5	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	6	55	1	5	88	7	5	7	13	6	7	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	56	0	0	176	173	56	180	170	92
Stage 1	-	-	-	-	-	-	68	68	-	102	102	-
Stage 2	-	-	-	-	-	-	108	105	-	78	68	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1512	-	-	1562	-	-	791	724	997	786	727	971
Stage 1	-	-	-	-	-	-	947	842	-	909	815	-
Stage 2	-	-	-	-	-	-	902	812	-	936	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	1562	-	-	777	719	997	766	722	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	777	719	-	766	722	-
Stage 1	-	-	-	-	-	-	943	839	-	905	813	-
Stage 2	-	-	-	-	-	-	887	810	-	913	839	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			9.3			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	856	1512	-	-	1562	-	-	801
HCM Lane V/C Ratio	0.028	0.004	-	-	0.003	-	-	0.023
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	150	293	33	16	29
Future Vol, veh/h	18	150	293	33	16	29
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	163	318	36	17	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	354	0	0	539	336
Stage 1	-	-	-	336	-
Stage 2	-	-	-	203	-
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	1205	-	-	503	706
Stage 1	-	-	-	724	-
Stage 2	-	-	-	831	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1205	-	-	494	706
Mov Cap-2 Maneuver	-	-	-	494	-
Stage 1	-	-	-	711	-
Stage 2	-	-	-	831	-

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1205	-	613	-	-
HCM Lane V/C Ratio	0.016	-	0.08	-	-
HCM Control Delay (s)	8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	1	3	2	3	0	2	10	12	4	0
Future Vol, veh/h	0	1	1	3	2	3	0	2	10	12	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	60	60	60	60	60	60	60	60	60
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	2	5	3	5	0	3	17	20	7	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	63	67	7	61	59	12	7	0	0	20	0	0
Stage 1	47	47	-	12	12	-	-	-	-	-	-	-
Stage 2	16	20	-	49	47	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	936	828	1081	939	836	1074	1627	-	-	1609	-	-
Stage 1	972	860	-	1014	890	-	-	-	-	-	-	-
Stage 2	1009	883	-	969	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	920	818	1081	928	826	1074	1627	-	-	1609	-	-
Mov Cap-2 Maneuver	920	818	-	928	826	-	-	-	-	-	-	-
Stage 1	972	850	-	1014	890	-	-	-	-	-	-	-
Stage 2	1001	883	-	954	850	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1627	-	-	931	947	1609	-	-
HCM Lane V/C Ratio	-	-	-	0.004	0.014	0.012	-	-
HCM Control Delay (s)	0	-	-	8.9	8.9	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Intersection													
Int Delay, s/veh	9.7												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	2	123	32	3	108	10	42	7	1	2	7	2	
Future Vol, veh/h	2	123	32	3	108	10	42	7	1	2	7	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	6	0	0	2	2	0	0	0	0	0	0	0
Mvmt Flow	2	132	34	3	116	11	45	8	1	2	8	2	

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	175	112	9	195	113	9	10	0	0	9	0	0	
Stage 1	13	13	-	99	99	-	-	-	-	-	-	-	-
Stage 2	162	99	-	96	14	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.56	6.2	7.1	6.52	6.22	4.1	-	-	4.1	-	-	-
Critical Hdwy Stg 1	6.1	5.56	-	6.1	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.56	-	6.1	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4.018	3.318	2.2	-	-	2.2	-	-	-
Pot Cap-1 Maneuver	792	771	1079	769	777	1073	1623	-	-	1624	-	-	-
Stage 1	1013	877	-	912	813	-	-	-	-	-	-	-	-
Stage 2	845	805	-	916	884	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-	-
Mov Cap-1 Maneuver	676	749	1079	630	754	1073	1623	-	-	1624	-	-	-
Mov Cap-2 Maneuver	676	749	-	630	754	-	-	-	-	-	-	-	-
Stage 1	985	876	-	886	790	-	-	-	-	-	-	-	-
Stage 2	694	782	-	752	883	-	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	10.7		10.6		6.1		1.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1623	-	-	769	798	1624	-
HCM Lane V/C Ratio	0.028	-	-	0.169	0.212	0.001	-
HCM Control Delay (s)	7.3	0	-	10.6	10.7	7.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.8	0	-

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	47	35	35	28	10	17	113	0	28	110	51
Future Vol, veh/h	2	47	35	35	28	10	17	113	0	28	110	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	2	0
Mvmt Flow	2	55	41	41	33	12	20	131	0	33	128	59

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	45	0	0	96	0	0	294	221	39	267	207	76
Stage 1	-	-	-	-	-	-	121	121	-	80	80	-
Stage 2	-	-	-	-	-	-	173	100	-	187	127	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.54	6.2	7.1	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.54	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.54	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.036	3.3	3.5	4.018	3.3
Pot Cap-1 Maneuver	1576	-	-	1510	-	-	662	674	1038	690	690	991
Stage 1	-	-	-	-	-	-	888	792	-	934	828	-
Stage 2	-	-	-	-	-	-	834	808	-	819	791	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1576	-	-	1510	-	-	520	654	1038	571	670	991
Mov Cap-2 Maneuver	-	-	-	-	-	-	520	654	-	571	670	-
Stage 1	-	-	-	-	-	-	887	770	-	933	827	-
Stage 2	-	-	-	-	-	-	662	807	-	660	769	-

Approach	EB			WB			SE			NW		
HCM Control Delay, s	0.2			3.6			12.5			12.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NWLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	714	1576	-	-	1510	-	-	633
HCM Lane V/C Ratio	0.308	0.001	-	-	0.027	-	-	0.239
HCM Control Delay (s)	12.3	7.3	0	-	7.5	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0	-	-	0.1	-	-	0.9

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	53	5	6	49	2	12	3	14	3	5	6
Future Vol, veh/h	4	53	5	6	49	2	12	3	14	3	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	4	60	6	7	55	2	13	3	16	3	6	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	66	0	0	148	142	63	151	144	56
Stage 1	-	-	-	-	-	-	71	71	-	70	70	-
Stage 2	-	-	-	-	-	-	77	71	-	81	74	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1560	-	-	1549	-	-	825	753	988	821	751	1016
Stage 1	-	-	-	-	-	-	944	840	-	945	841	-
Stage 2	-	-	-	-	-	-	937	840	-	932	837	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1549	-	-	810	747	988	800	745	1016
Mov Cap-2 Maneuver	-	-	-	-	-	-	810	747	-	800	745	-
Stage 1	-	-	-	-	-	-	941	837	-	942	837	-
Stage 2	-	-	-	-	-	-	920	836	-	911	834	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0.8			9.3			9.3		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	879	1560	-	-	1549	-	-	855
HCM Lane V/C Ratio	0.037	0.003	-	-	0.004	-	-	0.018
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	9.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	207	109	37	22	13
Future Vol, veh/h	17	207	109	37	22	13
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	225	118	40	24	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	158	0	-	0	399 138
Stage 1	-	-	-	-	138 -
Stage 2	-	-	-	-	261 -
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	1422	-	-	-	607 910
Stage 1	-	-	-	-	889 -
Stage 2	-	-	-	-	783 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1422	-	-	-	599 910
Mov Cap-2 Maneuver	-	-	-	-	599 -
Stage 1	-	-	-	-	877 -
Stage 2	-	-	-	-	783 -

Approach	NB	SB	SE
HCM Control Delay, s	0.6	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1422	-	686	-	-
HCM Lane V/C Ratio	0.013	-	0.055	-	-
HCM Control Delay (s)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	15	23	7	49	8
Future Vol, veh/h	0	15	23	7	49	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	25	8	53	9

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	144	29	0	0	33	0
Stage 1	29	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	849	1046	-	-	1579	-
Stage 1	994	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	820	1046	-	-	1579	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	8.5	0	6.3
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	1046	1579	-
HCM Lane V/C Ratio	-	-	0.016	0.034	-
HCM Control Delay (s)	-	-	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	1	21	7	18	1	5	19	16	2	0
Future Vol, veh/h	0	3	1	21	7	18	1	5	19	16	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	3	1	24	8	20	1	6	22	18	2	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	71	68	2	59	57	17	2	0	0	28	0	0
Stage 1	38	38	-	19	19	-	-	-	-	-	-	-
Stage 2	33	30	-	40	38	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	925	826	1088	942	838	1068	1634	-	-	1599	-	-
Stage 1	982	867	-	1005	884	-	-	-	-	-	-	-
Stage 2	988	874	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	893	816	1088	930	828	1068	1634	-	-	1599	-	-
Mov Cap-2 Maneuver	893	816	-	930	828	-	-	-	-	-	-	-
Stage 1	981	857	-	1004	883	-	-	-	-	-	-	-
Stage 2	959	873	-	964	857	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9	0.3	6.5
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	870	961	1599	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.054	0.011	-
HCM Control Delay (s)	7.2	0	-	9.2	9	7.3	0
HCM Lane LOS	A	A	-	A	A	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-

HCM 2010 TWSC  
3: Oak Street & Grieves Parkway

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Intersection												
Int Delay, s/veh	10.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	92	47	2	183	6	39	5	3	1	8	4
Future Vol, veh/h	7	92	47	2	183	6	39	5	3	1	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	8	110	56	2	218	7	46	6	4	1	10	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	228	117	13	198	117	8	15	0	0	10	0	0
Stage 1	15	15	-	100	100	-	-	-	-	-	-	-
Stage 2	213	102	-	98	17	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.1	6.51	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.5	4.009	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	731	771	1073	765	775	1080	1616	-	-	1623	-	-
Stage 1	1010	881	-	911	814	-	-	-	-	-	-	-
Stage 2	794	809	-	913	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	551	748	1073	630	752	1080	1616	-	-	1623	-	-
Mov Cap-2 Maneuver	551	748	-	630	752	-	-	-	-	-	-	-
Stage 1	981	880	-	885	790	-	-	-	-	-	-	-
Stage 2	555	786	-	757	882	-	-	-	-	-	-	-

Approach	SE		NW		NE		SW	
HCM Control Delay, s	10.6		11.8		6.1		0.6	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1616	-	-	758	813	1623	-
HCM Lane V/C Ratio	0.029	-	-	0.3	0.214	0.001	-
HCM Control Delay (s)	7.3	0	-	11.8	10.6	7.2	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.8	0	-

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	41	21	13	42	10	17	77	5	30	180	21
Future Vol, veh/h	1	41	21	13	42	10	17	77	5	30	180	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	1	0
Mvmt Flow	1	45	23	14	46	11	18	84	5	33	196	23

Major/Minor	Major1			Major2			Minor2			Minor1		
Conflicting Flow All	57	0	0	68	0	0	248	150	52	183	144	57
Stage 1	-	-	-	-	-	-	80	80	-	59	59	-
Stage 2	-	-	-	-	-	-	168	70	-	124	85	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.53	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.53	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.53	-	6.1	5.51	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.027	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1560	-	-	1546	-	-	710	740	1021	783	749	1015
Stage 1	-	-	-	-	-	-	934	826	-	958	848	-
Stage 2	-	-	-	-	-	-	839	835	-	885	826	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1560	-	-	1546	-	-	549	733	1021	705	742	1015
Mov Cap-2 Maneuver	-	-	-	-	-	-	549	733	-	705	742	-
Stage 1	-	-	-	-	-	-	933	819	-	957	847	-
Stage 2	-	-	-	-	-	-	630	834	-	783	819	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	0.1	1.5	11	12.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NWLn1	EBL	EBT	EBR	WBL	WBT	WBR	SELn1
Capacity (veh/h)	755	1560	-	-	1546	-	-	703
HCM Lane V/C Ratio	0.333	0.001	-	-	0.009	-	-	0.153
HCM Control Delay (s)	12.1	7.3	0	-	7.3	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.5	0	-	-	0	-	-	0.5



Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	48	1	4	77	6	4	6	11	5	7	13
Future Vol, veh/h	5	48	1	4	77	6	4	6	11	5	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	0	0	0	0	0	7	0	0	0
Mvmt Flow	6	55	1	5	88	7	5	7	13	6	8	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	95	0	0	56	0	0	181	173	56	180	170	92
Stage 1	-	-	-	-	-	-	68	68	-	102	102	-
Stage 2	-	-	-	-	-	-	113	105	-	78	68	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1512	-	-	1562	-	-	785	724	997	786	727	971
Stage 1	-	-	-	-	-	-	947	842	-	909	815	-
Stage 2	-	-	-	-	-	-	897	812	-	936	842	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1512	-	-	1562	-	-	762	719	997	766	722	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	762	719	-	766	722	-
Stage 1	-	-	-	-	-	-	943	839	-	905	813	-
Stage 2	-	-	-	-	-	-	872	810	-	913	839	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.3			9.3			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	853	1512	-	-	1562	-	-	844
HCM Lane V/C Ratio	0.028	0.004	-	-	0.003	-	-	0.034
HCM Control Delay (s)	9.3	7.4	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	18	150	293	33	16	29
Future Vol, veh/h	18	150	293	33	16	29
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	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	163	318	36	17	32

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	354	0	-	0	539 336
Stage 1	-	-	-	-	336 -
Stage 2	-	-	-	-	203 -
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	1205	-	-	-	503 706
Stage 1	-	-	-	-	724 -
Stage 2	-	-	-	-	831 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1205	-	-	-	494 706
Mov Cap-2 Maneuver	-	-	-	-	494 -
Stage 1	-	-	-	-	711 -
Stage 2	-	-	-	-	831 -

Approach	NB	SB	SE
HCM Control Delay, s	0.9	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	1205	-	613	-	-
HCM Lane V/C Ratio	0.016	-	0.08	-	-
HCM Control Delay (s)	8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-