TRAFFIC IMPACT STUDY

For

Princeton Nurseries (Plainsboro Tract)
Township of Plainsboro
Middlesex County, New Jersey

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EXECUTIVE SUMMARY

Langan Engineering and Environmental Services has been retained by WRV Nurseries Plainsboro Owner, LLC to prepare a traffic impact study for the proposed development of the Princeton Nurseries lands located in Plainsboro, New Jersey. The entire Princeton Nurseries site includes lands located in the Townships of Plainsboro and South Brunswick, Middlesex County, New Jersey and is bisected by the town line. This traffic study is to support the site plan application for development of the Princeton Nurseries project located in Plainsboro Township.

Princeton Nurseries in Plainsboro, was approved for a General Development Plan (GDP) supported by a Traffic Impact Study, prepared by Langan and dated May 12, 2020. The GDP consists of a mixed-use development with approximately 310,000 square feet (sf) of retail space, 220,000 sf of office space, a 125 room hotel and 950 residential units (31 single family homes, 200 senior adult attached homes and 719 multi-family homes).

At this time, WRV Nurseries Plainsboro Owner, LLC proposes to develop the site with 155,485 sf of commercial/retail space (excluding a 14,600 sf clubhouse), 80,080 sf of office space, 125 room hotel, and 853 residential units (20 single family homes, 103 senior adult attached homes, and 730 multi-family homes).

The overall Princeton Nurseries development is bounded by U.S. Route 1 on the east, College Road West / Seminary Drive on the south, Mapleton Road on the west, and Ridge Road to the north. The South Brunswick/ Plainsboro Township town line bisects the property from east to west. Access to the Plainsboro Princeton Nurseries development will be via two access streets located along College Road West / Seminary Drive. The first access street, referred to as Nursery Road, is located at a signalized intersection which has already been constructed that intersects College Road West to create the northern leg of a four-leg signalized intersection with Seminary Drive / College Road West. The second access street is a proposed to intersect Seminary Drive to the west of Nursery Road opposite Evergreen Drive. It should be noted that with future completion of Princeton Nurseries in South Brunswick, additional access to Princeton Nurseries will be provided at the existing intersection of Independence Way with U.S. Route 1, where such access and off-site roadway improvements were previously constructed to accommodate the prior Princeton Nurseries in accordance with permits that were issued by NJDOT in 2002. Development of the Nurseries site has been long planned with significant roadway infrastructure previously constructed including College Road and the College Road interchange with U.S. Route 1.

Langan has estimated the number of trips the proposed Plainsboro development will generate based on data compiled for Land Use Code 252 (Senior Adult Housing Attached), Land Use Code 210 (Single-Family Detached Housing), Land Use Code 220 (Multifamily Housing (Low-Rise)), Land Use Code 310 (Hotel), Land Use Code 710 (General Office Building), and Land Use Code 820 (Shopping Center (>150k)) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th edition. Accordingly, Langan estimated that the Plainsboro proposed development will generate approximately 656 new trips (339 enter, 317 exit) during the weekday morning peak hour, 799 new trips (383 enter, 416 exit) during the weekday evening peak hour, and 1,020 new trips (533 enter, 487 exit) during the Saturday midday peak hour.

Within the Plainsboro portion of the Princeton Nurseries site, the current Plainsboro GDP permits up to 310,000 sf of retail space, 220,000 sf of office space, 125 room hotel, and 950 residential units (31 single family homes, 200 senior adult attached homes, and 719 multi-family homes). In general, the proposed mixed-use development program in Plainsboro Township will generate approximately 326 less (33% less) weekday morning peak hour trips, 379 less (32% less) weekday evening peak hour trips, and 567 less (36% less) Saturday midday peak hour trips on the regional roadways as compared to the current entitled GDP development program in Plainsboro Township.

We determined the directional distribution of the site-generated trips based on existing and expected travel patterns in the study area, demographic journey-to-work data, and census gravity model data. We conducted capacity analyses at the following intersections to determine level of service operating conditions for the Projected and Build conditions, and based upon the analyses we have identified geometric and signal improvements with recommendations for implementation:

- U.S. Route 1 and Ridge Road (located in South Brunswick)
- U.S. Route 1 and Independence Way (located in South Brunswick)
- College Road East and U.S. Route 1 Northbound Ramps
- College Road West and Village Boulevard / Westbound Jughandle
- College Road West and Seminary Drive and Nursery Road
- NJ Route 27 and Academy Street / Church Street (located in South Brunswick)
- NJ Route 27 and Heathcote Road / Laurel Avenue (located in South Brunswick)
- Seminary Drive and Mapleton Road and Barclay Boulevard
- College Road East and Scudders Mill Road (County Road 614)
- College Road East and Research Way
- Seminary Drive and Western Access Street / Evergreen Drive

Langan concludes that the proposed mixed-use development program of the Plainsboro Princeton Nurseries generally results in less traffic impacts and better roadway levels of service as compared to the approved Plainsboro GDP (May 2020 traffic study). The development's

access points from College Road West and Seminary Drive are expected to operate safely and efficiently during peak traffic hours.

The prior improvements privately funded and constructed by Princeton Forrestal Center, notably improvements to U.S. Route 1, construction of College Road and the construction of the College Road overpass were designed to accommodate the peak hour traffic demands associated with the prior GDP entitlements. These constructed improvements will continue to provide the capacity needed to accommodate the proposed mixed-use development program. The analyses contained herein considers the NJDOT (New Jersey Department of Transportation) U.S. Route 1 congestion relief program which permits vehicles to use the shoulder as a travel lane from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM between Raymond Road and Independence Way in South Brunswick Township, which has created additional capacity along U.S. Route 1 during the peak hours improving traffic flow along the corridor. Currently under design improvements by NJDOT along U.S. Route 1 in West Windsor will provide additional capacity improvement through the signalized intersections with Harrison Street, Fisher Place and Washington Road reducing existing peak hour delays along this section of the U.S. Route 1 corridor.

INTRODUCTION

Langan Engineering and Environmental Services has been retained by WRV Nurseries Plainsboro Owner, LLC to prepare a traffic impact study for the proposed development of the Princeton Nurseries lands located in Plainsboro, New Jersey. The entire Princeton Nurseries site includes lands located in the Townships of Plainsboro and South Brunswick, Middlesex County, New Jersey and is bisected by the town line. This traffic study is to support the site plan application for development of the Princeton Nurseries project located in Plainsboro Township.

Project Description

At this time, it is proposed to develop the site with 155,485 sf of commercial/retail space (excluding a 14,600 sf clubhouse), 80,080 sf of office space, 125 room hotel, and 853 residential units (20 single family homes, 103 senior adult attached homes, and 730 multi-family homes). Princeton Nurseries in Plainsboro, was approved for a General Development Plan (GDP) supported by a Traffic Impact Study, prepared by Langan and dated May 12, 2020. Within the Plainsboro portion of the Princeton Nurseries site, the Plainsboro GDP permits up to 310,000 square feet (sf) of retail space, 220,000 sf of office space, a 125 room hotel and 950 residential units (31 single family homes, 200 senior adult attached homes and 719 multi-family homes). The Plainsboro Township development site is designated as Block 102, Lots 5 and 6; and Block 106, Lot 1 according to the Township of Plainsboro tax maps. The site location is shown in Figure 1.

The overall Princeton Nurseries development is bounded by U.S. Route 1 on the east, College Road West / Seminary Drive on the south, Mapleton Road on the west, and Ridge Road to the north. The South Brunswick/ Plainsboro Township town line bisects the property from east to west. Access to the Plainsboro Princeton Nurseries development will be via two access streets located along College Road West / Seminary Drive. The first access street, referred to as Nursery Road, is located at a signalized intersection which has already been constructed that intersects College Road West to create the northern leg of a four-leg signalized intersection with Seminary Drive / College Road West. The second access street is a proposed to intersect Seminary Drive to the west of Nursery Road opposite Evergreen Drive. It should be noted that with future completion of Princeton Nurseries in South Brunswick, additional access to Princeton Nurseries will be provided at the existing intersection of Independence Way with U.S. Route 1, where such access and off-site roadway improvements were previously constructed to accommodate the prior Princeton Nurseries in accordance with permits that were issued by NJDOT in 2002. Development of the Nurseries site has been long planned with significant roadway infrastructure

previously constructed including College Road and the College Road interchange with U.S. Route 1.

Study Area

We conducted capacity analyses at the following intersections:

- U.S. Route 1 and Ridge Road (located in South Brunswick)
- U.S. Route 1 and Independence Way (located in South Brunswick)
- College Road East and U.S. Route 1 Northbound Ramps
- College Road West and Village Boulevard / Westbound Jughandle
- College Road West and Seminary Drive and Nursery Road
- NJ Route 27 and Academy Street / Church Street (located in South Brunswick)
- NJ Route 27 and Heathcote Road / Laurel Avenue (located in South Brunswick)
- Seminary Drive and Mapleton Road and Barclay Boulevard
- College Road East and Scudders Mill Road (County Road 614)
- College Road East and Research Way
- Seminary Drive and Western Access Street / Evergreen Drive

An inventory of the physical road conditions is presented in the section "Description of Existing Conditions."

Scope of Study

Langan undertook the following steps to prepare this study in accordance with standard traffic engineering methodologies:

1. Conducted a field examination of the development property and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Conducted a series of turning movement traffic counts at the intersections identified in the previous section. We conducted counts on a typical weekdays from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM; and on a typical Saturday from 11:00 AM to 2:00 PM. We then identified the existing weekday morning and evening, and Saturday midday peak hour traffic volumes based on the manual traffic count data.
3. Established "Existing" traffic volumes using the obtained turning movement counts.
4. Established base traffic volumes by applying the applicable New Jersey Department of Transportation (NJDOT) Middlesex County annual growth factor of 2.5 percent to the existing traffic volumes.
5. Identified other developments and vacancies in the study area and established projected traffic volumes.
6. Established Projected traffic volumes with GDP trips, by adding the Plainsboro entitled GDP traffic to the projected traffic volumes.
7. Prepared trip generation estimates for the proposed Plainsboro development based on data documented by the Institute of Transportation Engineers (ITE).
8. Evaluated the mix of uses for internal interaction and pass-by traffic capture opportunities from existing traffic on the adjacent roadways utilizing data documented by the ITE.
9. Developed trip distribution for the development based on existing and expected travel patterns, demographic journey-to-work data, and census gravity model data.
10. Assigned site-generated trips to the development's access streets and the surrounding road network based on the likely travel routes motorists will use to travel to and from the development.
11. Established future Build traffic volumes by adding site-generated trips to the projected traffic volumes (without the GDP trips).
12. Performed intersection capacity analyses for the weekday morning and evening, and Saturday midday peak hours using Synchro Software.

DESCRIPTION OF EXISTING CONDITIONS

This section describes the roads, intersections and traffic volumes in the area of the Princeton Nurseries site located in the Township of Plainsboro, Middlesex County, New Jersey.

Roads

U.S. Route 1

U.S. Route 1 is classified as an urban principal arterial and is under NJDOT (New Jersey Department of Transportation) jurisdiction. The roadway has a general north-south orientation and provides between two and three travel lanes in each direction. The posted speed limit is 55 mph.

NJ Route 27

NJ Route 27 is classified as an urban principal arterial and is under NJDOT (New Jersey Department of Transportation) jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit varies between 25 and 45 mph.

College Road

College Road is classified as an urban major collector and is under municipal jurisdiction (Plainsboro). A portion of College Road West and the southern slip ramp to U.S. Route 1 southbound are under private jurisdiction and are posted with a 30 mph speed limit. College Road has a general east-west orientation and generally provides two lanes in each direction. The posted speed limit is 40 mph.

Ridge Road

Ridge Road is classified as an urban minor arterial and is under municipal jurisdiction (South Brunswick). The roadway has a general east-west orientation and provides one travel lane in each direction. The posted speed limit varies between 40 and 50 mph.

Mapleton Road

Mapleton Road is classified as a local road and has a general north-south orientation. The roadway provides one travel lane in each direction and has a posted speed limit of 40 mph.

Seminary Drive

Seminary Drive is classified as a local road and has a general east-west orientation. The roadway provides one travel lane in each direction and has a posted speed limit of 35 mph.

Heathcote Road

Heathcote Road is classified as an urban major collector and is under municipal jurisdiction (South Brunswick). The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 25 mph.

Academy Street

Academy Street is classified as an urban minor arterial and is under municipal jurisdiction (South Brunswick). The roadway has a general east-west orientation and provides one travel lane in each direction. The posted speed limit is 30 mph.

Laurel Avenue (County Road 603)

Laurel Avenue is classified as an urban major collector and is under Somerset County jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction. The posted speed limit is 25 mph.

Scudders Mill Road (County Road 614)

Scudders Mill Road is classified as an urban minor arterial and is under Middlesex County jurisdiction. The roadway has a general east-west orientation and provides two travel lanes in each direction. The posted speed limit is 50 mph in the study area.

Research Way

Research Way is classified as an urban minor collector and is under municipal jurisdiction (Plainsboro). The roadway has a general east-west orientation and provides two travel lanes in each direction. The posted speed limit is 35 mph.

Intersections

U.S. Route 1 and Ridge Road

Ridge Road intersects U.S. Route 1 to form the east and west legs of a four-leg intersection under signal control. The eastbound Ridge Road approach provides one left-turn lane, one thru lane and one right-turn lane. The westbound Ridge Road approach provides one left-turn lane and one shared thru/right-turn lane. The northbound and southbound U.S. Route 1 approaches are striped to provide two thru lanes, however the NJDOT implemented a U.S. Route 1 congestion relief program in June 2017. The program allows commuters to use the shoulder as an extra thru travel lane during the peak commuting times. Cars are allowed to use the shoulder from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00PM. The program converts the shoulder to a travel lane between Raymond Road and Independence Way in both the northbound and southbound directions. The Ridge Road intersection is located along this stretch of road, so

during the weekday morning and evening the intersection was analyzed with three northbound and southbound thru lanes. On both the northbound and southbound U.S. Route 1 approaches left-turns and right-turns are made via nearside jughandles. The signal operates as part of the U.S. Route 1 signal adaptive system with a maximum cycle length of 240 seconds and three phases.

U.S. Route 1 and Independence Way

Independence Way intersects U.S. Route 1 to form the east and west legs of a four-leg intersection under signal control. The eastbound Independence Way approach provides two left-turn lanes and one shared thru/right-turn lane. The westbound Independence Way approach provides one left-turn lane and one channelized right-turn lane, which is stop-controlled. The northbound U.S. Route 1 approach provides two exclusive thru lanes and one shared thru/right-turn lane. The southbound U.S. Route 1 approach provides three thru lanes and all left-turns/U-turns/right-turns are made via a nearside jughandle. The signal operates as part of the U.S. Route 1 signal adaptive system with a maximum cycle length of 240 seconds and three phases. The third northbound and southbound lanes provided at the Independence Way intersection are picked up, to the north, by the NJDOT congestion relief shoulder use program allowing all three lanes in both directions to be used through Raymond Road.

College Road East and U.S. Route 1 Northbound Ramps

The U.S. Route 1 northbound ramps intersect College Road to form a four-leg intersection under signal control. The eastbound College Road approach provides two left-turn lanes and two thru lanes. The westbound College Road approach provides two thru lanes and a channelized right-turn lane, which is yield controlled. The northbound and southbound off-ramp approaches are free movement legs under yield control. The signal operates under three phases, including an all stop pedestrian phase, with a variable cycle length between 36 – 87 seconds.

College Road West and Village Boulevard / Jughandle

Village Boulevard and the jughandle intersect College Road to form the south and north legs, respectively, of a four-leg intersection under signal control. The eastbound College Road approach provides one exclusive thru lane and one shared thru/right-turn lane. The westbound College Road approach provides two thru lanes and all left-turns/U-turns are made via a nearside jughandle. The northbound Village Boulevard approach provides one left-turn lane and one right-turn lane. The southbound jughandle/ramp approach provides one shared left-turn/thru lane, one exclusive thru lane and a channelized right turn lane, which is yield controlled. The signal operates under two phases with a variable cycle length between 34 – 91 seconds.

College Road West and Nursery Road and Seminary Drive

Nursery Road (north leg), College Road West (east and south legs) and Seminary Drive (west leg) intersect to form a four-leg intersection under signal control. The eastbound Seminary Drive approach has been built to accommodate one left-turn lane, one exclusive thru lane and one shared thru/right-turn lane. The westbound College Road West approach provides one left-turn lane, one thru lane and one channelized right-turn lane, which is a free movement. The northbound College Road West approach provides one left-turn lane and one shared thru/channelized right-turn lane, which is stop controlled. The southbound Nursery Road approach has been built to provide one exclusive left-turn lane, one shared left-turn/thru lane and one shared thru/right-turn lane. The signal operates under four phases with a variable cycle length and different time of day programs.

NJ Route 27 and Academy Street / Church Street

Academy Street and Church Street intersect NJ Route 27 to form the south and north legs, respectively, of a four-leg intersection under signal control. The eastbound NJ Route 27 approach provides one shared left-turn/thru lane and one right-turn lane. The westbound NJ Route 27 approach is striped to provide one shared left-turn/thru/right-turn lane, however the approach is wide enough to accommodate two approach lanes and based on observations it is operating as one exclusive left-turn lane and one shared thru/right-turn lane. The northbound Academy Street approach provides one shared left-turn/thru/right-turn lane. The southbound Church Street approach is one-way northbound and provides only a receiving lane. The signal operates under three phases with a 100 second background cycle length.

NJ Route 27 and Heathcote Road / Laurel Avenue

Heathcote Road and Laurel Avenue intersect NJ Route 27 to form the south and north legs, respectively, of a four-leg intersection under signal control. The eastbound NJ Route 27 approach provides one shared left-turn/thru/right-turn lane. The westbound NJ Route 27 approach provides one shared left-turn/thru/right-turn lane. The northbound Heathcote Road approach provides one shared left-turn/thru/right-turn lane. The southbound Laurel Avenue approach provides one shared left-turn/thru/right-turn lane. The signal operates under two phases with a 100 second background cycle length.

Seminary Drive and Mapleton Road and Barclay Boulevard

Barclay Boulevard (east leg), Mapleton Road (west and north legs) and Seminary Drive (south leg) intersect to form a four-leg intersection under signal control. The eastbound Mapleton Road approach provides one shared left-turn/thru/right-turn lane. The westbound Barclay Boulevard approach provides one shared left-turn/thru/right-turn lane. The northbound Seminary Drive

approach provides one left-turn lane and one shared thru/right-turn lane. The southbound Mapleton Road approach provides one left-turn lane and one shared thru/right-turn lane. The signal operates under three phases with a variable cycle length between 74 – 95 seconds.

Scudders Mill Road (CR 614) and College Road East and Crowne Plaza Driveway

College Road East and the Crowne Plaza driveway intersect Scudders Mill Road to form the north and south legs, respectively, of a four-leg intersection under signal control. The eastbound CR 614 approach provides one left-turn lane, two thru lanes and one channelized right-turn lane, which is yield controlled. The westbound CR 614 approach provides one left-turn lane, two thru lanes and one right-turn lane. The northbound driveway approach provides one shared left-turn/thru/right-turn lane. The southbound College Road East approach provides one exclusive left-turn lane, one shared left-turn/thru lane and one right-turn lane. The signal operates under four phases with a variable cycle length between 71 – 111 seconds.

College Road East and Research Way

Research Way intersects College Road East to form the east leg of a T-shaped intersection under stop control. The westbound Research Way approach provides one left-turn lane and one right-turn lane and is "stop" controlled. The northbound College Road East approach provides one exclusive thru lane and one shared thru/right-turn lane. The southbound College Road East approach provides one left-turn lane and two thru lanes.

Traffic Volumes

We arranged for current traffic counts to be conducted during the morning and evening peak hours on a typical weekday and during the midday peak hours on a typical Saturday at the study intersections to examine traffic conditions near the development. Specifically, turning movement counts were conducted on the following days:

- Thursday, 29 February 2024 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.
- Saturday, 3 February 2024 from 11:00 AM to 2:00 PM.
- Tuesday, 23 April 2024 from 7:00 AM to 6:00 PM.
- Tuesday, 7 May 2024 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM.

Additionally, ATR (Automatic Traffic Recorder) counts were conducted on all the ramps at the College Road and U.S. Route 1 interchange ranging from 1:00 PM on Monday, 6 May 2024, to 3:00 PM on Thursday, 16 May 2024. ATR data was also collected from 4:00 PM on Thursday, 16 May 2024, to 9:00 AM on Friday, 24 May 2024.

The traffic counts identify distinct times during the weekday morning and evening, and Saturday midday periods when traffic experienced its highest levels. According to the traffic count data collected, the weekday morning peak hours generally occurs from 7:30 AM to 8:30 AM, the weekday evening peak hour generally occurs from 4:45 PM to 5:45 PM and the Saturday midday peak hour generally occurs from 11:30 AM to 12:30 PM. Note that the counted traffic volumes were reviewed and adjusted to balance traffic flow gains/ losses between intersections to create a representative base flow condition. Figure 2 illustrates the 2024 existing weekday morning and evening, and Saturday midday peak hour traffic volumes. Summaries of the traffic counts are contained in Appendix B.

ESTIMATE OF FUTURE CONDITIONS

This section of the report covers background traffic growth, other developments, site-generated trips, trip generation comparison, trip distribution, and future traffic volumes. We projected traffic volumes to include existing traffic and new traffic created by background growth to derive the base traffic volumes. We accounted for trips generated by adjacent developments to derive the projected traffic volumes. We then added site-generated trips based on the current GDP for the Plainsboro development to derive the Projected traffic volumes with GDP trips. To derive the Build traffic volumes, we then added the proposed Plainsboro development program site-generated trips to the projected traffic volumes (without GDP trips).

Background Traffic Growth

We increased the existing peak hour traffic volumes by a compounded annual growth rate of 2.5 percent, established by the New Jersey Department of Transportation (NJDOT) for Middlesex County for short term growth projections, to derive the projected traffic volumes. The 2029 base traffic volumes are shown in Figure 3.

Other Developments

In addition to the background growth rate, we also includes the addition of adjacent developments in the project area. Potential developments includes buildout of the 394 residential units that are part of the Forrestal Village located to the west of U.S. Route 1 (west side developments).

We used the estimates consistent with the current Plainsboro GDP traffic study (May 2020), using data contained in the Institute to Transportation Engineers (ITE) publication Trip Generation, 10th edition, we estimated the traffic generation of the above for Princeton Forrestal Village and summarized the generation in Table 1.

Table 1 – Trip Generation Estimates – Princeton Forrestal Center Undeveloped

Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
394 Multi-Family Units	40	135	175	126	74	200	111	94	205

We then added the additional adjacent developments using information from prepared studies and shared data from others. The remaining adjacent developments include the following:

- Princeton Forrestal Campus (east side of U.S. Route 1)
- University Medical Center at Princeton (UMCP)
    - Cancer Center – 151,555 sf

- Former Bristol-Myers Squibb (BMS) redevelopment – PF Innovation Park 433,000 sf total

Figure 4 summarized the total adjacent development traffic volumes. We then added the traffic generation, Figure 4, of the total adjacent developments to the base traffic volumes, Figure 3, to derive the projected traffic volumes. The 2029 projected traffic volumes are shown in Figure 5.

Trip Distribution

We determined the directional distributions of the site-generated trips based on demographic journey-to-work data, census gravity model data, existing and expected travel patterns in the study area, and surrounding population locations. The retail distributions were based on a gravity model (5 miles) and the office and residential distributions were determined by using journey-to-work data. Table 2 summarizes the arrival and departure distributions.

Table 2 – Arrival & Departure Trip Distributions

Route (To/From)	Retail	Office	Residential
U.S. Route 1 (North)	7%	20%	28%
U.S. Route 1 (South)	39%	35%	24%
Ridge Road (East)	8%	2%	-
NJ Route 27 (North)	7%	2%	2%
NJ Route 27 (South)	8%	7%	9%
Laurel Avenue (West)	-	4%	5%
Scudders Mill Road (West)	-	-	2%
Dey Road (East)	5%	10%	12%
Plainsboro Road (East)	6%	14%	8%
Schalks Crossing Road (North)	8%	-	-
Schalks Crossing Road (South)	-	4%	8%
College Rd W (South)	6%	1%	2%
Barclay Boulevard	6%	1%	-
Total	**100%**	**100%**	**100%**

Projected Traffic Volumes with GDP Trip Generation

We reviewed the current GDP (General Development Plan) and supporting documents including the May 2020 traffic impact study. We then prepared trip generation estimates consistent with the GPD traffic study using data compiled for Land Use Code 820 (Shopping Center), Land Use Code 710 (General Office Building), Land Use Code 310 (Hotel), Land Use Code 252 (Senior Adult Housing Attached), Land Use Code 210 (Single Family Home) and Land Use Code 220 (Multifamily Housing (Low-Rise)) by the ITE as contained in the publication Trip Generation, 10th edition.

The development of a site with a mix of uses will result in an interaction of traffic between the different uses. ITE has established a methodology for calculating the internal capture between various uses. Using this methodology as documented in the ITE's Trip Generation Handbook estimates of the internal capture adjustments were determined.

Additionally, a certain percentage of traffic attracted to retail land uses generally relates to the volume of traffic passing by a site. These trips are diverted into a site from the adjacent passing travel stream and continue along their original trip path when exiting a site. These specified trips are known as "pass-by" trips and are not new to an area or the immediate adjacent roadway system. We used the pass-by percentages in accordance with data contained in the ITE's Trip Generation Handbook, 3rd edition. Pass-by credits were applied to the external site-generated trips to determine the new trips the development would have generated. We used the pass-by percentages of 0% for the weekday morning peak hour (no data available), 34% for the weekday evening peak hour and 26% for the Saturday midday peak hour for the retail use.

The trip generation estimates for the May 2020 Plainsboro GDP program is summarized in Table 3.

Table 3 – Trip Generation Estimates – Plainsboro GDP

Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
310,000sf Retail	190	117	307	602	653	1,255	787	726	1,513
220,000sf Office	292	40	332	55	252	307	63	54	117
125 room Hotel	34	23	57	35	33	68	51	40	91
Total Residential	***93***	***285***	***378***	***263***	***162***	***425***	***261***	***212***	***473***
200 Senior Adult	14	26	40	27	23	50	42	26	68
31 Single Family	7	20	27	21	12	33	24	20	44
719 Multi-Family	72	239	311	215	127	342	195	166	361
Total	**609**	**465**	**1,074**	**955**	**1,100**	**2,055**	**1,162**	**1,032**	**2,194**
Internal Capture Reduction (approx. 9% AM; 26% PM; 11% SAT)									
310,000sf Retail	- 17	- 14	- 31	- 113	- 140	- 253	- 50	- 73	- 123
220,000sf Office	- 27	- 11	- 38	- 19	- 53	- 72	- 22	- 11	- 33
125 room Hotel	0	- 12	- 12	- 10	- 5	- 15	0	0	0
Total Residential	- 2	- 9	- 11	- 126	- 70	- 196	- 51	- 39	- 90
Total	**- 46**	**- 46**	**- 92**	**- 268**	**- 268**	**- 536**	**- 123**	**- 123**	**- 246**
Pass-By (0% AM; 34% PM; 26% SAT)									
310,000sf Retail	0	0	0	- 166	- 175	- 341	- 191	- 170	- 361
Total New Trips									
310,000sf Retail	173	103	276	323	338	661	546	483	1,029
220,000sf Office	256	29	294	36	199	235	41	43	84
125 room Hotel	34	11	45	25	28	53	51	40	91
Total Residential	91	276	367	137	92	229	210	173	383
Total	**563**	**419**	**982**	**521**	**657**	**1,178**	**848**	**739**	**1,587**

We assigned the trip generation estimates for the GDP shown in Table 3 to the adjacent roadway network using the trip distributions shown in Table 2. The total site-generated trips (pass-by and new trips) for the Plainsboro GDP development are shown on Figure 6. We then added those assigned trips, Figure 6, to the projected traffic volumes, Figure 5, to derive the projected traffic volumes with GDP trips. Figure 7 illustrates the Projected traffic volumes with the Plainsboro GDP trips.

Build Traffic Volumes

We have prepared an estimate of site-generated trips for the proposed new development program that is located in the Plainsboro section of the site. The estimates were prepared using data compiled for Land Use Code 820 (Shopping Center (>150k)), Land Use Code 710 (General Office Building), Land Use Code 310 (Hotel), Land Use Code 252 (Senior Adult Housing Attached), Land Use Code 210 (Single Family Home) and Land Use Code 220 (Multifamily Housing (Low-Rise)) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th edition.

Since the proposed Plainsboro GDP also contains a mix of uses we used the ITE methodology, discussed in the previous section, to determine the internal interaction estimates, pass-by trips and new trips. Based upon ITE's 11th edition, we used the pass-by percentages of 0% for the weekday morning peak hour, 29% for the weekday evening peak hour and 31% for the Saturday midday peak hour.

Table 4 summarizes the trip generation estimates for the proposed Plainsboro development program for the weekday morning and evening, and Saturday midday peak hours.

Table 4 – Trip Generation Estimates – Proposed Development

Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
155,485sf Retail	140	85	225	372	404	776	484	446	930
80,080sf Office	121	17	138	23	115	138	23	19	42
125 room Hotel	31	24	55	33	32	65	52	40	92
Total Residential	***71***	***215***	***286***	***239***	***143***	***382***	***183***	***176***	***359***
103 Senior Adult	7	13	20	15	11	26	18	15	33
20 Single Family	4	13	17	14	8	22	15	12	27
730 Multi-Family	71	215	286	239	143	382	183	176	359
Total	**363**	**341**	**704**	**667**	**694**	**1,361**	**742**	**681**	**1,423**
Internal Capture Reduction (approx. 9% AM; 26% PM; 11% SAT)									
155,485sf Retail	- 10	- 6	- 16	- 65	- 118	- 183	- 28	- 40	- 68
80,080sf Office	- 13	- 5	- 18	- 13	- 25	- 38	- 9	- 4	- 13
125 room Hotel	0	- 7	- 7	- 10	- 5	- 15	0	0	0
Total Residential	- 1	- 6	- 7	- 107	- 47	- 154	- 31	- 24	- 55
Total	**- 24**	**- 24**	**- 48**	**- 195**	**- 195**	**- 390**	**- 68**	**- 68**	**- 136**
Pass-By (0% AM; 29% PM; 31% SAT)									
155,485sf Retail	0	0	0	- 89	- 83	- 172	- 141	- 126	- 267
Total New Trips									
155,485sf Retail	130	79	209	218	203	421	315	280	595
80,080sf Office	108	12	120	10	90	100	14	15	29
125 room Hotel	31	17	48	23	27	50	52	40	92
Total Residential	70	209	279	132	96	228	152	152	304
Total	**339**	**317**	**656**	**383**	**416**	**799**	**533**	**487**	**1,020**
Comparison to May 2020GDP Approval New Trips									
May 2020 GDP Trips	563	419	982	521	657	1,178	848	739	1,587
Difference	**- 224**	**- 102**	**- 326**	**- 138**	**- 241**	**- 379**	**- 315**	**- 252**	**- 567**

We assigned the trip generation estimates shown in Tables 4 for the proposed Plainsboro new development program to the adjacent roadway network using the trip distributions shown in Table 2. The arrival and departure distributions for the proposed Plainsboro development are shown in Figures 8 – 12, respectively, for the hotel, office, residential, retail and pass-by uses. The total site-generated trips (pass-by and new trips) for the proposed Plainsboro development are shown on Figure 13. The Build traffic volumes were derived by adding the total site-generated trips, Figure 13, to the projected traffic volumes, Figure 5. Figure 14 illustrates the Build weekday morning and evening, and Saturday midday peak hour traffic volumes for the proposed Plainsboro development program.

ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis we conducted to assess traffic operations for the Projected and Build conditions for the Plainsboro development. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

Level of Service Criteria

Level of Service (LOS) is the term used to denote different operating conditions that occur on a given road segment under various traffic volume demands. LOS is a qualitative measure that considers a number of factors including road geometry, speed, travel delay and freedom to maneuver. LOS designations range from A to F and provide an index of operational qualities of a road segment or an intersection. LOS A represents the best operating conditions; LOS F represents the worst.

LOS designations are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection. For unsignalized intersections, the analysis considers the operation of all movements that conflict with other movements, such as main-line left turns and traffic exiting a side street. The evaluation criteria used to analyze the study area intersections are based on the Highway Capacity Manual (HCM), published by the Transportation Research Board and the Synchro Software.

The HCM defines LOS for signalized intersections as follows:

LOS	Control Delay per Vehicle
A	≤10 sec
B	>10 and ≤20 sec
C	>20 and ≤35 sec
D	>35 and ≤55 sec
E	>55 and ≤80 sec
F	>80 sec

The HCM defines LOS for unsignalized intersections as follows:

LOS	Delay Range (sec/veh)
A	≤10 sec
B	>10 and ≤15 sec
C	>15 and ≤25 sec
D	>25 and ≤35 sec
E	>35 and ≤50 sec
F	>50 sec

Capacity Analysis

We conducted capacity analyses for the intersections in the study area and found that the proposed new development will generally have less of an impact on the study area during peak hours then the prior GDP for the Plainsboro section. Table 5 summarizes the Projected and Build levels of service (LOS) at each relevant study intersection during the weekday morning and evening, and Saturday midday peak hours. The following are discussions pertaining to each of the intersections analyzed. It is noted that for the Plainsboro development access to the site is provided via the College Road West and Seminary Drive intersections without access to the internal roadway connections to Independence Way / U.S. Route 1 intersection, which will be constructed with the buildout of the South Brunswick development. The timing directives are included in Appendix C. The capacity analyses worksheets are included in Appendix D.

Table 5 – Intersection Capacity Analysis Summary

Intersection (Plainsboro Only)	LANE USE Existing	LANE USE GDP	LANE USE W/ GDP Mit	2029 Projected						2029 Projected with GDP						2029 Build						2029 Build with GDP Mitigation					
				AM		PM		SAT		AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
				LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
SIGNALIZED INTERSECTIONS																											
U.S. Rt 1 and Ridge Rd	**Overall**	**Overall**	**Overall**	**D**	**41.3**	**D**	**36.9**	**C**	**22.7**	**D**	**46.1**	**D**	**38.4**	**C**	**24.3**	**D**	**43.6**	**D**	**37.7**	**C**	**23.6**	-	-	-	-	-	-
	EB-L	EB-L	EB-L	E	66.0	E	59.8	D	40.0	E	60.1	E	62.3	D	39.8	E	60.2	E	61.5	D	40.1	-	-	-	-	-	-
	EB-T	EB-T	EB-T	F	94.4	F	83.0	E	69.4	F	109.3	F	83.8	E	79.6	F	105.2	F	83.8	E	76.2	-	-	-	-	-	-
	EB-R	EB-R	EB-R	C	23.0	B	11.2	B	10.4	C	20.3	A	4.6	A	4.5	C	20.2	A	4.6	A	4.4	-	-	-	-	-	-
	WB-L	WB-L	WB-L	E	61.1	F	83.4	D	41.7	E	67.6	F	103.8	D	47.5	E	65.7	F	87.2	D	44.8	-	-	-	-	-	-
	WB-TR	WB-TR	WB-TR	F	86.5	F	146.3	E	69.7	F	94.1	F	132.4	E	67.6	F	94.1	F	130.6	E	68.8	-	-	-	-	-	-
	NB-TTT*	NB-TTT*	NB-TTT*	B	16.0	C	20.9	B	15.3	B	15.6	C	25.4	B	16.9	B	15.4	C	25.3	B	16.3	-	-	-	-	-	-
	SB-TTT*	SB-TTT*	SB-TTT*	D	45.0	B	15.4	B	15.1	D	52.7	B	16.3	B	16.7	D	48.2	B	16.3	B	16.0	-	-	-	-	-	-
U.S. Rt 1 and Independence Way	**Overall**	**Overall**	**Overall**	**A**	**6.2**	**A**	**8.7**	**A**	**2.1**	**A**	**5.9**	**A**	**9.3**	**A**	**2.3**	**A**	**5.7**	**A**	**9.2**	**A**	**2.2**	-	-	-	-	-	-
	EB-LL	EB-LL	EB-LL	D	50.5	E	62.5	D	45.1	D	43.3	E	60.1	D	47.3	D	43.5	E	61.7	D	46.1	-	-	-	-	-	-
	EB-TR	EB-TR	EB-TR	E	73.7	E	71.6	D	53.0	E	63.6	E	64.6	D	52.0	E	64.7	E	65.9	D	51.0	-	-	-	-	-	-
	WB-L	WB-L	WB-L	E	79.0	F	82.8	E	65.1	E	72.9	F	85.0	E	65.1	E	72.9	F	85.0	E	65.1	-	-	-	-	-	-
	WB-R	WB-R	WB-R	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	-	-	-	-	-	-
	NB-TTTR	NB-TTTR	NB-TTTR	A	4.3	A	6.7	A	2.0	A	4.5	A	7.0	A	2.1	A	4.4	A	6.8	A	2.1	-	-	-	-	-	-
	SB-TTT	SB-TTT	SB-TTT	A	5.8	A	7.6	A	1.6	A	5.5	A	8.8	A	1.8	A	5.2	A	8.8	A	1.6	-	-	-	-	-	-
U.S. Rt 1 NB Ramps and College Rd E	**Overall**	**Overall**	**Overall**	**A**	**2.0**	**A**	**3.0**	**A**	**1.6**	**A**	**2.5**	**A**	**3.5**	**A**	**2.3**	**A**	**2.3**	**A**	**3.5**	**A**	**2.1**	-	-	-	-	-	-
	EB-LL	EB-LL	EB-LL	A	0.6	A	0.6	A	0.5	A	0.8	A	1.0	A	0.8	A	0.7	A	0.8	A	0.7	-	-	-	-	-	-
	EB-TT	EB-TT	EB-TT	A	0.1	A	0.0	A	0.0	A	0.1	A	0.1	A	0.0	A	0.1	A	0.1	A	0.0	-	-	-	-	-	-
	WB-TT	WB-TT	WB-TT	A	5.4	A	5.8	A	4.3	A	6.7	A	7.7	A	6.0	A	6.3	A	7.2	A	5.7	-	-	-	-	-	-
	WB-R	WB-R	WB-R	A	0.0	A	0.1	A	0.0	A	0.0	A	0.1	A	0.0	A	0.0	A	0.1	A	0.0	-	-	-	-	-	-
	NEB-R	NEB-R	NEB-R	A	0.2	A	0.1	A	0.0	A	0.2	A	0.1	A	0.0	A	0.2	A	0.1	A	0.0	-	-	-	-	-	-
Village Blvd / Jug and College Rd W	**Overall**	**Overall**	**Overall**	**A**	**7.0**	**A**	**7.9**	**A**	**5.7**	**A**	**7.8**	**A**	**9.8**	**A**	**7.1**	**A**	**7.6**	**A**	**8.9**	**A**	**5.9**	-	-	-	-	-	-
	EB-TTR	EB-TTR	EB-TTR	A	6.6	A	6.6	A	4.8	A	7.5	A	9.7	A	7.1	A	7.3	A	8.6	A	5.7	-	-	-	-	-	-
	WB-TT	WB-TT	WB-TT	A	6.5	A	7.2	A	4.9	A	7.3	A	8.5	A	6.5	A	7.0	A	8.5	A	5.4	-	-	-	-	-	-
	NB-L	NB-L	NB-L	B	11.5	B	11.8	B	11.0	B	13.7	B	14.8	B	13.8	B	12.9	B	12.3	B	11.3	-	-	-	-	-	-
	NB-R	NB-R	NB-R	A	5.3	A	5.1	A	5.6	A	7.0	A	9.2	A	7.0	A	5.9	A	5.3	A	5.8	-	-	-	-	-	-
	SB-LTT	SB-LTT	SB-LTT	B	12.1	B	12.7	B	11.5	B	13.9	B	15.0	B	14.2	B	13.2	B	13.0	B	11.8	-	-	-	-	-	-
College Rd W and Seminary Dr and Nursey Rd	**Overall**	**Overall**	**Overall**	**B**	**10.6**	**B**	**11.2**	**A**	**9.2**	**B**	**17.9**	**C**	**20.5**	**B**	**17.2**	**C**	**20.5**	**C**	**22.4**	**B**	**19.1**	**B**	**17.6**	**B**	**17.6**	**B**	**16.3**
	EB-L	EB-L	EB-L	A	5.0	A	5.0	A	5.0	A	8.5	B	14.1	B	13.8	A	8.8	B	10.8	B	10.3	A	7.9	A	9.7	B	10.8
	EB-TTR	EB-TTR	EB-TTR	B	10.1	B	10.2	A	7.9	C	22.6	C	20.5	B	19.0	B	17.4	B	19.3	B	15.5	C	21.3	B	16.2	B	15.7
	WB-L	WB-L	WB-L	A	9.9	A	4.8	A	4.4	B	15.3	B	15.9	B	14.1	C	26.6	B	11.6	B	10.9	B	13.3	B	11.4	B	11.3
	WB-T	WB-TT	WB-TT	A	9.6	A	9.7	A	7.6	B	15.7	C	22.4	C	20.6	C	21.9	C	24.4	C	20.3	B	13.8	B	16.8	B	17.2
	WB-R	WB-R	WB-R	A	0.0	A	0.0	A	0.0	A	0.5	A	0.5	A	1.2	A	0.2	A	0.3	A	0.6	A	0.2	A	0.3	A	0.6
	NB-L	NB-LL	NB-LL	C	31.1	C	33.3	C	29.6	D	38.9	D	41.8	D	39.3	D	42.5	D	53.8	D	39.4	D	38.1	D	36.7	D	37.1
	NB-TR	NB-T	NB-T	B	13.4	B	11.5	B	12.5	D	40.2	D	41.0	D	43.3	C	20.5	C	20.0	C	21.3	D	38.4	D	35.2	D	38.7
	-	NB-R	NB-R	-	-	-	-	-	-	A	9.2	B	14.7	A	8.0	-	-	-	-	-	-	A	9.1	B	13.6	A	8.0
	SB-L	SB-LL	SB-LL	C	29.0	C	29.0	C	27.0	D	38.7	D	35.7	C	33.2	D	44.7	D	45.9	D	47.1	D	37.7	D	35.4	C	33.6
	SB-LTTR	SB-T	SB-T	C	29.0	C	28.3	C	26.5	C	31.9	C	24.4	C	24.7	C	33.1	C	32.1	C	30.2	C	31.7	C	27.0	C	25.6
	-	SB-R	SB-R	-	-	-	-	-	-	A	0.3	A	4.0	A	3.1	-	-	-	-	-	-	A	0.3	A	0.7	A	0.6
Academy St / Church St and NJ Rt 27	**Overall**	**Overall**	**Overall**	**D**	**54.5**	**C**	**32.1**	**B**	**14.2**	**E**	**77.7**	**D**	**53.6**	**C**	**21.8**	**E**	**71.6**	**D**	**44.6**	**B**	**18.3**	-	-	-	-	-	-
	EB-LT	EB-LT	EB-LT	B	11.7	C	23.6	B	12.8	B	11.7	C	23.6	B	13.3	B	11.7	C	23.6	B	13.3	-	-	-	-	-	-
	EB-R	EB-R	EB-R	A	2.8	A	2.7	A	1.8	A	3.0	A	2.8	A	1.7	A	2.9	A	2.8	A	1.7	-	-	-	-	-	-
	WB-L	WB-L	WB-L	A	4.7	B	12.8	A	3.8	A	5.1	B	18.5	A	5.3	A	4.9	B	16.7	A	4.8	-	-	-	-	-	-
	WB-TR	WB-TR	WB-TR	A	4.1	A	6.3	A	3.9	A	4.1	A	6.2	A	4.7	A	4.1	A	6.3	A	4.6	-	-	-	-	-	-
	NB-LTR	NB-LTR	NB-LTR	F	233.5	F	100.3	E	59.0	F	318.9	F	176.9	F	87.0	F	295.7	F	146.0	E	72.3	-	-	-	-	-	-
HeathcoteRd/ Laurel Ave and NJ Rt 27	**Overall**	**Overall**	**Overall**	**D**	**46.5**	**D**	**48.6**	**C**	**27.0**	**D**	**51.0**	**D**	**50.1**	**C**	**27.9**	**D**	**48.6**	**D**	**50.1**	**C**	**27.6**	-	-	-	-	-	-
	EB-LTR	EB-LTR	EB-LTR	A	7.0	A	8.3	A	7.9	A	7.3	A	8.5	A	8.6	A	7.2	A	8.4	A	8.3	-	-	-	-	-	-
	WB-LTR	WB-LTR	WB-LTR	B	15.0	B	14.4	B	15.3	B	15.4	B	15.0	B	16.5	B	15.3	B	14.7	B	16.0	-	-	-	-	-	-
	NB-LTR	NB-LTR	NB-LTR	D	39.2	D	50.1	D	36.5	D	39.5	D	50.5	D	36.2	D	39.4	D	50.5	D	36.3	-	-	-	-	-	-
	SB-LTR	SB-LTR	SB-LTR	F	126.7	F	164.1	E	70.6	F	142.2	F	172.7	E	73.1	F	134.3	F	171.6	E	72.5	-	-	-	-	-	-

Table 5 cont'd – Intersection Capacity Analysis Summary

Intersection (Plainsboro Only)	LANE USE Existing	LANE USE GDP	LANE USE W/ Imp	2029 Projected						2029 Projected with GDP						2029 Build						2029 Build with GDP Mitigation					
				AM		PM		SAT		AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
				LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
SIGNALIZED INTERSECTIONS																											
Seminary Dr and Mapleton Rd/ Barclay Blvd	**Overall**	**Overall**	**-**	**B**	**19.8**	**A**	**7.3**	**A**	**5.1**	**C**	**23.2**	**A**	**8.6**	**A**	**7.9**	**C**	**21.7**	**A**	**8.1**	**A**	**7.0**	-	-	-	-	-	-
	EB-LTR	EB-LTR	-	D	40.7	C	25.7	C	23.8	D	42.1	C	25.7	C	25.0	D	41.5	C	25.8	C	25.5	-	-	-	-	-	-
	WB-LTR	WB-LTR	-	C	27.8	C	27.2	C	22.8	C	32.0	C	30.1	C	30.0	C	30.7	C	29.1	C	28.1	-	-	-	-	-	-
	NB-L	NB-L	-	A	4.3	A	2.7	A	2.0	A	4.4	A	3.0	A	3.0	A	4.4	A	2.9	A	2.5	-	-	-	-	-	-
	NB-TR	NB-TR	-	A	8.2	A	6.2	A	3.9	A	8.8	A	7.6	A	5.9	A	8.7	A	7.1	A	5.4	-	-	-	-	-	-
	SB-L	SB-L	-	A	4.2	A	2.7	A	2.1	A	4.1	A	3.0	A	3.0	A	4.1	A	2.9	A	2.7	-	-	-	-	-	-
	SB-TR	SB-TR	-	C	20.0	A	5.6	A	3.9	C	25.6	A	6.7	A	6.4	C	23.2	A	6.3	A	5.7	-	-	-	-	-	-
Crowne Plaza/ College Rd E and Scudders Mill Rd	**Overall**	**Overall**	**-**	**B**	**14.3**	**B**	**18.0**	**B**	**10.6**	**B**	**17.4**	**C**	**20.0**	**B**	**14.1**	**B**	**15.8**	**B**	**19.3**	**B**	**12.6**	-	-	-	-	-	-
	EB-L	EB-L	-	C	30.0	D	36.7	C	29.0	C	32.8	D	39.2	C	31.6	C	31.2	D	38.3	C	30.3	-	-	-	-	-	-
	EB-TT	EB-TT	-	A	8.5	B	14.4	A	9.5	A	9.4	B	16.4	B	12.6	A	9.4	B	15.7	B	10.9	-	-	-	-	-	-
	EB-R	EB-R	-	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	-	-	-	-	-	-
	WB-L	WB-L	-	C	30.0	D	36.2	C	28.9	C	33.0	D	38.3	C	31.7	C	32.0	D	37.7	C	30.3	-	-	-	-	-	-
	WB-TT	WB-TT	-	B	17.0	B	17.0	A	9.3	C	21.3	B	19.0	B	12.4	B	18.7	B	18.3	B	10.7	-	-	-	-	-	-
	WB-R	WB-R	-	A	5.2	A	4.4	A	1.4	A	6.8	A	4.2	A	3.2	A	6.0	A	4.2	A	3.2	-	-	-	-	-	-
	NB-LTR	NB-LTR	-	C	27.4	C	26.8	C	23.8	C	29.7	C	28.1	C	26.1	C	28.6	C	28.0	C	25.0	-	-	-	-	-	-
	SB-L	SB-L	-	C	31.2	D	36.2	C	29.3	C	34.9	D	37.4	C	33.3	C	32.3	D	37.1	C	31.6	-	-	-	-	-	-
	SB-LT	SB-LT	-	C	31.2	D	36.5	C	29.3	C	34.9	D	37.8	C	33.5	C	32.3	D	37.5	C	31.3	-	-	-	-	-	-
	SB-R	SB-R	-	A	5.8	A	0.8	A	0.3	A	5.9	A	0.7	A	0.3	A	5.6	A	0.7	A	0.3	-	-	-	-	-	-
PROPOSED SIGNALIZED INTERSECTIONS																											
Nursery Road and Road D	-	-	**Overall**	-	-	-	-	-	-	-	-	-	-	-	-	**A**	**7.8**	**A**	**10.6**	**B**	**11.5**	-	-	-	-	-	-
	-	-	EB-L	-	-	-	-	-	-	-	-	-	-	-	-	A	7.0	A	8.0	A	9.0	-	-	-	-	-	-
	-	-	EB-TR	-	-	-	-	-	-	-	-	-	-	-	-	A	8.0	A	9.9	B	10.4	-	-	-	-	-	-
	-	-	WB-L	-	-	-	-	-	-	-	-	-	-	-	-	A	8.0	B	11.2	B	13.0	-	-	-	-	-	-
	-	-	WB-TR	-	-	-	-	-	-	-	-	-	-	-	-	B	12.0	B	12.3	B	13.0	-	-	-	-	-	-
	-	-	NB-L	-	-	-	-	-	-	-	-	-	-	-	-	A	7.7	A	9.4	B	10.4	-	-	-	-	-	-
	-	-	NB-T	-	-	-	-	-	-	-	-	-	-	-	-	B	12.3	B	14.3	B	15.0	-	-	-	-	-	-
	-	-	NB-R	-	-	-	-	-	-	-	-	-	-	-	-	A	3.8	A	4.7	A	4.5	-	-	-	-	-	-
	-	-	SB-L	-	-	-	-	-	-	-	-	-	-	-	-	A	8.0	A	9.0	A	9.0	-	-	-	-	-	-
	-	-	SB-TR	-	-	-	-	-	-	-	-	-	-	-	-	B	14.9	B	19.3	C	22.2	-	-	-	-	-	-
UNSIGNALIZED INTERSECTIONS																											
College Rd E and Research Way	WB-L	-	-	C	15.3	C	20.0	B	10.1	C	20.8	D	28.8	B	13.7	C	18.5	D	25.5	B	12.2	-	-	-	-	-	-
	WB-R	-	-	B	10.6	A	9.8	A	8.8	B	11.8	B	10.5	A	9.6	B	11.3	B	10.3	A	9.3	-	-	-	-	-	-
	SB-L	-	-	A	8.0	A	8.6	A	7.5	A	8.5	A	9.1	A	8.0	A	8.3	A	9.0	A	7.8	-	-	-	-	-	-
Evergreen Dr/ Western Dr and Seminary Dr	-	EB-LT	-	-	-	-	-	-	-	A	8.8	A	9.2	A	8.4	A	8.7	A	9.1	A	8.1	-	-	-	-	-	-
	-	WB-LT	-	-	-	-	-	-	-	A	9.3	A	8.2	A	8.0	A	9.2	A	8.1	A	7.9	-	-	-	-	-	-
	-	NB-LTR	-	-	-	-	-	-	-	D	28.5	C	20.4	C	15.3	D	25.3	C	18.0	B	13.2	-	-	-	-	-	-
	-	SB-LT	-	-	-	-	-	-	-	F	83.7	E	35.5	C	24.3	E	46.4	D	29.0	C	18.2	-	-	-	-	-	-
	-	SB-R	-	-	-	-	-	-	-	B	12.7	B	13.6	B	10.8	B	12.4	B	13.0	B	10.3	-	-	-	-	-	-
Nursery Road and Road P	-	-	EB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	8.5	A	8.5	A	8.6	-	-	-	-	-	-
	-	-	WB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	9.3	B	10.2	B	11.2	-	-	-	-	-	-
	-	-	NB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	7.3	A	7.3	A	7.3	-	-	-	-	-	-
	-	-	SB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	7.3	A	7.3	A	7.4	-	-	-	-	-	-
ROUNDABOUT INTERSECTIONS																											
Nursery Road and Road B / Road C	-	-	**Overall**	-	-	-	-	-	-	-	-	-	-	-	-	**A**	**2.7**	**A**	**2.7**	**A**	**2.7**	-	-	-	-	-	-
	-	-	EB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	2.7	A	2.7	A	2.7	-	-	-	-	-	-
	-	-	WB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	2.7	A	2.7	A	2.7	-	-	-	-	-	-
	-	-	NB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	2.7	A	2.7	A	2.7	-	-	-	-	-	-
			SB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	A	2.6	A	2.6	A	2.7	-	-	-	-	-	-

**Based on Synchro Software [Level of Service (Average vehicle delay [seconds per vehicle])]

* Third thru land analyzed during the AM and PM peak hours based on NJDOT congestion relief program

U.S. Route 1 and Ridge Road

The signalized intersection is expected to operate at an overall LOS D during both the weekday morning and evening peak hours, and an overall LOS C during the Saturday midday peak hour under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS D during both the weekday morning and evening peak hours, and an overall LOS C during the Saturday midday peak hour. Under the Build condition, the intersection is expected to operate at an overall LOS D during both the weekday morning and evening peak hours, and an overall LOS C during the Saturday midday peak hour.

The intersection operates as an adaptive system and the coordinated U.S. Route 1 signal system can adapt cycle length and phase length depending on traffic demands through the network. To analyze the U.S. Route 1 intersection we used the phase minimums and maximum adaptive mode cycle length (240 second) specified on the timing directive for the Adaptive Mode plan and found the optimized peak hour cycle length for each time period and analysis condition. The above analyses provide for a reasonable representation of the operational characteristics of these traffic signals in the adaptive system. It is anticipated more of a benefit is realized in real-world applications of the adaptive mode then what the analysis suggests.

U.S. Route 1 and Independence Way

The signalized intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours. Under the Build condition, the intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours.

The intersection operates as an adaptive system and the coordinated U.S. Route 1 signal system can adapt cycle length and phase length depending on traffic demands through the network. To analyze the U.S. Route 1 intersection we used the phase minimums and maximum adaptive mode cycle length (240 second) specified on the timing directive for the Adaptive Mode plan and found the optimized peak hour cycle length for each time period and analysis condition. The above analyses provide for a reasonable representation of the operational characteristics of these traffic signals in the adaptive system. It is anticipated more of a benefit is realized in real-world applications of the adaptive mode then what the analysis suggests.

College Road East and U.S. Route 1 Northbound Ramps

The signalized intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours. Under the Build condition, the intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours.

College Road West and Village Boulevard / Jughandle

The signalized intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours. Under the Build condition, the intersection is expected to operate at an overall LOS A during the weekday morning and evening, and Saturday midday peak hours.

College Road West and Nursery Road and Seminary Drive

The signalized intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours, and an overall LOS A during the Saturday midday peak hour under the Projected condition based upon the intersection geometry and signal operation constructed in accordance with prior approvals. Under the Build condition, with the same intersection geometry and signal operation, the intersection is expected to operate at an overall LOS C during both the weekday morning and evening peak hours, and an overall LOS B during the Saturday midday peak hour.

Under the Projected condition with GDP trips and the Build condition, adjustments to the intersection geometry, as part of the approved GDP, will be phased in as the project proceeds in order to accommodate the future traffic projections. These geometric and signal improvements at full development would include:

- Modify the southbound Nursery Road approach geometry
  - Current lane configuration – left, left/thru, thru/right
  - Proposed lane configuration – left, left, thru, right
  - The exclusive double left turn lanes would improve queuing and allow for more flexibility in reallocating green time to other movements such as the WB advance in the AM peak hours and to the NB phase in the PM peak hours.
- Modify the northbound College Road West approach geometry
  - Current lane configuration – left, thru/right
  - Proposed lane configuration – left, left, thru, right
- Modify the westbound College Road West approach geometry

        - Current lane configuration – left, thru, right
        - Proposed lane configuration – left, thru, thru, right
    - AM peak hour – Add a third timing program for the AM peak hours. Timing adjustment to allocate more green time to the WB College Road West advance phase.
        - Additional 12 seconds to the WB/EB left advance phase.
            - 6 seconds from the NB College Road West R.O.W. phase.
            - 6 seconds from the EB/WB E College Road West/Seminary Drive R.O.W. phase.
    - PM peak hour – Timing adjustment to allocate more green time to the NB College Road West phase.
        - Additional 3 seconds to the NB College Road West R.O.W. phase. Additional 5 seconds to EB/WB College Road West/Seminary Road R.O.W. phase.
            - 2 seconds from the SB Nursery Road R.O.W. phase.
            - 6 seconds from the EB/WB left advance phase.
    - Saturday peak hour – Timing adjustment to allocate more green time to the SB Nursery Road phase.
        - Additional 8 seconds to the SB Nursery Road R.O.W. phase.
            - 2 seconds from the NB College Road West R.O.W. phase.
            - 6 seconds from the EB/WB College Road West/Seminary Road R.O.W. phase.

With the above recommendations implemented, the signalized intersection is expected to operate at an overall LOS B during both the weekday morning and Saturday midday peak hours, and an overall LOS C during the weekday evening peak hour under the Projected condition with GDP trips. Under the Build condition, with the above implemented, the signalized intersection is expected to operate at an overall LOS B during all three peak hours.

<u>NJ Route 27 and Academy Street / Church Street</u>

The signalized intersection is expected to operate at an overall LOS D during the weekday morning peak hour, an overall LOS C during the weekday evening peak hour, and an overall LOS B during the Saturday midday peak hour under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS E during the weekday morning peak hour, an overall LOS D during the weekday evening peak hour, and an overall LOS C during the Saturday midday peak hour. Under the Build condition, the intersection is expected to operate at an overall LOS E during the weekday morning peak hour, an overall LOS D during the weekday evening peak hour, and an overall LOS B during the Saturday midday peak hour

<u>NJ Route 27 and Heathcote Road / Laurel Avenue</u>

The signalized intersection is expected to operate at an overall LOS D during both the weekday morning and evening peak hours, and an overall LOS C during the Saturday midday peak hour under the Projected condition. Under the Projected condition with GDP trips, the intersection is

expected to operate at an overall LOS D during both the weekday morning and evening peak hours, and an overall LOS C during the Saturday midday peak hour. Under the Build condition, the intersection is expected to operate at an overall LOS D during both the weekday morning and evening peak hours, and an overall LOS C during the Saturday midday peak hour.

Seminary Drive and Mapleton Road and Barclay Boulevard

The signalized intersection is expected to operate at an overall LOS B during the weekday morning peak hour, and LOS A during both the weekday evening and Saturday midday peak hours under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS C during the weekday morning peak hour, and LOS A during both the weekday evening and Saturday midday peak hours. Under the Build condition, the intersection is expected to operate at an overall LOS C during the weekday morning peak hour, and LOS A during both the weekday evening and Saturday midday peak hours.

Scudders Mill Road (CR 614) and College Road East and Crowne Plaza Driveway

The signalized intersection is expected to operate at an overall LOS B during the weekday morning and evening, and Saturday midday peak hours under the Projected condition. Under the Projected condition with GDP trips, the intersection is expected to operate at an overall LOS B during both the weekday morning and Saturday midday peak hours, and LOS C during the weekday evening peak hour. Under the Build condition, the intersection is expected to operate at an overall LOS B during the weekday morning and evening, and Saturday midday peak hours.

Based on the results of the analyses the following is recommended to improve operations at the intersection. The need for the proposed improvements results from regional growth, traffic associated with other area projects as well as the project development.

- Lengthen the southbound, College Road East, left-turn storage lane.

With the above recommendations implemented, the signalized intersection is expected to operate at an overall LOS B during all three peak hours.

College Road East and Research Way

All movements at the unsignalized intersection are expected to operate at LOS C or better during the weekday morning and evening, and Saturday midday peak hours under the Projected condition. Under the Projected condition with GDP trip, all movements are expected to operate at LOS D or better during all three peak hours. Under the Build condition, all movements are expected to operate at an LOS D or better during all three peak hours.

Signal Warrant Analysis

We performed a traffic signal warrant analysis for the intersection using the Manual on Uniform Traffic Control Devices (MUTCD) standards. There are nine warrants described in the MUTCD. We only evaluated the traffic volume based warrants.

We evaluated the 2029 Projected (without GDP trips) and 2029 Build traffic volumes to determine if they meet any of the traffic volume based warrants. We used the 11 hours of data collected in the April 2024 turning movement traffic count (TMC) for the intersection to conduct the warrant analysis. We used the same methodology described previously in the Estimate of Future Conditions section to derive the weekday hourly 2029 Projected and Build traffic volumes.

Appendix E contains the warrant summary reports. The traffic volume based warrant analysis results are as follows:

Warrant 1 (Eight-Hour Vehicular Volume)

- Projected – Not Met: 3 hours met (8 required)
- Build – Not Met: 3 hours met (8 required)

Warrant 2 (Four-Hour Vehicular Volume)

- Projected – Not Met: 1 hours met (4 required)
- Build – Not Met: 2 hours met (4 required)

Warrant 3 (Peak Hour)

- Projected – Not Met: 0 hours met (1 required)
- Build – Not Met: 0 hours met (1 required)

Based on the results of the warrant analysis, it is not recommended the intersection be signalized with the current development program. The intersection should continue to be monitored for signalization in the future, if necessary. This analysis is in accordance with the requirements of the existing PFC Traffic Agreement, which with regards to Princeton Nurseries' development requires the submission of a Warrant Analysis "upon the submission of the first preliminary site plan application for a non-residential development in Princeton Nurseries".

<u>Seminary Drive and Western Access Street / Evergreen Drive</u>

Geometry

The western street is proposed to intersect the existing T-shaped intersection of Seminary Drive and Evergreen Drive to form the north leg of a four-leg intersection. The eastbound Seminary Drive approach will provide one left-turn lane and one shared thru/right-turn lane. The westbound Seminary Drive approach will provide one left-turn lane, one thru lane and one right-turn lane.

The northbound Evergreen Drive approach will provide one shared left-turn/thru/right-turn lane. The southbound access street approach is recommended to provide one shared left-turn/thru lane and one right-turn lane. It is recommended that the intersection be monitored for future signalization.

Analysis

All movements at the stop-controlled intersection are expected to operate at LOS E or better during all three peak hours, under the Projected condition with GDP trips, with the exception of the southbound left-turn/thru movement during the weekday morning peak hour, which is expected to operate at an LOS F. Under the Build condition, all movements at the stop-controlled intersection are expected to operate at LOS E or better during all three peak hours. The prior GDP analyses indicates that future traffic signalization may be required with further development beyond this application.

The traffic signal underground conduits and junction boxes should be installed when the intersection is constructed. The intersection should be monitored for traffic signal installation in accordance with MUTCD (Manual on Uniform Traffic Control Devices) Traffic Signal Warrant criteria.

Signal Warrant Analysis

We performed a traffic signal warrant analysis for the intersection using the Manual on Uniform Traffic Control Devices (MUTCD) standards. There are nine warrants described in the MUTCD. We only evaluated the traffic volume based warrants. We evaluated the 2029 Build peak hour traffic volumes to determine if the weekday morning and evening peak hours met the criteria for any of the traffic volume based warrants. Appendix E contains the warrant summary reports. The traffic volume based warrant analysis results are as follows:

Warrant 1 (Eight-Hour Vehicular Volume);
Warrant 2 (Four-Hour Vehicular Volume); and
Warrant 3 (Peak Hour).

- Build – Not Met

Based on the results of the warrant analysis, it is not recommended the intersection be signalized with the current development program. The intersection should continue to be monitored for signalization in the future, if necessary.

Nursery Road and Road D

Geometry

Road D is proposed to intersect Nursery Road to form a four-leg intersection under signal control. The eastbound Road D approach will provide one left-turn lane and one shared thru/right-turn lane. The westbound Road D approach will provide one left-turn lane and one shared thru/right-turn lane. The northbound Nursery Road approach will provide one left-turn lane, one thru lane, and one right-turn lane. The southbound Nursery Road approach will provide one left-turn lane and one shared thru/right-turn lane. It is recommended the intersection be signalized.

Analysis

The signalized intersection is expected to operate at an overall LOS A during the weekday morning and evening peak hours, and an overall LOS B during the Saturday midday peak hours under the Build condition.

Nursery Road and Road P

Geometry

Road P is proposed to intersect Nursery Road to form a four-leg intersection under stop control. The eastbound and westbound Road P approaches will provide one shared left-turn/thru/right-turn lane and will be "stop" controlled. The northbound and southbound Nursery Road approaches will provide one shared left-turn/thru/right-turn lane.

Analysis

All movements at the stop-controlled intersection are expected to operate at LOS B or better during the weekday morning and evening, and Saturday midday peak hours.

Nursery Road and Road B / Road C

Geometry

Road B and Road C are proposed to intersect Nursery Road to form the west and east legs, respectively, of a four-leg roundabout. The eastbound, Road B, and westbound, Road C, approaches will provide one shared left-turn/thru/right-turn lane. The northbound and southbound Nursery Road approaches will provide one shared left-turn/thru/right-turn lane. All approaches on the roundabout will be "yield" controlled.

Analysis

All movements at the stop-controlled intersection are expected to operate at LOS A during the weekday morning and evening, and Saturday midday peak hours.

CONCLUSIONS AND RECOMMENDATIONS

Langan finds that the proposed mixed-use development of the Princeton Nurseries in Plainsboro Township generally results in less traffic generation and better roadway levels of service as compared to the Plainsboro Princeton Nurseries envisioned by the Plainsboro GDP as previously analyzed in the May 2020 traffic impact study.

In general, the proposed mixed-use development program in Plainsboro Township will generate approximately 326 less (33% less) weekday morning peak hour trips, 379 less (32% less) weekday evening peak hour trips, and 567 less (36% less) Saturday midday peak hour trips on the regional roadways as compared to the current entitled GDP development program in Plainsboro Township.

The prior improvements privately funded and constructed by Princeton Forrestal Center, notably improvements to U.S. Route 1, construction of College Road and the construction of the College Road overpass were designed to accommodate the peak hour traffic demands associated with the prior GDP entitlements. These constructed improvements will continue to provide the capacity needed to accommodate the proposed mixed-use development program. The NJDOT U.S. Route 1 congestion relief program which permits vehicles to use the shoulder as a travel lane from 6:00 AM to 9:00 AM and from 4:00 PM to 7:00 PM between Raymond Road and Independence Way in South Brunswick Township has created additional capacity along U.S. Route 1 during the peak hours improving traffic flow along the corridor. Currently under design improvements by NJDOT along U.S. Route 1 in West Windsor will provide additional capacity improvement through the signalized intersections with Harrison Street, Fisher Place and Washington Road reducing existing peak hour delays along this section of the U.S. Route 1 corridor.

Based upon the analysis documented herein, the following is recommended:

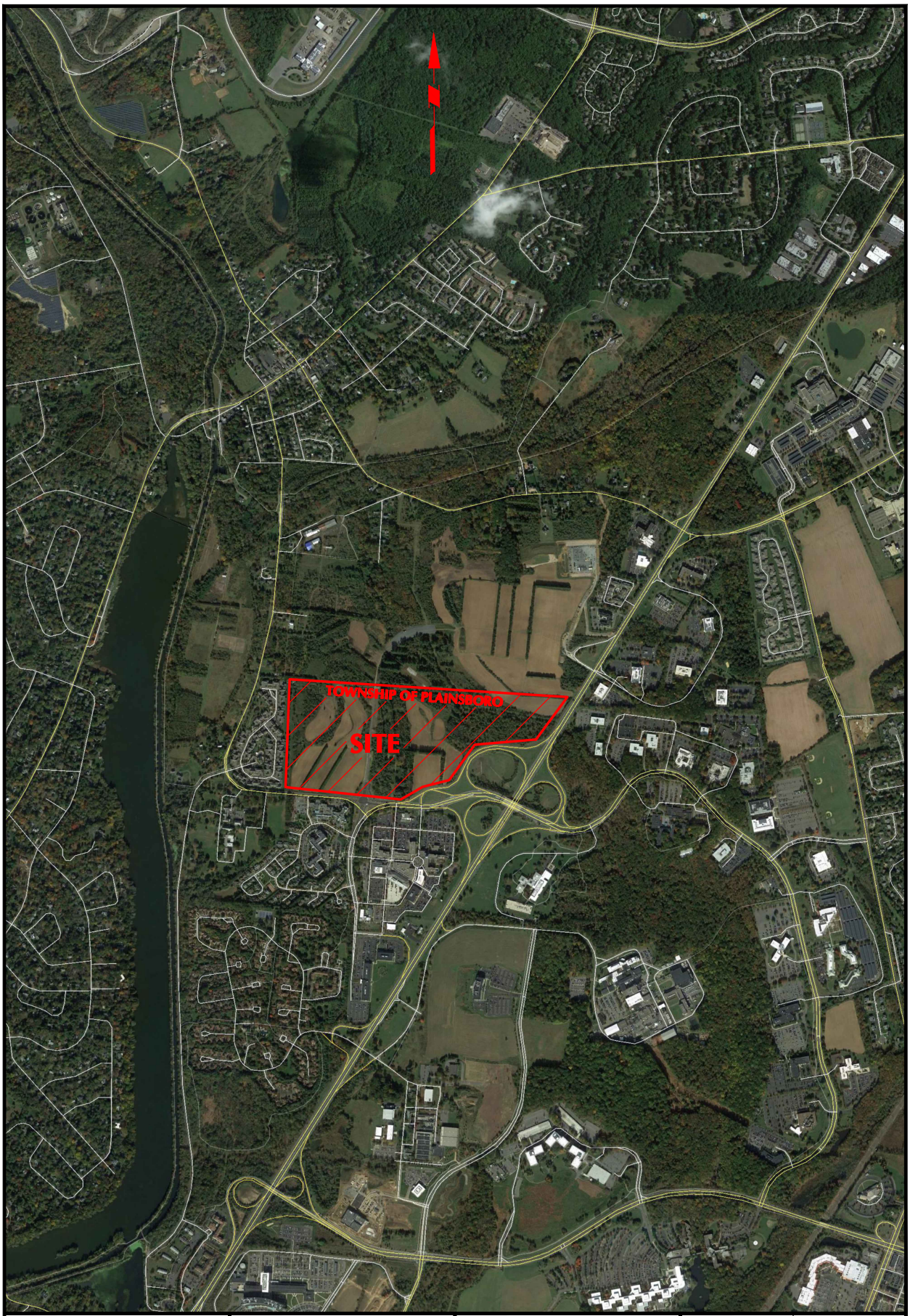
1. College Road West and Nursery Road and Seminary Drive
    a. Initial development will be accommodated by the currently constructed intersection geometry and the proposed signal timing adjustments contained herein, which includes the addition of a weekday morning timing program and signal timing adjustments to the weekday evening and Saturday peak hour timing programs.
    b. The intersection's geometric improvements are as follows
        i. Modify the southbound Nursery Road approach geometry
            1. Current lane configuration – left, left/thru, thru/right
            2. Proposed lane configuration – left, left, thru, right

ii. Modify the northbound College Road West approach geometry
    1. Current lane configuration – left, thru/right
    2. Proposed lane configuration – left, left, thru, right
iii. Modify the westbound College Road West approach geometry
    1. Current lane configuration – left, thru, right
    2. Proposed lane configuration – left, thru, thru, right

2. Scudders Mill Road (CR 614) and College Road East and Crowne Plaza Driveway
    a. Identified improvements include the following at this time based on the enclosed analysis.
        i. Lengthen the southbound, College Road East, left-turn storage lane.
3. Seminary Drive and Western Access Street / Evergreen Drive
    a. The recommended geometry is as follows:
        i. Eastbound left, thru/right; westbound left, thru, right; northbound left/thru/right; southbound left/thru, right.
    b. The intersection should be monitored after initial completion for traffic signal installation in accordance with MUTCD Warrant criteria. If the criteria is not met at that time then the intersection should be monitored with subsequent site plan applications.

The development's access points from College Road West plus Seminary Drive, with the recommended roadway and traffic control discussed herein, are expected to operate safely and efficiently during peak traffic hours.

APPENDIX A
FIGURES



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Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan
NJ CERTIFICATE OF AUTHORIZATION No. 24GA27996400

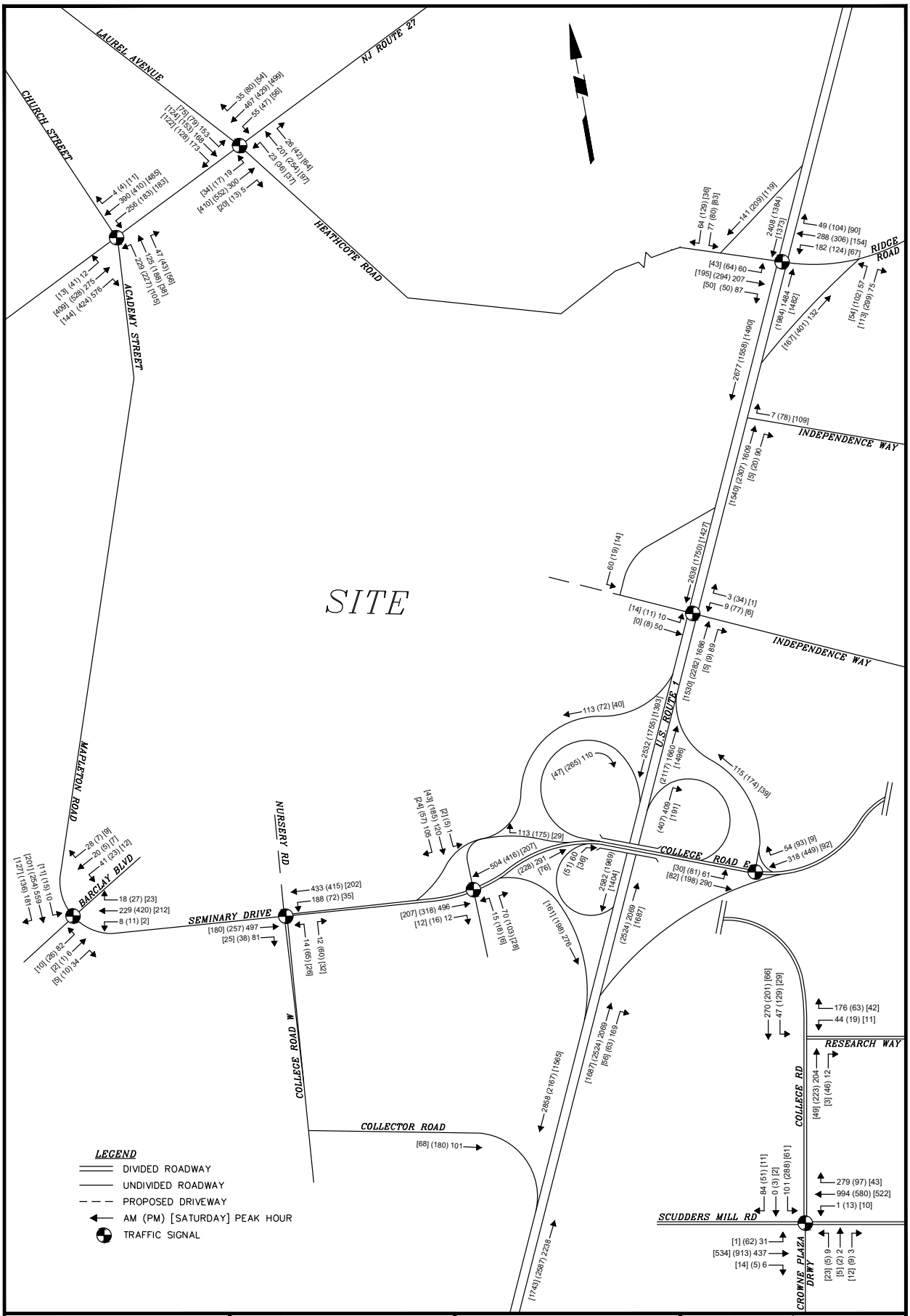
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
SITE LOCATION MAP

Project No. 130091505	Drawing No. FIGURE 1
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 1 of 14

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Filename: \\langan.com\data\PRI\data5\130091505\Project Data_Discipline\Traffic\Figures & Tables\2024-06 TIS Figures - Plainsboro ONLY\2024-06 Princeton Nurseries - Plainsboro TIS Figures.dwg Date: 6/20/2024 Time: 15:06 User: kapehnke Style Table: Langan_OCE.stb Layout: 1-SiteMap



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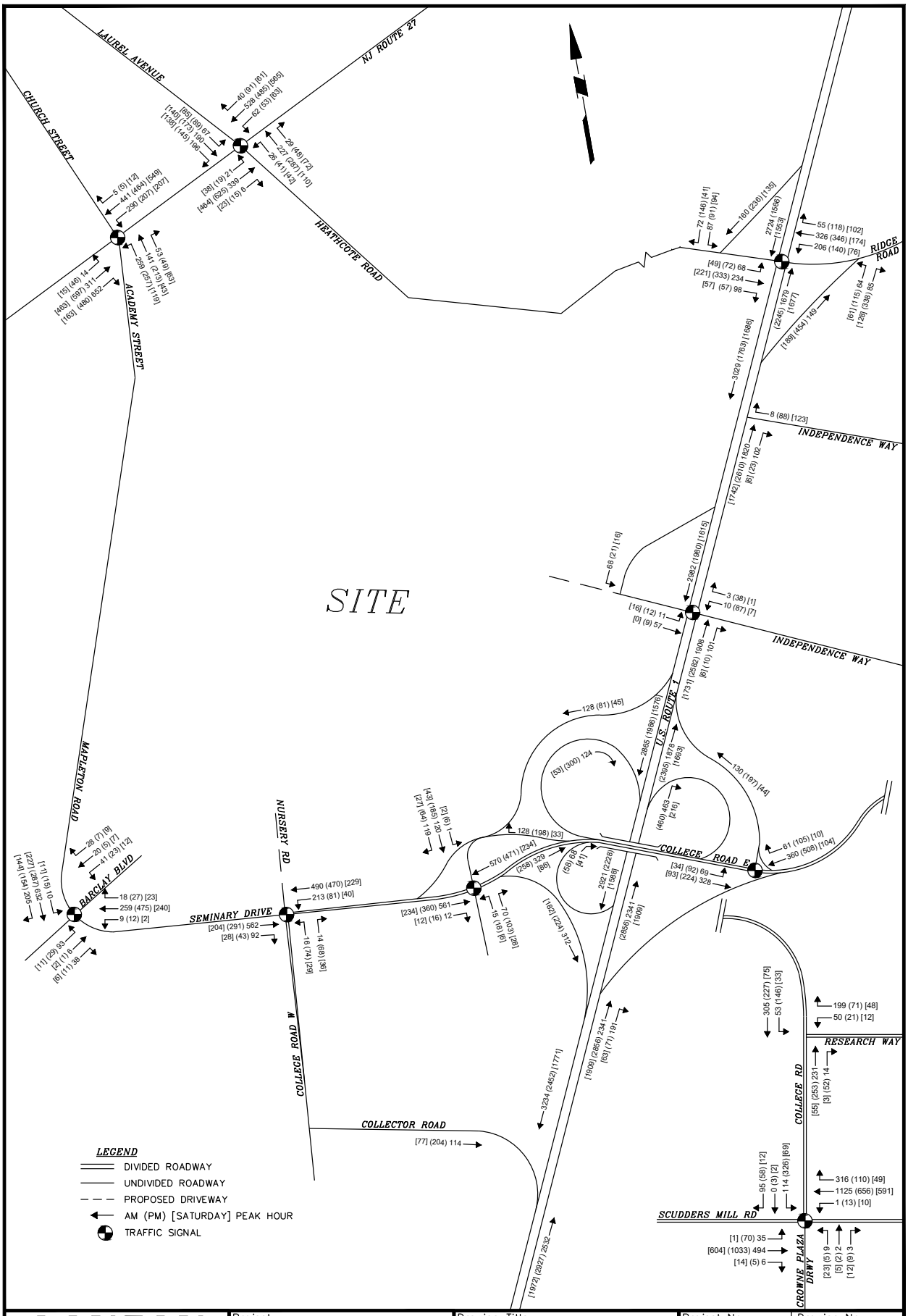
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2024 EXISTING TRAFFIC VOLUMES

Project No. 130091505	Drawing No. FIGURE 2
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 2 of 14

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Filename: \\langan.com\data\PRI\data5\130091505\Project Data_Discipline\Traffic\Figures & Tables\2024-06 TIS Figures - Plainsboro ONLY\2024-06 Princeton Nurseries - Plainsboro TIS Figures.dwg Date: 6/20/2024 Time: 15:06 User: kapehnke Style Table: Langan_OCE.stb Layout: 2-Ex

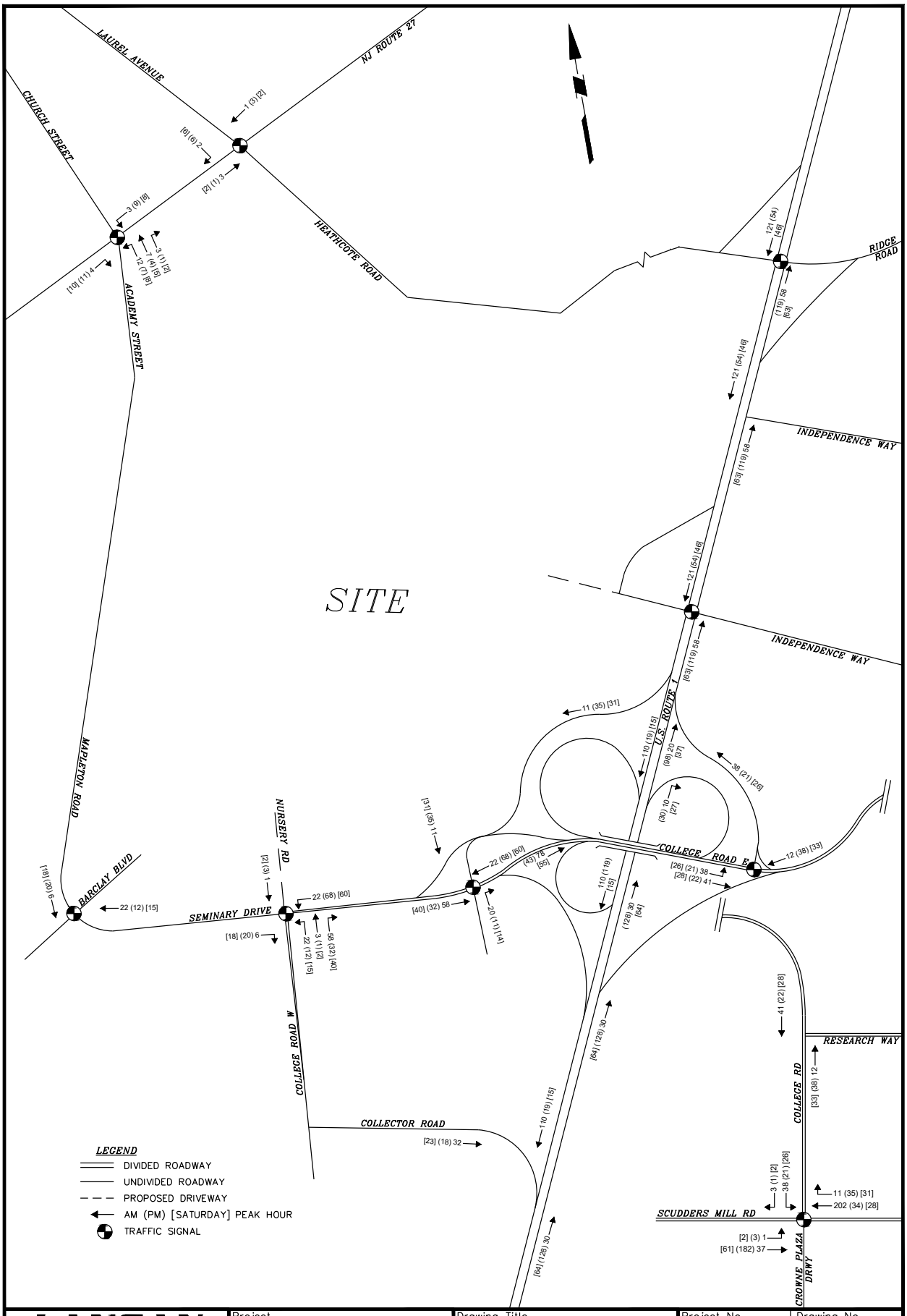


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Project	PRINCETON NURSERIES PLAINSBORO MIDDLESEX COUNTY NEW JERSEY
Drawing Title	2029 BASE TRAFFIC VOLUMES
Project No.	130091505
Date	06/17/2024
Scale	1" = 1'
Drawn By / Checked By	KAMP
Submission Date	JUNE 2024
Drawing No.	FIGURE 3
Sheet	3 of 14

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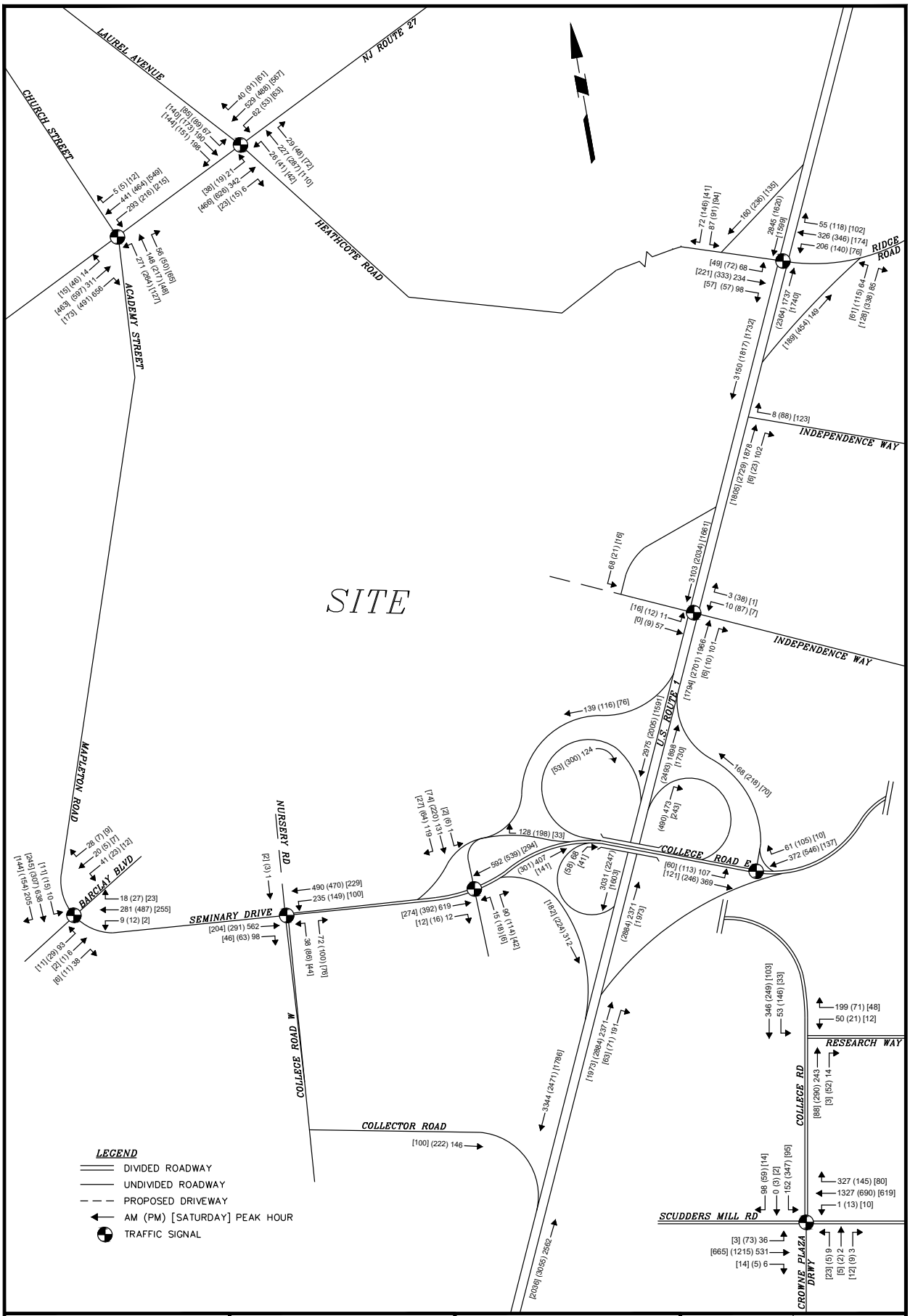
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
TOTAL ADJACENT DEVELOPMENT TRAFFIC VOLUMES

Project No. 130091505	Drawing No. FIGURE 4
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 4 of 14

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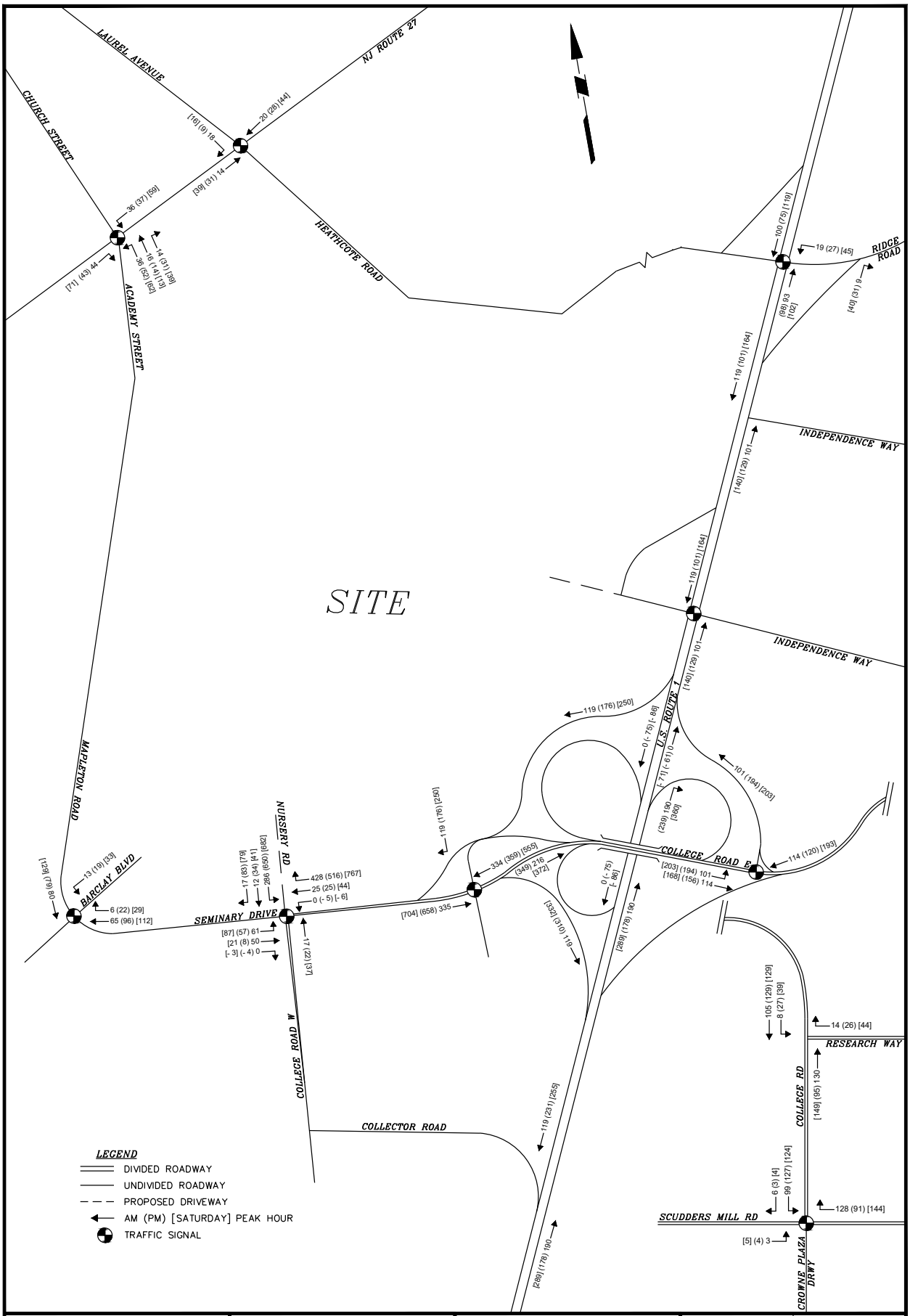
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2029 PROJECTED TRAFFIC VOLUMES

Project No. 130091505	Drawing No. FIGURE 5
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 5 of 14

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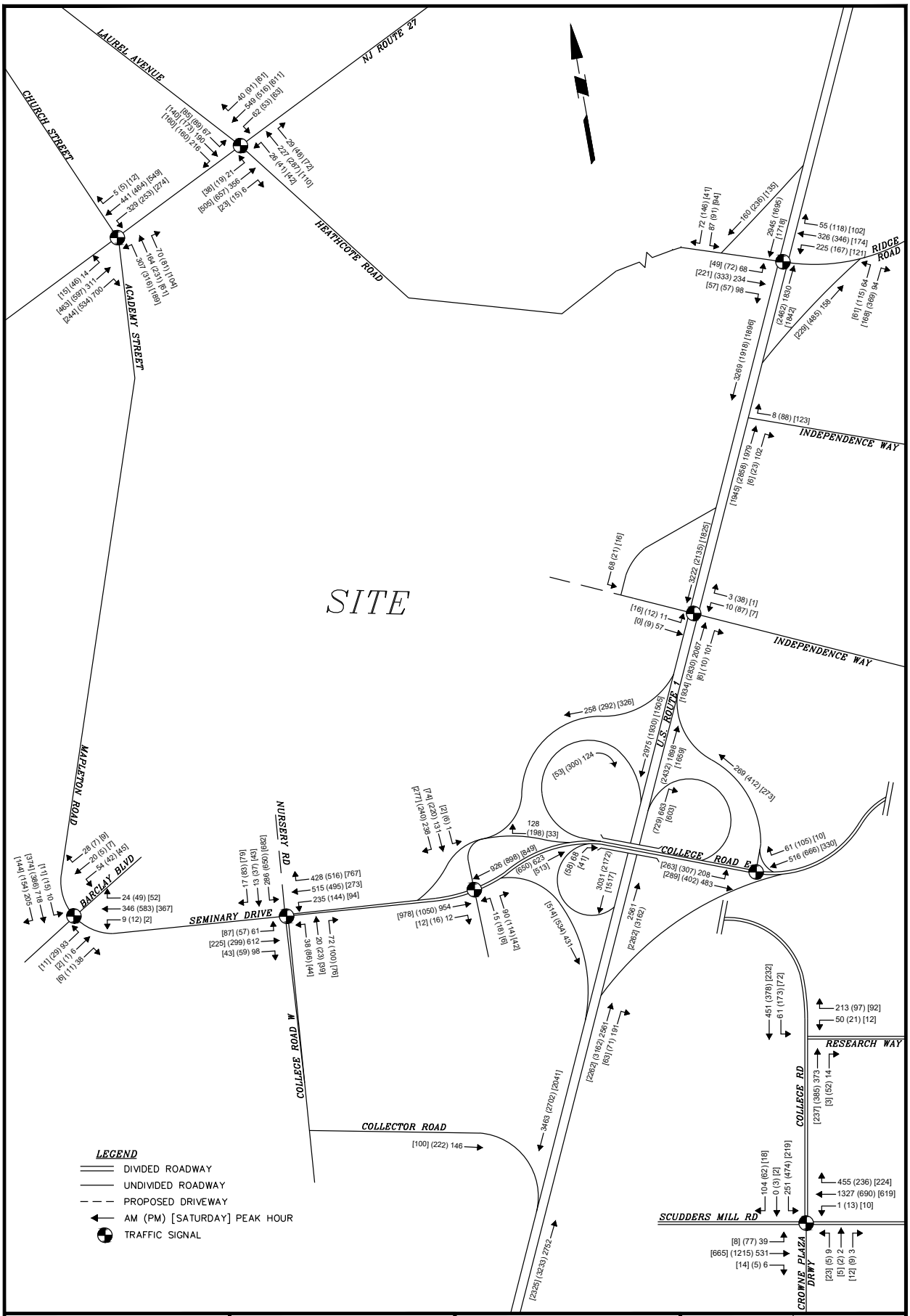
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
TOTAL SITE-GENERATED TRIPS PLAINSBORO GDP

Project No. 130091505	Drawing No. FIGURE 6
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 6 of 14

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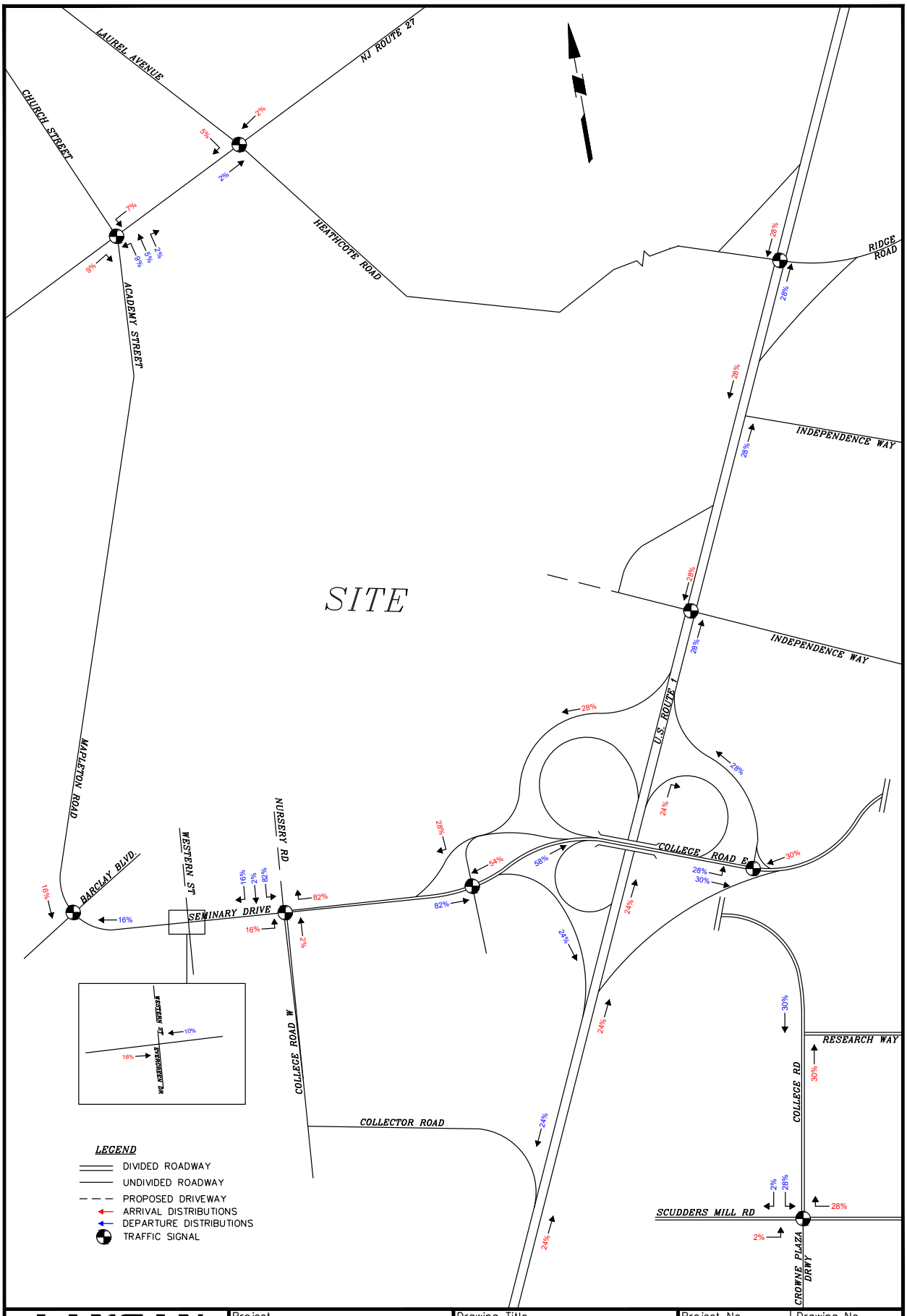
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Project	PRINCETON NURSERIES PLAINSBORO MIDDLESEX COUNTY NEW JERSEY
Drawing Title	2029 PROJECTED TRAFFIC VOLUMES PLAINSBORO GDP
Project No.	130091505
Date	06/17/2024
Scale	1" = 1'
Drawn By / Checked By	KAMP
Submission Date	JUNE 2024
Drawing No.	FIGURE 7
Sheet	7 of 14

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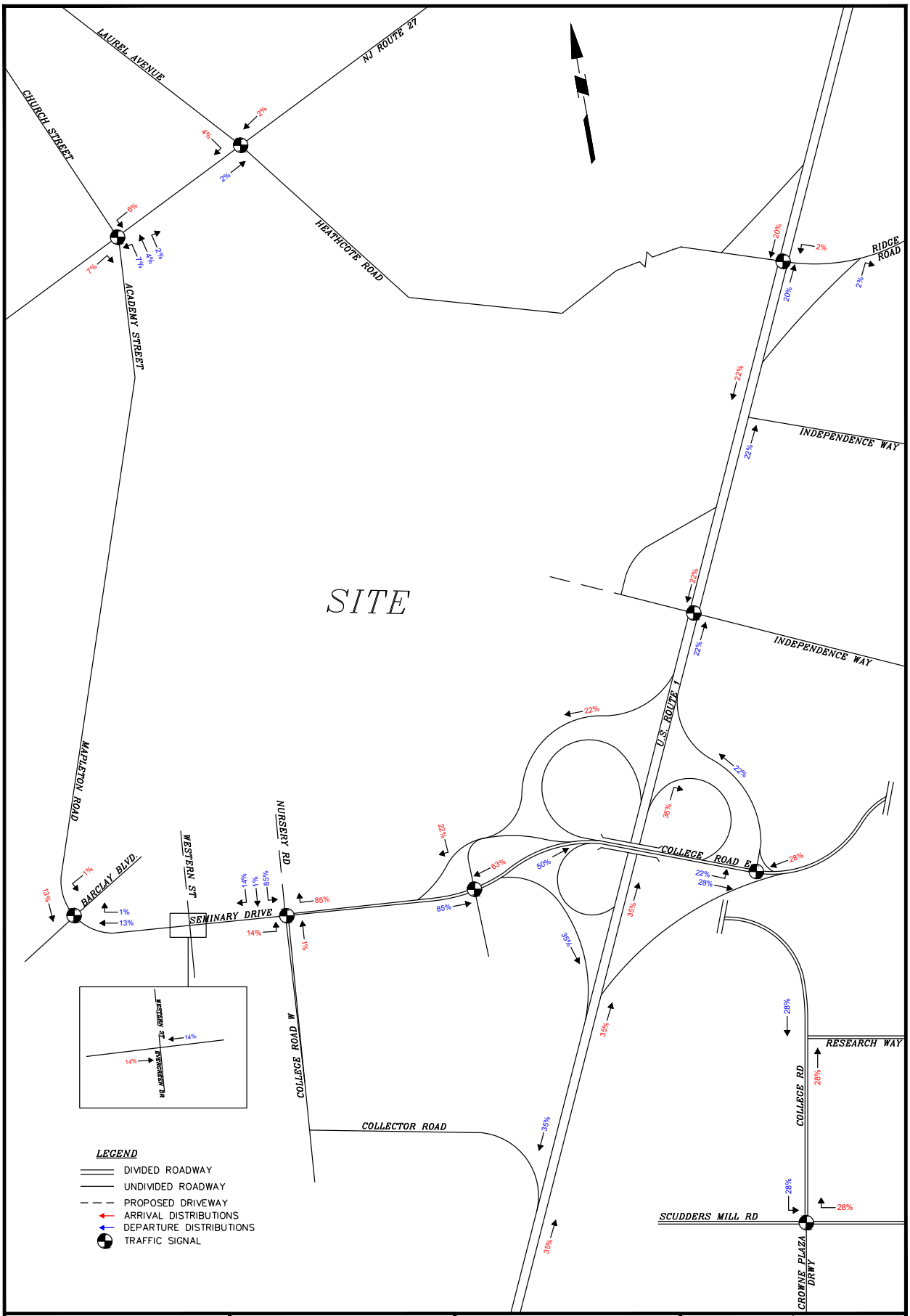
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Project	PRINCETON NURSERIES PLAINSBORO MIDDLESEX COUNTY NEW JERSEY
Drawing Title	ARRIVAL & DEPARTURE DISTRIBUTIONS HOTEL PROPOSED
Project No.	130091505
Date	06/17/2024
Scale	1" = 1'
Drawn By	KAMP
Checked By	
Submission Date	JUNE 2024
Drawing No.	FIGURE 8
	Sheet 8 of 14

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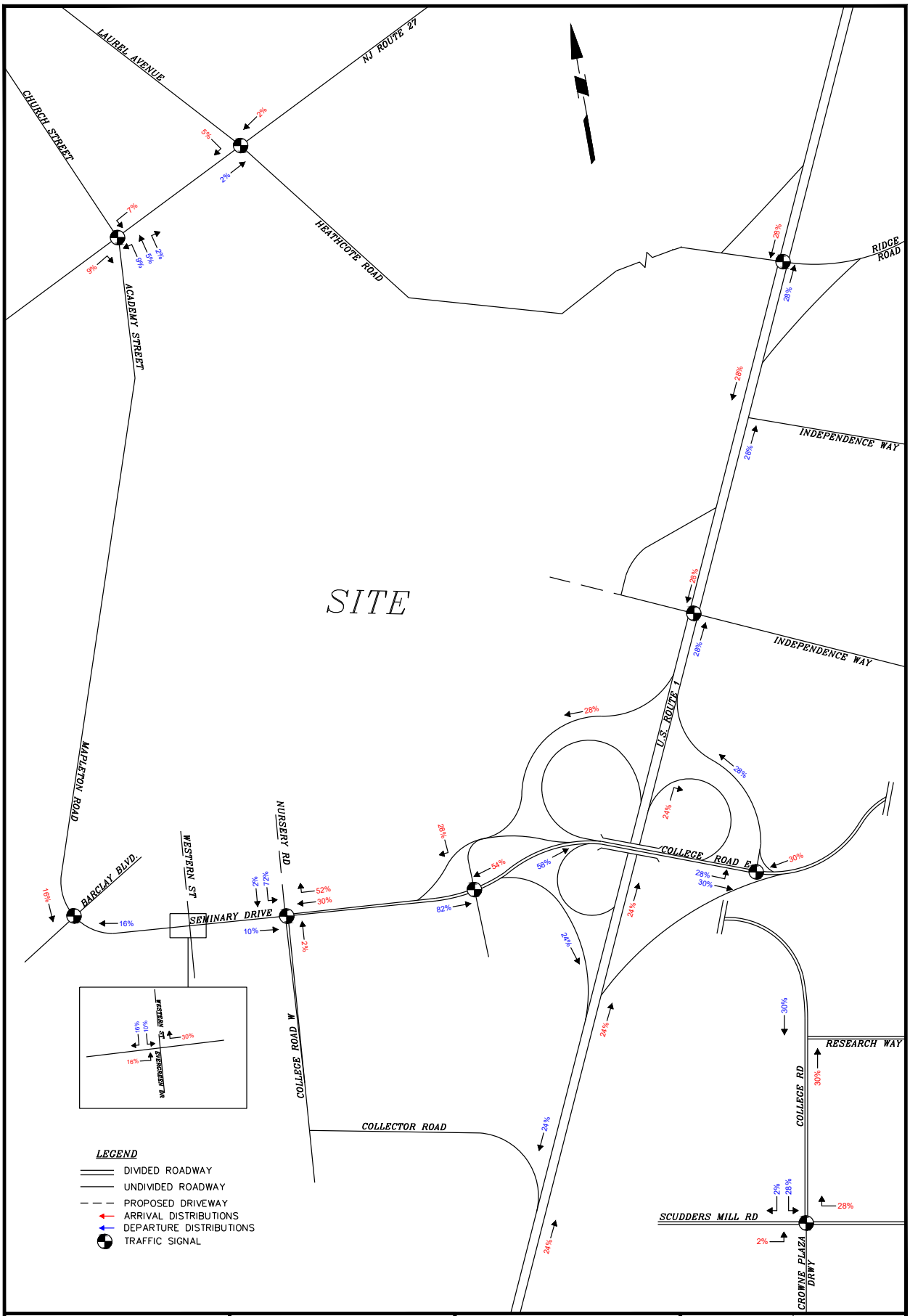
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Project	PRINCETON NURSERIES PLAINSBORO MIDDLESEX COUNTY NEW JERSEY
Drawing Title	ARRIVAL & DEPARTURE DISTRIBUTIONS OFFICE PROPOSED
Project No.	130091505
Date	06/17/2024
Scale	1" = 1'
Drawn By / Checked By	KAMP
Submission Date	JUNE 2024
Drawing No.	FIGURE 9
Sheet	9 of 14

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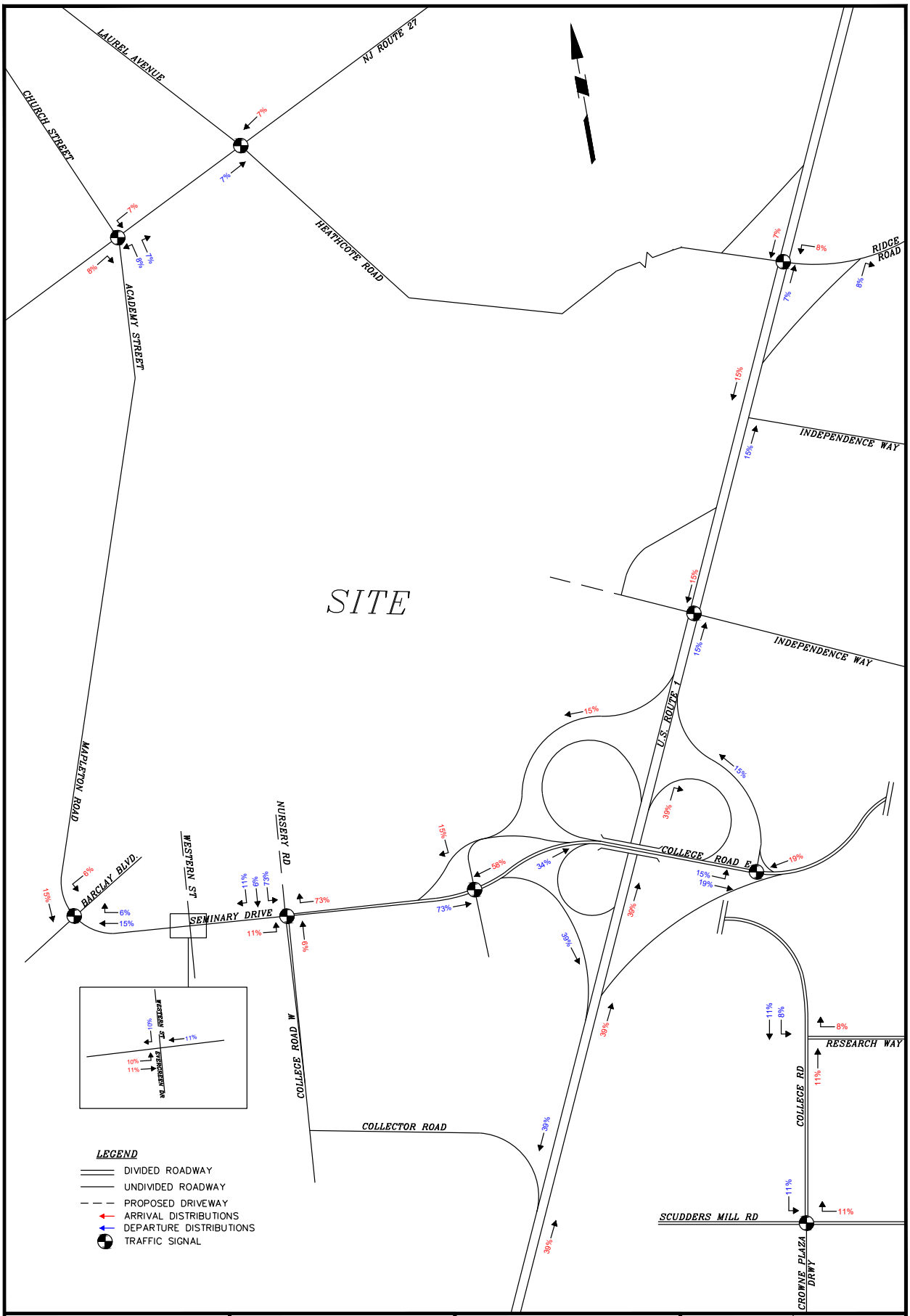
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Project	PRINCETON NURSERIES PLAINSBORO MIDDLESEX COUNTY NEW JERSEY
Drawing Title	ARRIVAL & DEPARTURE DISTRIBUTIONS RESIDENTIAL PROPOSED
Project No.	130091505
Date	06/17/2024
Scale	1" = 1'
Drawn By / Checked By	KAMP
Submission Date	JUNE 2024
Drawing No.	FIGURE 10
Sheet	10 of 14

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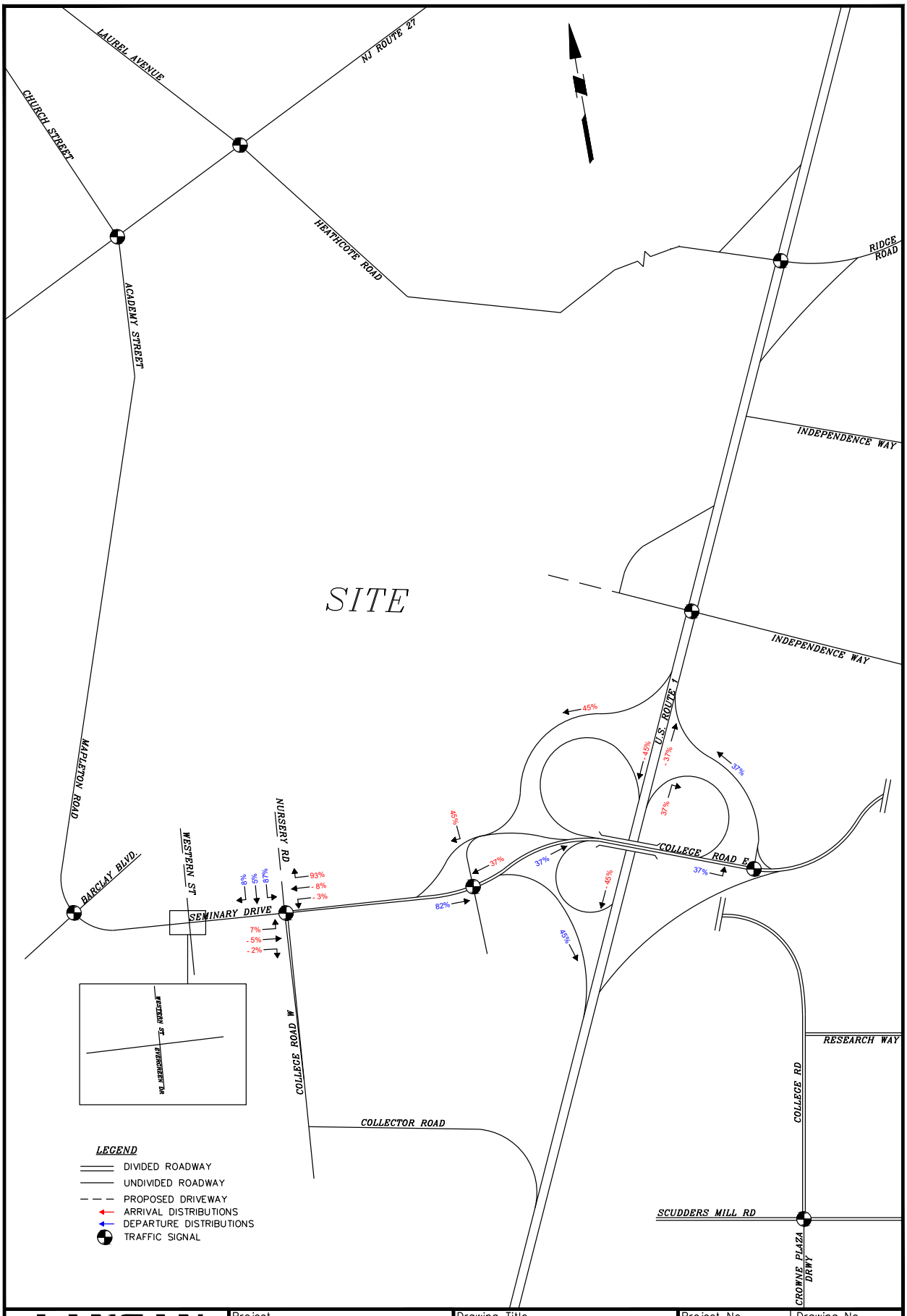
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS RETAIL PROPOSED

Project No. 130091505	Drawing No. FIGURE 11
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 11 of 14

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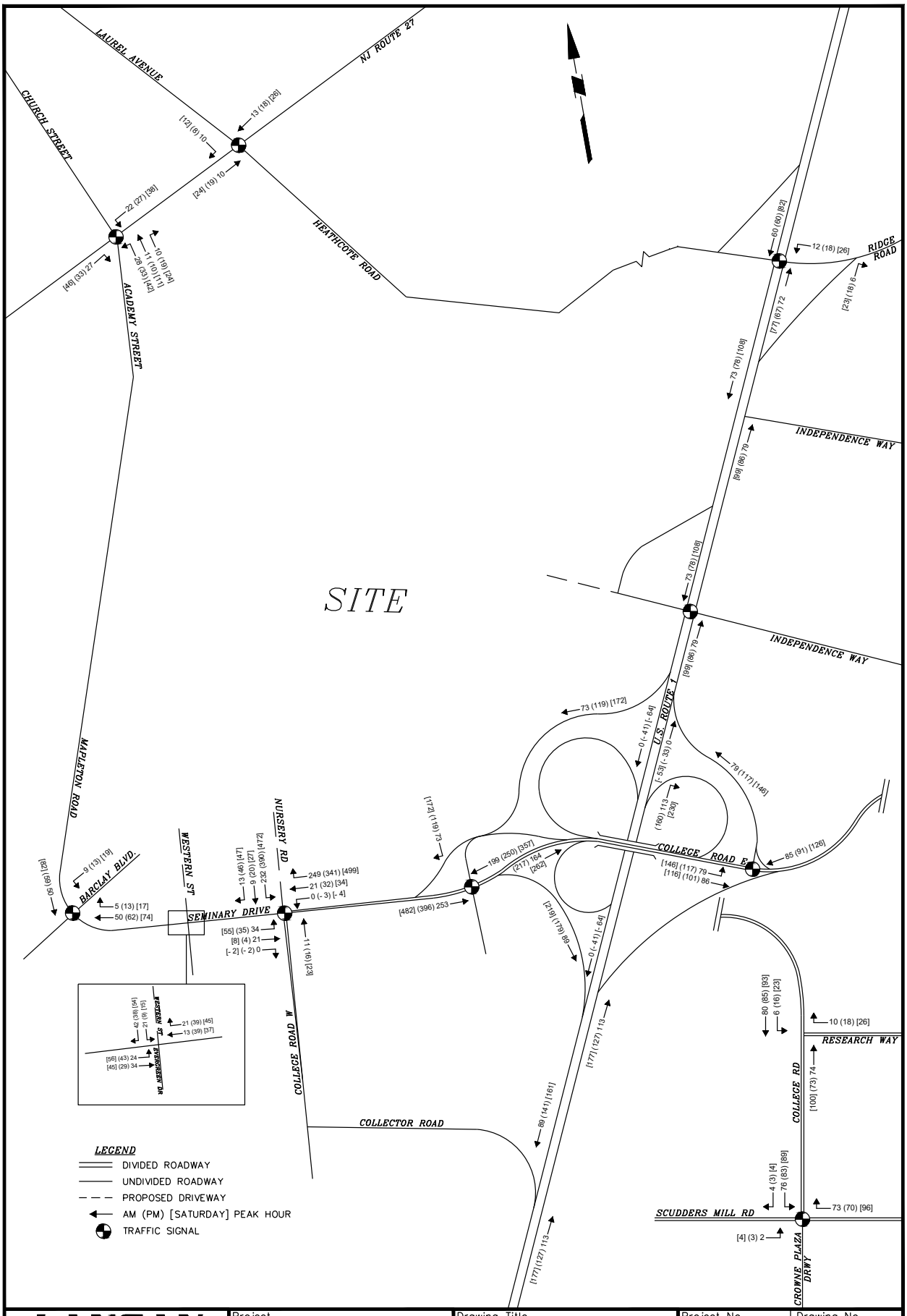
Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS PASS-BY PROPOSED

Project No. 130091505	Drawing No. FIGURE 12
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 12 of 14

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Project	PRINCETON NURSERIES PLAINSBORO MIDDLESEX COUNTY NEW JERSEY
Drawing Title	TOTAL SITE-GENERATED TRIPS PROPOSED
Project No.	130091505
Date	06/17/2024
Scale	1" = 1'
Drawn By / Checked By	KAMP
Submission Date	JUNE 2024
Drawing No.	FIGURE 13
Sheet	13 of 14

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Project
PRINCETON NURSERIES
PLAINSBORO
MIDDLESEX COUNTY NEW JERSEY

Drawing Title
2029 BUILD TRAFFIC VOLUMES PROPOSED

Project No. 130091505	Drawing No. FIGURE 14
Date 06/17/2024	
Scale 1" = 1'	
Drawn By KAMP / Checked By	
Submission Date JUNE 2024	Sheet 14 of 14

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APPENDIX B
TRAFFIC COUNTS

Route 1 & Ridge Rd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Ridge Rd							Ridge Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-02-29 7:00AM	10	40	10	0	10	**70**	0	25	51	18	0	1	**95**	0
7:15AM	11	32	8	0	9	**60**	0	32	66	15	0	0	**113**	0
7:30AM	13	38	7	0	21	**79**	0	41	63	20	0	0	**124**	0
7:45AM	16	65	13	0	12	**106**	0	49	92	10	0	0	**151**	0
Hourly Total	50	175	38	0	52	**315**	0	147	272	63	0	1	**483**	0
8:00AM	9	55	3	0	11	**78**	0	47	68	5	0	0	**120**	0
8:15AM	22	49	9	0	11	**91**	0	45	65	13	0	1	**124**	0
8:30AM	16	57	4	0	6	**83**	0	47	66	25	0	0	**138**	0
8:45AM	17	56	3	0	18	**94**	0	58	50	32	0	4	**144**	0
Hourly Total	64	217	19	0	46	**346**	0	197	249	75	0	5	**526**	0
9:00AM	16	51	6	0	2	**75**	0	27	40	22	0	5	**94**	0
9:15AM	8	53	10	0	3	**74**	0	23	50	24	0	0	**97**	0
Hourly Total	24	104	16	0	5	**149**	0	50	90	46	0	5	**191**	0
4:00PM	16	70	17	0	3	**106**	0	27	55	23	0	0	**105**	0
4:15PM	12	73	1	0	10	**96**	0	18	98	26	0	1	**143**	0
4:30PM	14	73	13	0	6	**106**	0	24	88	25	0	1	**138**	0
4:45PM	21	76	8	0	5	**110**	0	23	69	27	0	2	**121**	0
Hourly Total	63	292	39	0	24	**418**	0	92	310	101	0	4	**507**	0
5:00PM	19	66	2	0	5	**92**	0	39	84	24	0	2	**149**	0
5:15PM	19	76	9	0	9	**113**	0	38	85	21	0	0	**144**	0
5:30PM	5	76	9	0	3	**93**	0	24	68	26	0	2	**120**	0
5:45PM	22	72	8	0	9	**111**	0	22	46	16	0	0	**84**	0
Hourly Total	65	290	28	0	26	**409**	0	123	283	87	0	4	**497**	0
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	266	1078	140	0	153	**1637**	0	609	1204	372	0	19	**2204**	0
% Approach	16.2%	65.9%	8.6%	0%	9.3%	**-**	-	27.6%	54.6%	16.9%	0%	0.9%	**-**	-
% Total	1.3%	5.3%	0.7%	0%	0.8%	**8.0%**	-	3.0%	5.9%	1.8%	0%	0.1%	**10.8%**	-
Lights	260	1062	137	0	148	**1607**	-	600	1172	364	0	18	**2154**	-
% Lights	97.7%	98.5%	97.9%	0%	96.7%	**98.2%**	-	98.5%	97.3%	97.8%	0%	94.7%	**97.7%**	-
Articulated Trucks and Single-Unit Trucks	3	12	1	0	2	**18**	-	4	24	5	0	1	**34**	-
% Articulated Trucks and Single-Unit Trucks	1.1%	1.1%	0.7%	0%	1.3%	**1.1%**	-	0.7%	2.0%	1.3%	0%	5.3%	**1.5%**	-
Buses	3	4	2	0	3	**12**	-	5	8	3	0	0	**16**	-
% Buses	1.1%	0.4%	1.4%	0%	2.0%	**0.7%**	-	0.8%	0.7%	0.8%	0%	0%	**0.7%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Ridge Rd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

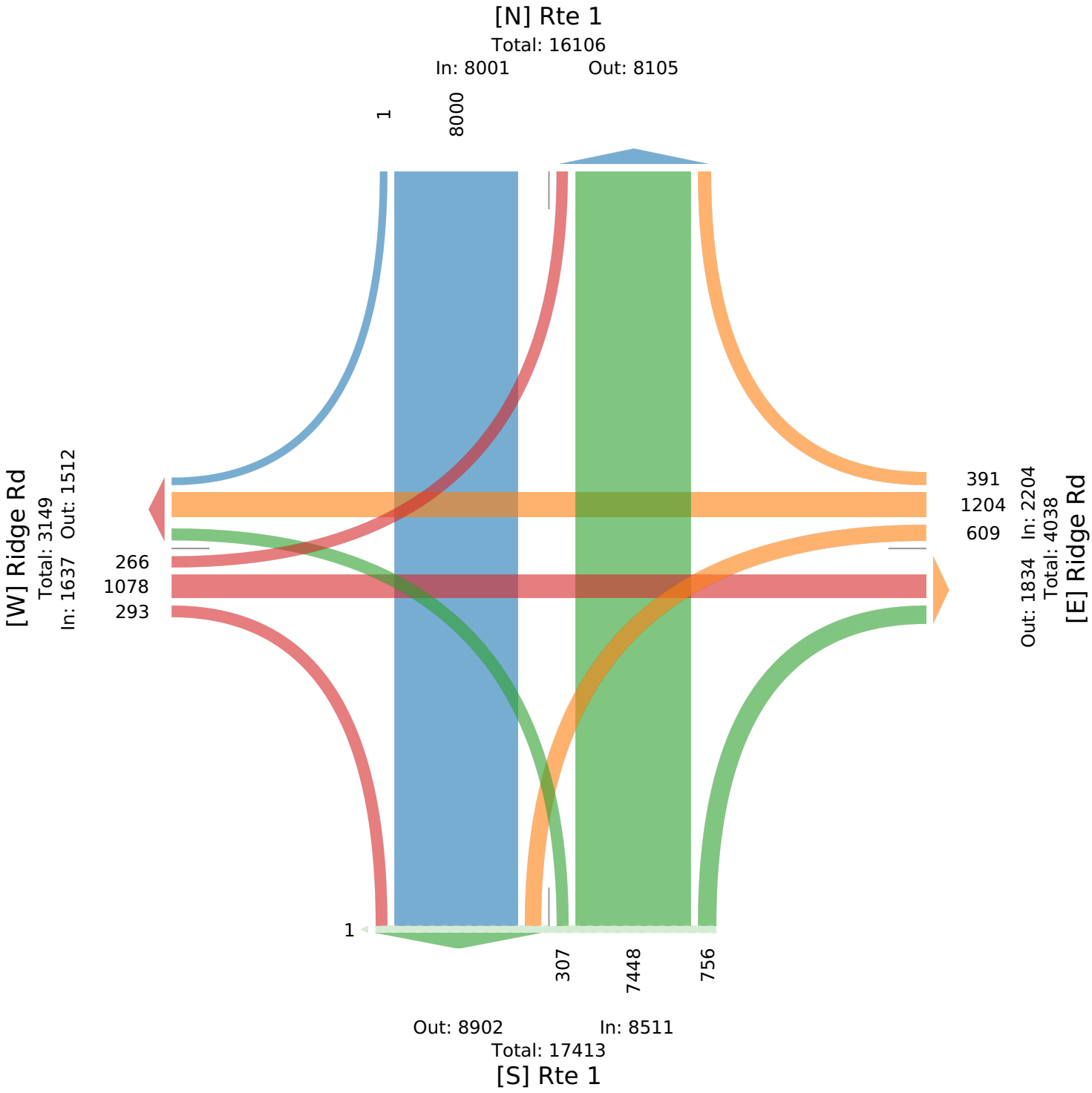
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rte 1							Rte 1						
Direction	Northbound							Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-02-29 7:00AM	10	373	28	0	8	**419**	0	0	390	0	0	**390**	0	**974**
7:15AM	14	374	35	0	8	**431**	0	0	494	0	0	**494**	0	**1098**
7:30AM	8	423	16	0	6	**453**	1	0	710	0	0	**710**	0	**1366**
7:45AM	22	352	13	0	5	**392**	0	0	591	0	0	**591**	0	**1240**
Hourly Total	54	1522	92	0	27	**1695**	1	0	2185	0	0	**2185**	0	**4678**
8:00AM	13	354	13	0	3	**383**	0	0	554	0	0	**554**	0	**1135**
8:15AM	14	355	13	0	6	**388**	0	0	553	0	0	**553**	0	**1156**
8:30AM	13	340	23	0	13	**389**	0	0	497	0	0	**497**	0	**1107**
8:45AM	13	307	21	0	3	**344**	0	0	503	0	0	**503**	0	**1085**
Hourly Total	53	1356	70	0	25	**1504**	0	0	2107	0	0	**2107**	0	**4483**
9:00AM	4	374	17	0	1	**396**	0	0	460	0	0	**460**	0	**1025**
9:15AM	8	397	13	0	4	**422**	0	0	470	0	0	**470**	0	**1063**
Hourly Total	12	771	30	0	5	**818**	0	0	930	0	0	**930**	0	**2088**
4:00PM	25	411	34	0	14	**484**	0	0	357	0	0	**357**	0	**1052**
4:15PM	21	420	32	0	27	**500**	0	0	378	0	0	**378**	0	**1117**
4:30PM	23	479	41	0	17	**560**	0	0	351	0	0	**351**	0	**1155**
4:45PM	23	421	65	0	21	**530**	0	0	283	1	0	**284**	0	**1045**
Hourly Total	92	1731	172	0	79	**2074**	0	0	1369	1	0	**1370**	0	**4369**
5:00PM	24	538	53	0	21	**636**	0	0	391	0	0	**391**	0	**1268**
5:15PM	26	504	60	0	22	**612**	0	0	387	0	0	**387**	0	**1256**
5:30PM	29	521	48	0	9	**607**	0	0	323	0	0	**323**	0	**1143**
5:45PM	17	505	40	0	3	**565**	0	0	308	0	0	**308**	0	**1068**
Hourly Total	96	2068	201	0	55	**2420**	0	0	1409	0	0	**1409**	0	**4735**
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	307	7448	565	0	191	**8511**	1	0	8000	1	0	**8001**	0	**20353**
% Approach	3.6%	87.5%	6.6%	0%	2.2%	**-**	-	0%	100.0%	0%	0%	**-**	-	-
% Total	1.5%	36.6%	2.8%	0%	0.9%	**41.8%**	-	0%	39.3%	0%	0%	**39.3%**	-	-
Lights	293	7047	553	0	189	**8082**	-	0	7580	1	0	**7581**	-	19424
% Lights	95.4%	94.6%	97.9%	0%	99.0%	**95.0%**	-	0%	94.8%	100%	0%	**94.8%**	-	95.4%
Articulated Trucks and Single-Unit Trucks	11	370	4	0	1	**386**	-	0	367	0	0	**367**	-	805
% Articulated Trucks and Single-Unit Trucks	3.6%	5.0%	0.7%	0%	0.5%	**4.5%**	-	0%	4.6%	0%	0%	**4.6%**	-	4.0%
Buses	3	31	8	0	1	**43**	-	0	53	0	0	**53**	-	124
% Buses	1.0%	0.4%	1.4%	0%	0.5%	**0.5%**	-	0%	0.7%	0%	0%	**0.7%**	-	0.6%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Ridge Rd (2/29) - TMC
Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Route 1 & Ridge Rd (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Ridge Rd							Ridge Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-02-29 7:30AM	13	38	7	0	21	**79**	0	41	63	20	0	0	**124**	0
7:45AM	16	65	13	0	12	**106**	0	49	92	10	0	0	**151**	0
8:00AM	9	55	3	0	11	**78**	0	47	68	5	0	0	**120**	0
8:15AM	22	49	9	0	11	**91**	0	45	65	13	0	1	**124**	0
Total	60	207	32	0	55	**354**	0	182	288	48	0	1	**519**	0
% Approach	16.9%	58.5%	9.0%	0%	15.5%	**-**	-	35.1%	55.5%	9.2%	0%	0.2%	**-**	-
% Total	1.2%	4.2%	0.7%	0%	1.1%	**7.2%**	-	3.7%	5.9%	1.0%	0%	0%	**10.6%**	-
PHF	0.682	0.796	0.615	-	0.655	**0.835**	-	0.929	0.783	0.600	-	0.250	**0.859**	-
Lights	59	203	30	0	52	**344**	-	179	276	48	0	0	**503**	-
% Lights	98.3%	98.1%	93.8%	0%	94.5%	**97.2%**	-	98.4%	95.8%	100%	0%	0%	**96.9%**	-
Articulated Trucks and Single-Unit Trucks	1	3	1	0	1	**6**	-	0	8	0	0	1	**9**	-
% Articulated Trucks and Single-Unit Trucks	1.7%	1.4%	3.1%	0%	1.8%	**1.7%**	-	0%	2.8%	0%	0%	100%	**1.7%**	-
Buses	0	1	1	0	2	**4**	-	3	4	0	0	0	**7**	-
% Buses	0%	0.5%	3.1%	0%	3.6%	**1.1%**	-	1.6%	1.4%	0%	0%	0%	**1.3%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Ridge Rd (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616



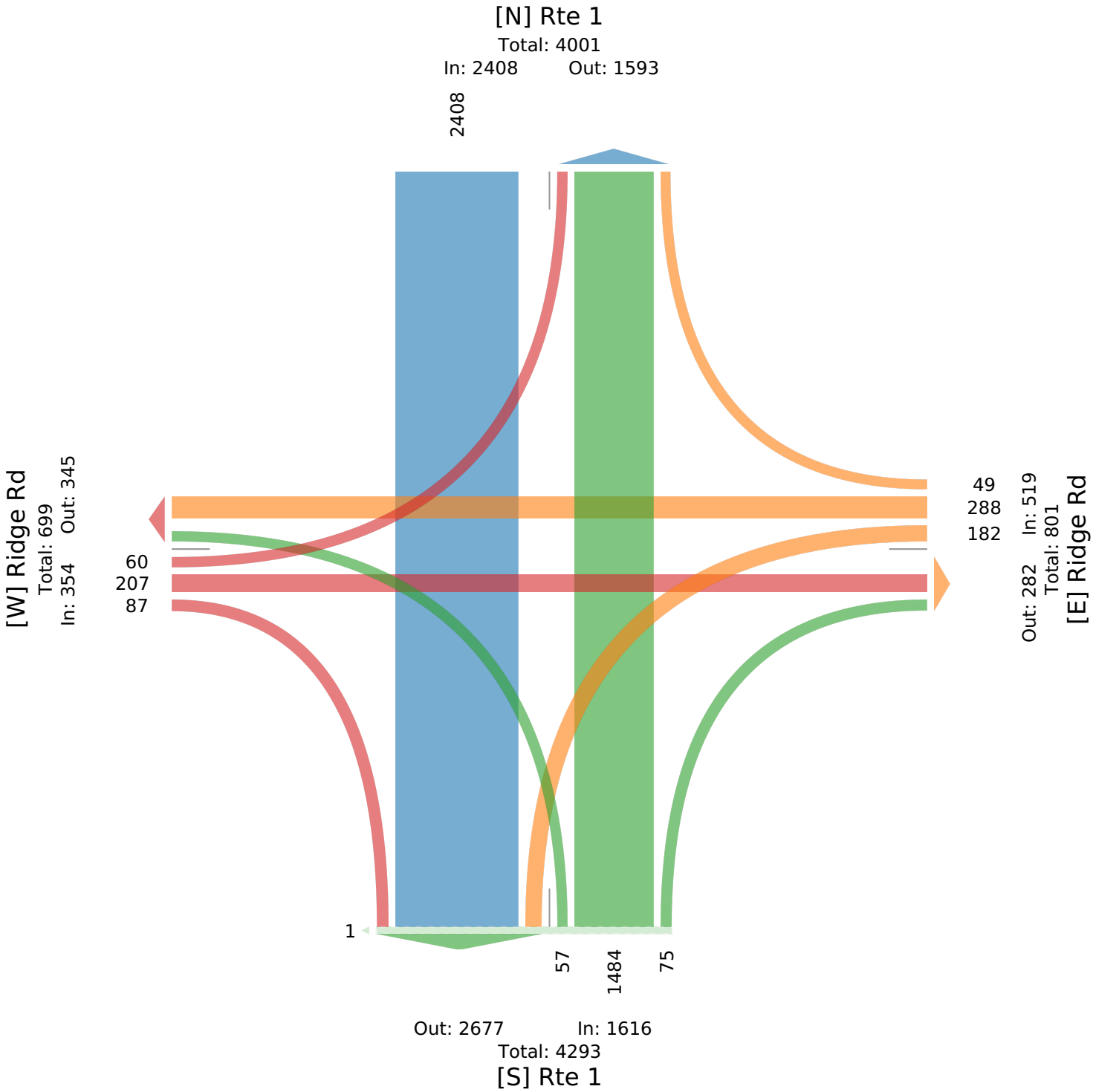
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 1 Northbound							Rte 1 Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-02-29 7:30AM	8	423	16	0	6	**453**	1	0	710	0	0	**710**	0	**1366**
7:45AM	22	352	13	0	5	**392**	0	0	591	0	0	**591**	0	**1240**
8:00AM	13	354	13	0	3	**383**	0	0	554	0	0	**554**	0	**1135**
8:15AM	14	355	13	0	6	**388**	0	0	553	0	0	**553**	0	**1156**
Total	57	1484	55	0	20	**1616**	1	0	2408	0	0	**2408**	0	**4897**
% Approach	3.5%	91.8%	3.4%	0%	1.2%	**-**	-	0%	100%	0%	0%	**-**	-	**-**
% Total	1.2%	30.3%	1.1%	0%	0.4%	**33.0%**	-	0%	49.2%	0%	0%	**49.2%**	-	**-**
PHF	0.648	0.877	0.859	-	0.833	**0.892**	-	-	0.848	-	-	**0.848**	-	0.896
Lights	53	1374	51	0	20	**1498**	-	0	2272	0	0	**2272**	-	4617
% Lights	93.0%	92.6%	92.7%	0%	100%	**92.7%**	-	0%	94.4%	0%	0%	**94.4%**	-	94.3%
Articulated Trucks and Single-Unit Trucks	2	104	0	0	0	**106**	-	0	112	0	0	**112**	-	233
% Articulated Trucks and Single-Unit Trucks	3.5%	7.0%	0%	0%	0%	**6.6%**	-	0%	4.7%	0%	0%	**4.7%**	-	4.8%
Buses	2	6	4	0	0	**12**	-	0	24	0	0	**24**	-	47
% Buses	3.5%	0.4%	7.3%	0%	0%	**0.7%**	-	0%	1.0%	0%	0%	**1.0%**	-	1.0%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Ridge Rd (2/29) - TMC
Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Route 1 & Ridge Rd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Ridge Rd							Ridge Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-02-29 4:45PM	21	76	8	0	5	**110**	0	23	69	27	0	2	**121**	0
5:00PM	19	66	2	0	5	**92**	0	39	84	24	0	2	**149**	0
5:15PM	19	76	9	0	9	**113**	0	38	85	21	0	0	**144**	0
5:30PM	5	76	9	0	3	**93**	0	24	68	26	0	2	**120**	0
Total	64	294	28	0	22	**408**	0	124	306	98	0	6	**534**	0
% Approach	15.7%	72.1%	6.9%	0%	5.4%	**-**	-	23.2%	57.3%	18.4%	0%	1.1%	**-**	-
% Total	1.4%	6.2%	0.6%	0%	0.5%	**8.7%**	-	2.6%	6.5%	2.1%	0%	0.1%	**11.3%**	-
PHF	0.762	0.967	0.778	-	0.611	**0.903**	-	0.795	0.900	0.907	-	0.750	**0.896**	-
Lights	62	293	28	0	22	**405**	-	123	301	98	0	6	**528**	-
% Lights	96.9%	99.7%	100%	0%	100%	**99.3%**	-	99.2%	98.4%	100%	0%	100%	**98.9%**	-
Articulated Trucks and Single-Unit Trucks	2	0	0	0	0	**2**	-	0	4	0	0	0	**4**	-
% Articulated Trucks and Single-Unit Trucks	3.1%	0%	0%	0%	0%	**0.5%**	-	0%	1.3%	0%	0%	0%	**0.7%**	-
Buses	0	1	0	0	0	**1**	-	1	1	0	0	0	**2**	-
% Buses	0%	0.3%	0%	0%	0%	**0.2%**	-	0.8%	0.3%	0%	0%	0%	**0.4%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Ridge Rd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

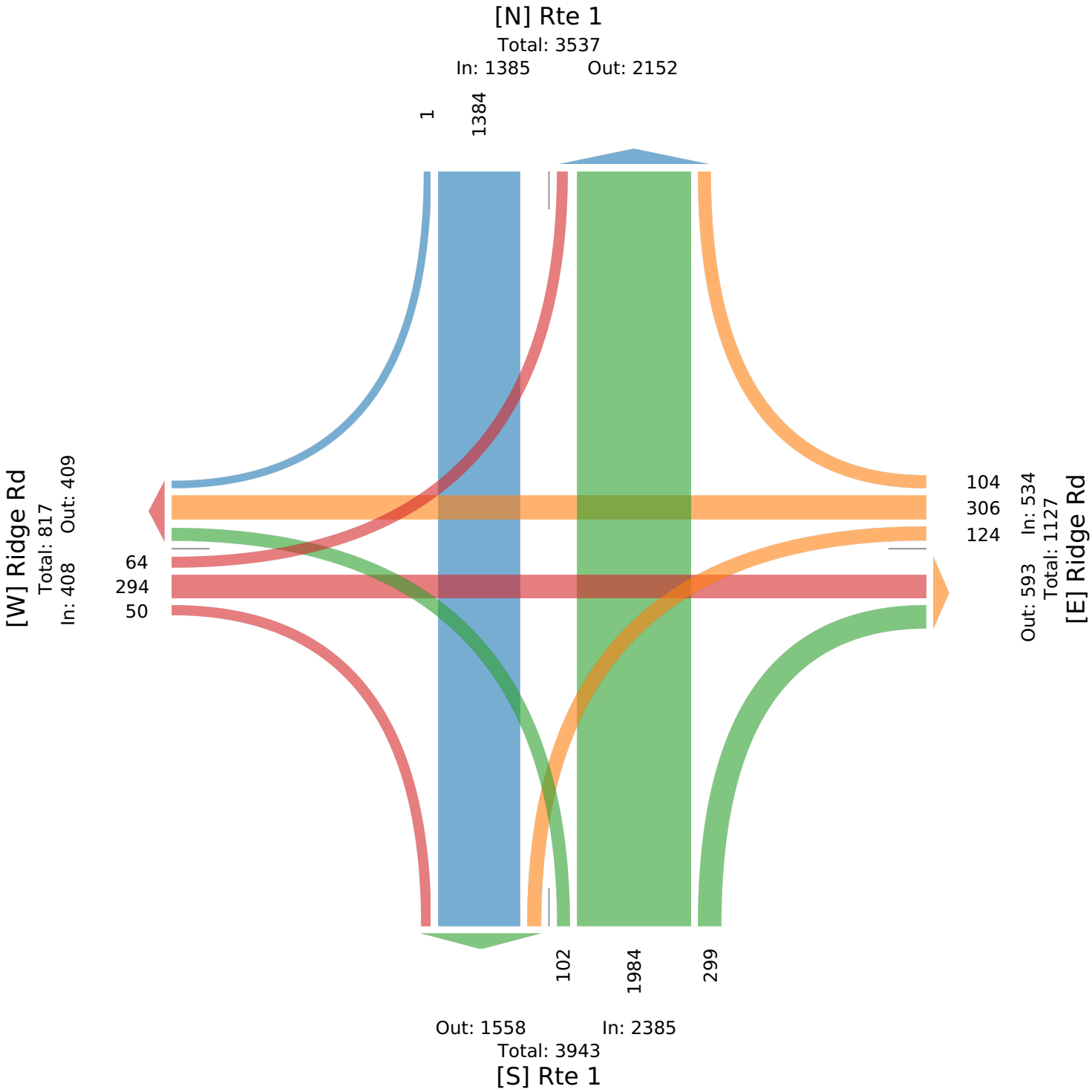
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rte 1 Northbound							Rte 1 Southbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2024-02-29 4:45PM	23	421	65	0	21	**530**	0	0	283	1	0	**284**	0	**1045**
5:00PM	24	538	53	0	21	**636**	0	0	391	0	0	**391**	0	**1268**
5:15PM	26	504	60	0	22	**612**	0	0	387	0	0	**387**	0	**1256**
5:30PM	29	521	48	0	9	**607**	0	0	323	0	0	**323**	0	**1143**
Total	102	1984	226	0	73	**2385**	0	0	1384	1	0	**1385**	0	**4712**
% Approach	4.3%	83.2%	9.5%	0%	3.1%	**-**	-	0%	99.9%	0.1%	0%	**-**	-	**-**
% Total	2.2%	42.1%	4.8%	0%	1.5%	**50.6%**	-	0%	29.4%	0%	0%	**29.4%**	-	**-**
PHF	0.879	0.922	0.869	-	0.830	**0.938**	-	-	0.885	0.250	-	**0.886**	-	0.929
Lights	100	1934	224	0	73	**2331**	-	0	1359	1	0	**1360**	-	4624
% Lights	98.0%	97.5%	99.1%	0%	100%	**97.7%**	-	0%	98.2%	100%	0%	**98.2%**	-	98.1%
Articulated Trucks and Single-Unit Trucks	2	48	1	0	0	**51**	-	0	25	0	0	**25**	-	82
% Articulated Trucks and Single-Unit Trucks	2.0%	2.4%	0.4%	0%	0%	**2.1%**	-	0%	1.8%	0%	0%	**1.8%**	-	1.7%
Buses	0	2	1	0	0	**3**	-	0	0	0	0	**0**	-	6
% Buses	0%	0.1%	0.4%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0.1%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Ridge Rd (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160858, Location: 40.366382, -74.595616

Provided by: Tri-State Traffic Data, Inc.
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Plainsboro, NJ
Route 1 & NB Jughandle
Saturday, February 3, 2024
Location: 40.366382, -74.595616

Count Name: Route 1 & Ridge Rd (3/2)
Site Code:
Start Date: 03/02/2024

Turning Movement Data

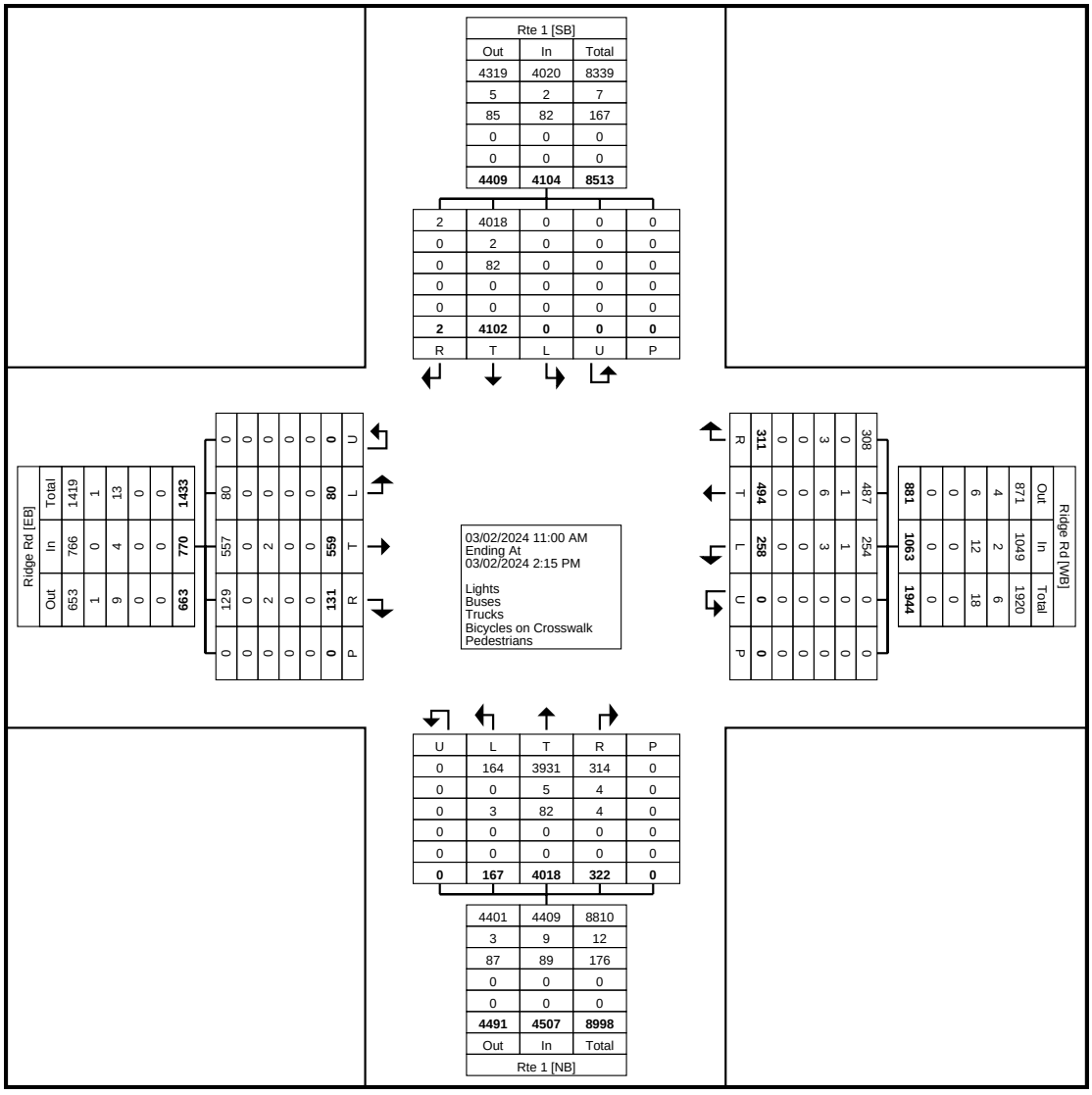
Start Time	Ridge Rd Eastbound							Ridge Rd Westbound							Rte 1 Northbound							Rte 1 Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:00 AM	7	49	6	3	0	0	65	28	30	35	10	0	0	103	15	331	11	9	0	0	366	0	300	1	0	0	301	835
11:15 AM	13	46	5	2	0	0	66	15	40	27	1	0	0	83	12	322	18	5	0	0	357	0	332	0	0	0	332	838
11:30 AM	9	39	7	7	0	0	62	15	44	26	1	0	0	86	19	367	27	7	0	0	420	0	340	0	0	0	340	908
11:45 AM	12	58	7	5	0	0	82	20	35	18	1	0	0	74	4	332	15	10	0	0	361	0	361	0	0	0	361	878
Hourly Total	41	192	25	17	0	0	275	78	149	106	13	0	0	346	50	1352	71	31	0	0	1504	0	1333	1	0	0	1334	3459
12:00 PM	16	43	7	6	0	0	72	20	38	26	2	0	0	86	14	388	24	6	0	0	432	0	332	0	0	0	332	922
12:15 PM	6	55	5	6	0	0	72	12	37	15	1	0	0	65	17	395	20	4	0	0	436	0	340	0	0	0	340	913
12:30 PM	6	41	5	5	0	0	57	29	50	26	0	0	0	105	19	360	32	3	0	0	414	0	327	0	0	0	327	903
12:45 PM	11	55	5	7	0	0	78	24	34	26	0	0	0	84	14	353	20	3	0	0	390	0	325	0	0	0	325	877
Hourly Total	39	194	22	24	0	0	279	85	159	93	3	0	0	340	64	1496	96	16	0	0	1672	0	1324	0	0	0	1324	3615
1:00 PM	0	28	5	3	0	0	36	27	50	18	1	0	0	96	14	289	26	8	0	0	337	0	333	0	0	0	333	802
1:15 PM	0	47	6	10	0	0	63	15	35	18	3	0	0	71	9	299	20	10	0	0	338	0	396	0	0	0	396	868
1:30 PM	0	58	6	4	0	0	68	25	55	26	0	0	0	106	15	284	11	3	0	0	313	0	352	1	0	0	353	840
1:45 PM	0	40	2	6	0	0	48	28	46	30	0	0	0	104	15	297	28	2	0	0	342	0	364	0	0	0	364	858
Hourly Total	0	173	19	23	0	0	215	95	186	92	4	0	0	377	53	1169	85	23	0	0	1330	0	1445	1	0	0	1446	3368
2:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
Grand Total	80	559	66	65	0	0	770	258	494	291	20	0	0	1063	167	4018	252	70	0	0	4507	0	4102	2	0	0	4104	10444
Approach %	10.4	72.6	8.6	8.4	0.0	-	-	24.3	46.5	27.4	1.9	0.0	-	-	3.7	89.2	5.6	1.6	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	0.8	5.4	0.6	0.6	0.0	-	7.4	2.5	4.7	2.8	0.2	0.0	-	10.2	1.6	38.5	2.4	0.7	0.0	-	43.2	0.0	39.3	0.0	0.0	-	39.3	-
Lights	80	557	65	64	0	-	766	254	487	289	19	0	-	1049	164	3931	246	68	0	-	4409	0	4018	2	0	-	4020	10244
% Lights	100.0	99.6	98.5	98.5	-	-	99.5	98.4	98.6	99.3	95.0	-	-	98.7	98.2	97.8	97.6	97.1	-	-	97.8	-	98.0	100.0	-	-	98.0	98.1
Buses	0	0	0	0	0	-	0	1	1	0	0	0	-	2	0	5	3	1	0	-	9	0	2	0	0	-	2	13
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.4	0.2	0.0	0.0	-	-	0.2	0.0	0.1	1.2	1.4	-	-	0.2	-	0.0	0.0	-	-	0.0	0.1
Trucks	0	2	1	1	0	-	4	3	6	2	1	0	-	12	3	82	3	1	0	-	89	0	82	0	0	-	82	187
% Trucks	0.0	0.4	1.5	1.5	-	-	0.5	1.2	1.2	0.7	5.0	-	-	1.1	1.8	2.0	1.2	1.4	-	-	2.0	-	2.0	0.0	-	-	2.0	1.8
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Plainsboro, NJ
Route 1 & NB Jughandle
Saturday, February 3, 2024
Location: 40.366382, -74.595616

Count Name: Route 1 & Ridge Rd (3/2)
Site Code:
Start Date: 03/02/2024



Turning Movement Data Plot

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Plainsboro, NJ
Route 1 & NB Jughandle
Saturday, February 3, 2024
Location: 40.366382, -74.595616

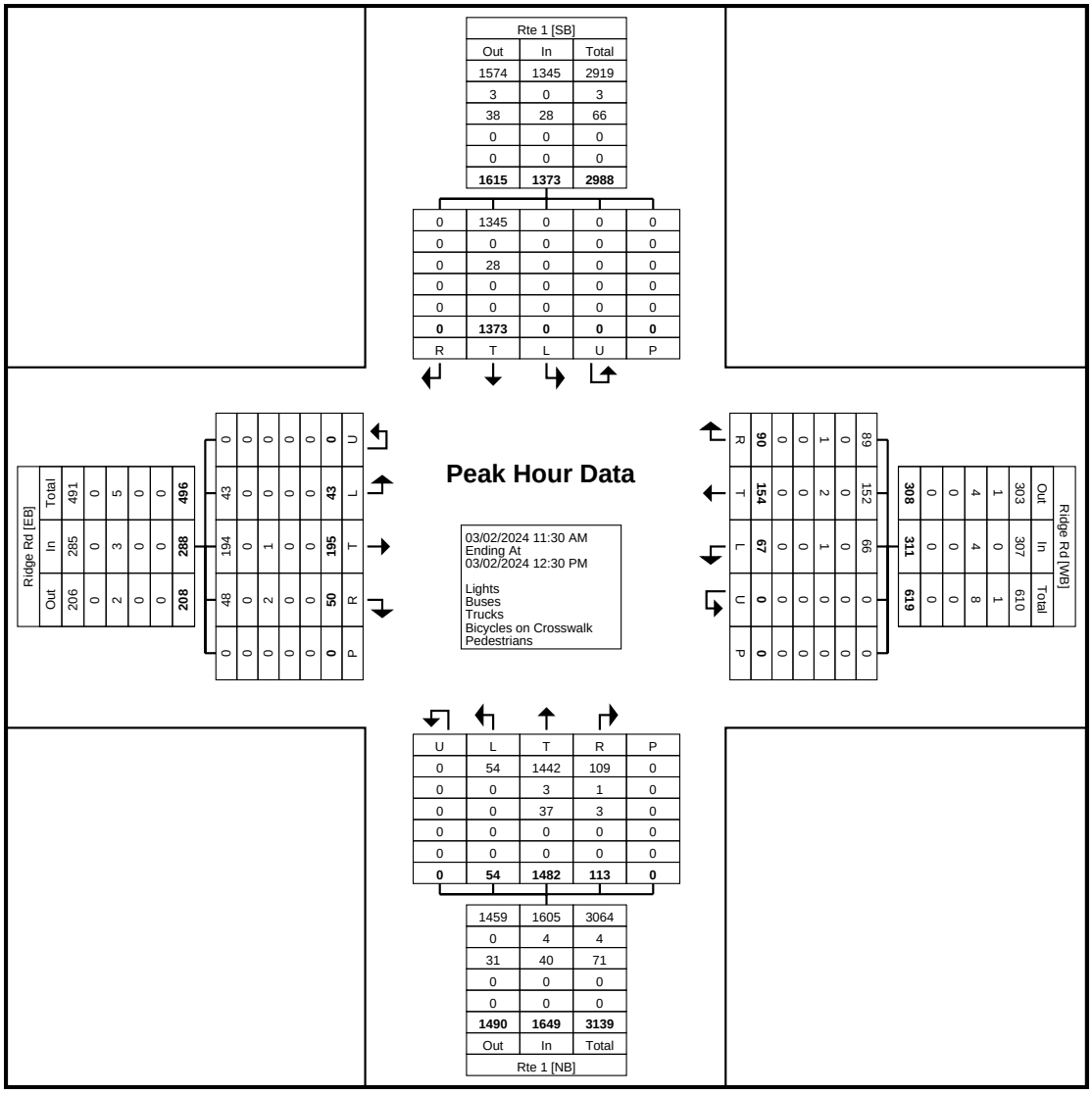
Count Name: Route 1 & Ridge Rd (3/2)
Site Code:
Start Date: 03/02/2024

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Ridge Rd Eastbound							Ridge Rd Westbound							Rte 1 Northbound							Rte 1 Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:30 AM	9	39	7	7	0	0	62	15	44	26	1	0	0	86	19	367	27	7	0	0	420	0	340	0	0	0	340	908
11:45 AM	12	58	7	5	0	0	82	20	35	18	1	0	0	74	4	332	15	10	0	0	361	0	361	0	0	0	361	878
12:00 PM	16	43	7	6	0	0	72	20	38	26	2	0	0	86	14	388	24	6	0	0	432	0	332	0	0	0	332	922
12:15 PM	6	55	5	6	0	0	72	12	37	15	1	0	0	65	17	395	20	4	0	0	436	0	340	0	0	0	340	913
Total	43	195	26	24	0	0	288	67	154	85	5	0	0	311	54	1482	86	27	0	0	1649	0	1373	0	0	0	1373	3621
Approach %	14.9	67.7	9.0	8.3	0.0	-	-	21.5	49.5	27.3	1.6	0.0	-	-	3.3	89.9	5.2	1.6	0.0	-	-	0.0	100.0	0.0	0.0	-	-	-
Total %	1.2	5.4	0.7	0.7	0.0	-	8.0	1.9	4.3	2.3	0.1	0.0	-	8.6	1.5	40.9	2.4	0.7	0.0	-	45.5	0.0	37.9	0.0	0.0	-	37.9	-
PHF	0.672	0.841	0.929	0.857	0.000	-	0.878	0.838	0.875	0.817	0.625	0.000	-	0.904	0.711	0.938	0.796	0.675	0.000	-	0.946	0.000	0.951	0.000	0.000	-	0.951	0.982
Lights	43	194	25	23	0	-	285	66	152	84	5	0	-	307	54	1442	82	27	0	-	1605	0	1345	0	0	-	1345	3542
% Lights	100.0	99.5	96.2	95.8	-	-	99.0	98.5	98.7	98.8	100.0	-	-	98.7	100.0	97.3	95.3	100.0	-	-	97.3	-	98.0	-	-	-	98.0	97.8
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	3	1	0	0	-	4	0	0	0	0	-	0	4
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.2	1.2	0.0	-	-	0.2	-	0.0	-	-	-	0.0	0.1
Trucks	0	1	1	1	0	-	3	1	2	1	0	0	-	4	0	37	3	0	0	-	40	0	28	0	0	-	28	75
% Trucks	0.0	0.5	3.8	4.2	-	-	1.0	1.5	1.3	1.2	0.0	-	-	1.3	0.0	2.5	3.5	0.0	-	-	2.4	-	2.0	-	-	-	2.0	2.1
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Route 1 & NB Jughandle
Saturday, February 3, 2024
Location: 40.366382, -74.595616

Count Name: Route 1 & Ridge Rd (3/2)
Site Code:
Start Date: 03/02/2024



Turning Movement Peak Hour Data Plot (11:30 AM)

Route 1 & Independence Way South (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160871, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

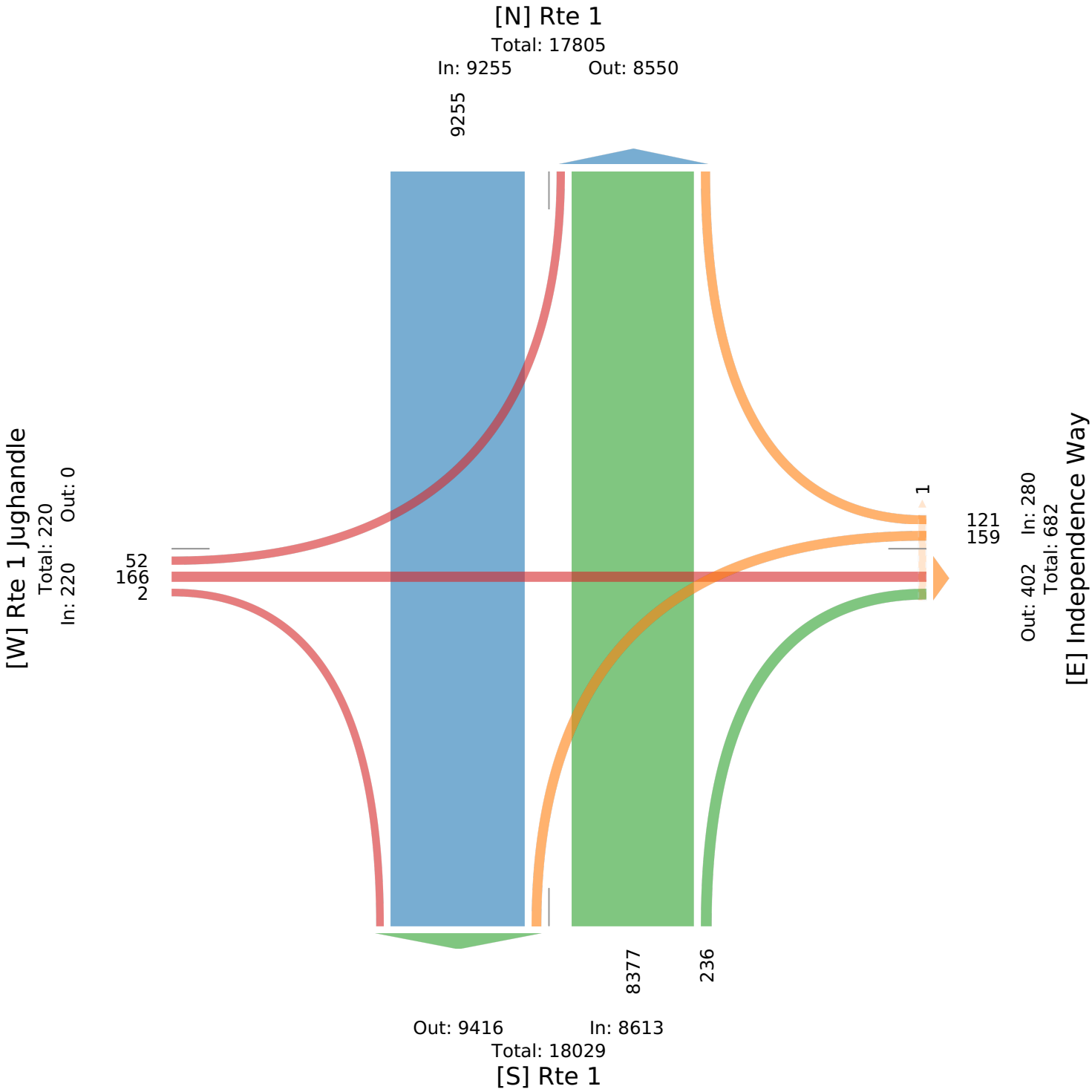
Leg	Rte 1 Jughandle						Independence Way						Rte 1						Rte 1					
Direction	Eastbound						Westbound						Northbound						Southbound					
Time	L	T	R	RR	App	Ped*	L	R	U	RR	App	Ped*	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	Int
2024-02-29 7:00AM	3	2	0	0	**5**	0	1	0	0	0	**1**	0	466	5	0	0	**471**	0	0	508	0	**508**	0	**985**
7:15AM	2	9	0	0	**11**	0	1	1	0	0	**2**	0	460	8	0	0	**468**	0	0	521	0	**521**	0	**1002**
7:30AM	1	3	0	0	**4**	0	3	2	0	0	**5**	0	492	16	0	0	**508**	0	0	741	0	**741**	0	**1258**
7:45AM	4	13	0	0	**17**	0	1	0	0	0	**1**	0	413	23	0	1	**437**	0	0	635	0	**635**	0	**1090**
Hourly Total	10	27	0	0	**37**	0	6	3	0	0	**9**	0	1831	52	0	1	**1884**	0	0	2405	0	**2405**	0	**4335**
8:00AM	0	11	0	0	**11**	0	4	1	0	0	**5**	0	386	21	0	0	**407**	0	0	628	0	**628**	0	**1051**
8:15AM	5	23	0	0	**28**	0	1	0	0	0	**1**	0	395	28	0	0	**423**	0	0	632	0	**632**	0	**1084**
8:30AM	3	13	0	0	**16**	0	4	1	0	0	**5**	1	381	21	0	0	**402**	0	0	598	0	**598**	0	**1021**
8:45AM	3	33	0	0	**36**	0	0	2	0	3	**5**	0	312	31	0	1	**344**	0	0	584	0	**584**	0	**969**
Hourly Total	11	80	0	0	**91**	0	9	4	0	3	**16**	1	1474	101	0	1	**1576**	0	0	2442	0	**2442**	0	**4125**
9:00AM	6	25	0	0	**31**	0	3	0	0	1	**4**	0	356	24	0	0	**380**	0	0	488	0	**488**	0	**903**
9:15AM	4	21	0	0	**25**	0	3	1	0	0	**4**	0	364	33	0	0	**397**	0	0	526	0	**526**	0	**952**
Hourly Total	10	46	0	0	**56**	0	6	1	0	1	**8**	0	720	57	0	0	**777**	0	0	1014	0	**1014**	0	**1855**
4:00PM	3	0	0	0	**3**	0	17	1	0	3	**21**	0	471	3	0	0	**474**	0	0	402	0	**402**	0	**900**
4:15PM	1	1	0	2	**4**	0	12	4	0	6	**22**	0	544	6	0	0	**550**	0	0	421	0	**421**	0	**997**
4:30PM	3	2	0	0	**5**	0	16	8	0	13	**37**	0	507	3	0	0	**510**	0	0	419	0	**419**	0	**971**
4:45PM	2	3	0	0	**5**	0	17	13	0	5	**35**	0	543	3	0	0	**546**	0	0	393	0	**393**	0	**979**
Hourly Total	9	6	0	2	**17**	0	62	26	0	27	**115**	0	2065	15	0	0	**2080**	0	0	1635	0	**1635**	0	**3847**
5:00PM	2	2	0	0	**4**	0	20	5	0	12	**37**	0	565	4	0	0	**569**	0	0	485	0	**485**	0	**1095**
5:15PM	4	3	0	0	**7**	0	18	11	0	8	**37**	0	608	0	0	0	**608**	0	0	441	0	**441**	0	**1093**
5:30PM	3	0	0	0	**3**	0	22	5	0	3	**30**	0	566	2	0	0	**568**	0	0	431	0	**431**	0	**1032**
5:45PM	3	2	0	0	**5**	0	16	7	0	5	**28**	0	548	3	0	0	**551**	0	0	402	0	**402**	0	**986**
Hourly Total	12	7	0	0	**19**	0	76	28	0	28	**132**	0	2287	9	0	0	**2296**	0	0	1759	0	**1759**	0	**4206**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	52	166	0	2	**220**	0	159	62	0	59	**280**	1	8377	234	0	2	**8613**	0	0	9255	0	**9255**	0	**18368**
% Approach	23.6%	75.5%	0%	0.9%	**-**	-	56.8%	22.1%	0%	21.1%	**-**	-	97.3%	2.7%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	0.3%	0.9%	0%	0%	**1.2%**	-	0.9%	0.3%	0%	0.3%	**1.5%**	-	45.6%	1.3%	0%	0%	**46.9%**	-	0%	50.4%	0%	**50.4%**	-	-
Lights	51	166	0	2	**219**	-	156	62	0	59	**277**	-	7920	231	0	2	**8153**	-	0	8795	0	**8795**	-	17444
% Lights	98.1%	100%	0%	100%	**99.5%**	-	98.1%	100%	0%	100%	**98.9%**	-	94.5%	98.7%	0%	100%	**94.7%**	-	0%	95.0%	0%	**95.0%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	3	0	0	0	**3**	-	417	3	0	0	**420**	-	0	428	0	**428**	-	851
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.9%	0%	0%	0%	**1.1%**	-	5.0%	1.3%	0%	0%	**4.9%**	-	0%	4.6%	0%	**4.6%**	-	4.6%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	40	0	0	0	**40**	-	0	32	0	**32**	-	73
% Buses	1.9%	0%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0%	0%	0%	**0.5%**	-	0%	0.3%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Independence Way South (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160871, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
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Route 1 & Independence Way South (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160871, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
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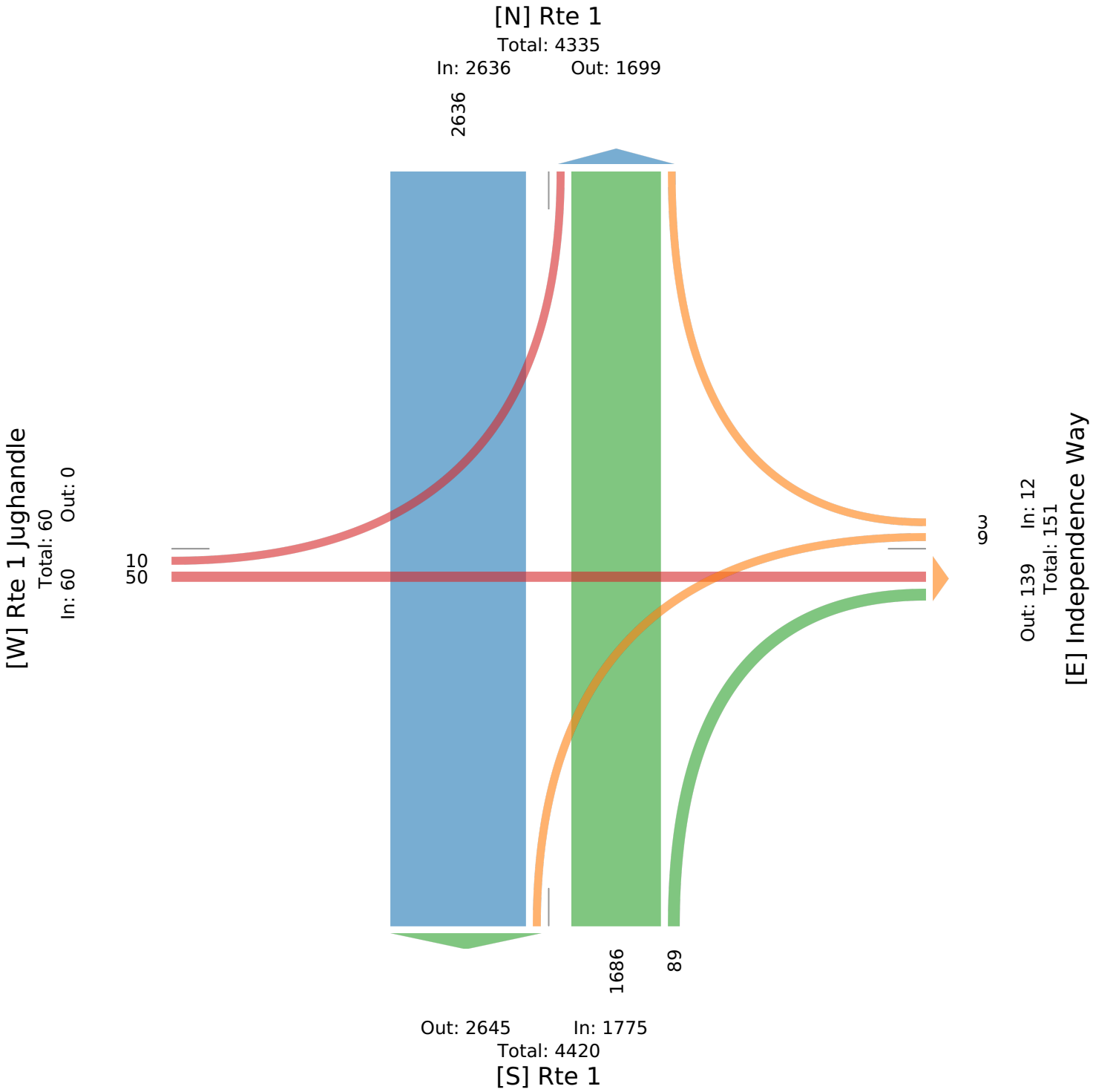
Leg / Direction	Rte 1 Jughandle Eastbound						Independence Way Westbound						Rte 1 Northbound						Rte 1 Southbound					
Time	L	T	R	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-02-29 7:30AM	1	3	0	0	**4**	0	3	2	0	0	**5**	0	492	16	0	0	**508**	0	0	741	0	**741**	0	**1258**
7:45AM	4	13	0	0	**17**	0	1	0	0	0	**1**	0	413	23	0	1	**437**	0	0	635	0	**635**	0	**1090**
8:00AM	0	11	0	0	**11**	0	4	1	0	0	**5**	0	386	21	0	0	**407**	0	0	628	0	**628**	0	**1051**
8:15AM	5	23	0	0	**28**	0	1	0	0	0	**1**	0	395	28	0	0	**423**	0	0	632	0	**632**	0	**1084**
Total	10	50	0	0	**60**	0	9	3	0	0	**12**	0	1686	88	0	1	**1775**	0	0	2636	0	**2636**	0	**4483**
% Approach	16.7%	83.3%	0%	0%	**-**	-	75.0%	25.0%	0%	0%	**-**	-	95.0%	5.0%	0%	0.1%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	0.2%	1.1%	0%	0%	**1.3%**	-	0.2%	0.1%	0%	0%	**0.3%**	-	37.6%	2.0%	0%	0%	**39.6%**	-	0%	58.8%	0%	**58.8%**	-	**-**
PHF	0.500	0.543	-	-	**0.536**	-	0.563	0.375	-	-	**0.600**	-	0.857	0.786	-	0.250	**0.874**	-	-	0.889	-	**0.889**	-	0.891
Lights	10	50	0	0	**60**	-	8	3	0	0	**11**	-	1556	88	0	1	**1645**	-	0	2493	0	**2493**	-	4209
% Lights	100%	100%	0%	0%	**100%**	-	88.9%	100%	0%	0%	**91.7%**	-	92.3%	100%	0%	100%	**92.7%**	-	0%	94.6%	0%	**94.6%**	-	93.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	115	0	0	0	**115**	-	0	131	0	**131**	-	247
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	11.1%	0%	0%	0%	**8.3%**	-	6.8%	0%	0%	0%	**6.5%**	-	0%	5.0%	0%	**5.0%**	-	5.5%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	15	0	0	0	**15**	-	0	12	0	**12**	-	27
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.9%	0%	0%	0%	**0.8%**	-	0%	0.5%	0%	**0.5%**	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Independence Way South (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160871, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Route 1 & Independence Way South (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160871, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

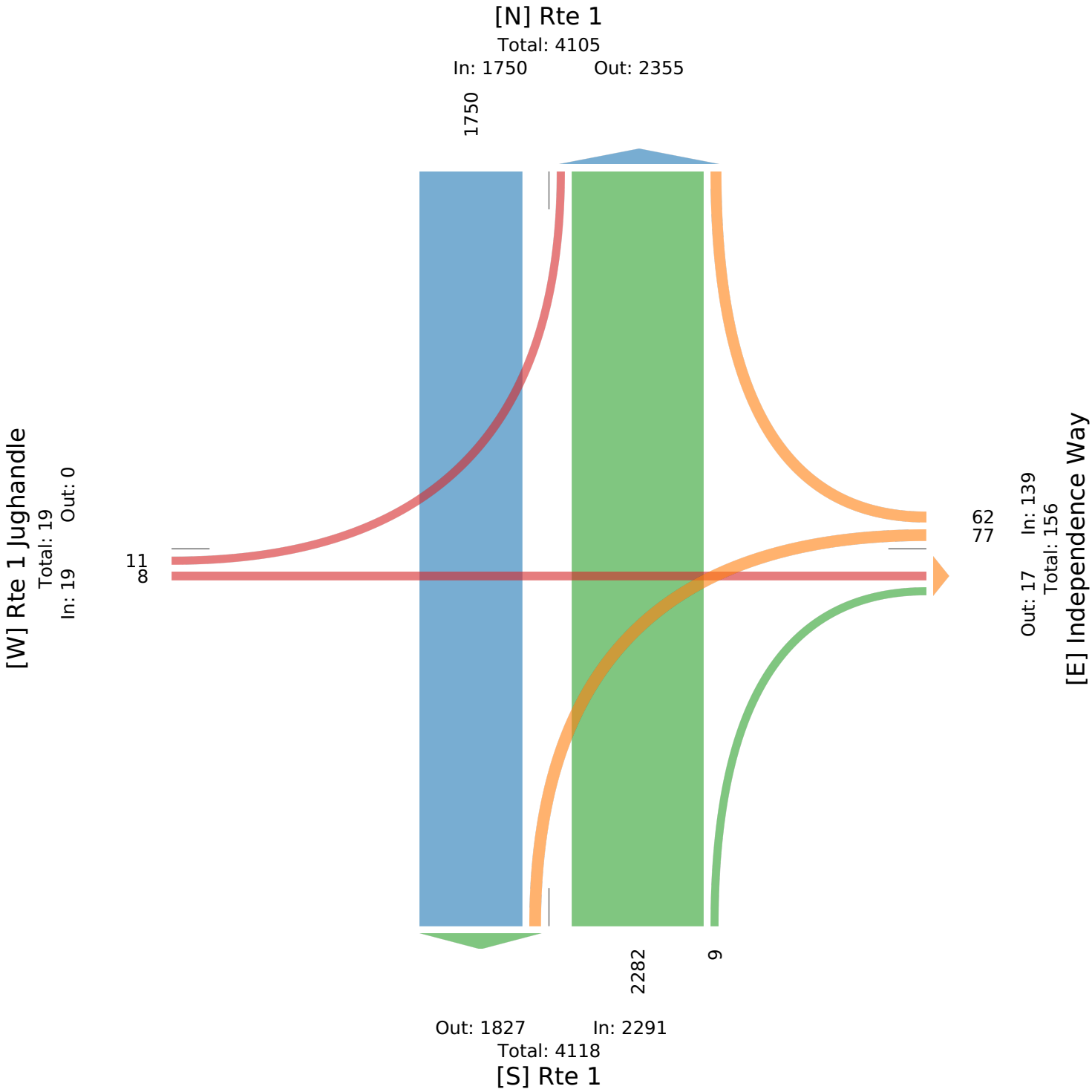
Leg	Rte 1 Jughandle						Independence Way						Rte 1						Rte 1						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-02-29 4:45PM	2	3	0	0	**5**	0	17	13	0	5	**35**	0	543	3	0	0	**546**	0	0	393	0	**393**	0	**979**
5:00PM	2	2	0	0	**4**	0	20	5	0	12	**37**	0	565	4	0	0	**569**	0	0	485	0	**485**	0	**1095**
5:15PM	4	3	0	0	**7**	0	18	11	0	8	**37**	0	608	0	0	0	**608**	0	0	441	0	**441**	0	**1093**
5:30PM	3	0	0	0	**3**	0	22	5	0	3	**30**	0	566	2	0	0	**568**	0	0	431	0	**431**	0	**1032**
Total	11	8	0	0	**19**	0	77	34	0	28	**139**	0	2282	9	0	0	**2291**	0	0	1750	0	**1750**	0	**4199**
% Approach	57.9%	42.1%	0%	0%	**-**	-	55.4%	24.5%	0%	20.1%	**-**	-	99.6%	0.4%	0%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	0.3%	0.2%	0%	0%	**0.5%**	-	1.8%	0.8%	0%	0.7%	**3.3%**	-	54.3%	0.2%	0%	0%	**54.6%**	-	0%	41.7%	0%	**41.7%**	-	-
PHF	0.688	0.667	-	-	**0.679**	-	0.875	0.654	-	0.583	**0.939**	-	0.938	0.563	-	-	**0.942**	-	-	0.902	-	**0.902**	-	0.959
Lights	11	8	0	0	**19**	-	77	34	0	28	**139**	-	2227	9	0	0	**2236**	-	0	1710	0	**1710**	-	4104
% Lights	100%	100%	0%	0%	**100%**	-	100%	100%	0%	100%	**100%**	-	97.6%	100%	0%	0%	**97.6%**	-	0%	97.7%	0%	**97.7%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	50	0	0	0	**50**	-	0	39	0	**39**	-	89
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.2%	0%	0%	0%	**2.2%**	-	0%	2.2%	0%	**2.2%**	-	2.1%
Buses	0	0	0	0	**0**	-	0	0	0	0	**0**	-	5	0	0	0	**5**	-	0	1	0	**1**	-	6
% Buses	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.2%	0%	0%	0%	**0.2%**	-	0%	0.1%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Independence Way South (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160871, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Route 1 & Independence Way South (3/2) - TMC

Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160872, Location: 40.361631, -74.601414



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

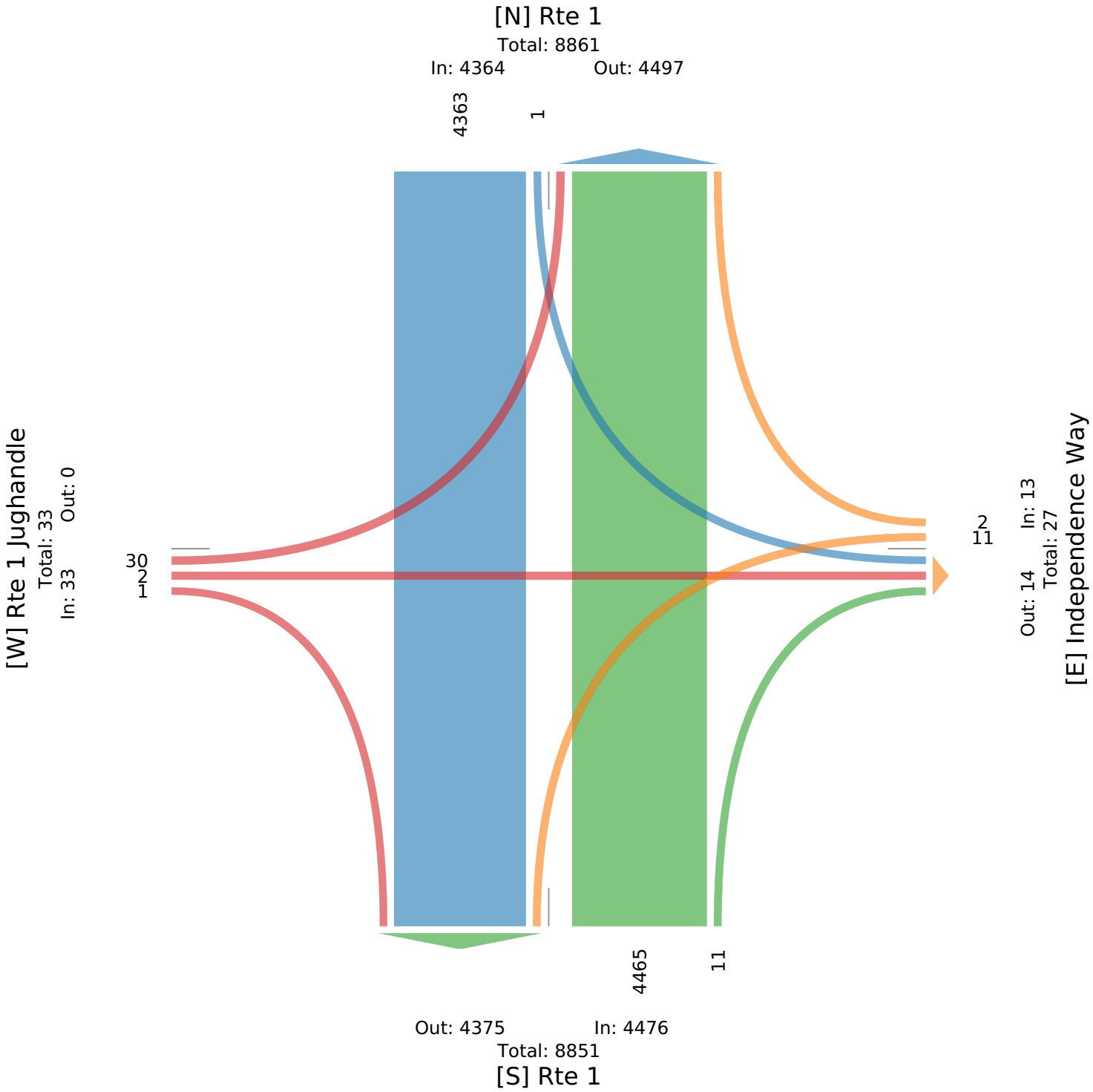
Leg	Rte 1 Jughandle						Independence Way						Rte 1						Rte 1						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-03-02 11:00AM	4	0	1	0	**5**	0	1	0	0	0	**1**	0	370	0	0	0	**370**	0	0	375	0	**375**	0	**751**
11:15AM	1	0	0	0	**1**	0	0	0	0	0	**0**	0	357	0	0	0	**357**	0	0	373	0	**373**	0	**731**
11:30AM	2	0	0	0	**2**	0	2	0	0	0	**2**	0	388	1	0	0	**389**	0	0	351	0	**351**	0	**744**
11:45AM	2	0	0	0	**2**	0	0	0	0	1	**1**	0	365	1	0	0	**366**	0	0	403	0	**403**	0	**772**
Hourly Total	9	0	1	0	**10**	0	3	0	0	1	**4**	0	1480	2	0	0	**1482**	0	0	1502	0	**1502**	0	**2998**
12:00PM	4	0	0	0	**4**	0	1	0	0	0	**1**	0	407	1	0	0	**408**	0	0	354	0	**354**	0	**767**
12:15PM	6	0	0	0	**6**	0	3	0	0	0	**3**	0	370	2	0	0	**372**	0	0	319	0	**319**	0	**700**
12:30PM	3	1	0	0	**4**	0	1	0	0	0	**1**	0	365	1	0	0	**366**	0	1	332	0	**333**	0	**704**
12:45PM	0	1	0	0	**1**	0	1	0	0	0	**1**	0	392	2	0	0	**394**	0	0	318	0	**318**	0	**714**
Hourly Total	13	2	0	0	**15**	0	6	0	0	0	**6**	0	1534	6	0	0	**1540**	0	1	1323	0	**1324**	0	**2885**
1:00PM	3	0	0	0	**3**	0	2	0	0	0	**2**	0	356	1	0	0	**357**	0	0	352	0	**352**	0	**714**
1:15PM	3	0	0	0	**3**	0	0	1	0	0	**1**	0	380	1	0	0	**381**	0	0	404	0	**404**	0	**789**
1:30PM	2	0	0	0	**2**	0	0	0	0	0	**0**	0	354	1	0	0	**355**	0	0	402	0	**402**	0	**759**
1:45PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	361	0	0	0	**361**	0	0	380	0	**380**	0	**741**
Hourly Total	8	0	0	0	**8**	0	2	1	0	0	**3**	0	1451	3	0	0	**1454**	0	0	1538	0	**1538**	0	**3003**
2:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	30	2	1	0	**33**	0	11	1	0	1	**13**	0	4465	11	0	0	**4476**	0	1	4363	0	**4364**	0	**8886**
% Approach	90.9%	6.1%	3.0%	0%	**-**	-	84.6%	7.7%	0%	7.7%	**-**	-	99.8%	0.2%	0%	0%	**-**	-	0%	100.0%	0%	**-**	-	-
% Total	0.3%	0%	0%	0%	**0.4%**	-	0.1%	0%	0%	0%	**0.1%**	-	50.2%	0.1%	0%	0%	**50.4%**	-	0%	49.1%	0%	**49.1%**	-	-
Lights	29	2	1	0	**32**	-	11	1	0	1	**13**	-	4364	11	0	0	**4375**	-	1	4274	0	**4275**	-	8695
% Lights	96.7%	100%	100%	0%	**97.0%**	-	100%	100%	0%	100%	**100%**	-	97.7%	100%	0%	0%	**97.7%**	-	100%	98.0%	0%	**98.0%**	-	97.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	95	0	0	0	**95**	-	0	85	0	**85**	-	180
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.1%	0%	0%	0%	**2.1%**	-	0%	1.9%	0%	**1.9%**	-	2.0%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	6	0	0	0	**6**	-	0	4	0	**4**	-	11
% Buses	3.3%	0%	0%	0%	**3.0%**	-	0%	0%	0%	0%	**0%**	-	0.1%	0%	0%	0%	**0.1%**	-	0%	0.1%	0%	**0.1%**	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Independence Way South (3/2) - TMC

Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160872, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Route 1 & Independence Way South (3/2) - TMC

Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160872, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

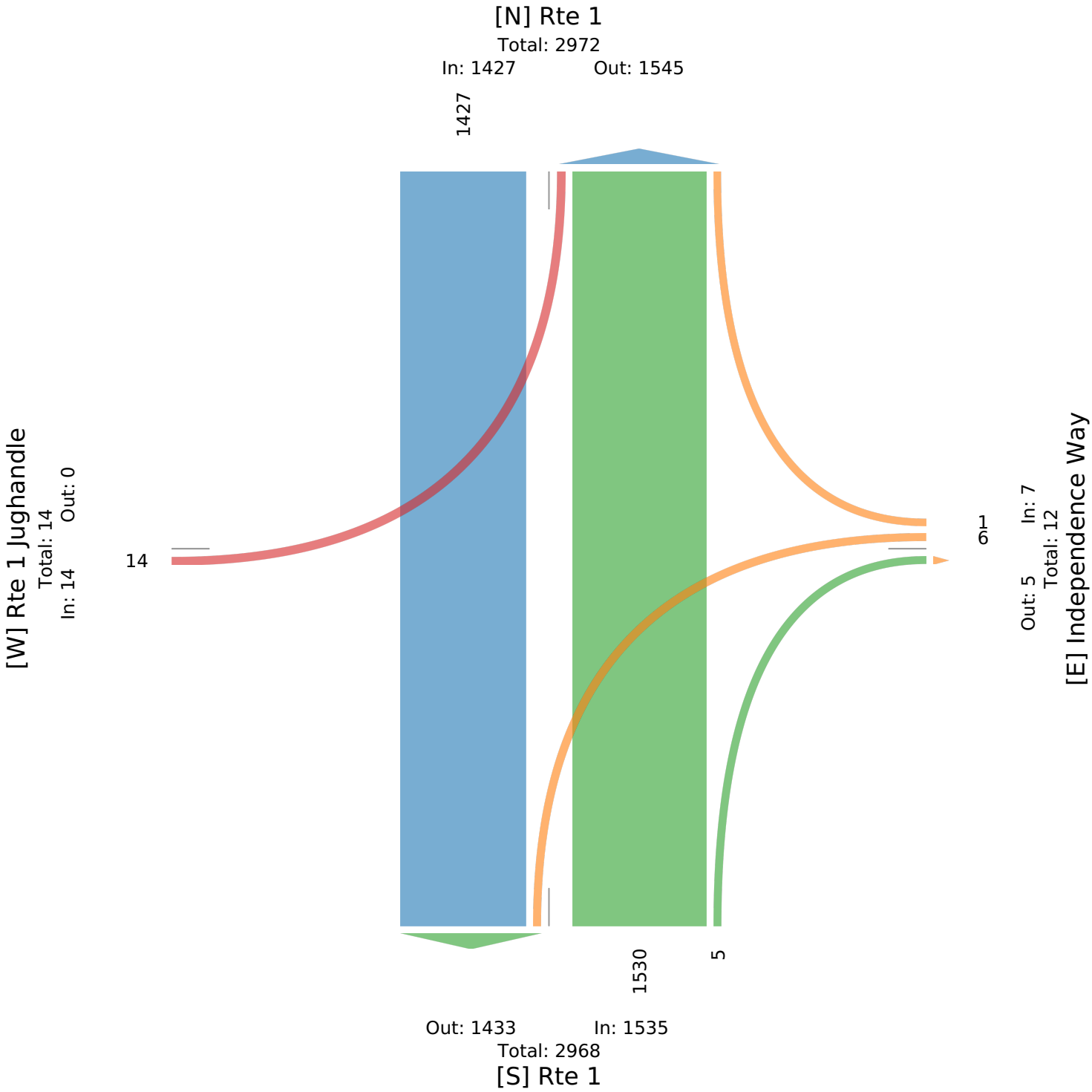
Leg / Direction	Rte 1 Jughandle Eastbound						Independence Way Westbound						Rte 1 Northbound						Rte 1 Southbound						
Time	L	T	R	RR	**App**	Ped*	L	R	U	RR	**App**	Ped*	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-03-02 11:30AM	2	0	0	0	**2**	0	2	0	0	0	**2**	0	388	1	0	0	**389**	0	0	351	0	**351**	0	**744**
11:45AM	2	0	0	0	**2**	0	0	0	0	1	**1**	0	365	1	0	0	**366**	0	0	403	0	**403**	0	**772**
12:00PM	4	0	0	0	**4**	0	1	0	0	0	**1**	0	407	1	0	0	**408**	0	0	354	0	**354**	0	**767**
12:15PM	6	0	0	0	**6**	0	3	0	0	0	**3**	0	370	2	0	0	**372**	0	0	319	0	**319**	0	**700**
Total	14	0	0	0	**14**	0	6	0	0	1	**7**	0	1530	5	0	0	**1535**	0	0	1427	0	**1427**	0	**2983**
% Approach	100%	0%	0%	0%	**-**	-	85.7%	0%	0%	14.3%	**-**	-	99.7%	0.3%	0%	0%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	0.5%	0%	0%	0%	**0.5%**	-	0.2%	0%	0%	0%	**0.2%**	-	51.3%	0.2%	0%	0%	**51.5%**	-	0%	47.8%	0%	**47.8%**	-	**-**
PHF	0.583	-	-	-	**0.583**	-	0.500	-	-	0.250	**0.583**	-	0.940	0.625	-	-	**0.941**	-	-	0.885	-	**0.885**	-	0.966
Lights	13	0	0	0	**13**	-	6	0	0	1	**7**	-	1488	5	0	0	**1493**	-	0	1394	0	**1394**	-	2907
% Lights	92.9%	0%	0%	0%	**92.9%**	-	100%	0%	0%	100%	**100%**	-	97.3%	100%	0%	0%	**97.3%**	-	0%	97.7%	0%	**97.7%**	-	97.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	39	0	0	0	**39**	-	0	32	0	**32**	-	71
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	2.5%	0%	0%	0%	**2.5%**	-	0%	2.2%	0%	**2.2%**	-	2.4%
Buses	1	0	0	0	**1**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	0	1	0	**1**	-	5
% Buses	7.1%	0%	0%	0%	**7.1%**	-	0%	0%	0%	0%	**0%**	-	0.2%	0%	0%	0%	**0.2%**	-	0%	0.1%	0%	**0.1%**	-	0.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Route 1 & Independence Way South (3/2) - TMC

Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160872, Location: 40.361631, -74.601414

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Route 1 NB Ramps (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160867, Location: 40.356044, -74.605042

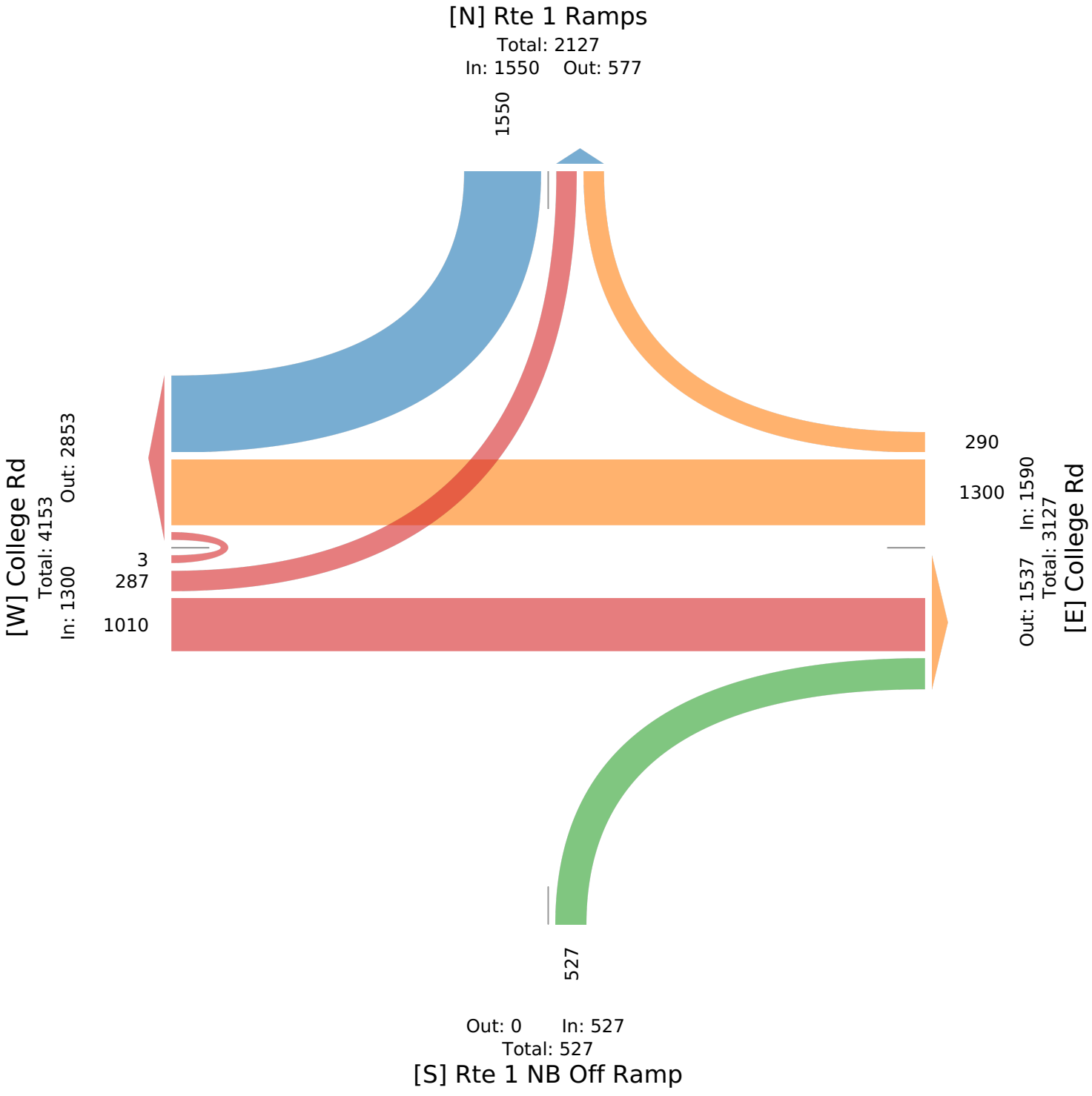
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	College Rd					College Rd					Rte 1 NB Off Ramp			Rte 1 Ramps					
Direction	Eastbound					Westbound					Northbound			Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	R	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-02-29 7:00AM	8	32	0	**40**	0	34	5	0	**39**	0	17	**17**	-	0	58	0	**58**	0	**154**
7:15AM	7	32	0	**39**	0	30	2	0	**32**	0	25	**25**	-	0	73	0	**73**	0	**169**
7:30AM	11	45	0	**56**	0	74	8	0	**82**	0	31	**31**	-	0	90	0	**90**	0	**259**
7:45AM	11	56	0	**67**	0	97	17	0	**114**	0	38	**38**	-	0	119	0	**119**	0	**338**
Hourly Total	37	165	0	**202**	0	235	32	0	**267**	0	111	**111**	-	0	340	0	**340**	0	**920**
8:00AM	28	83	0	**111**	0	62	11	0	**73**	0	53	**53**	-	0	106	0	**106**	0	**343**
8:15AM	11	82	0	**93**	0	70	18	0	**88**	0	47	**47**	-	0	94	0	**94**	0	**322**
8:30AM	8	93	0	**101**	0	50	10	0	**60**	0	50	**50**	-	0	75	0	**75**	0	**286**
8:45AM	12	84	0	**96**	0	71	23	0	**94**	0	56	**56**	-	0	90	0	**90**	0	**336**
Hourly Total	59	342	0	**401**	0	253	62	0	**315**	0	206	**206**	-	0	365	0	**365**	0	**1287**
9:00AM	21	71	0	**92**	0	54	16	0	**70**	0	37	**37**	-	0	66	0	**66**	0	**265**
9:15AM	10	71	0	**81**	0	45	15	0	**60**	0	38	**38**	-	0	55	0	**55**	0	**234**
Hourly Total	31	142	0	**173**	0	99	31	0	**130**	0	75	**75**	-	0	121	0	**121**	0	**499**
4:00PM	21	31	0	**52**	0	90	18	0	**108**	0	12	**12**	-	0	77	0	**77**	0	**249**
4:15PM	21	41	1	**63**	0	75	21	0	**96**	0	19	**19**	-	0	81	0	**81**	0	**259**
4:30PM	20	48	0	**68**	0	97	21	0	**118**	0	19	**19**	-	0	86	0	**86**	0	**291**
4:45PM	17	49	0	**66**	0	83	23	0	**106**	0	20	**20**	-	0	97	0	**97**	0	**289**
Hourly Total	79	169	1	**249**	0	345	83	0	**428**	0	70	**70**	-	0	341	0	**341**	0	**1088**
5:00PM	22	58	1	**81**	0	99	29	0	**128**	0	10	**10**	-	0	98	0	**98**	0	**317**
5:15PM	27	44	0	**71**	0	98	24	0	**122**	0	19	**19**	-	0	112	0	**112**	0	**324**
5:30PM	15	47	0	**62**	0	87	17	0	**104**	0	14	**14**	-	0	100	0	**100**	0	**280**
5:45PM	17	43	1	**61**	0	84	12	0	**96**	0	22	**22**	-	0	73	0	**73**	0	**252**
Hourly Total	81	192	2	**275**	0	368	82	0	**450**	0	65	**65**	-	0	383	0	**383**	0	**1173**
Total	287	1010	3	**1300**	0	1300	290	0	**1590**	0	527	**527**	-	0	1550	0	**1550**	0	**4967**
% Approach	22.1%	77.7%	0.2%	**-**	-	81.8%	18.2%	0%	**-**	-	100%	**-**	-	0%	100%	0%	**-**	-	-
% Total	5.8%	20.3%	0.1%	**26.2%**	-	26.2%	5.8%	0%	**32.0%**	-	10.6%	**10.6%**	-	0%	31.2%	0%	**31.2%**	-	-
Lights	277	991	3	**1271**	-	1274	287	0	**1561**	-	515	**515**	-	0	1510	0	**1510**	-	4857
% Lights	96.5%	98.1%	100%	**97.8%**	-	98.0%	99.0%	0%	**98.2%**	-	97.7%	**97.7%**	-	0%	97.4%	0%	**97.4%**	-	97.8%
Articulated Trucks and Single-Unit Trucks	3	8	0	**11**	-	9	3	0	**12**	-	9	**9**	-	0	20	0	**20**	-	52
% Articulated Trucks and Single-Unit Trucks	1.0%	0.8%	0%	**0.8%**	-	0.7%	1.0%	0%	**0.8%**	-	1.7%	**1.7%**	-	0%	1.3%	0%	**1.3%**	-	1.0%
Buses	7	11	0	**18**	-	17	0	0	**17**	-	3	**3**	-	0	20	0	**20**	-	58
% Buses	2.4%	1.1%	0%	**1.4%**	-	1.3%	0%	0%	**1.1%**	-	0.6%	**0.6%**	-	0%	1.3%	0%	**1.3%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Route 1 NB Ramps (2/29) - TMC
Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160867, Location: 40.356044, -74.605042

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Route 1 NB Ramps (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160867, Location: 40.356044, -74.605042

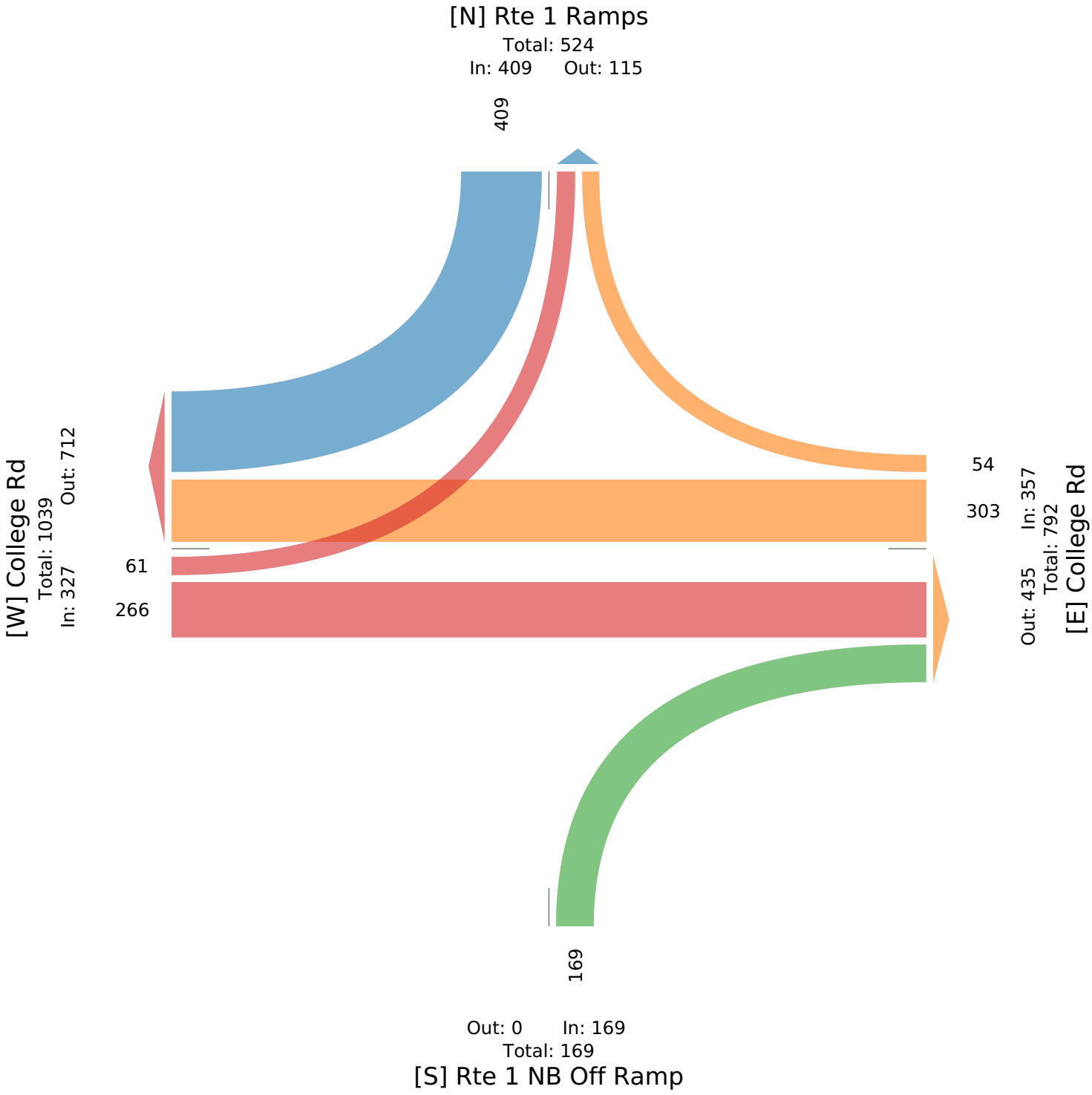
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	College Rd Eastbound					College Rd Westbound					Rte 1 NB Off Ramp Northbound			Rte 1 Ramps Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	R	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-02-29 7:30AM	11	45	0	**56**	0	74	8	0	**82**	0	31	**31**	-	0	90	0	**90**	0	**259**
7:45AM	11	56	0	**67**	0	97	17	0	**114**	0	38	**38**	-	0	119	0	**119**	0	**338**
8:00AM	28	83	0	**111**	0	62	11	0	**73**	0	53	**53**	-	0	106	0	**106**	0	**343**
8:15AM	11	82	0	**93**	0	70	18	0	**88**	0	47	**47**	-	0	94	0	**94**	0	**322**
Total	61	266	0	**327**	0	303	54	0	**357**	0	169	**169**	-	0	409	0	**409**	0	**1262**
% Approach	18.7%	81.3%	0%	**-**	-	84.9%	15.1%	0%	**-**	-	100%	**-**	-	0%	100%	0%	**-**	-	-
% Total	4.8%	21.1%	0%	**25.9%**	-	24.0%	4.3%	0%	**28.3%**	-	13.4%	**13.4%**	-	0%	32.4%	0%	**32.4%**	-	-
PHF	0.545	0.801	-	**0.736**	-	0.781	0.750	-	**0.783**	-	0.797	**0.797**	-	-	0.859	-	**0.859**	-	0.920
Lights	60	261	0	**321**	-	292	53	0	**345**	-	165	**165**	-	0	402	0	**402**	-	1233
% Lights	98.4%	98.1%	0%	**98.2%**	-	96.4%	98.1%	0%	**96.6%**	-	97.6%	**97.6%**	-	0%	98.3%	0%	**98.3%**	-	97.7%
Articulated Trucks and Single-Unit Trucks	0	2	0	**2**	-	6	1	0	**7**	-	3	**3**	-	0	2	0	**2**	-	14
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	0%	**0.6%**	-	2.0%	1.9%	0%	**2.0%**	-	1.8%	**1.8%**	-	0%	0.5%	0%	**0.5%**	-	1.1%
Buses	1	3	0	**4**	-	5	0	0	**5**	-	1	**1**	-	0	5	0	**5**	-	15
% Buses	1.6%	1.1%	0%	**1.2%**	-	1.7%	0%	0%	**1.4%**	-	0.6%	**0.6%**	-	0%	1.2%	0%	**1.2%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Route 1 NB Ramps (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160867, Location: 40.356044, -74.605042

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Route 1 NB Ramps (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160867, Location: 40.356044, -74.605042

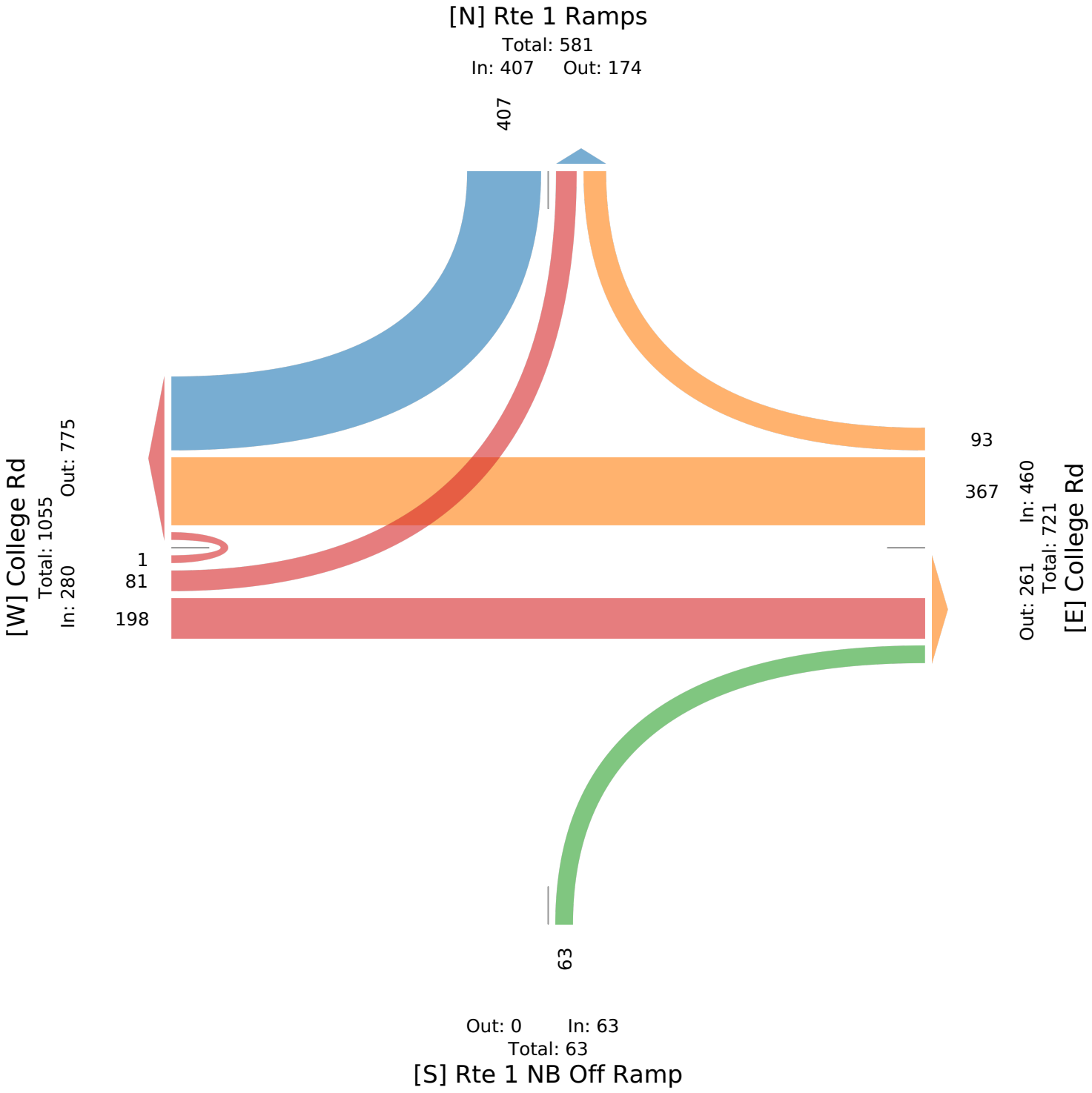
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	College Rd Eastbound					College Rd Westbound					Rte 1 NB Off Ramp Northbound			Rte 1 Ramps Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	R	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-02-29 4:45PM	17	49	0	**66**	0	83	23	0	**106**	0	20	**20**	-	0	97	0	**97**	0	**289**
5:00PM	22	58	1	**81**	0	99	29	0	**128**	0	10	**10**	-	0	98	0	**98**	0	**317**
5:15PM	27	44	0	**71**	0	98	24	0	**122**	0	19	**19**	-	0	112	0	**112**	0	**324**
5:30PM	15	47	0	**62**	0	87	17	0	**104**	0	14	**14**	-	0	100	0	**100**	0	**280**
Total	81	198	1	**280**	0	367	93	0	**460**	0	63	**63**	-	0	407	0	**407**	0	**1210**
% Approach	28.9%	70.7%	0.4%	**-**	-	79.8%	20.2%	0%	**-**	-	100%	**-**	-	0%	100%	0%	**-**	-	-
% Total	6.7%	16.4%	0.1%	**23.1%**	-	30.3%	7.7%	0%	**38.0%**	-	5.2%	**5.2%**	-	0%	33.6%	0%	**33.6%**	-	-
PHF	0.750	0.853	0.250	**0.864**	-	0.927	0.802	-	**0.898**	-	0.788	**0.788**	-	-	0.908	-	**0.908**	-	0.934
Lights	81	196	1	**278**	-	366	93	0	**459**	-	63	**63**	-	0	403	0	**403**	-	1203
% Lights	100%	99.0%	100%	**99.3%**	-	99.7%	100%	0%	**99.8%**	-	100%	**100%**	-	0%	99.0%	0%	**99.0%**	-	99.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	**0**	-	0	2	0	**2**	-	2
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	**0%**	-	0%	0.5%	0%	**0.5%**	-	0.2%
Buses	0	2	0	**2**	-	1	0	0	**1**	-	0	**0**	-	0	2	0	**2**	-	5
% Buses	0%	1.0%	0%	**0.7%**	-	0.3%	0%	0%	**0.2%**	-	0%	**0%**	-	0%	0.5%	0%	**0.5%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Route 1 NB Ramps (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160867, Location: 40.356044, -74.605042

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Rt. 1 NB Ramps Sat 3/16 - TMC

Sat Mar 16, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1165259, Location: 40.356044, -74.605042

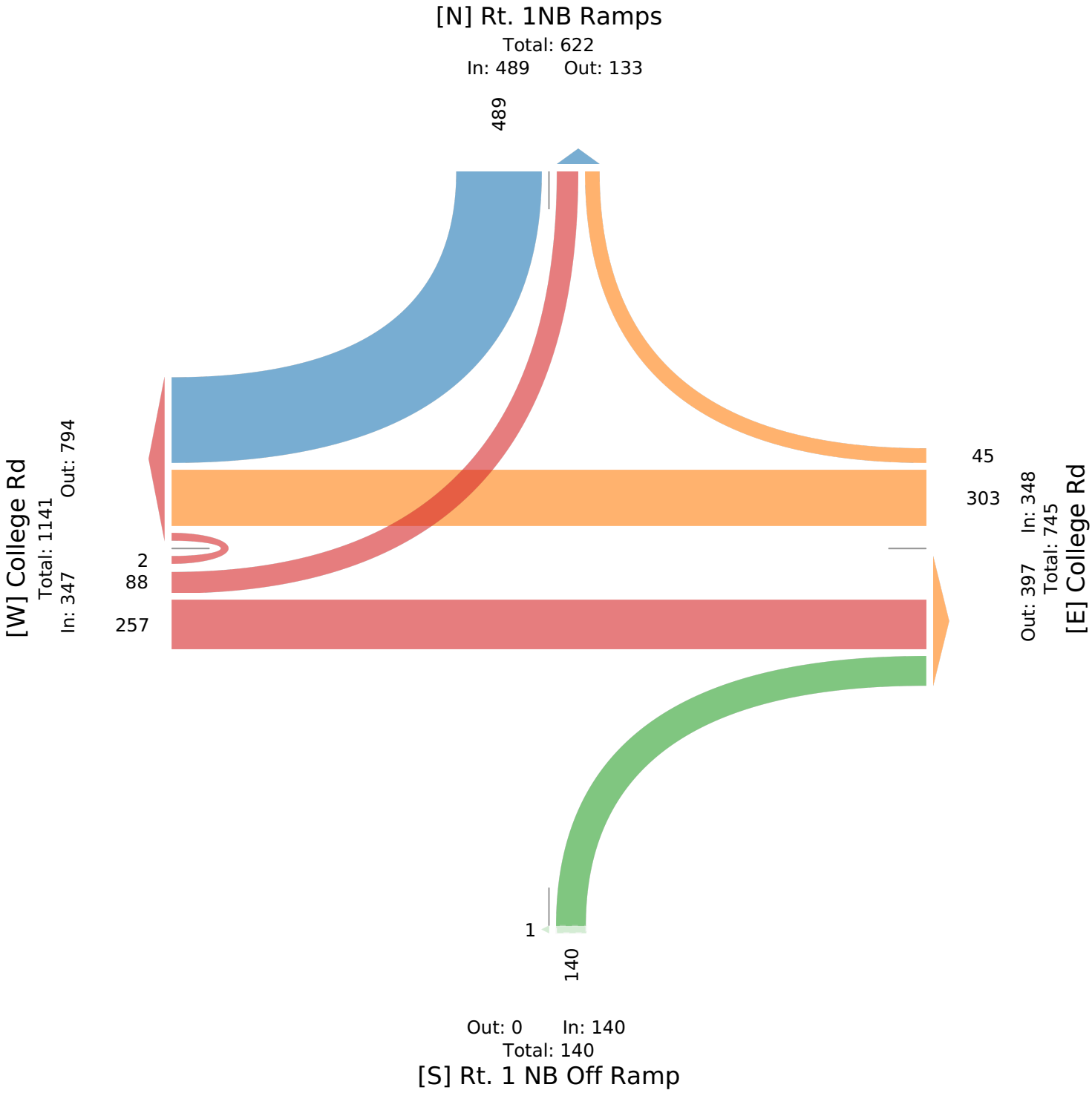
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	College Rd Eastbound					College Rd Westbound					Rt. 1 NB Off Ramp Northbound					Rt. 1NB Ramps Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-03-16 11:00AM	9	25	0	**34**	0	33	4	0	**37**	0	0	0	7	**7**	0	0	42	0	**42**	0	**120**
11:15AM	9	11	0	**20**	0	26	4	0	**30**	0	0	0	8	**8**	0	0	38	0	**38**	0	**96**
11:30AM	5	13	0	**18**	0	32	4	0	**36**	0	0	0	4	**4**	0	0	36	0	**36**	0	**94**
11:45AM	8	28	1	**37**	0	20	3	0	**23**	0	0	0	7	**7**	0	0	41	0	**41**	0	**108**
Hourly Total	31	77	1	**109**	0	111	15	0	**126**	0	0	0	26	**26**	0	0	157	0	**157**	0	**418**
12:00PM	12	24	0	**36**	0	23	1	0	**24**	0	0	0	10	**10**	1	0	41	0	**41**	0	**111**
12:15PM	5	17	0	**22**	0	17	1	0	**18**	0	0	0	35	**35**	0	0	38	0	**38**	0	**113**
12:30PM	5	20	0	**25**	0	18	3	0	**21**	0	0	0	16	**16**	0	0	49	0	**49**	0	**111**
12:45PM	9	32	0	**41**	0	29	5	0	**34**	0	0	0	14	**14**	0	0	40	0	**40**	0	**129**
Hourly Total	31	93	0	**124**	0	87	10	0	**97**	0	0	0	75	**75**	1	0	168	0	**168**	0	**464**
1:00PM	7	25	0	**32**	0	34	7	0	**41**	0	0	0	11	**11**	0	0	43	0	**43**	0	**127**
1:15PM	9	20	0	**29**	0	26	6	0	**32**	0	0	0	10	**10**	0	0	42	0	**42**	0	**113**
1:30PM	7	17	0	**24**	0	26	4	0	**30**	0	0	0	7	**7**	0	0	38	0	**38**	0	**99**
1:45PM	3	25	1	**29**	0	19	3	0	**22**	0	0	0	11	**11**	0	0	41	0	**41**	0	**103**
Hourly Total	26	87	1	**114**	0	105	20	0	**125**	0	0	0	39	**39**	0	0	164	0	**164**	0	**442**
2:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	88	257	2	**347**	0	303	45	0	**348**	0	0	0	140	**140**	1	0	489	0	**489**	0	**1324**
% Approach	25.4%	74.1%	0.6%	**-**	-	87.1%	12.9%	0%	**-**	-	0%	0%	100%	**-**	-	0%	100%	0%	**-**	-	-
% Total	6.6%	19.4%	0.2%	**26.2%**	-	22.9%	3.4%	0%	**26.3%**	-	0%	0%	10.6%	**10.6%**	-	0%	36.9%	0%	**36.9%**	-	-
Lights	88	253	2	**343**	-	300	43	0	**343**	-	0	0	138	**138**	-	0	484	0	**484**	-	1308
% Lights	100%	98.4%	100%	**98.8%**	-	99.0%	95.6%	0%	**98.6%**	-	0%	0%	98.6%	**98.6%**	-	0%	99.0%	0%	**99.0%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	1	2	0	**3**	-	0	0	2	**2**	-	0	5	0	**5**	-	11
% Articulated Trucks and Single-Unit Trucks	0%	0.4%	0%	**0.3%**	-	0.3%	4.4%	0%	**0.9%**	-	0%	0%	1.4%	**1.4%**	-	0%	1.0%	0%	**1.0%**	-	0.8%
Buses	0	3	0	**3**	-	2	0	0	**2**	-	0	0	0	**0**	-	0	0	0	**0**	-	5
% Buses	0%	1.2%	0%	**0.9%**	-	0.7%	0%	0%	**0.6%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Rt. 1 NB Ramps Sat 3/16 - TMC
Sat Mar 16, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1165259, Location: 40.356044, -74.605042

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Rt. 1 NB Ramps Sat 3/16 - TMC

Sat Mar 16, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1165259, Location: 40.356044, -74.605042

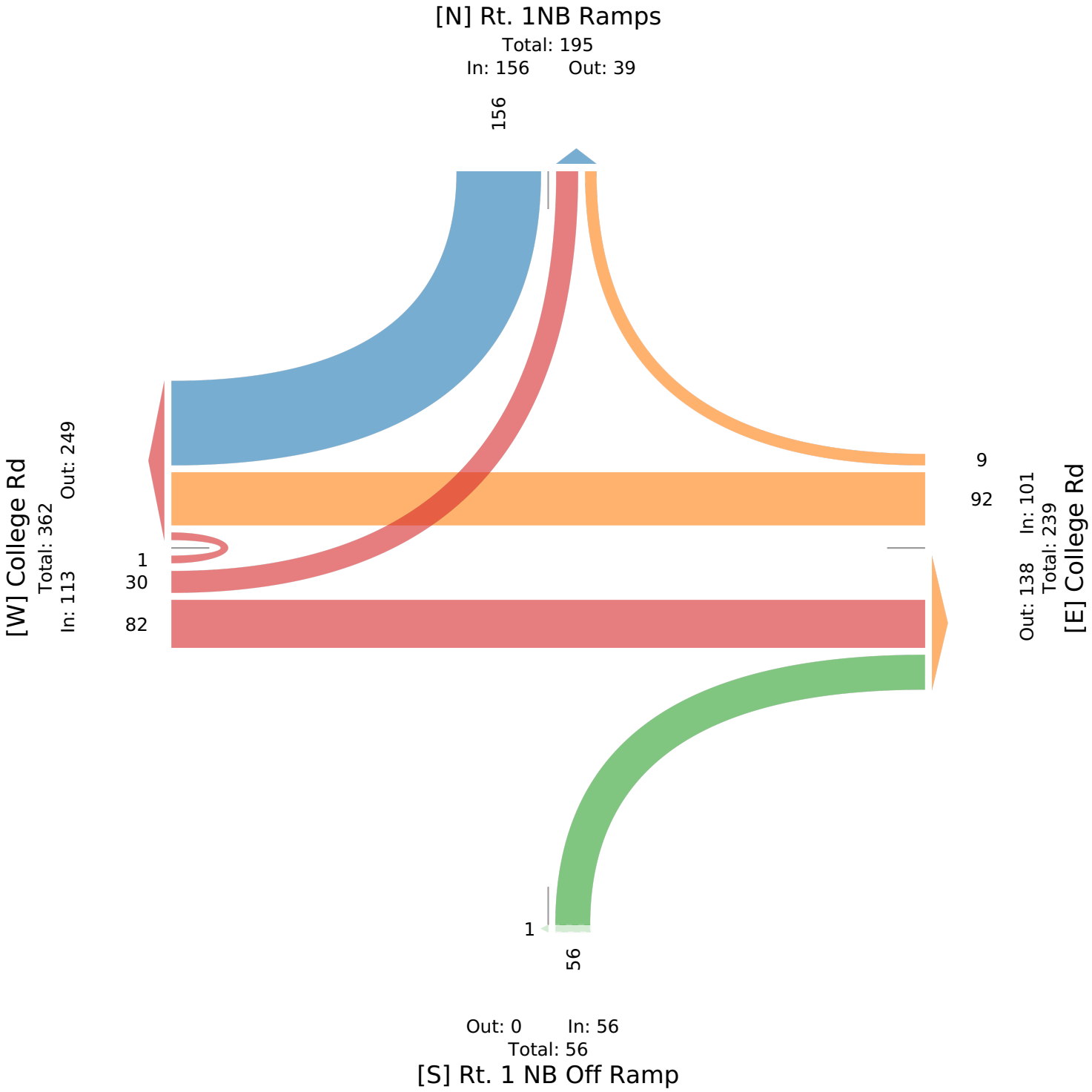
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	College Rd Eastbound					College Rd Westbound					Rt. 1 NB Off Ramp Northbound					Rt. 1NB Ramps Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	R	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2024-03-16 11:30AM	5	13	0	**18**	0	32	4	0	**36**	0	0	0	4	**4**	0	0	36	0	**36**	0	**94**
11:45AM	8	28	1	**37**	0	20	3	0	**23**	0	0	0	7	**7**	0	0	41	0	**41**	0	**108**
12:00PM	12	24	0	**36**	0	23	1	0	**24**	0	0	0	10	**10**	1	0	41	0	**41**	0	**111**
12:15PM	5	17	0	**22**	0	17	1	0	**18**	0	0	0	35	**35**	0	0	38	0	**38**	0	**113**
Total	30	82	1	**113**	0	92	9	0	**101**	0	0	0	56	**56**	1	0	156	0	**156**	0	**426**
% Approach	26.5%	72.6%	0.9%	**-**	-	91.1%	8.9%	0%	**-**	-	0%	0%	100%	**-**	-	0%	100%	0%	**-**	-	**-**
% Total	7.0%	19.2%	0.2%	**26.5%**	-	21.6%	2.1%	0%	**23.7%**	-	0%	0%	13.1%	**13.1%**	-	0%	36.6%	0%	**36.6%**	-	**-**
PHF	0.625	0.732	0.250	**0.764**	-	0.719	0.563	-	**0.701**	-	-	-	0.400	**0.400**	-	-	0.951	-	**0.951**	-	0.942
Lights	30	81	1	**112**	-	91	8	0	**99**	-	0	0	55	**55**	-	0	155	0	**155**	-	421
% Lights	100%	98.8%	100%	**99.1%**	-	98.9%	88.9%	0%	**98.0%**	-	0%	0%	98.2%	**98.2%**	-	0%	99.4%	0%	**99.4%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	1	0	**1**	-	0	0	1	**1**	-	0	1	0	**1**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	11.1%	0%	**1.0%**	-	0%	0%	1.8%	**1.8%**	-	0%	0.6%	0%	**0.6%**	-	0.7%
Buses	0	1	0	**1**	-	1	0	0	**1**	-	0	0	0	**0**	-	0	0	0	**0**	-	2
% Buses	0%	1.2%	0%	**0.9%**	-	1.1%	0%	0%	**1.0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Rt. 1 NB Ramps Sat 3/16 - TMC
Sat Mar 16, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1165259, Location: 40.356044, -74.605042

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



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Coatesville, PA, Pennsylvania, United States 19320
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Plainsboro, NJ
College Rd & Village Blvd
Thursday, February 29, 2024
Location: 40.357704, -74.611497

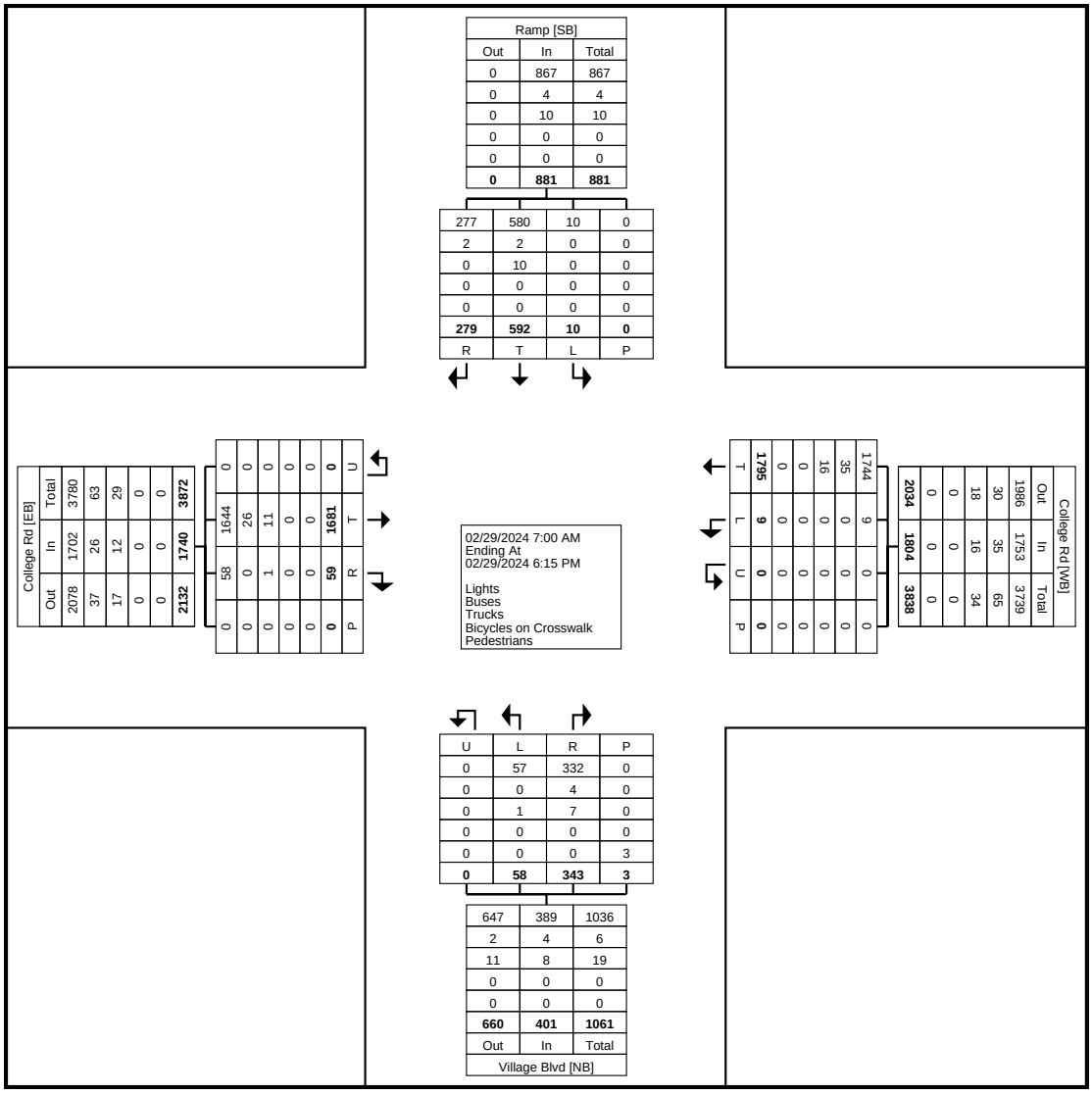
Count Name: College Rd & Village Blvd (2/29)
Site Code:
Start Date: 02/29/2024

Turning Movement Data

Start Time	College Rd Eastbound						College Rd Westbound					Village Blvd Northbound						Ramp Southbound					
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	72	3	0	0	0	75	0	62	0	0	62	3	5	7	0	0	15	0	20	3	0	23	175
7:15 AM	66	2	0	0	0	68	0	82	0	0	82	2	17	3	0	1	22	0	20	7	0	27	199
7:30 AM	96	2	0	0	0	98	1	117	0	0	118	6	13	7	0	0	26	0	22	22	0	44	286
7:45 AM	112	1	0	0	0	113	0	166	0	0	166	2	11	6	0	0	19	0	23	31	0	54	352
Hourly Total	346	8	0	0	0	354	1	427	0	0	428	13	46	23	0	1	82	0	85	63	0	148	1012
8:00 AM	150	3	1	0	0	154	0	121	0	0	121	2	8	6	0	0	16	0	34	34	0	68	359
8:15 AM	138	5	0	0	0	143	0	100	0	0	100	5	15	4	0	0	24	1	41	18	0	60	327
8:30 AM	119	3	0	0	0	122	0	84	0	0	84	2	11	5	0	0	18	0	37	14	0	51	275
8:45 AM	103	2	1	0	0	106	0	117	0	0	117	1	8	0	0	0	9	2	38	21	0	61	293
Hourly Total	510	13	2	0	0	525	0	422	0	0	422	10	42	15	0	0	67	3	150	87	0	240	1254
9:00 AM	94	4	0	0	0	98	3	82	0	0	85	0	4	12	0	0	16	1	27	13	0	41	240
9:15 AM	85	1	0	0	0	86	0	64	0	0	64	1	7	6	0	0	14	0	34	10	0	44	208
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	179	5	0	0	0	184	3	146	0	0	149	1	11	18	0	0	30	1	61	23	0	85	448
4:00 PM	78	1	0	0	0	79	1	101	0	0	102	6	9	10	0	0	25	0	18	8	0	26	232
4:15 PM	82	5	1	0	0	88	0	99	0	0	99	3	15	9	0	0	27	1	21	15	0	37	251
4:30 PM	77	4	0	0	0	81	1	99	0	0	100	3	11	16	0	0	30	0	39	14	0	53	264
4:45 PM	71	3	1	0	0	75	1	107	0	0	108	5	18	9	0	2	32	1	37	16	0	54	269
Hourly Total	308	13	2	0	0	323	3	406	0	0	409	17	53	44	0	2	114	2	115	53	0	170	1016
5:00 PM	89	1	1	0	0	91	1	95	0	0	96	5	19	15	0	0	39	0	48	16	0	64	290
5:15 PM	69	9	0	0	0	78	0	111	0	0	111	2	10	11	0	0	23	1	57	13	0	71	283
5:30 PM	89	1	0	0	0	90	0	103	0	0	103	6	9	12	0	0	27	3	43	12	0	58	278
5:45 PM	91	4	0	0	0	95	1	85	0	0	86	4	12	3	0	0	19	0	33	12	0	45	245
Hourly Total	338	15	1	0	0	354	2	394	0	0	396	17	50	41	0	0	108	4	181	53	0	238	1096
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1681	54	5	0	0	1740	9	1795	0	0	1804	58	202	141	0	3	401	10	592	279	0	881	4826
Approach %	96.6	3.1	0.3	0.0	-	-	0.5	99.5	0.0	-	-	14.5	50.4	35.2	0.0	-	-	1.1	67.2	31.7	-	-	-
Total %	34.8	1.1	0.1	0.0	-	36.1	0.2	37.2	0.0	-	37.4	1.2	4.2	2.9	0.0	-	8.3	0.2	12.3	5.8	-	18.3	-
Lights	1644	53	5	0	-	1702	9	1744	0	-	1753	57	193	139	0	-	389	10	580	277	-	867	4711
% Lights	97.8	98.1	100.0	-	-	97.8	100.0	97.2	-	-	97.2	98.3	95.5	98.6	-	-	97.0	100.0	98.0	99.3	-	98.4	97.6
Buses	26	0	0	0	-	26	0	35	0	-	35	0	3	1	0	-	4	0	2	2	-	4	69
% Buses	1.5	0.0	0.0	-	-	1.5	0.0	1.9	-	-	1.9	0.0	1.5	0.7	-	-	1.0	0.0	0.3	0.7	-	0.5	1.4
Trucks	11	1	0	0	-	12	0	16	0	-	16	1	6	1	0	-	8	0	10	0	-	10	46
% Trucks	0.7	1.9	0.0	-	-	0.7	0.0	0.9	-	-	0.9	1.7	3.0	0.7	-	-	2.0	0.0	1.7	0.0	-	1.1	1.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Plainsboro, NJ
College Rd & Village Blvd
Thursday, February 29, 2024
Location: 40.357704, -74.611497

Count Name: College Rd & Village Blvd (2/29)
Site Code:
Start Date: 02/29/2024



Turning Movement Data Plot

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Plainsboro, NJ
College Rd & Village Blvd
Thursday, February 29, 2024
Location: 40.357704, -74.611497

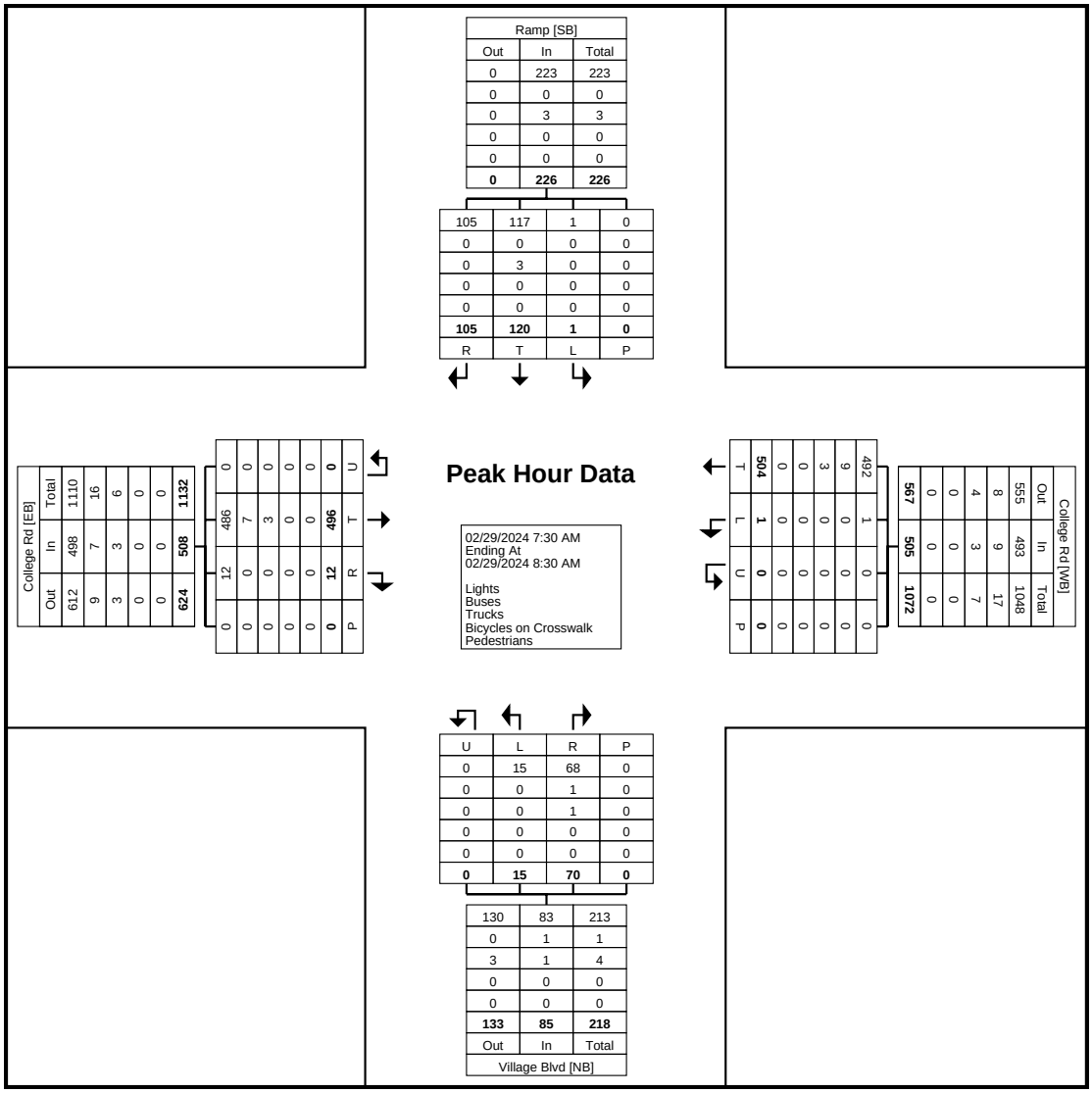
Count Name: College Rd & Village Blvd (2/29)
Site Code:
Start Date: 02/29/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	College Rd Eastbound						College Rd Westbound					Village Blvd Northbound						Ramp Southbound					
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	96	2	0	0	0	98	1	117	0	0	118	6	13	7	0	0	26	0	22	22	0	44	286
7:45 AM	112	1	0	0	0	113	0	166	0	0	166	2	11	6	0	0	19	0	23	31	0	54	352
8:00 AM	150	3	1	0	0	154	0	121	0	0	121	2	8	6	0	0	16	0	34	34	0	68	359
8:15 AM	138	5	0	0	0	143	0	100	0	0	100	5	15	4	0	0	24	1	41	18	0	60	327
Total	496	11	1	0	0	508	1	504	0	0	505	15	47	23	0	0	85	1	120	105	0	226	1324
Approach %	97.6	2.2	0.2	0.0	-	-	0.2	99.8	0.0	-	-	17.6	55.3	27.1	0.0	-	-	0.4	53.1	46.5	-	-	-
Total %	37.5	0.8	0.1	0.0	-	38.4	0.1	38.1	0.0	-	38.1	1.1	3.5	1.7	0.0	-	6.4	0.1	9.1	7.9	-	17.1	-
PHF	0.827	0.550	0.250	0.000	-	0.825	0.250	0.759	0.000	-	0.761	0.625	0.783	0.821	0.000	-	0.817	0.250	0.732	0.772	-	0.831	0.922
Lights	486	11	1	0	-	498	1	492	0	-	493	15	45	23	0	-	83	1	117	105	-	223	1297
% Lights	98.0	100.0	100.0	-	-	98.0	100.0	97.6	-	-	97.6	100.0	95.7	100.0	-	-	97.6	100.0	97.5	100.0	-	98.7	98.0
Buses	7	0	0	0	-	7	0	9	0	-	9	0	1	0	0	-	1	0	0	0	-	0	17
% Buses	1.4	0.0	0.0	-	-	1.4	0.0	1.8	-	-	1.8	0.0	2.1	0.0	-	-	1.2	0.0	0.0	0.0	-	0.0	1.3
Trucks	3	0	0	0	-	3	0	3	0	-	3	0	1	0	0	-	1	0	3	0	-	3	10
% Trucks	0.6	0.0	0.0	-	-	0.6	0.0	0.6	-	-	0.6	0.0	2.1	0.0	-	-	1.2	0.0	2.5	0.0	-	1.3	0.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
College Rd & Village Blvd
Thursday, February 29, 2024
Location: 40.357704, -74.611497

Count Name: College Rd & Village Blvd (2/29)
Site Code:
Start Date: 02/29/2024



Turning Movement Peak Hour Data Plot (7:30 AM)

Plainsboro, NJ
College Rd & Village Blvd
Thursday, February 29, 2024
Location: 40.357704, -74.611497

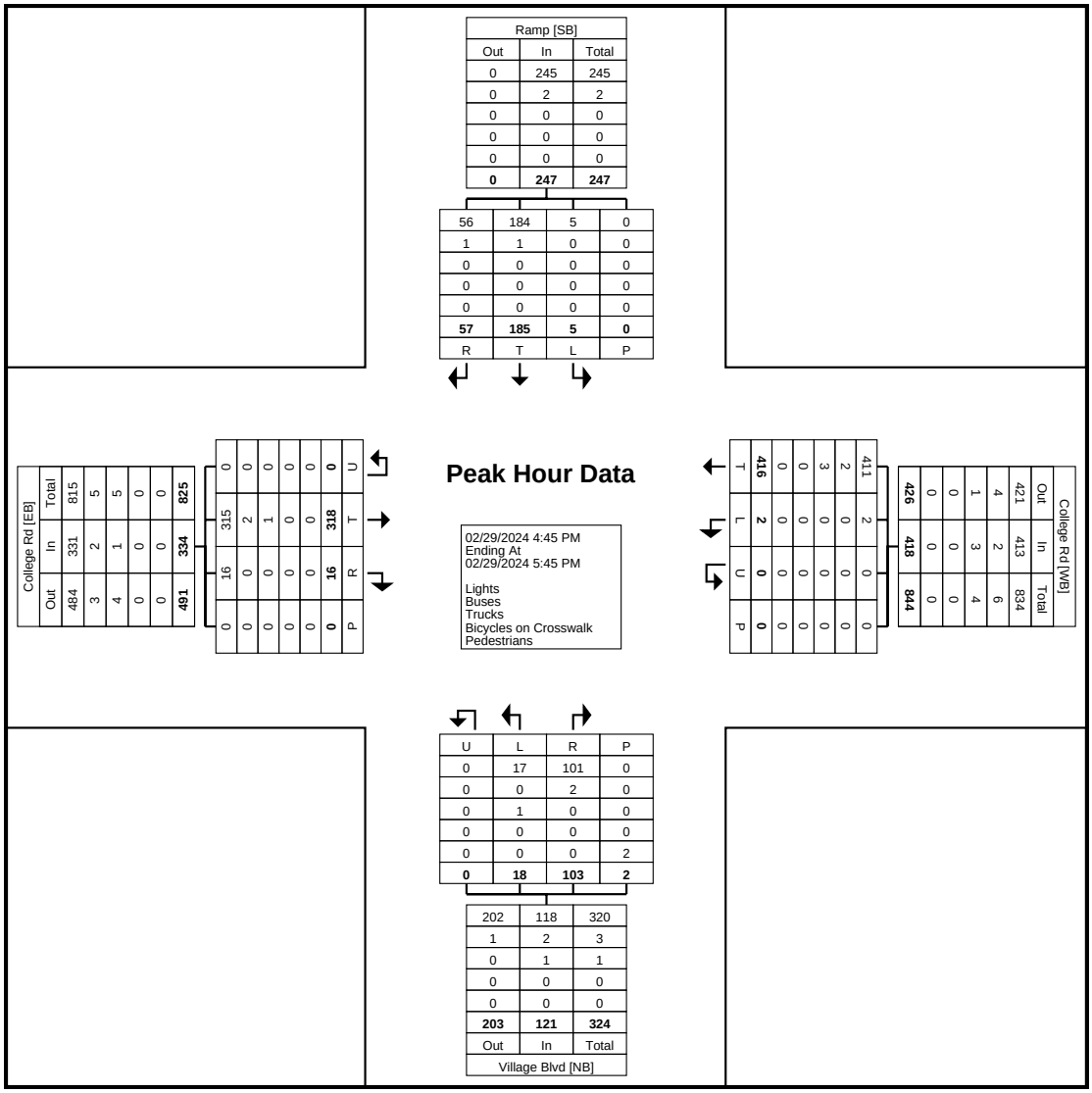
Count Name: College Rd & Village Blvd (2/29)
Site Code:
Start Date: 02/29/2024

Turning Movement Peak Hour Data (4:45 PM)

Start Time	College Rd Eastbound						College Rd Westbound					Village Blvd Northbound						Ramp Southbound					
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	71	3	1	0	0	75	1	107	0	0	108	5	18	9	0	2	32	1	37	16	0	54	269
5:00 PM	89	1	1	0	0	91	1	95	0	0	96	5	19	15	0	0	39	0	48	16	0	64	290
5:15 PM	69	9	0	0	0	78	0	111	0	0	111	2	10	11	0	0	23	1	57	13	0	71	283
5:30 PM	89	1	0	0	0	90	0	103	0	0	103	6	9	12	0	0	27	3	43	12	0	58	278
Total	318	14	2	0	0	334	2	416	0	0	418	18	56	47	0	2	121	5	185	57	0	247	1120
Approach %	95.2	4.2	0.6	0.0	-	-	0.5	99.5	0.0	-	-	14.9	46.3	38.8	0.0	-	-	2.0	74.9	23.1	-	-	-
Total %	28.4	1.3	0.2	0.0	-	29.8	0.2	37.1	0.0	-	37.3	1.6	5.0	4.2	0.0	-	10.8	0.4	16.5	5.1	-	22.1	-
PHF	0.893	0.389	0.500	0.000	-	0.918	0.500	0.937	0.000	-	0.941	0.750	0.737	0.783	0.000	-	0.776	0.417	0.811	0.891	-	0.870	0.966
Lights	315	14	2	0	-	331	2	411	0	-	413	17	55	46	0	-	118	5	184	56	-	245	1107
% Lights	99.1	100.0	100.0	-	-	99.1	100.0	98.8	-	-	98.8	94.4	98.2	97.9	-	-	97.5	100.0	99.5	98.2	-	99.2	98.8
Buses	2	0	0	0	-	2	0	2	0	-	2	0	1	1	0	-	2	0	1	1	-	2	8
% Buses	0.6	0.0	0.0	-	-	0.6	0.0	0.5	-	-	0.5	0.0	1.8	2.1	-	-	1.7	0.0	0.5	1.8	-	0.8	0.7
Trucks	1	0	0	0	-	1	0	3	0	-	3	1	0	0	0	-	1	0	0	0	-	0	5
% Trucks	0.3	0.0	0.0	-	-	0.3	0.0	0.7	-	-	0.7	5.6	0.0	0.0	-	-	0.8	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-

Plainsboro, NJ
College Rd & Village Blvd
Thursday, February 29, 2024
Location: 40.357704, -74.611497

Count Name: College Rd & Village Blvd (2/29)
Site Code:
Start Date: 02/29/2024



Turning Movement Peak Hour Data Plot (4:45 PM)

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Coatesville, PA, Pennsylvania, United States 19320
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Plainsboro, NJ
College Rd & Village Blvd
Saturday, March 2, 2024
Location: 40.357704, -74.611497

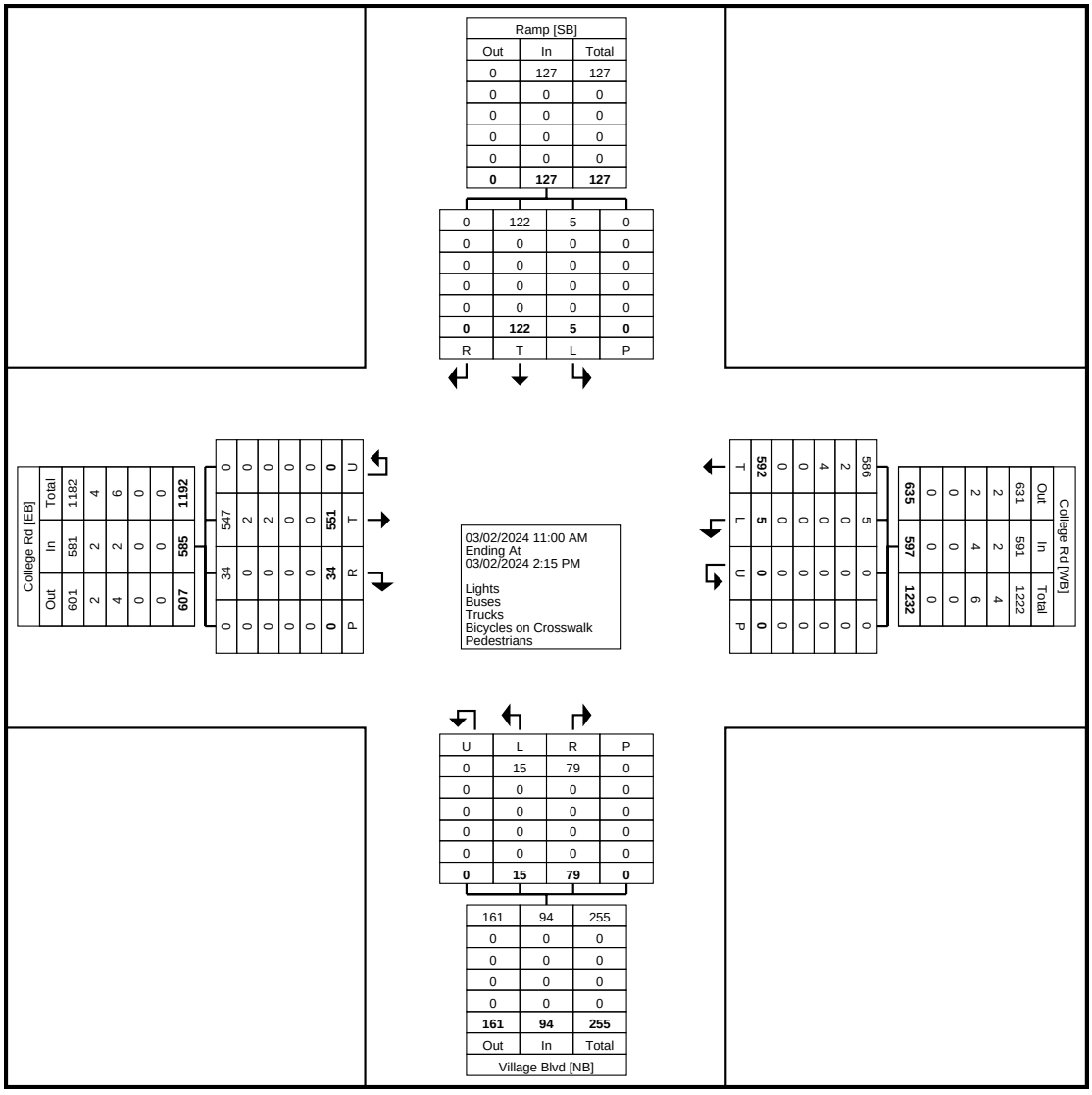
Count Name: College Rd & Village Blvd (3/2)
Site Code:
Start Date: 03/02/2024

Turning Movement Data

Start Time	College Rd Eastbound						College Rd Westbound					Village Blvd Northbound						Ramp Southbound					
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	29	7	0	0	0	36	0	47	0	0	47	2	7	0	0	0	9	0	11	0	0	11	103
11:15 AM	33	3	0	0	0	36	0	48	0	0	48	2	5	0	0	0	7	1	21	0	0	22	113
11:30 AM	38	7	1	0	0	46	2	53	0	0	55	2	5	1	0	0	8	0	15	0	0	15	124
11:45 AM	62	1	0	0	0	63	1	46	0	0	47	3	8	2	0	0	13	2	17	0	0	19	142
Hourly Total	162	18	1	0	0	181	3	194	0	0	197	9	25	3	0	0	37	3	64	0	0	67	482
12:00 PM	52	1	0	0	0	53	0	51	0	0	51	1	6	2	0	0	9	0	5	0	0	5	118
12:15 PM	55	2	0	0	0	57	0	57	0	0	57	0	3	1	0	0	4	0	6	0	0	6	124
12:30 PM	44	2	0	0	0	46	0	49	0	0	49	0	5	0	0	0	5	0	8	0	0	8	108
12:45 PM	44	2	0	0	0	46	0	43	0	0	43	2	6	5	0	0	13	1	11	0	0	12	114
Hourly Total	195	7	0	0	0	202	0	200	0	0	200	3	20	8	0	0	31	1	30	0	0	31	464
1:00 PM	42	2	0	0	0	44	0	51	0	0	51	1	10	2	0	0	13	0	4	0	0	4	112
1:15 PM	38	1	0	0	0	39	1	58	0	0	59	0	2	0	0	0	2	0	8	0	0	8	108
1:30 PM	61	3	0	0	0	64	0	39	0	0	39	0	4	0	0	0	4	0	8	0	0	8	115
1:45 PM	53	2	0	0	0	55	1	50	0	0	51	2	5	0	0	0	7	1	8	0	0	9	122
Hourly Total	194	8	0	0	0	202	2	198	0	0	200	3	21	2	0	0	26	1	28	0	0	29	457
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	551	33	1	0	0	585	5	592	0	0	597	15	66	13	0	0	94	5	122	0	0	127	1403
Approach %	94.2	5.6	0.2	0.0	-	-	0.8	99.2	0.0	-	-	16.0	70.2	13.8	0.0	-	-	3.9	96.1	0.0	-	-	-
Total %	39.3	2.4	0.1	0.0	-	41.7	0.4	42.2	0.0	-	42.6	1.1	4.7	0.9	0.0	-	6.7	0.4	8.7	0.0	-	9.1	-
Lights	547	33	1	0	-	581	5	586	0	-	591	15	66	13	0	-	94	5	122	0	-	127	1393
% Lights	99.3	100.0	100.0	-	-	99.3	100.0	99.0	-	-	99.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.3
Buses	2	0	0	0	-	2	0	2	0	-	2	0	0	0	0	-	0	0	0	0	-	0	4
% Buses	0.4	0.0	0.0	-	-	0.3	0.0	0.3	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	2	0	0	0	-	2	0	4	0	-	4	0	0	0	0	-	0	0	0	0	-	0	6
% Trucks	0.4	0.0	0.0	-	-	0.3	0.0	0.7	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
College Rd & Village Blvd
Saturday, March 2, 2024
Location: 40.357704, -74.611497

Count Name: College Rd & Village Blvd (3/2)
Site Code:
Start Date: 03/02/2024



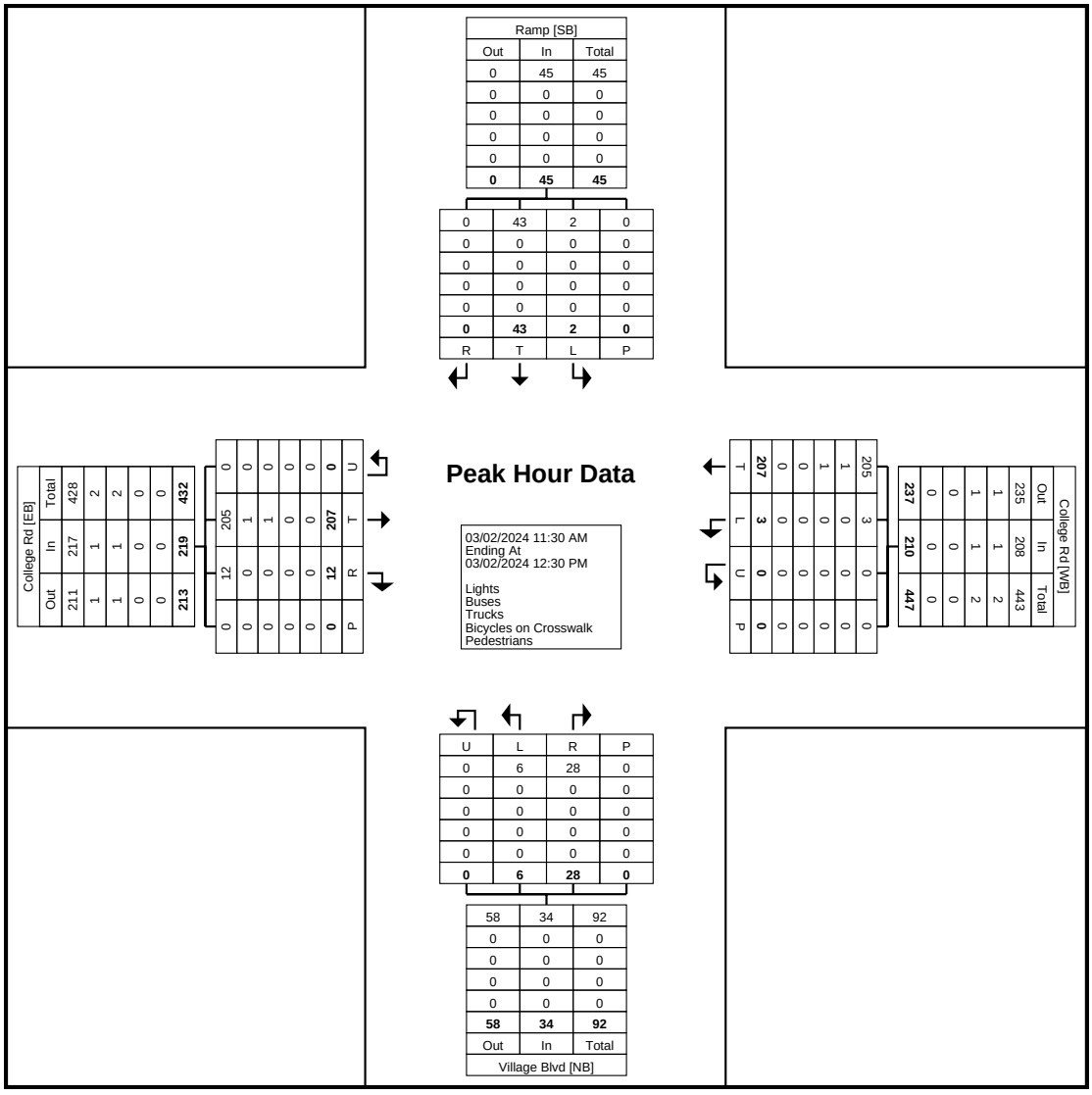
Turning Movement Data Plot

Turning Movement Peak Hour Data (11:30 AM)

Start Time	College Rd Eastbound						College Rd Westbound					Village Blvd Northbound						Ramp Southbound					
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:30 AM	38	7	1	0	0	46	2	53	0	0	55	2	5	1	0	0	8	0	15	0	0	15	124
11:45 AM	62	1	0	0	0	63	1	46	0	0	47	3	8	2	0	0	13	2	17	0	0	19	142
12:00 PM	52	1	0	0	0	53	0	51	0	0	51	1	6	2	0	0	9	0	5	0	0	5	118
12:15 PM	55	2	0	0	0	57	0	57	0	0	57	0	3	1	0	0	4	0	6	0	0	6	124
Total	207	11	1	0	0	219	3	207	0	0	210	6	22	6	0	0	34	2	43	0	0	45	508
Approach %	94.5	5.0	0.5	0.0	-	-	1.4	98.6	0.0	-	-	17.6	64.7	17.6	0.0	-	-	4.4	95.6	0.0	-	-	-
Total %	40.7	2.2	0.2	0.0	-	43.1	0.6	40.7	0.0	-	41.3	1.2	4.3	1.2	0.0	-	6.7	0.4	8.5	0.0	-	8.9	-
PHF	0.835	0.393	0.250	0.000	-	0.869	0.375	0.908	0.000	-	0.921	0.500	0.688	0.750	0.000	-	0.654	0.250	0.632	0.000	-	0.592	0.894
Lights	205	11	1	0	-	217	3	205	0	-	208	6	22	6	0	-	34	2	43	0	-	45	504
% Lights	99.0	100.0	100.0	-	-	99.1	100.0	99.0	-	-	99.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	99.2
Buses	1	0	0	0	-	1	0	1	0	-	1	0	0	0	0	-	0	0	0	0	-	0	2
% Buses	0.5	0.0	0.0	-	-	0.5	0.0	0.5	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.4
Trucks	1	0	0	0	-	1	0	1	0	-	1	0	0	0	0	-	0	0	0	0	-	0	2
% Trucks	0.5	0.0	0.0	-	-	0.5	0.0	0.5	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
College Rd & Village Blvd
Saturday, March 2, 2024
Location: 40.357704, -74.611497

Count Name: College Rd & Village Blvd (3/2)
Site Code:
Start Date: 03/02/2024



Turning Movement Peak Hour Data Plot (11:30 AM)

Seminary Rd & College Rd West (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160862, Location: 40.358364, -74.614376

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

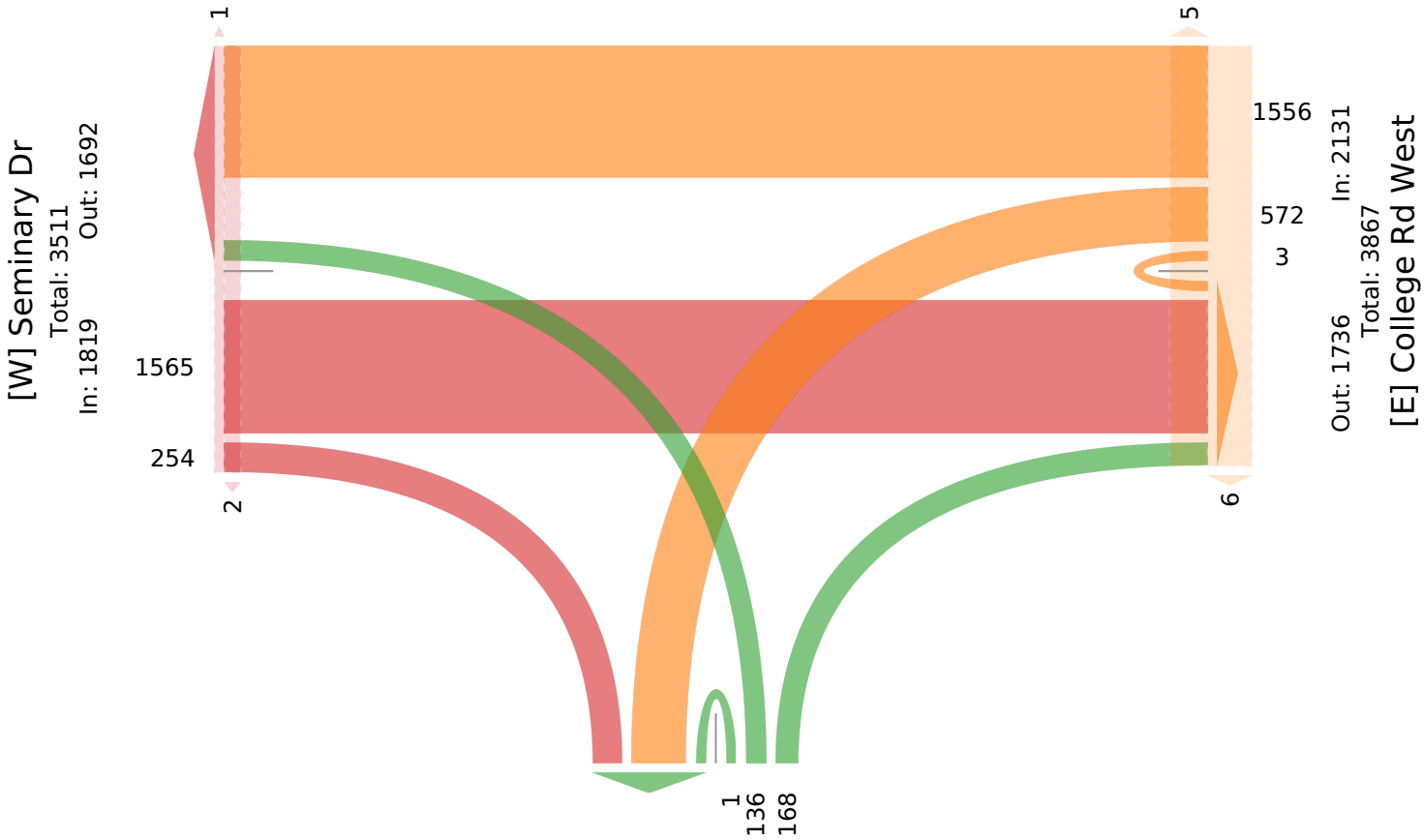
Leg	Seminary Dr						College Rd West					College Rd West						
Direction	Eastbound						Westbound					Northbound						
Time	T	R	U	RR	App	Ped*	L	T	U	App	Ped*	L	R	U	RR	App	Ped*	Int
2024-02-29 7:00AM	73	7	0	1	**81**	0	21	49	0	**70**	1	0	0	0	3	**3**	0	**154**
7:15AM	65	3	0	1	**69**	0	15	61	1	**77**	2	1	1	0	1	**3**	0	**149**
7:30AM	91	9	0	3	**103**	0	39	102	0	**141**	0	2	0	0	3	**5**	0	**249**
7:45AM	109	20	0	1	**130**	0	46	139	0	**185**	0	2	0	1	4	**7**	0	**322**
Hourly Total	338	39	0	6	**383**	0	121	351	1	**473**	3	5	1	1	11	**18**	0	**874**
8:00AM	154	25	0	1	**180**	0	53	124	0	**177**	1	4	0	0	2	**6**	0	**363**
8:15AM	143	20	0	2	**165**	0	50	68	0	**118**	0	6	0	0	3	**9**	0	**292**
8:30AM	124	26	0	1	**151**	0	52	48	0	**100**	0	5	1	0	5	**11**	0	**262**
8:45AM	97	16	0	0	**113**	1	71	71	0	**142**	0	3	2	0	7	**12**	0	**267**
Hourly Total	518	87	0	4	**609**	1	226	311	0	**537**	1	18	3	0	17	**38**	0	**1184**
9:00AM	90	21	0	3	**114**	1	42	55	0	**97**	0	6	1	0	8	**15**	0	**226**
9:15AM	86	17	0	1	**104**	0	46	38	0	**84**	0	4	1	0	5	**10**	0	**198**
9:30AM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	176	38	0	4	**218**	1	88	93	0	**181**	0	10	2	0	13	**25**	0	**424**
4:00PM	62	8	0	0	**70**	0	16	99	0	**115**	0	11	2	0	12	**25**	0	**210**
4:15PM	67	5	0	0	**72**	0	19	90	0	**109**	0	12	1	0	13	**26**	0	**207**
4:30PM	65	10	0	3	**78**	0	12	110	0	**122**	0	8	1	0	22	**31**	0	**231**
4:45PM	57	9	0	1	**67**	0	21	100	0	**121**	4	17	2	0	9	**28**	0	**216**
Hourly Total	251	32	0	4	**287**	0	68	399	0	**467**	4	48	6	0	56	**110**	0	**864**
5:00PM	65	8	0	3	**76**	0	13	111	0	**124**	1	17	2	0	15	**34**	0	**234**
5:15PM	60	10	0	0	**70**	0	18	103	2	**123**	2	11	2	0	18	**31**	0	**224**
5:30PM	75	7	0	0	**82**	1	20	101	0	**121**	0	20	0	0	12	**32**	0	**235**
5:45PM	82	12	0	0	**94**	0	18	87	0	**105**	0	7	2	0	8	**17**	0	**216**
Hourly Total	282	37	0	3	**322**	1	69	402	2	**473**	3	55	6	0	53	**114**	0	**909**
6:00PM	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	1565	233	0	21	**1819**	3	572	1556	3	**2131**	11	136	18	1	150	**305**	0	**4255**
% Approach	86.0%	12.8%	0%	1.2%	**-**	-	26.8%	73.0%	0.1%	**-**	-	44.6%	5.9%	0.3%	49.2%	**-**	-	-
% Total	36.8%	5.5%	0%	0.5%	**42.7%**	-	13.4%	36.6%	0.1%	**50.1%**	-	3.2%	0.4%	0%	3.5%	**7.2%**	-	-
Lights	1547	228	0	20	**1795**	-	542	1525	3	**2070**	-	132	15	1	139	**287**	-	4152
% Lights	98.8%	97.9%	0%	95.2%	**98.7%**	-	94.8%	98.0%	100%	**97.1%**	-	97.1%	83.3%	100%	92.7%	**94.1%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	6	0	0	0	**6**	-	3	20	0	**23**	-	1	0	0	1	**2**	-	31
% Articulated Trucks and Single-Unit Trucks	0.4%	0%	0%	0%	**0.3%**	-	0.5%	1.3%	0%	**1.1%**	-	0.7%	0%	0%	0.7%	**0.7%**	-	0.7%
Buses	12	5	0	1	**18**	-	27	11	0	**38**	-	3	3	0	10	**16**	-	72
% Buses	0.8%	2.1%	0%	4.8%	**1.0%**	-	4.7%	0.7%	0%	**1.8%**	-	2.2%	16.7%	0%	6.7%	**5.2%**	-	1.7%
Pedestrians	-	-	-	-	-	3	-	-	-	-	11	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & College Rd West (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160862, Location: 40.358364, -74.614376

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Seminary Rd & College Rd West (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160862, Location: 40.358364, -74.614376

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

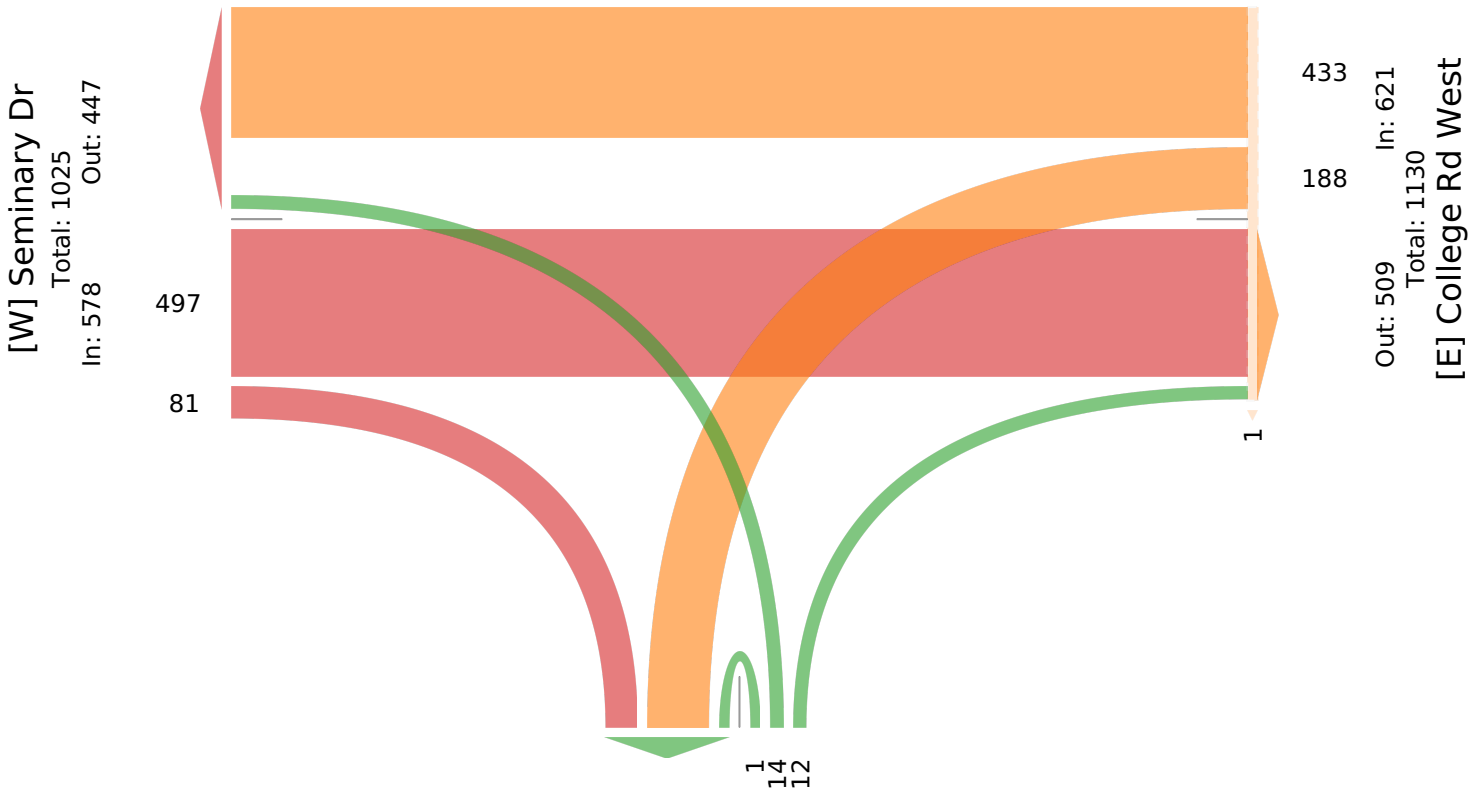
Leg Direction	Seminary Dr Eastbound						College Rd West Westbound					College Rd West Northbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-02-29 7:30AM	91	9	0	3	**103**	0	39	102	0	**141**	0	2	0	0	3	**5**	0	**249**
7:45AM	109	20	0	1	**130**	0	46	139	0	**185**	0	2	0	1	4	**7**	0	**322**
8:00AM	154	25	0	1	**180**	0	53	124	0	**177**	1	4	0	0	2	**6**	0	**363**
8:15AM	143	20	0	2	**165**	0	50	68	0	**118**	0	6	0	0	3	**9**	0	**292**
Total	497	74	0	7	**578**	0	188	433	0	**621**	1	14	0	1	12	**27**	0	**1226**
% Approach	86.0%	12.8%	0%	1.2%	**-**	-	30.3%	69.7%	0%	**-**	-	51.9%	0%	3.7%	44.4%	**-**	-	-
% Total	40.5%	6.0%	0%	0.6%	**47.1%**	-	15.3%	35.3%	0%	**50.7%**	-	1.1%	0%	0.1%	1.0%	**2.2%**	-	-
PHF	0.807	0.740	-	0.583	**0.803**	-	0.887	0.779	-	**0.839**	-	0.583	-	0.250	0.750	**0.750**	-	0.844
Lights	490	73	0	7	**570**	-	186	423	0	**609**	-	13	0	1	11	**25**	-	1204
% Lights	98.6%	98.6%	0%	100%	**98.6%**	-	98.9%	97.7%	0%	**98.1%**	-	92.9%	0%	100%	91.7%	**92.6%**	-	98.2%
Articulated Trucks and Single-Unit Trucks	2	0	0	0	**2**	-	0	4	0	**4**	-	1	0	0	0	**1**	-	7
% Articulated Trucks and Single-Unit Trucks	0.4%	0%	0%	0%	**0.3%**	-	0%	0.9%	0%	**0.6%**	-	7.1%	0%	0%	0%	**3.7%**	-	0.6%
Buses	5	1	0	0	**6**	-	2	6	0	**8**	-	0	0	0	1	**1**	-	15
% Buses	1.0%	1.4%	0%	0%	**1.0%**	-	1.1%	1.4%	0%	**1.3%**	-	0%	0%	0%	8.3%	**3.7%**	-	1.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & College Rd West (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160862, Location: 40.358364, -74.614376

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Seminary Rd & College Rd West (2/29) - TMC

Thu Feb 29, 2024
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160862, Location: 40.358364, -74.614376

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

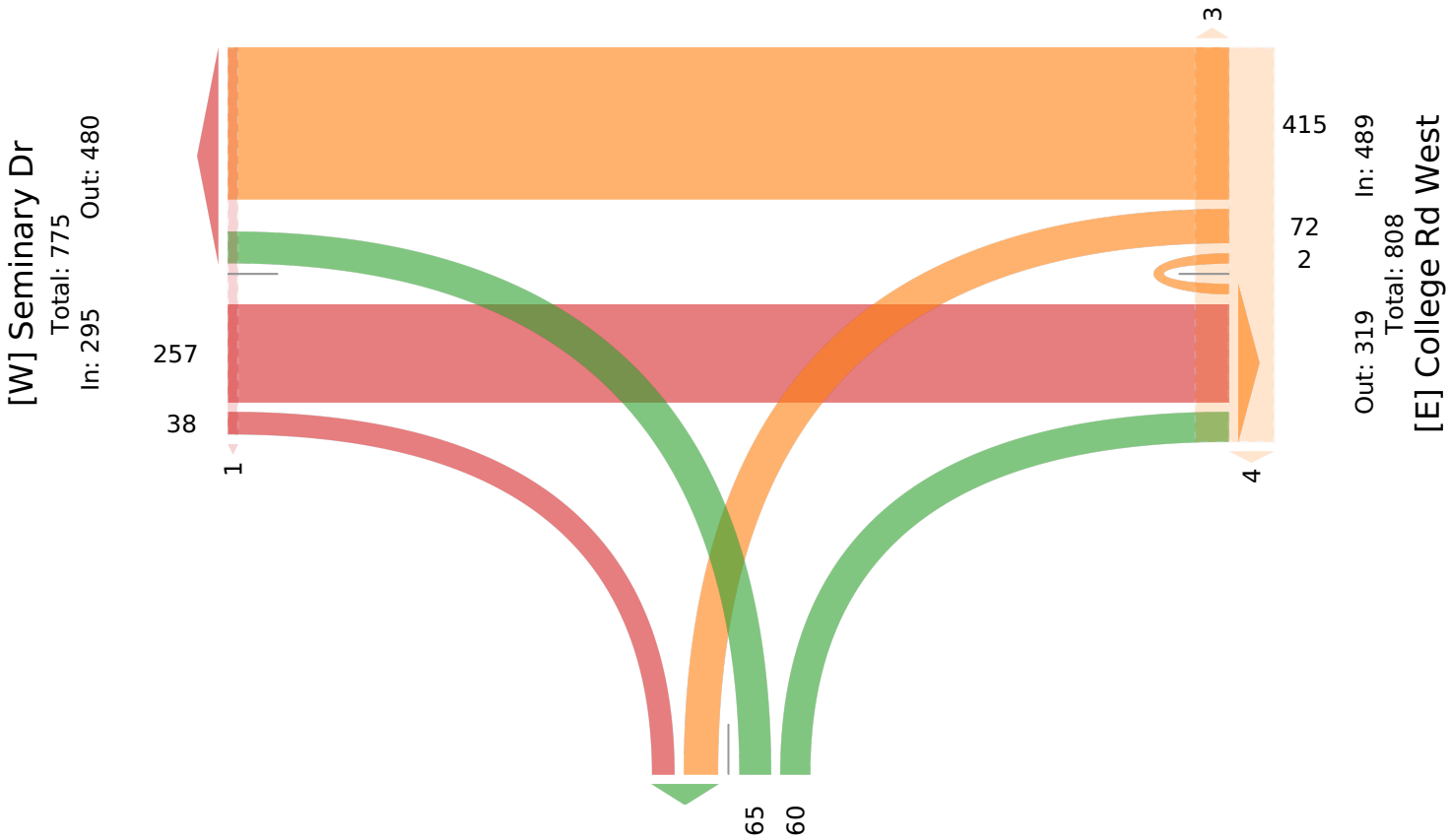
Leg / Direction	Seminary Dr Eastbound						College Rd West Westbound					College Rd West Northbound						
Time	T	R	U	RR	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	RR	**App**	Ped*	**Int**
2024-02-29 4:45PM	57	9	0	1	**67**	0	21	100	0	**121**	4	17	2	0	9	**28**	0	**216**
5:00PM	65	8	0	3	**76**	0	13	111	0	**124**	1	17	2	0	15	**34**	0	**234**
5:15PM	60	10	0	0	**70**	0	18	103	2	**123**	2	11	2	0	18	**31**	0	**224**
5:30PM	75	7	0	0	**82**	1	20	101	0	**121**	0	20	0	0	12	**32**	0	**235**
Total	257	34	0	4	**295**	1	72	415	2	**489**	7	65	6	0	54	**125**	0	**909**
% Approach	87.1%	11.5%	0%	1.4%	**-**	-	14.7%	84.9%	0.4%	**-**	-	52.0%	4.8%	0%	43.2%	**-**	-	**-**
% Total	28.3%	3.7%	0%	0.4%	**32.5%**	-	7.9%	45.7%	0.2%	**53.8%**	-	7.2%	0.7%	0%	5.9%	**13.8%**	-	**-**
PHF	0.857	0.850	-	0.333	**0.899**	-	0.857	0.935	0.250	**0.986**	-	0.813	0.750	-	0.750	**0.919**	-	0.967
Lights	255	33	0	4	**292**	-	69	410	2	**481**	-	65	6	0	53	**124**	-	897
% Lights	99.2%	97.1%	0%	100%	**99.0%**	-	95.8%	98.8%	100%	**98.4%**	-	100%	100%	0%	98.1%	**99.2%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	**1**	-	1	4	0	**5**	-	0	0	0	0	**0**	-	6
% Articulated Trucks and Single-Unit Trucks	0.4%	0%	0%	0%	**0.3%**	-	1.4%	1.0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0.7%
Buses	1	1	0	0	**2**	-	2	1	0	**3**	-	0	0	0	1	**1**	-	6
% Buses	0.4%	2.9%	0%	0%	**0.7%**	-	2.8%	0.2%	0%	**0.6%**	-	0%	0%	0%	1.9%	**0.8%**	-	0.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & College Rd West (2/29) - TMC

Thu Feb 29, 2024
PM Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160862, Location: 40.358364, -74.614376

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



www.TSTData.com
Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportation Professionals Since 1995

Plainsboro, NJ
Seminary Rd & College Rd West
Saturday, March 2, 2024
Location: 40.358389, -74.614411

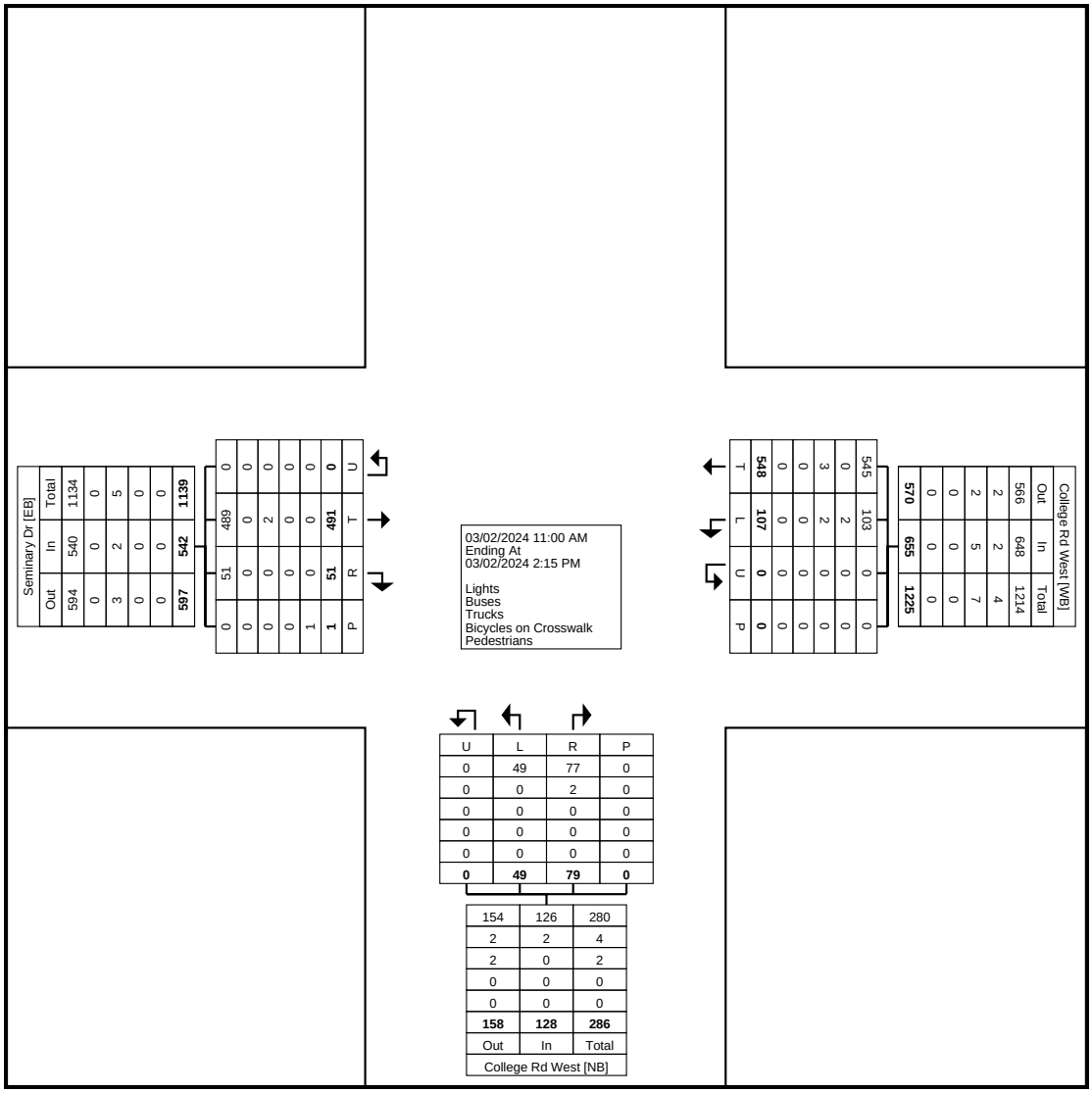
Count Name: Seminary Rd & College Rd West (3/2)
Site Code:
Start Date: 03/02/2024

Turning Movement Data

Start Time	Seminary Dr Eastbound						College Rd West Westbound					College Rd West Northbound						
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
11:00 AM	30	5	0	0	0	35	7	48	0	0	55	0	0	6	0	0	6	96
11:15 AM	31	4	0	0	1	35	7	42	0	0	49	3	2	0	0	0	5	89
11:30 AM	39	8	0	0	0	47	7	55	0	0	62	6	4	1	0	0	11	120
11:45 AM	52	10	0	0	0	62	11	44	0	0	55	10	4	5	0	0	19	136
Hourly Total	152	27	0	0	1	179	32	189	0	0	221	19	10	12	0	0	41	441
12:00 PM	41	4	0	0	0	45	10	47	0	0	57	7	2	11	0	0	20	122
12:15 PM	48	3	0	0	0	51	7	56	0	0	63	3	0	5	0	0	8	122
12:30 PM	42	2	0	0	0	44	10	43	0	0	53	4	0	5	0	0	9	106
12:45 PM	35	5	0	0	0	40	11	32	0	0	43	6	2	9	0	0	17	100
Hourly Total	166	14	0	0	0	180	38	178	0	0	216	20	4	30	0	0	54	450
1:00 PM	33	1	0	0	0	34	7	53	0	0	60	3	0	8	0	0	11	105
1:15 PM	33	3	0	0	0	36	11	43	0	0	54	2	0	6	0	0	8	98
1:30 PM	56	4	0	0	0	60	7	38	0	0	45	1	0	4	0	0	5	110
1:45 PM	51	2	0	0	0	53	12	47	0	0	59	4	0	5	0	0	9	121
Hourly Total	173	10	0	0	0	183	37	181	0	0	218	10	0	23	0	0	33	434
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	491	51	0	0	1	542	107	548	0	0	655	49	14	65	0	0	128	1325
Approach %	90.6	9.4	0.0	0.0	-	-	16.3	83.7	0.0	-	-	38.3	10.9	50.8	0.0	-	-	-
Total %	37.1	3.8	0.0	0.0	-	40.9	8.1	41.4	0.0	-	49.4	3.7	1.1	4.9	0.0	-	9.7	-
Lights	489	51	0	0	-	540	103	545	0	-	648	49	14	63	0	-	126	1314
% Lights	99.6	100.0	-	-	-	99.6	96.3	99.5	-	-	98.9	100.0	100.0	96.9	-	-	98.4	99.2
Buses	0	0	0	0	-	0	2	0	0	-	2	0	0	2	0	-	2	4
% Buses	0.0	0.0	-	-	-	0.0	1.9	0.0	-	-	0.3	0.0	0.0	3.1	-	-	1.6	0.3
Trucks	2	0	0	0	-	2	2	3	0	-	5	0	0	0	0	-	0	7
% Trucks	0.4	0.0	-	-	-	0.4	1.9	0.5	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Seminary Rd & College Rd West
Saturday, March 2, 2024
Location: 40.358389, -74.614411

Count Name: Seminary Rd & College Rd West (3/2)
Site Code:
Start Date: 03/02/2024



Turning Movement Data Plot

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Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportiation Professionals Since 1995

Plainsboro, NJ
Seminary Rd & College Rd West
Saturday, March 2, 2024
Location: 40.358389, -74.614411

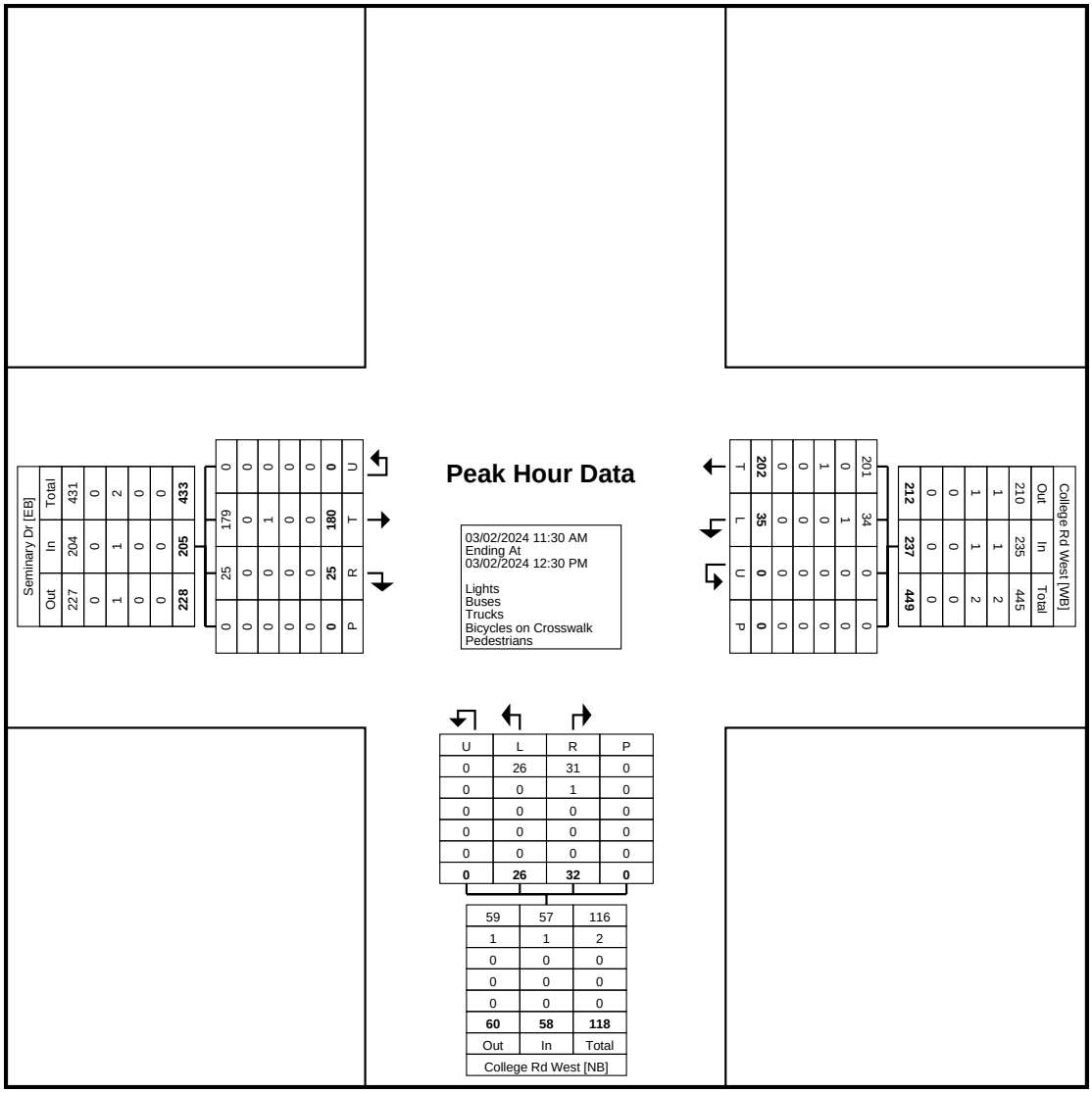
Count Name: Seminary Rd & College Rd West (3/2)
Site Code:
Start Date: 03/02/2024

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Seminary Dr Eastbound						College Rd West Westbound					College Rd West Northbound						
	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Left	Right	Right on Red	U-Turn	Peds	App. Total	Int. Total
11:30 AM	39	8	0	0	0	47	7	55	0	0	62	6	4	1	0	0	11	120
11:45 AM	52	10	0	0	0	62	11	44	0	0	55	10	4	5	0	0	19	136
12:00 PM	41	4	0	0	0	45	10	47	0	0	57	7	2	11	0	0	20	122
12:15 PM	48	3	0	0	0	51	7	56	0	0	63	3	0	5	0	0	8	122
Total	180	25	0	0	0	205	35	202	0	0	237	26	10	22	0	0	58	500
Approach %	87.8	12.2	0.0	0.0	-	-	14.8	85.2	0.0	-	-	44.8	17.2	37.9	0.0	-	-	-
Total %	36.0	5.0	0.0	0.0	-	41.0	7.0	40.4	0.0	-	47.4	5.2	2.0	4.4	0.0	-	11.6	-
PHF	0.865	0.625	0.000	0.000	-	0.827	0.795	0.902	0.000	-	0.940	0.650	0.625	0.500	0.000	-	0.725	0.919
Lights	179	25	0	0	-	204	34	201	0	-	235	26	10	21	0	-	57	496
% Lights	99.4	100.0	-	-	-	99.5	97.1	99.5	-	-	99.2	100.0	100.0	95.5	-	-	98.3	99.2
Buses	0	0	0	0	-	0	1	0	0	-	1	0	0	1	0	-	1	2
% Buses	0.0	0.0	-	-	-	0.0	2.9	0.0	-	-	0.4	0.0	0.0	4.5	-	-	1.7	0.4
Trucks	1	0	0	0	-	1	0	1	0	-	1	0	0	0	0	-	0	2
% Trucks	0.6	0.0	-	-	-	0.5	0.0	0.5	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Plainsboro, NJ
Seminary Rd & College Rd West
Saturday, March 2, 2024
Location: 40.358389, -74.614411

Count Name: Seminary Rd & College Rd West (3/2)
Site Code:
Start Date: 03/02/2024



Seminary Dr [EB]							
Out	227	0	1	0	0	0	**228**
In	204	0	1	0	0	0	**205**
Total	431	0	2	0	0	0	**433**

0	0	0	0	0	0	**0**	U
179	0	1	0	0	**180**	T	
25	0	0	0	0	**25**	R	
0	0	0	0	0	**0**	P	

T	**202**	0	0	1	0	201	
L	**35**	0	0	0	1	34	
U	**0**	0	0	0	0	0	
P	**0**	0	0	0	0	0	

College Rd West [WB]							
Out	210	1	1	0	0	**212**	
In	235	1	1	0	0	**237**	
Total	445	2	1	0	0	**449**	

U	L	R	P
0	26	31	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	**26**	**32**	**0**

59	57	116
1	1	2
0	0	0
0	0	0
0	0	0
60	**58**	**118**
Out	In	Total
College Rd West [NB]		

Turning Movement Peak Hour Data Plot (11:30 AM)

NJ-27 & Academy St. - TMC

Tue May 7, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184103, Location: 40.375008, -74.615311

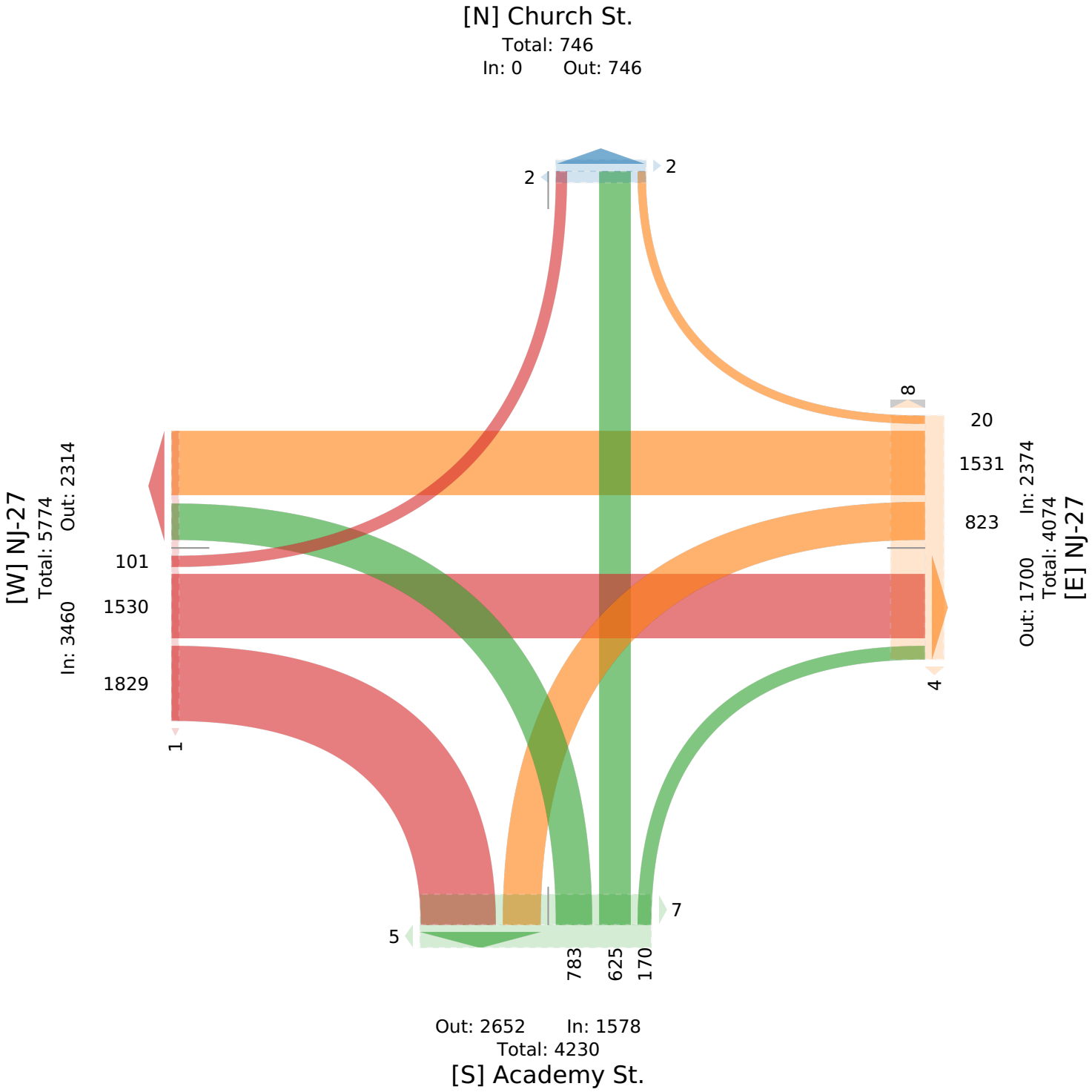
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	NJ-27						NJ-27						Academy St.						Church St.		
Direction	Eastbound						Westbound						Northbound						Southbound		
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
2024-05-07 7:00AM	2	54	57	0	**113**	0	55	81	0	0	**136**	1	13	41	8	0	**62**	0	**0**	1	**311**
7:15AM	4	51	68	0	**123**	0	70	83	0	0	**153**	0	25	25	10	0	**60**	0	**0**	0	**336**
7:30AM	1	52	122	0	**175**	0	59	106	3	0	**168**	0	39	28	11	0	**78**	0	**0**	0	**421**
7:45AM	1	69	131	0	**201**	0	71	97	0	0	**168**	0	56	43	7	0	**106**	0	**0**	0	**475**
Hourly Total	8	226	378	0	**612**	0	255	367	3	0	**625**	1	133	137	36	0	**306**	0	**0**	1	**1543**
8:00AM	5	92	176	0	**273**	0	53	104	0	0	**157**	1	60	32	18	0	**110**	2	**0**	0	**540**
8:15AM	5	62	147	0	**214**	0	73	83	1	0	**157**	1	74	22	11	0	**107**	0	**0**	0	**478**
8:30AM	5	73	151	0	**229**	1	70	97	5	0	**172**	0	66	23	7	0	**96**	1	**0**	1	**497**
8:45AM	5	74	135	0	**214**	0	55	103	0	0	**158**	0	62	24	13	0	**99**	0	**0**	0	**471**
Hourly Total	20	301	609	0	**930**	1	251	387	6	0	**644**	2	262	101	49	0	**412**	3	**0**	1	**1986**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**	0	**0**
4:00PM	5	111	101	0	**217**	0	37	96	3	0	**136**	1	44	43	6	0	**93**	0	**0**	0	**446**
4:15PM	10	137	96	0	**243**	0	35	83	0	0	**118**	0	33	62	10	0	**105**	0	**0**	1	**466**
4:30PM	9	120	96	0	**225**	0	31	80	2	0	**113**	1	40	51	12	0	**103**	3	**0**	1	**441**
4:45PM	11	129	103	0	**243**	0	43	90	0	0	**133**	2	55	40	13	0	**108**	1	**0**	0	**484**
Hourly Total	35	497	396	0	**928**	0	146	349	5	0	**500**	4	172	196	41	0	**409**	4	**0**	2	**1837**
5:00PM	11	119	99	0	**229**	0	45	107	0	0	**152**	1	51	54	12	0	**117**	0	**0**	0	**498**
5:15PM	8	137	118	0	**263**	0	44	103	2	0	**149**	0	58	54	10	0	**122**	0	**0**	0	**534**
5:30PM	11	143	104	0	**258**	0	51	110	2	0	**163**	1	63	40	8	0	**111**	3	**0**	0	**532**
5:45PM	8	107	125	0	**240**	0	31	108	2	0	**141**	3	44	43	14	0	**101**	2	**0**	0	**482**
Hourly Total	38	506	446	0	**990**	0	171	428	6	0	**605**	5	216	191	44	0	**451**	5	**0**	0	**2046**
6:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**	0	**0**
Total	101	1530	1829	0	**3460**	1	823	1531	20	0	**2374**	12	783	625	170	0	**1578**	12	**0**	4	**7412**
% Approach	2.9%	44.2%	52.9%	0%	**-**	-	34.7%	64.5%	0.8%	0%	**-**	-	49.6%	39.6%	10.8%	0%	**-**	-	**-**	-	-
% Total	1.4%	20.6%	24.7%	0%	**46.7%**	-	11.1%	20.7%	0.3%	0%	**32.0%**	-	10.6%	8.4%	2.3%	0%	**21.3%**	-	**0%**	-	-
Lights	99	1481	1813	0	**3393**	-	810	1478	20	0	**2308**	-	777	621	164	0	**1562**	-	**0**	-	7263
% Lights	98.0%	96.8%	99.1%	0%	**98.1%**	-	98.4%	96.5%	100%	0%	**97.2%**	-	99.2%	99.4%	96.5%	0%	**99.0%**	-	**-**	-	98.0%
Articulated Trucks and Single-Unit Trucks	2	33	8	0	**43**	-	8	44	0	0	**52**	-	6	3	4	0	**13**	-	**0**	-	108
% Articulated Trucks and Single-Unit Trucks	2.0%	2.2%	0.4%	0%	**1.2%**	-	1.0%	2.9%	0%	0%	**2.2%**	-	0.8%	0.5%	2.4%	0%	**0.8%**	-	**-**	-	1.5%
Buses	0	16	8	0	**24**	-	5	9	0	0	**14**	-	0	1	2	0	**3**	-	**0**	-	41
% Buses	0%	1.0%	0.4%	0%	**0.7%**	-	0.6%	0.6%	0%	0%	**0.6%**	-	0%	0.2%	1.2%	0%	**0.2%**	-	**-**	-	0.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	11	-	-	-	-	-	8	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	91.7%	-	-	-	-	-	66.7%	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	8.3%	-	-	-	-	-	33.3%	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NJ-27 & Academy St. - TMC
Tue May 7, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184103, Location: 40.375008, -74.615311

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



NJ-27 & Academy St. - TMC

Tue May 7, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184103, Location: 40.375008, -74.615311



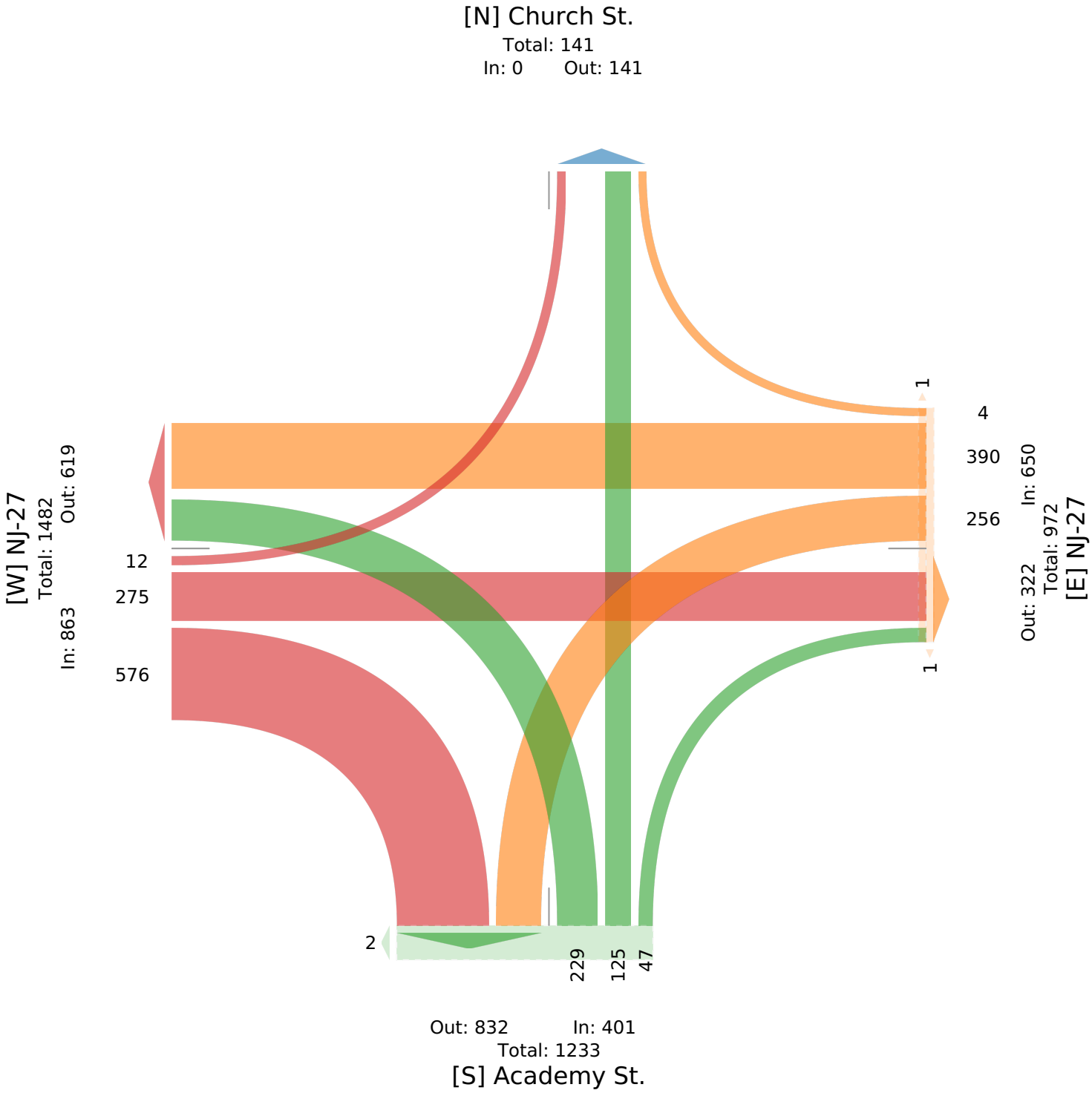
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	NJ-27						NJ-27						Academy St.						Church St.		
Direction	Eastbound						Westbound						Northbound						Southbound		
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	App	Ped*	Int
2024-05-07 7:30AM	1	52	122	0	**175**	0	59	106	3	0	**168**	0	39	28	11	0	**78**	0	**0**	0	**421**
7:45AM	1	69	131	0	**201**	0	71	97	0	0	**168**	0	56	43	7	0	**106**	0	**0**	0	**475**
8:00AM	5	92	176	0	**273**	0	53	104	0	0	**157**	1	60	32	18	0	**110**	2	**0**	0	**540**
8:15AM	5	62	147	0	**214**	0	73	83	1	0	**157**	1	74	22	11	0	**107**	0	**0**	0	**478**
Total	12	275	576	0	**863**	0	256	390	4	0	**650**	2	229	125	47	0	**401**	2	**0**	0	**1914**
% Approach	1.4%	31.9%	66.7%	0%	**-**	-	39.4%	60.0%	0.6%	0%	**-**	-	57.1%	31.2%	11.7%	0%	**-**	-	**-**	-	**-**
% Total	0.6%	14.4%	30.1%	0%	**45.1%**	-	13.4%	20.4%	0.2%	0%	**34.0%**	-	12.0%	6.5%	2.5%	0%	**21.0%**	-	**0%**	-	**-**
PHF	0.600	0.747	0.818	-	**0.790**	-	0.877	0.920	0.333	-	**0.967**	-	0.774	0.727	0.653	-	**0.911**	-	**-**	-	0.886
Lights	12	259	573	0	**844**	-	253	366	4	0	**623**	-	228	124	44	0	**396**	-	**0**	-	1863
% Lights	100%	94.2%	99.5%	0%	**97.8%**	-	98.8%	93.8%	100%	0%	**95.8%**	-	99.6%	99.2%	93.6%	0%	**98.8%**	-	**-**	-	97.3%
Articulated Trucks and Single-Unit Trucks	0	6	2	0	**8**	-	2	22	0	0	**24**	-	1	1	3	0	**5**	-	**0**	-	37
% Articulated Trucks and Single-Unit Trucks	0%	2.2%	0.3%	0%	**0.9%**	-	0.8%	5.6%	0%	0%	**3.7%**	-	0.4%	0.8%	6.4%	0%	**1.2%**	-	**-**	-	1.9%
Buses	0	10	1	0	**11**	-	1	2	0	0	**3**	-	0	0	0	0	**0**	-	**0**	-	14
% Buses	0%	3.6%	0.2%	0%	**1.3%**	-	0.4%	0.5%	0%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	**-**	-	0.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	2	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NJ-27 & Academy St. - TMC
Tue May 7, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184103, Location: 40.375008, -74.615311

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



NJ-27 & Academy St. - TMC

Tue May 7, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184103, Location: 40.375008, -74.615311



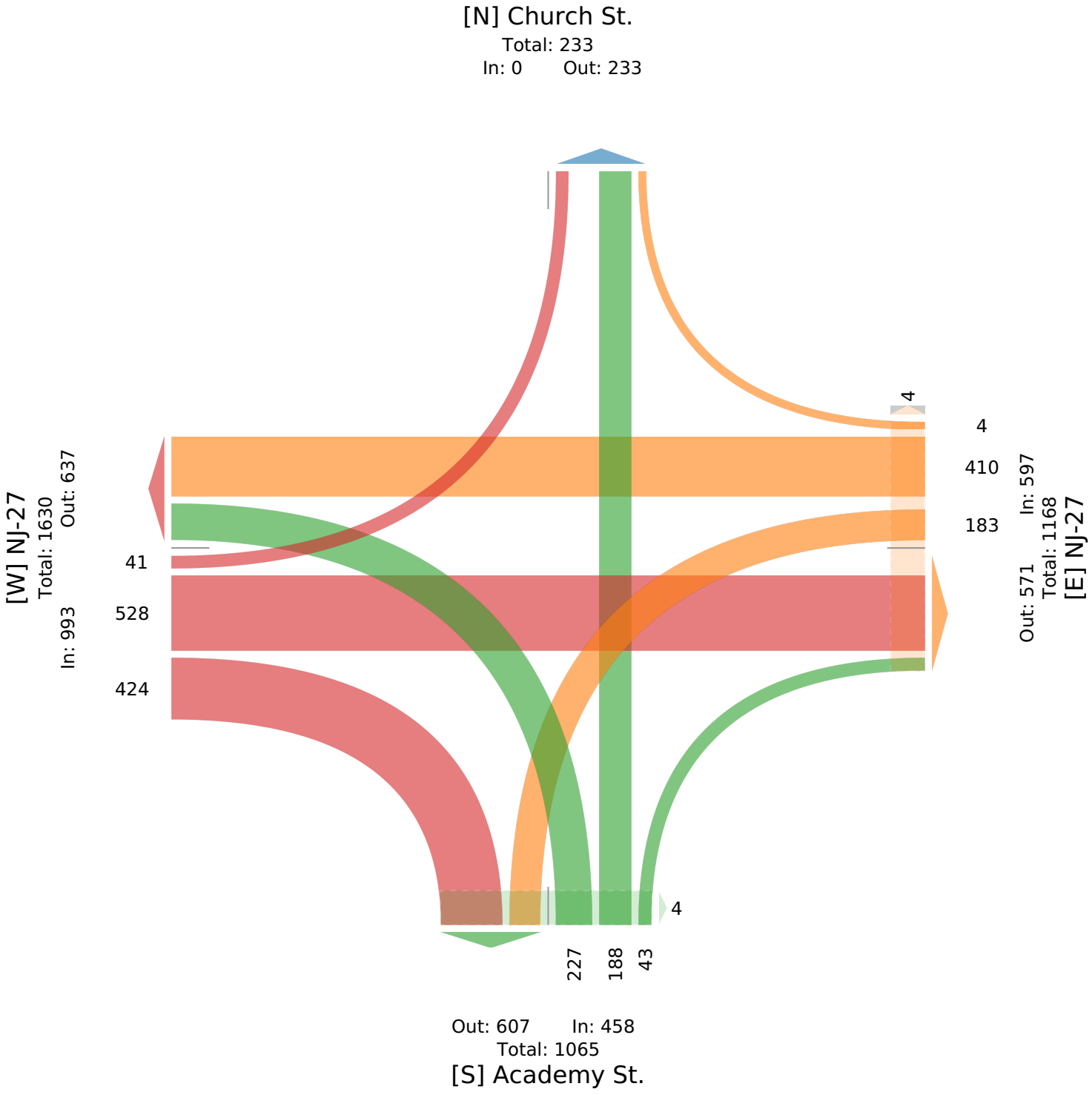
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	NJ-27 Eastbound						NJ-27 Westbound						Academy St. Northbound						Church St. Southbound		
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**App**	Ped*	**Int**
2024-05-07 4:45PM	11	129	103	0	**243**	0	43	90	0	0	**133**	2	55	40	13	0	**108**	1	**0**	0	**484**
5:00PM	11	119	99	0	**229**	0	45	107	0	0	**152**	1	51	54	12	0	**117**	0	**0**	0	**498**
5:15PM	8	137	118	0	**263**	0	44	103	2	0	**149**	0	58	54	10	0	**122**	0	**0**	0	**534**
5:30PM	11	143	104	0	**258**	0	51	110	2	0	**163**	1	63	40	8	0	**111**	3	**0**	0	**532**
Total	41	528	424	0	**993**	0	183	410	4	0	**597**	4	227	188	43	0	**458**	4	**0**	0	**2048**
% Approach	4.1%	53.2%	42.7%	0%	**-**	-	30.7%	68.7%	0.7%	0%	**-**	-	49.6%	41.0%	9.4%	0%	**-**	-	**-**	-	-
% Total	2.0%	25.8%	20.7%	0%	**48.5%**	-	8.9%	20.0%	0.2%	0%	**29.2%**	-	11.1%	9.2%	2.1%	0%	**22.4%**	-	**0%**	-	-
PHF	0.932	0.923	0.898	-	**0.944**	-	0.897	0.932	0.500	-	**0.916**	-	0.901	0.870	0.827	-	**0.939**	-	**-**	-	0.959
Lights	40	522	421	0	**983**	-	180	406	4	0	**590**	-	227	187	43	0	**457**	-	**0**	-	2030
% Lights	97.6%	98.9%	99.3%	0%	**99.0%**	-	98.4%	99.0%	100%	0%	**98.8%**	-	100%	99.5%	100%	0%	**99.8%**	-	**-**	-	99.1%
Articulated Trucks and Single-Unit Trucks	1	4	1	0	**6**	-	3	2	0	0	**5**	-	0	0	0	0	**0**	-	**0**	-	11
% Articulated Trucks and Single-Unit Trucks	2.4%	0.8%	0.2%	0%	**0.6%**	-	1.6%	0.5%	0%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	**-**	-	0.5%
Buses	0	2	2	0	**4**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	**0**	-	7
% Buses	0%	0.4%	0.5%	0%	**0.4%**	-	0%	0.5%	0%	0%	**0.3%**	-	0%	0.5%	0%	0%	**0.2%**	-	**-**	-	0.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	3	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	75.0%	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-	-	-	-	25.0%	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

NJ-27 & Academy St. - TMC
Tue May 7, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184103, Location: 40.375008, -74.615311

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Traffic Databank

716 S Sixth Ave
Mount Vernon, NY 10550

Mapleton Rd & Kingston Rd
Manual Turning Movement Count
Saturday Midday Peak Hour
Saturday, 20 May 2017

File Name : MAPLETON_RD_AT_KINGSTON_RD-SAT_415230_05-20-2017
Site Code :
Start Date : 5/20/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	MAPLETON RD Southbound					KINGSTON RD Westbound					MAPLETON RD Northbound					KINGSTON RD Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	0	0	0	3	0	31	131	8	1	170	30	4	6	0	40	5	78	30	0	113	4	323	327
10:15 AM	0	0	0	2	0	36	83	7	0	126	31	8	14	0	53	4	69	38	0	111	2	290	292
10:30 AM	0	0	0	1	0	47	109	4	2	160	28	5	10	2	43	3	80	24	0	107	5	310	315
10:45 AM	0	0	0	2	0	33	108	3	2	144	33	5	18	0	56	2	97	42	0	141	4	341	345
Total	0	0	0	8	0	147	431	22	5	600	122	22	48	2	192	14	324	134	0	472	15	1264	1279
11:00 AM	0	0	0	3	0	48	98	5	1	151	24	7	8	0	39	5	104	39	0	148	4	338	342
11:15 AM	0	0	0	0	0	34	119	8	1	161	22	15	18	0	55	8	94	37	0	139	1	355	356
11:30 AM	0	0	0	0	0	41	117	8	2	166	28	11	9	0	48	3	103	48	0	154	2	368	370
11:45 AM	0	0	0	0	0	39	123	8	2	170	31	15	16	3	62	4	105	39	0	148	5	380	385
Total	0	0	0	3	0	162	457	29	6	648	105	48	51	3	204	20	406	163	0	589	12	1441	1453
12:00 PM	0	0	0	1	0	46	115	2	1	163	32	6	15	1	53	6	90	35	0	131	3	347	350
12:15 PM	0	0	0	0	0	46	134	1	5	181	20	7	12	0	39	2	105	36	0	143	5	363	368
12:30 PM	0	0	0	1	0	52	113	0	5	165	22	10	13	0	45	1	109	34	0	144	6	354	360
12:45 PM	0	0	0	0	0	39	114	4	2	157	27	5	9	3	41	7	94	34	0	135	5	333	338
Total	0	0	0	2	0	183	476	7	13	666	101	28	49	4	178	16	398	139	0	553	19	1397	1416
01:00 PM	0	0	0	0	0	30	99	0	0	129	23	6	15	0	44	0	104	45	0	149	0	322	322
01:15 PM	0	0	0	0	0	41	121	4	2	166	28	7	17	0	52	0	121	41	0	162	2	380	382
01:30 PM	0	0	0	0	0	30	100	3	1	133	24	6	12	0	42	1	93	24	0	118	1	293	294
01:45 PM	0	0	0	0	0	28	101	1	2	130	27	6	27	0	60	0	96	33	0	129	2	319	321
Total	0	0	0	0	0	129	421	8	5	558	102	25	71	0	198	1	414	143	0	558	5	1314	1319
02:00 PM	0	0	0	1	0	25	116	2	3	143	18	10	10	3	38	3	91	35	0	129	7	310	317
02:15 PM	0	1	0	1	1	32	96	5	1	133	17	12	6	2	35	5	104	29	0	138	4	307	311
02:30 PM	0	0	0	0	0	34	137	2	0	173	29	13	7	0	49	3	113	30	0	146	0	368	368
02:45 PM	0	0	0	0	0	26	105	2	1	133	17	19	8	1	44	2	108	31	0	141	2	318	320
Total	0	1	0	2	1	117	454	11	5	582	81	54	31	6	166	13	416	125	0	554	13	1303	1316
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	0	1	0	15	1	738	2240	77	34	3055	511	177	250	15	938	64	1958	704	0	2726	64	6720	6784
Apprch %	0	100	0			24.2	73.3	2.5			54.5	18.9	26.7			2.3	71.8	25.8					
Total %	0	0	0		0	11	33.3	1.1		45.5	7.6	2.6	3.7		14	1	29.1	10.5		40.6	0.9	99.1	
Lights	0	1	0		1	734	2212	77		3023	509	176	245		930	64	1916	701		2681	0	0	6635
% Lights	0	100	0	0	6.2	99.5	98.8	100	0	97.9	99.6	99.4	98	0	97.6	100	97.9	99.6	0	98.3	0	0	97.8
Buses	0	0	0		0	1	15	0		16	1	1	1		3	0	14	0		14	0	0	33
% Buses	0	0	0	0	0	0.1	0.7	0	0	0.5	0.2	0.6	0.4	0	0.3	0	0.7	0	0	0.5	0	0	0.5
Trucks	0	0	0		0	3	13	0		16	1	0	4		5	0	28	3		31	0	0	52
% Trucks	0	0	0	0	0	0.4	0.6	0	0	0.5	0.2	0	1.6	0	0.5	0	1.4	0.4	0	1.1	0	0	0.8
Pedestrians	0	0	0		15	0	0	0		34	0	0	0		15	0	0	0		0	0	0	64
% Pedestrians	0	0	0	100	93.8	0	0	0	100	1.1	0	0	0	100	1.6	0	0	0	0	0	0	0	0.9

Traffic Databank

716 S Sixth Ave
Mount Vernon, NY 10550

Mapleton Rd & Kingston Rd
Manual Turning Movement Count
Saturday Midday Peak Hour
Saturday, 20 May 2017

File Name : MAPLETON_RD_AT_KINGSTON_RD-SAT_415230_05-20-2017
Site Code :
Start Date : 5/20/2017

	MAPLETON RD Southbound				KINGSTON RD Westbound				MAPLETON RD Northbound				KINGSTON RD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 03:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	39	123	**8**	170	31	**15**	**16**	**62**	4	105	**39**	**148**	**380**
12:00 PM	0	0	0	0	46	115	2	163	**32**	6	15	53	**6**	90	35	131	347
12:15 PM	0	0	0	0	46	**134**	1	**181**	20	7	12	39	2	105	36	143	363
12:30 PM	0	0	0	0	**52**	113	0	165	22	10	13	45	1	**109**	34	144	354
Total Volume	0	0	0	0	183	485	11	679	105	38	56	199	13	409	144	566	1444
% App. Total	0	0	0		27	71.4	1.6		52.8	19.1	28.1		2.3	72.3	25.4		
PHF	.000	.000	.000	.000	.880	.905	.344	.938	.820	.633	.875	.802	.542	.938	.923	.956	.950
Lights	0	0	0	0	182	476	11	669	105	38	56	199	13	398	144	555	1423
% Lights	0	0	0	0	99.5	98.1	100	98.5	100	100	100	100	100	97.3	100	98.1	98.5
Buses	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% Buses	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	0.7	0	0.5	0.4
Trucks	0	0	0	0	1	6	0	7	0	0	0	0	0	8	0	8	15
% Trucks	0	0	0	0	0.5	1.2	0	1.0	0	0	0	0	0	2.0	0	1.4	1.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NJ-27 & Laurel Ave. - TMC

Tue May 7, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	NJ-27							NJ-27						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-05-07 7:00AM	4	59	0	0	0	**63**	4	8	103	16	0	0	**127**	0
7:15AM	4	58	2	0	0	**64**	1	18	116	10	0	1	**145**	0
7:30AM	2	61	0	0	0	**63**	1	16	111	9	0	0	**136**	1
7:45AM	8	68	3	0	0	**79**	0	16	125	10	0	0	**151**	0
Hourly Total	18	246	5	0	0	**269**	6	58	455	45	0	1	**559**	1
8:00AM	5	98	0	0	0	**103**	4	11	115	5	0	1	**132**	0
8:15AM	4	73	2	0	0	**79**	0	12	116	10	0	0	**138**	0
8:30AM	2	68	2	0	0	**72**	2	6	104	15	0	0	**125**	0
8:45AM	6	82	2	0	0	**90**	0	10	130	10	0	0	**150**	0
Hourly Total	17	321	6	0	0	**344**	6	39	465	40	0	1	**545**	0
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
4:00PM	4	110	3	0	1	**118**	0	14	107	17	0	0	**138**	0
4:15PM	8	132	3	0	0	**143**	4	7	88	21	0	0	**116**	0
4:30PM	6	122	1	0	0	**129**	5	11	94	17	0	0	**122**	0
4:45PM	4	135	7	0	0	**146**	0	16	95	17	0	0	**128**	0
Hourly Total	22	499	14	0	1	**536**	9	48	384	72	0	0	**504**	0
5:00PM	4	130	4	0	0	**138**	2	6	113	18	0	1	**138**	0
5:15PM	6	141	1	0	0	**148**	2	11	111	19	0	0	**141**	0
5:30PM	3	146	1	0	0	**150**	0	14	110	25	0	0	**149**	0
5:45PM	2	102	3	0	0	**107**	1	9	110	12	0	1	**132**	0
Hourly Total	15	519	9	0	0	**543**	5	40	444	74	0	2	**560**	0
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	72	1585	34	0	1	**1692**	26	185	1748	231	0	4	**2168**	1
% Approach	4.3%	93.7%	2.0%	0%	0.1%	**-**	-	8.5%	80.6%	10.7%	0%	0.2%	**-**	-
% Total	1.1%	24.7%	0.5%	0%	0%	**26.3%**	-	2.9%	27.2%	3.6%	0%	0.1%	**33.7%**	-
Lights	68	1533	32	0	1	**1634**	-	178	1692	224	0	4	**2098**	-
% Lights	94.4%	96.7%	94.1%	0%	100%	**96.6%**	-	96.2%	96.8%	97.0%	0%	100%	**96.8%**	-
Articulated Trucks and Single-Unit Trucks	4	34	2	0	0	**40**	-	3	43	6	0	0	**52**	-
% Articulated Trucks and Single-Unit Trucks	5.6%	2.1%	5.9%	0%	0%	**2.4%**	-	1.6%	2.5%	2.6%	0%	0%	**2.4%**	-
Buses	0	18	0	0	0	**18**	-	4	13	1	0	0	**18**	-
% Buses	0%	1.1%	0%	0%	0%	**1.1%**	-	2.2%	0.7%	0.4%	0%	0%	**0.8%**	-
Pedestrians	-	-	-	-	-	-	21	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	80.8%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	5	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	19.2%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

NJ-27 & Laurel Ave. - TMC

Tue May 7, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

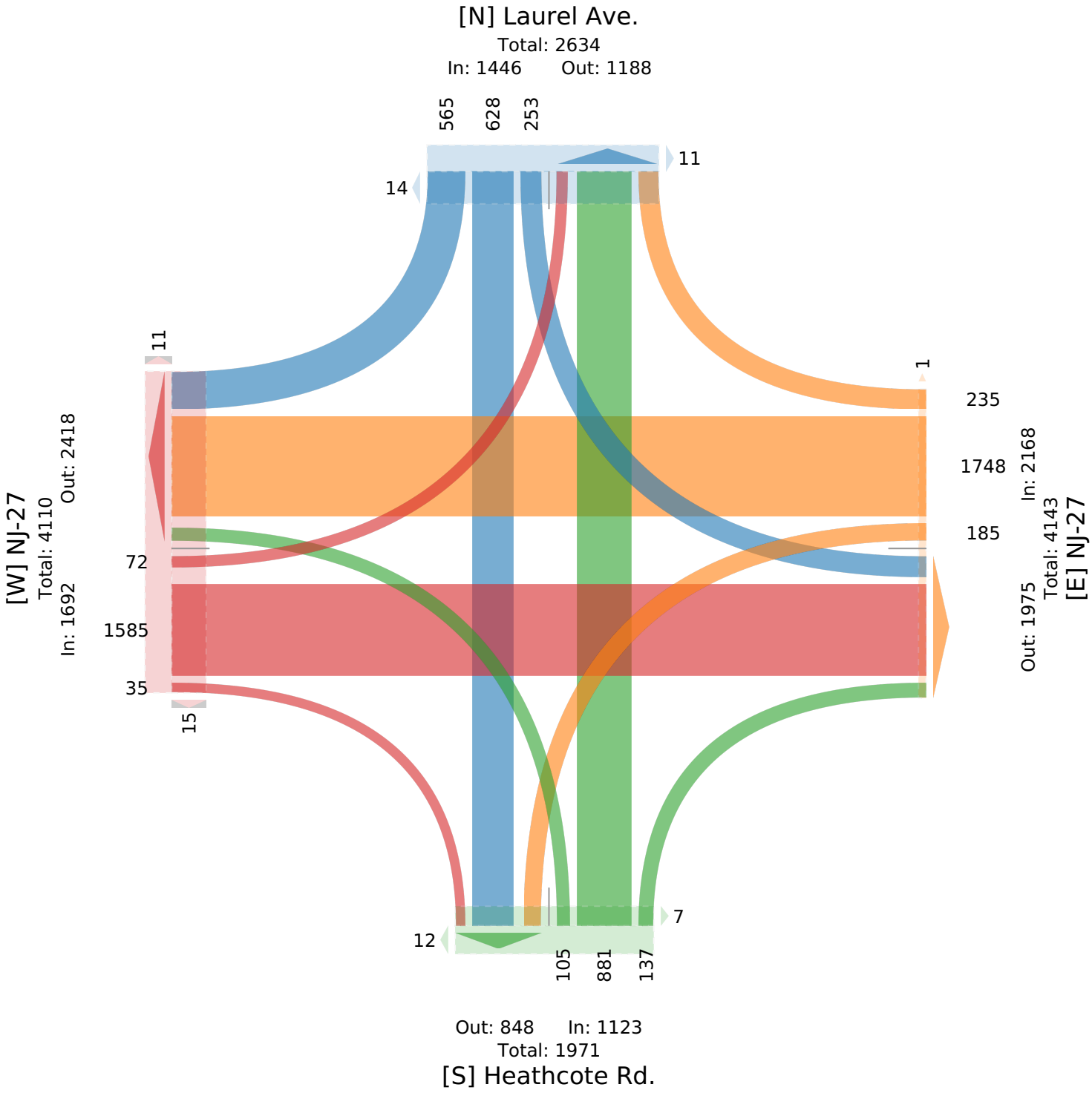
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Heathcote Rd. Northbound							Laurel Ave. Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-05-07 7:00AM	3	35	6	0	0	**44**	4	13	33	40	0	0	**86**	0	**320**
7:15AM	2	42	4	0	0	**48**	0	8	29	46	0	0	**83**	0	**340**
7:30AM	6	47	7	0	0	**60**	1	16	47	44	0	0	**107**	0	**366**
7:45AM	6	52	6	0	0	**64**	1	10	32	44	0	0	**86**	2	**380**
Hourly Total	17	176	23	0	0	**216**	6	47	141	174	0	0	**362**	2	**1406**
8:00AM	4	54	6	0	0	**64**	2	22	44	43	0	0	**109**	4	**408**
8:15AM	7	48	7	0	0	**62**	1	11	45	42	0	0	**98**	1	**377**
8:30AM	8	47	6	0	0	**61**	0	14	39	51	0	0	**104**	6	**362**
8:45AM	5	50	10	0	0	**65**	0	9	47	28	0	0	**84**	2	**389**
Hourly Total	24	199	29	0	0	**252**	3	56	175	164	0	0	**395**	13	**1536**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
4:00PM	5	75	12	0	0	**92**	0	20	39	24	0	0	**83**	2	**431**
4:15PM	7	62	11	0	0	**80**	3	21	44	25	0	0	**90**	2	**429**
4:30PM	6	57	10	0	0	**73**	2	14	30	31	0	0	**75**	2	**399**
4:45PM	3	68	9	0	0	**80**	0	25	36	25	0	0	**86**	1	**440**
Hourly Total	21	262	42	0	0	**325**	5	80	149	105	0	0	**334**	7	**1699**
5:00PM	9	76	14	0	0	**99**	0	20	37	29	0	0	**86**	2	**461**
5:15PM	12	57	9	0	0	**78**	4	21	42	28	0	0	**91**	1	**458**
5:30PM	12	53	10	0	0	**75**	0	13	38	46	0	0	**97**	0	**471**
5:45PM	10	58	10	0	0	**78**	1	15	46	19	0	0	**80**	0	**397**
Hourly Total	43	244	43	0	0	**330**	5	69	163	122	0	0	**354**	3	**1787**
6:00PM	0	0	0	0	0	**0**	0	1	0	0	0	0	**1**	0	**1**
Hourly Total	0	0	0	0	0	**0**	0	1	0	0	0	0	**1**	0	**1**
Total	105	881	137	0	0	**1123**	19	253	628	565	0	0	**1446**	25	**6429**
% Approach	9.3%	78.5%	12.2%	0%	0%	**-**	-	17.5%	43.4%	39.1%	0%	0%	**-**	-	-
% Total	1.6%	13.7%	2.1%	0%	0%	**17.5%**	-	3.9%	9.8%	8.8%	0%	0%	**22.5%**	-	-
Lights	101	862	126	0	0	**1089**	-	245	606	559	0	0	**1410**	-	6231
% Lights	96.2%	97.8%	92.0%	0%	0%	**97.0%**	-	96.8%	96.5%	98.9%	0%	0%	**97.5%**	-	96.9%
Articulated Trucks and Single-Unit Trucks	3	18	7	0	0	**28**	-	5	21	4	0	0	**30**	-	150
% Articulated Trucks and Single-Unit Trucks	2.9%	2.0%	5.1%	0%	0%	**2.5%**	-	2.0%	3.3%	0.7%	0%	0%	**2.1%**	-	2.3%
Buses	1	1	4	0	0	**6**	-	3	1	2	0	0	**6**	-	48
% Buses	1.0%	0.1%	2.9%	0%	0%	**0.5%**	-	1.2%	0.2%	0.4%	0%	0%	**0.4%**	-	0.7%
Pedestrians	-	-	-	-	-	-	17	-	-	-	-	-	-	25	
% Pedestrians	-	-	-	-	-	-	89.5%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	10.5%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

NJ-27 & Laurel Ave. - TMC
Tue May 7, 2024
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



NJ-27 & Laurel Ave. - TMC

Tue May 7, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	NJ-27 Eastbound							NJ-27 Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-05-07 7:30AM	2	61	0	0	0	**63**	1	16	111	9	0	0	**136**	1
7:45AM	8	68	3	0	0	**79**	0	16	125	10	0	0	**151**	0
8:00AM	5	98	0	0	0	**103**	4	11	115	5	0	1	**132**	0
8:15AM	4	73	2	0	0	**79**	0	12	116	10	0	0	**138**	0
Total	19	300	5	0	0	**324**	5	55	467	34	0	1	**557**	1
% Approach	5.9%	92.6%	1.5%	0%	0%	**-**	-	9.9%	83.8%	6.1%	0%	0.2%	**-**	-
% Total	1.2%	19.6%	0.3%	0%	0%	**21.2%**	-	3.6%	30.5%	2.2%	0%	0.1%	**36.4%**	-
PHF	0.594	0.765	0.417	-	-	**0.786**	-	0.859	0.934	0.850	-	0.250	**0.922**	-
Lights	18	282	5	0	0	**305**	-	52	441	30	0	1	**524**	-
% Lights	94.7%	94.0%	100%	0%	0%	**94.1%**	-	94.5%	94.4%	88.2%	0%	100%	**94.1%**	-
Articulated Trucks and Single-Unit Trucks	1	8	0	0	0	**9**	-	2	23	4	0	0	**29**	-
% Articulated Trucks and Single-Unit Trucks	5.3%	2.7%	0%	0%	0%	**2.8%**	-	3.6%	4.9%	11.8%	0%	0%	**5.2%**	-
Buses	0	10	0	0	0	**10**	-	1	3	0	0	0	**4**	-
% Buses	0%	3.3%	0%	0%	0%	**3.1%**	-	1.8%	0.6%	0%	0%	0%	**0.7%**	-
Pedestrians	-	-	-	-	-	-	5	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

NJ-27 & Laurel Ave. - TMC

Tue May 7, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

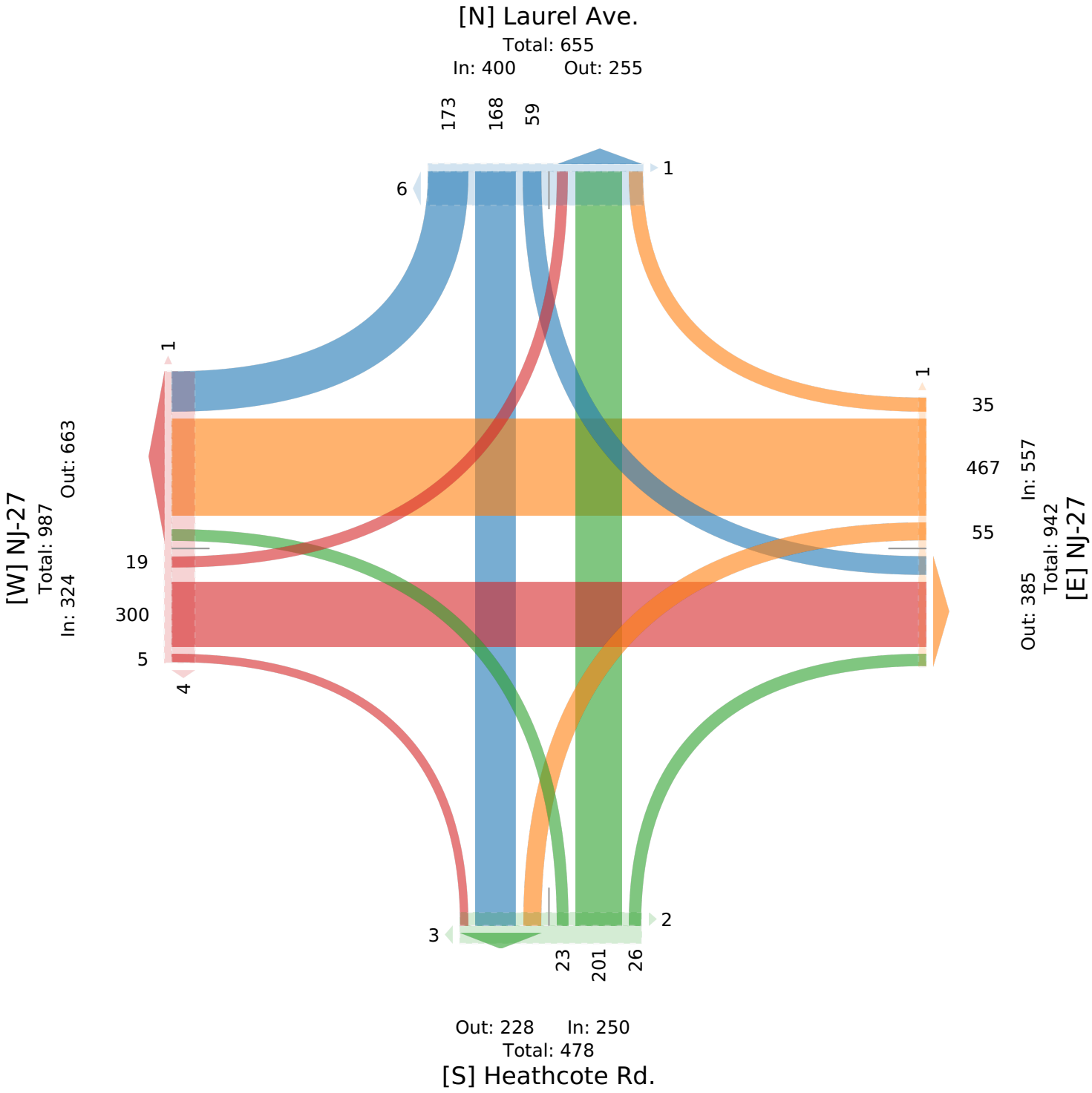
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Heathcote Rd. Northbound							Laurel Ave. Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-05-07 7:30AM	6	47	7	0	0	**60**	1	16	47	44	0	0	**107**	0	**366**
7:45AM	6	52	6	0	0	**64**	1	10	32	44	0	0	**86**	2	**380**
8:00AM	4	54	6	0	0	**64**	2	22	44	43	0	0	**109**	4	**408**
8:15AM	7	48	7	0	0	**62**	1	11	45	42	0	0	**98**	1	**377**
Total	23	201	26	0	0	**250**	5	59	168	173	0	0	**400**	7	**1531**
% Approach	9.2%	80.4%	10.4%	0%	0%	**-**	-	14.8%	42.0%	43.3%	0%	0%	**-**	-	**-**
% Total	1.5%	13.1%	1.7%	0%	0%	**16.3%**	-	3.9%	11.0%	11.3%	0%	0%	**26.1%**	-	**-**
PHF	0.821	0.931	0.929	-	-	**0.977**	-	0.670	0.894	0.983	-	-	**0.917**	-	0.938
Lights	20	193	24	0	0	**237**	-	58	159	171	0	0	**388**	-	1454
% Lights	87.0%	96.0%	92.3%	0%	0%	**94.8%**	-	98.3%	94.6%	98.8%	0%	0%	**97.0%**	-	95.0%
Articulated Trucks and Single-Unit Trucks	2	7	1	0	0	**10**	-	1	9	1	0	0	**11**	-	59
% Articulated Trucks and Single-Unit Trucks	8.7%	3.5%	3.8%	0%	0%	**4.0%**	-	1.7%	5.4%	0.6%	0%	0%	**2.8%**	-	3.9%
Buses	1	1	1	0	0	**3**	-	0	0	1	0	0	**1**	-	18
% Buses	4.3%	0.5%	3.8%	0%	0%	**1.2%**	-	0%	0%	0.6%	0%	0%	**0.3%**	-	1.2%
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	-	80.0%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	20.0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

NJ-27 & Laurel Ave. - TMC
Tue May 7, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



NJ-27 & Laurel Ave. - TMC

Tue May 7, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	NJ-27							NJ-27						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-05-07 4:45PM	4	135	7	0	0	**146**	0	16	95	17	0	0	**128**	0
5:00PM	4	130	4	0	0	**138**	2	6	113	18	0	1	**138**	0
5:15PM	6	141	1	0	0	**148**	2	11	111	19	0	0	**141**	0
5:30PM	3	146	1	0	0	**150**	0	14	110	25	0	0	**149**	0
Total	17	552	13	0	0	**582**	4	47	429	79	0	1	**556**	0
% Approach	2.9%	94.8%	2.2%	0%	0%	**-**	-	8.5%	77.2%	14.2%	0%	0.2%	**-**	-
% Total	0.9%	30.2%	0.7%	0%	0%	**31.8%**	-	2.6%	23.4%	4.3%	0%	0.1%	**30.4%**	-
PHF	0.708	0.945	0.464	-	-	**0.970**	-	0.734	0.949	0.790	-	0.250	**0.933**	-
Lights	17	546	13	0	0	**576**	-	47	424	78	0	1	**550**	-
% Lights	100%	98.9%	100%	0%	0%	**99.0%**	-	100%	98.8%	98.7%	0%	100%	**98.9%**	-
Articulated Trucks and Single-Unit Trucks	0	4	0	0	0	**4**	-	0	3	0	0	0	**3**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0%	**0.7%**	-	0%	0.7%	0%	0%	0%	**0.5%**	-
Buses	0	2	0	0	0	**2**	-	0	2	1	0	0	**3**	-
% Buses	0%	0.4%	0%	0%	0%	**0.3%**	-	0%	0.5%	1.3%	0%	0%	**0.5%**	-
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

NJ-27 & Laurel Ave. - TMC

Tue May 7, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

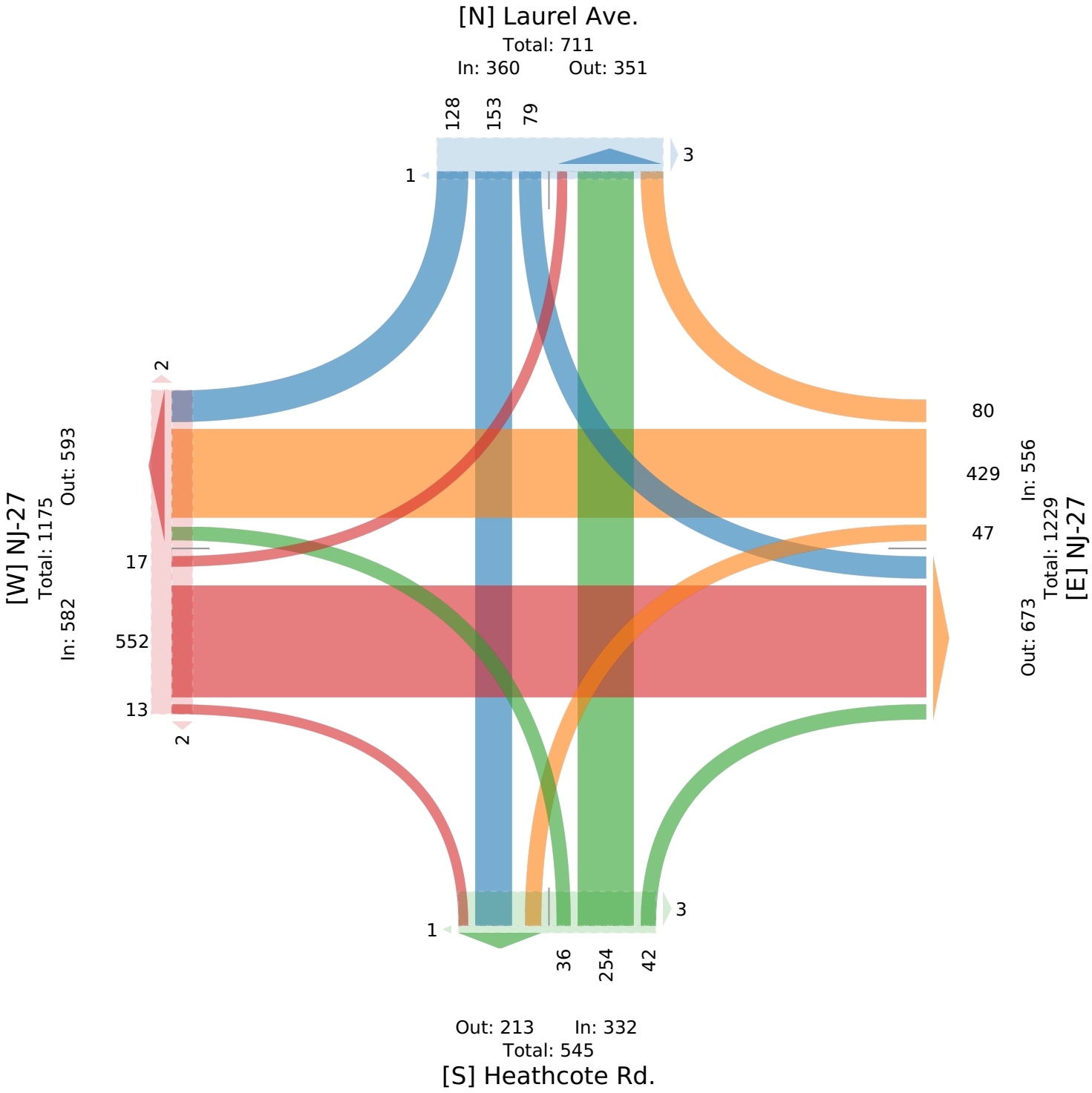
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Heathcote Rd. Northbound							Laurel Ave. Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-05-07 4:45PM	3	68	9	0	0	**80**	0	25	36	25	0	0	**86**	1	**440**
5:00PM	9	76	14	0	0	**99**	0	20	37	29	0	0	**86**	2	**461**
5:15PM	12	57	9	0	0	**78**	4	21	42	28	0	0	**91**	1	**458**
5:30PM	12	53	10	0	0	**75**	0	13	38	46	0	0	**97**	0	**471**
Total	36	254	42	0	0	**332**	4	79	153	128	0	0	**360**	4	**1830**
% Approach	10.8%	76.5%	12.7%	0%	0%	**-**	-	21.9%	42.5%	35.6%	0%	0%	**-**	-	**-**
% Total	2.0%	13.9%	2.3%	0%	0%	**18.1%**	-	4.3%	8.4%	7.0%	0%	0%	**19.7%**	-	**-**
PHF	0.750	0.836	0.750	-	-	**0.838**	-	0.790	0.911	0.696	-	-	**0.928**	-	0.971
Lights	36	252	40	0	0	**328**	-	79	147	126	0	0	**352**	-	1806
% Lights	100%	99.2%	95.2%	0%	0%	**98.8%**	-	100%	96.1%	98.4%	0%	0%	**97.8%**	-	98.7%
Articulated Trucks and Single-Unit Trucks	0	2	2	0	0	**4**	-	0	6	2	0	0	**8**	-	19
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	4.8%	0%	0%	**1.2%**	-	0%	3.9%	1.6%	0%	0%	**2.2%**	-	1.0%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	5
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.3%
Pedestrians	-	-	-	-	-	-	4	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

NJ-27 & Laurel Ave. - TMC
Tue May 7, 2024
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1184101, Location: 40.375628, -74.613373

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Traffic Databank

716 S Sixth Ave
Mount Vernon, NY 10550

Heathcote Rd & Kingston Rd
Manual Turning Movement Count
Saturday Midday Peak Hour
Saturday, 20 May 2017

File Name : HEATHCOTE_RD_AT_KINGSTON_RD-SAT__415228_05-20-2017
Site Code :
Start Date : 5/20/2017
Page No : 1

Groups Printed- Lights - Buses - Trucks - Pedestrians

	HEATHCOTE RD Southbound					KINGSTON RD Westbound					HEATHCOTE RD Northbound					KINGSTON RD Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00 AM	13	22	29	2	64	15	135	18	0	168	6	21	14	2	41	6	81	7	0	94	4	367	371
10:15 AM	19	26	32	0	77	14	98	19	0	131	6	26	12	2	44	5	76	0	4	81	6	333	339
10:30 AM	16	24	31	0	71	11	120	17	0	148	10	33	12	1	55	2	86	0	0	88	1	362	363
10:45 AM	23	28	21	0	72	9	116	10	0	135	6	13	12	0	31	4	108	1	1	113	1	351	352
Total	71	100	113	2	284	49	469	64	0	582	28	93	50	5	171	17	351	8	5	376	12	1413	1425
11:00 AM	19	22	26	3	67	11	120	18	0	149	6	24	10	2	40	7	99	4	2	110	7	366	373
11:15 AM	21	29	22	2	72	17	135	14	0	166	6	14	9	0	29	9	96	7	0	112	2	379	381
11:30 AM	15	36	32	1	83	11	134	13	0	158	6	28	15	4	49	5	106	4	3	115	8	405	413
11:45 AM	21	24	26	3	71	13	125	16	3	154	16	22	17	4	55	11	99	7	1	117	11	397	408
Total	76	111	106	9	293	52	514	61	3	627	34	88	51	10	173	32	400	22	6	454	28	1547	1575
12:00 PM	20	36	35	1	91	12	99	16	0	127	6	21	16	1	43	6	92	3	1	101	3	362	365
12:15 PM	16	36	32	3	84	19	142	11	3	172	7	25	14	5	46	4	103	4	7	111	18	413	431
12:30 PM	18	28	29	1	75	12	133	11	0	156	8	29	17	6	54	13	116	6	4	135	11	420	431
12:45 PM	24	24	26	1	74	14	124	14	0	152	4	26	18	1	48	5	96	2	0	103	2	377	379
Total	78	124	122	6	324	57	498	52	3	607	25	101	65	13	191	28	407	15	12	450	34	1572	1606
01:00 PM	24	28	19	0	71	14	108	17	0	139	8	29	11	2	48	3	104	4	3	111	5	369	374
01:15 PM	19	29	28	2	76	11	125	15	0	151	11	19	15	0	45	7	120	8	0	135	2	407	409
01:30 PM	17	34	23	0	74	9	100	22	0	131	10	17	15	0	42	4	97	6	1	107	1	354	355
01:45 PM	18	33	25	2	76	11	106	11	0	128	7	17	21	3	45	5	107	2	2	114	7	363	370
Total	78	124	95	4	297	45	439	65	0	549	36	82	62	5	180	19	428	20	6	467	15	1493	1508
02:00 PM	22	28	19	0	69	25	115	12	0	152	7	18	14	0	39	5	98	3	0	106	0	366	366
02:15 PM	20	19	23	0	62	14	106	16	0	136	7	21	17	2	45	6	99	5	0	110	2	353	355
02:30 PM	14	33	27	1	74	14	143	17	0	174	10	16	18	1	44	6	117	3	0	126	2	418	420
02:45 PM	20	35	16	0	71	16	113	17	0	146	4	29	12	1	45	7	109	11	0	127	1	389	390
Total	76	115	85	1	276	69	477	62	0	608	28	84	61	4	173	24	423	22	0	469	5	1526	1531
*** BREAK ***																							
Grand Total	379	574	521	22	1474	272	2397	304	6	2973	151	448	289	37	888	120	2009	87	29	2216	94	7551	7645
Apprch %	25.7	38.9	35.3			9.1	80.6	10.2			17	50.5	32.5			5.4	90.7	3.9					
Total %	5	7.6	6.9		19.5	3.6	31.7	4		39.4	2	5.9	3.8		11.8	1.6	26.6	1.2		29.3	1.2	98.8	
Lights	372	565	517		1454	270	2369	301		2940	149	440	287		876	118	1968	83		2169	0	0	7439
% Lights	98.2	98.4	99.2	0	97.2	99.3	98.8	99	0	98.7	98.7	98.2	99.3	0	94.7	98.3	98	95.4	0	96.6	0	0	97.3
Buses	1	0	1		2	0	11	0		11	0	0	0		0	1	12	0		13	0	0	26
% Buses	0.3	0	0.2	0	0.1	0	0.5	0	0	0.4	0	0	0	0	0	0.8	0.6	0	0	0.6	0	0	0.3
Trucks	6	9	3		18	2	17	3		22	2	8	2		12	1	29	4		34	0	0	86
% Trucks	1.6	1.6	0.6	0	1.2	0.7	0.7	1	0	0.7	1.3	1.8	0.7	0	1.3	0.8	1.4	4.6	0	1.5	0	0	1.1
Pedestrians	0	0	0		22	0	0	0		6	0	0	0		37	0	0	0		29	0	0	94
% Pedestrians	0	0	0	100	1.5	0	0	0	100	0.2	0	0	0	100	4	0	0	0	100	1.3	0	0	1.2

Traffic Databank

716 S Sixth Ave
Mount Vernon, NY 10550

Heathcote Rd & Kingston Rd
Manual Turning Movement Count
Saturday Midday Peak Hour
Saturday, 20 May 2017

File Name : HEATHCOTE_RD_AT_KINGSTON_RD-SAT__415228_05-20-2017
Site Code :
Start Date : 5/20/2017
Page No : 2

	HEATHCOTE RD Southbound				KINGSTON RD Westbound				HEATHCOTE RD Northbound				KINGSTON RD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 03:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**21**	24	26	71	13	125	**16**	154	**16**	22	**17**	**55**	11	99	**7**	117	397
12:00 PM	20	**36**	**35**	**91**	12	99	16	127	6	21	16	43	6	92	3	101	362
12:15 PM	16	36	32	84	**19**	**142**	11	**172**	7	25	14	46	4	103	4	111	413
12:30 PM	18	28	29	75	12	133	11	156	8	**29**	17	54	**13**	**116**	6	**135**	**420**
Total Volume	75	124	122	321	56	499	54	609	37	97	64	198	34	410	20	464	1592
% App. Total	23.4	38.6	38		9.2	81.9	8.9		18.7	49	32.3		7.3	88.4	4.3		
PHF	.893	.861	.871	.882	.737	.879	.844	.885	.578	.836	.941	.900	.654	.884	.714	.859	.948
Lights	75	124	121	320	55	493	52	600	37	96	64	197	33	401	20	454	1571
% Lights	100	100	99.2	99.7	98.2	98.8	96.3	98.5	100	99.0	100	99.5	97.1	97.8	100	97.8	98.7
Buses	0	0	0	0	0	2	0	2	0	0	0	0	1	2	0	3	5
% Buses	0	0	0	0	0	0.4	0	0.3	0	0	0	0	2.9	0.5	0	0.6	0.3
Trucks	0	0	1	1	1	4	2	7	0	1	0	1	0	7	0	7	16
% Trucks	0	0	0.8	0.3	1.8	0.8	3.7	1.1	0	1.0	0	0.5	0	1.7	0	1.5	1.0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Mapleton Rd							Barclay Blvd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-02-29 7:00AM	2	0	2	0	3	**7**	0	8	6	0	0	0	**14**	3
7:15AM	4	0	3	0	4	**11**	1	4	2	5	0	1	**12**	1
7:30AM	5	0	2	0	1	**8**	0	4	5	5	0	4	**18**	0
7:45AM	22	1	8	0	2	**33**	0	10	3	5	0	0	**18**	0
Hourly Total	33	1	15	0	10	**59**	1	26	16	15	0	5	**62**	4
8:00AM	28	2	9	0	2	**41**	0	9	8	4	0	1	**22**	0
8:15AM	27	3	9	0	1	**40**	0	18	4	6	0	3	**31**	0
8:30AM	12	1	3	0	0	**16**	0	7	2	3	0	1	**13**	0
8:45AM	9	0	2	0	1	**12**	0	8	1	3	0	0	**12**	1
Hourly Total	76	6	23	0	4	**109**	0	42	15	16	0	5	**78**	1
9:00AM	2	0	0	0	2	**4**	0	3	0	3	0	0	**6**	2
9:15AM	5	1	2	0	1	**9**	0	3	2	0	0	1	**6**	0
9:30AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	7	1	2	0	3	**13**	0	6	2	3	0	1	**12**	2
4:00PM	7	0	1	0	0	**8**	0	7	1	2	0	1	**11**	1
4:15PM	17	2	0	0	0	**19**	0	3	1	0	0	0	**4**	0
4:30PM	12	0	3	0	0	**15**	1	3	0	4	0	1	**8**	1
4:45PM	6	1	2	0	0	**9**	0	9	1	1	0	1	**12**	1
Hourly Total	42	3	6	0	0	**51**	1	22	3	7	0	3	**35**	3
5:00PM	8	0	2	0	2	**12**	0	7	2	1	0	2	**12**	2
5:15PM	4	0	1	0	1	**6**	0	3	0	1	0	1	**5**	0
5:30PM	8	0	0	0	2	**10**	0	4	2	0	0	0	**6**	0
5:45PM	4	0	1	0	1	**6**	0	6	2	4	0	0	**12**	0
Hourly Total	24	0	4	0	6	**34**	0	20	6	6	0	3	**35**	2
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	182	11	50	0	23	**266**	2	116	42	47	0	17	**222**	12
% Approach	68.4%	4.1%	18.8%	0%	8.6%	**-**	-	52.3%	18.9%	21.2%	0%	7.7%	**-**	-
% Total	4.3%	0.3%	1.2%	0%	0.5%	**6.2%**	-	2.7%	1.0%	1.1%	0%	0.4%	**5.2%**	-
Lights	181	11	50	0	23	**265**	-	104	42	47	0	17	**210**	-
% Lights	99.5%	100%	100%	0%	100%	**99.6%**	-	89.7%	100%	100%	0%	100%	**94.6%**	-
Articulated Trucks and Single-Unit Trucks	1	0	0	0	0	**1**	-	1	0	0	0	0	**1**	-
% Articulated Trucks and Single-Unit Trucks	0.5%	0%	0%	0%	0%	**0.4%**	-	0.9%	0%	0%	0%	0%	**0.5%**	-
Buses	0	0	0	0	0	**0**	-	11	0	0	0	0	**11**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	9.5%	0%	0%	0%	0%	**5.0%**	-
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	10
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	83.3%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	16.7%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

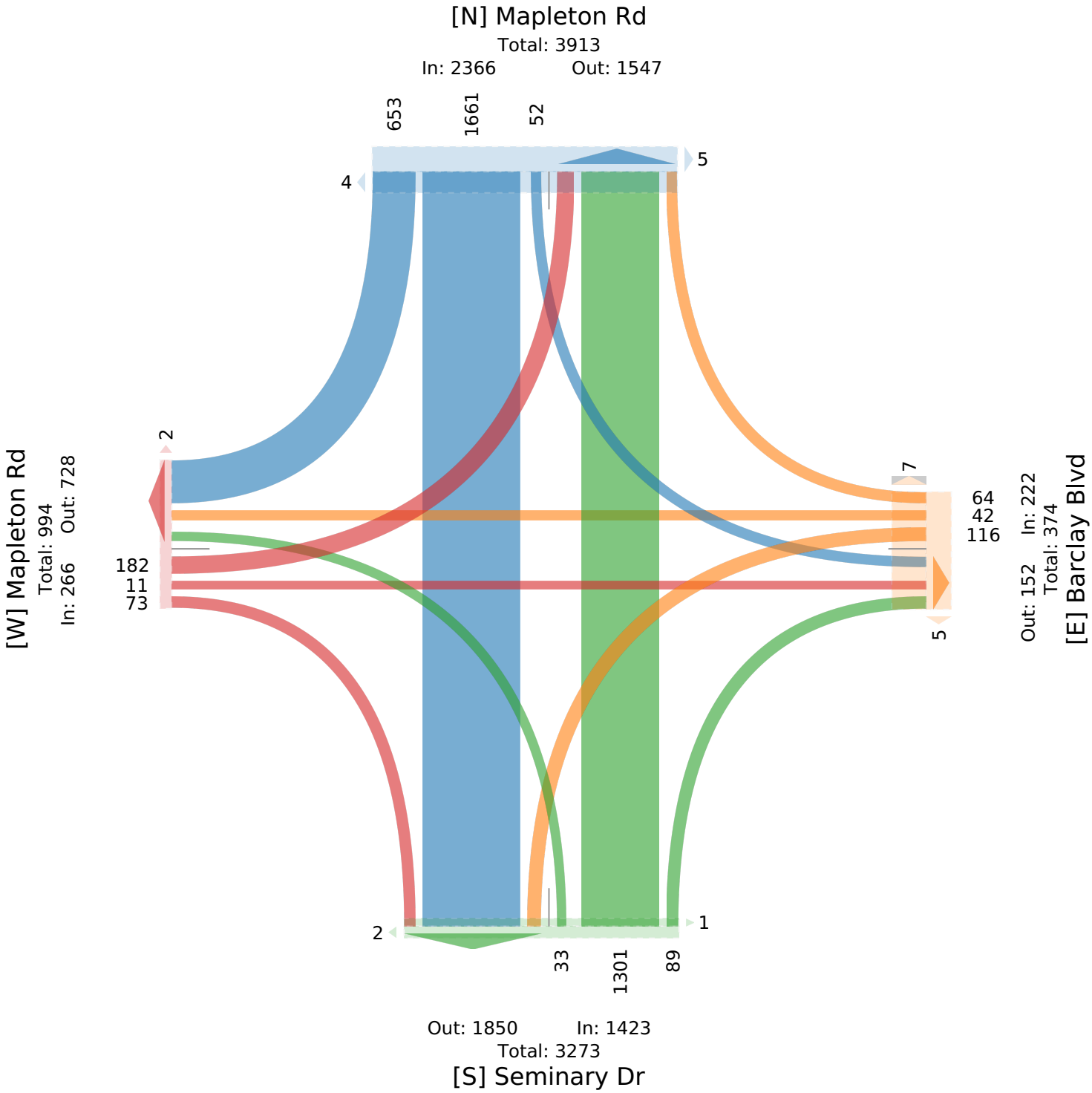
Leg	Seminary Dr							Mapleton Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-02-29 7:00AM	0	42	2	0	1	**45**	0	1	66	30	0	1	**98**	0	**164**
7:15AM	4	36	3	0	0	**43**	0	0	65	40	0	7	**112**	0	**178**
7:30AM	3	68	2	0	0	**73**	0	0	118	39	0	4	**161**	0	**260**
7:45AM	2	67	5	0	0	**74**	1	2	135	39	0	9	**185**	0	**310**
Hourly Total	9	213	12	0	1	**235**	1	3	384	148	0	21	**556**	0	**912**
8:00AM	2	51	7	0	1	**61**	0	4	146	55	0	5	**210**	0	**334**
8:15AM	1	43	2	0	1	**47**	0	4	160	27	0	3	**194**	0	**312**
8:30AM	1	41	4	0	0	**46**	0	3	135	28	0	0	**166**	1	**241**
8:45AM	2	61	5	0	1	**69**	0	3	116	32	0	2	**153**	0	**246**
Hourly Total	6	196	18	0	3	**223**	0	14	557	142	0	10	**723**	1	**1133**
9:00AM	0	56	2	0	0	**58**	0	2	97	36	0	0	**135**	0	**203**
9:15AM	1	31	4	0	0	**36**	0	1	90	19	0	1	**111**	1	**162**
9:30AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	1	87	6	0	0	**94**	0	3	187	55	0	1	**246**	1	**365**
4:00PM	0	96	6	0	3	**105**	0	5	59	38	0	5	**107**	1	**231**
4:15PM	3	88	2	0	1	**94**	0	3	68	36	0	1	**108**	1	**225**
4:30PM	1	105	2	0	2	**110**	1	4	72	32	0	2	**110**	2	**243**
4:45PM	3	101	4	0	0	**108**	1	3	51	30	0	2	**86**	0	**215**
Hourly Total	7	390	14	0	6	**417**	2	15	250	136	0	10	**411**	4	**914**
5:00PM	3	111	6	0	2	**122**	0	5	67	32	0	0	**104**	3	**250**
5:15PM	2	102	9	0	0	**113**	0	6	58	36	0	1	**101**	0	**225**
5:30PM	3	106	6	0	0	**115**	0	1	78	33	0	2	**114**	0	**245**
5:45PM	2	96	6	0	0	**104**	0	5	80	25	0	1	**111**	0	**233**
Hourly Total	10	415	27	0	2	**454**	0	17	283	126	0	4	**430**	3	**953**
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	33	1301	77	0	12	**1423**	3	52	1661	607	0	46	**2366**	9	**4277**
% Approach	2.3%	91.4%	5.4%	0%	0.8%	**-**	-	2.2%	70.2%	25.7%	0%	1.9%	**-**	-	-
% Total	0.8%	30.4%	1.8%	0%	0.3%	**33.3%**	-	1.2%	38.8%	14.2%	0%	1.1%	**55.3%**	-	-
Lights	32	1283	66	0	10	**1391**	-	52	1646	605	0	45	**2348**	-	4214
% Lights	97.0%	98.6%	85.7%	0%	83.3%	**97.8%**	-	100%	99.1%	99.7%	0%	97.8%	**99.2%**	-	98.5%
Articulated Trucks and Single-Unit Trucks	1	13	1	0	1	**16**	-	0	6	1	0	0	**7**	-	25
% Articulated Trucks and Single-Unit Trucks	3.0%	1.0%	1.3%	0%	8.3%	**1.1%**	-	0%	0.4%	0.2%	0%	0%	**0.3%**	-	0.6%
Buses	0	5	10	0	1	**16**	-	0	9	1	0	1	**11**	-	38
% Buses	0%	0.4%	13.0%	0%	8.3%	**1.1%**	-	0%	0.5%	0.2%	0%	2.2%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	-	3	-	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Mapleton Rd							Barclay Blvd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-02-29 7:30AM	5	0	2	0	1	**8**	0	4	5	5	0	4	**18**	0
7:45AM	22	1	8	0	2	**33**	0	10	3	5	0	0	**18**	0
8:00AM	28	2	9	0	2	**41**	0	9	8	4	0	1	**22**	0
8:15AM	27	3	9	0	1	**40**	0	18	4	6	0	3	**31**	0
Total	82	6	28	0	6	**122**	0	41	20	20	0	8	**89**	0
% Approach	67.2%	4.9%	23.0%	0%	4.9%	**-**	-	46.1%	22.5%	22.5%	0%	9.0%	**-**	-
% Total	6.7%	0.5%	2.3%	0%	0.5%	**10.0%**	-	3.4%	1.6%	1.6%	0%	0.7%	**7.3%**	-
PHF	0.732	0.500	0.778	-	0.750	**0.744**	-	0.569	0.625	0.833	-	0.500	**0.718**	-
Lights	82	6	28	0	6	**122**	-	34	20	20	0	8	**82**	-
% Lights	100%	100%	100%	0%	100%	**100%**	-	82.9%	100%	100%	0%	100%	**92.1%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	2.4%	0%	0%	0%	0%	**1.1%**	-
Buses	0	0	0	0	0	**0**	-	6	0	0	0	0	**6**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	14.6%	0%	0%	0%	0%	**6.7%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

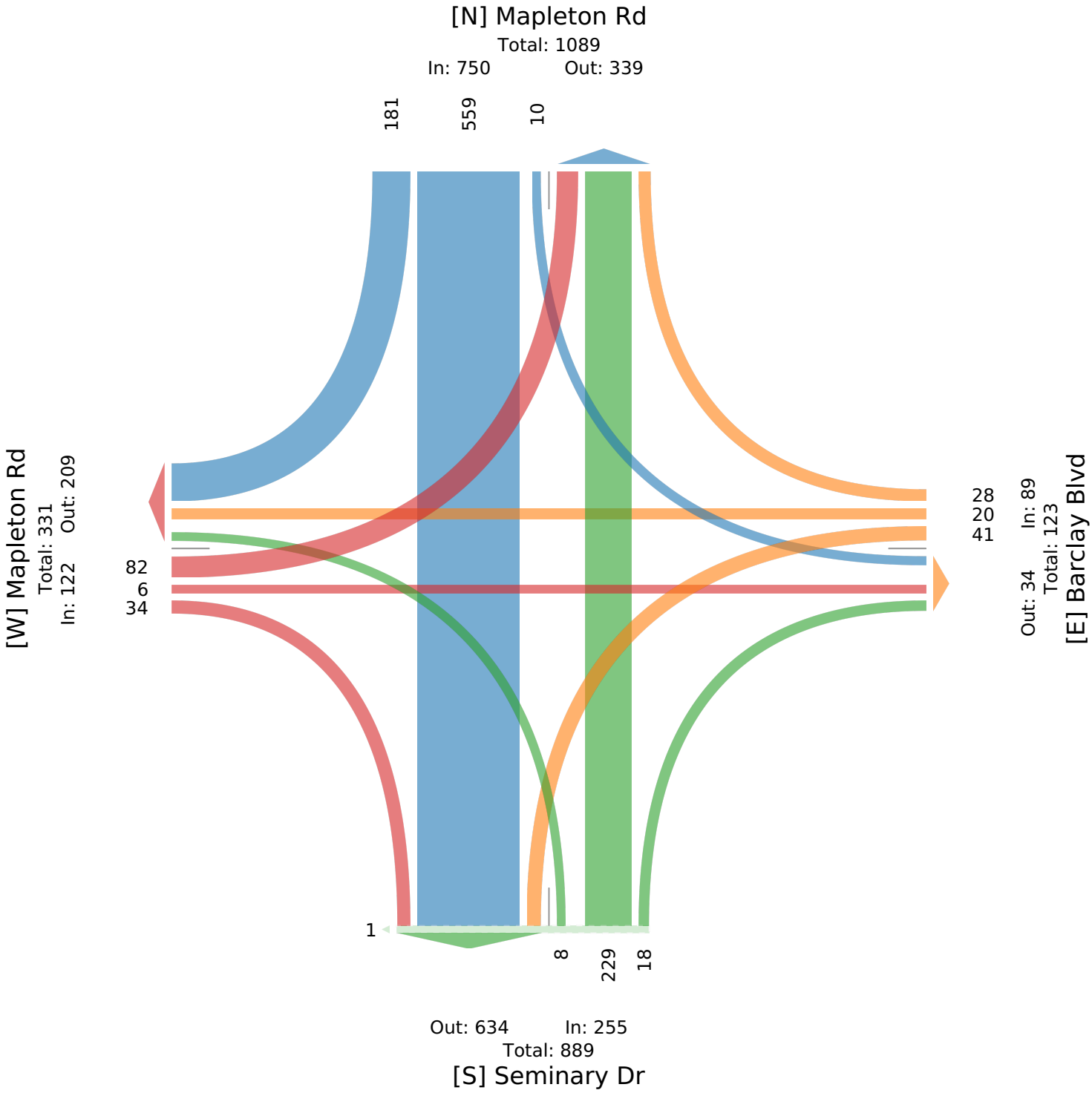
Leg	Seminary Dr							Mapleton Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-02-29 7:30AM	3	68	2	0	0	**73**	0	0	118	39	0	4	**161**	0	**260**
7:45AM	2	67	5	0	0	**74**	1	2	135	39	0	9	**185**	0	**310**
8:00AM	2	51	7	0	1	**61**	0	4	146	55	0	5	**210**	0	**334**
8:15AM	1	43	2	0	1	**47**	0	4	160	27	0	3	**194**	0	**312**
Total	8	229	16	0	2	**255**	1	10	559	160	0	21	**750**	0	**1216**
% Approach	3.1%	89.8%	6.3%	0%	0.8%	**-**	-	1.3%	74.5%	21.3%	0%	2.8%	**-**	-	-
% Total	0.7%	18.8%	1.3%	0%	0.2%	**21.0%**	-	0.8%	46.0%	13.2%	0%	1.7%	**61.7%**	-	-
PHF	0.667	0.842	0.571	-	0.500	**0.861**	-	0.625	0.873	0.727	-	0.583	**0.893**	-	0.910
Lights	8	227	10	0	1	**246**	-	10	556	160	0	20	**746**	-	1196
% Lights	100%	99.1%	62.5%	0%	50.0%	**96.5%**	-	100%	99.5%	100%	0%	95.2%	**99.5%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	2	0	0	1	**3**	-	0	2	0	0	0	**2**	-	6
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	0%	50.0%	**1.2%**	-	0%	0.4%	0%	0%	0%	**0.3%**	-	0.5%
Buses	0	0	6	0	0	**6**	-	0	1	0	0	1	**2**	-	14
% Buses	0%	0%	37.5%	0%	0%	**2.4%**	-	0%	0.2%	0%	0%	4.8%	**0.3%**	-	1.2%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
AM Peak (7:30 AM - 8:30 AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

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184 Baker Road,
Coatesville, PA, 19320, US



Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003



Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Mapleton Rd							Barclay Blvd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-02-29 4:45PM	6	1	2	0	0	**9**	0	9	1	1	0	1	**12**	1
5:00PM	8	0	2	0	2	**12**	0	7	2	1	0	2	**12**	2
5:15PM	4	0	1	0	1	**6**	0	3	0	1	0	1	**5**	0
5:30PM	8	0	0	0	2	**10**	0	4	2	0	0	0	**6**	0
Total	26	1	5	0	5	**37**	0	23	5	3	0	4	**35**	3
% Approach	70.3%	2.7%	13.5%	0%	13.5%	**-**	-	65.7%	14.3%	8.6%	0%	11.4%	**-**	-
% Total	2.8%	0.1%	0.5%	0%	0.5%	**4.0%**	-	2.5%	0.5%	0.3%	0%	0.4%	**3.7%**	-
PHF	0.813	0.250	0.625	-	0.625	**0.771**	-	0.639	0.625	0.750	-	0.500	**0.729**	-
Lights	26	1	5	0	5	**37**	-	22	5	3	0	4	**34**	-
% Lights	100%	100%	100%	0%	100%	**100%**	-	95.7%	100%	100%	0%	100%	**97.1%**	-
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-
Buses	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-
% Buses	0%	0%	0%	0%	0%	**0%**	-	4.3%	0%	0%	0%	0%	**2.9%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	1
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	2
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
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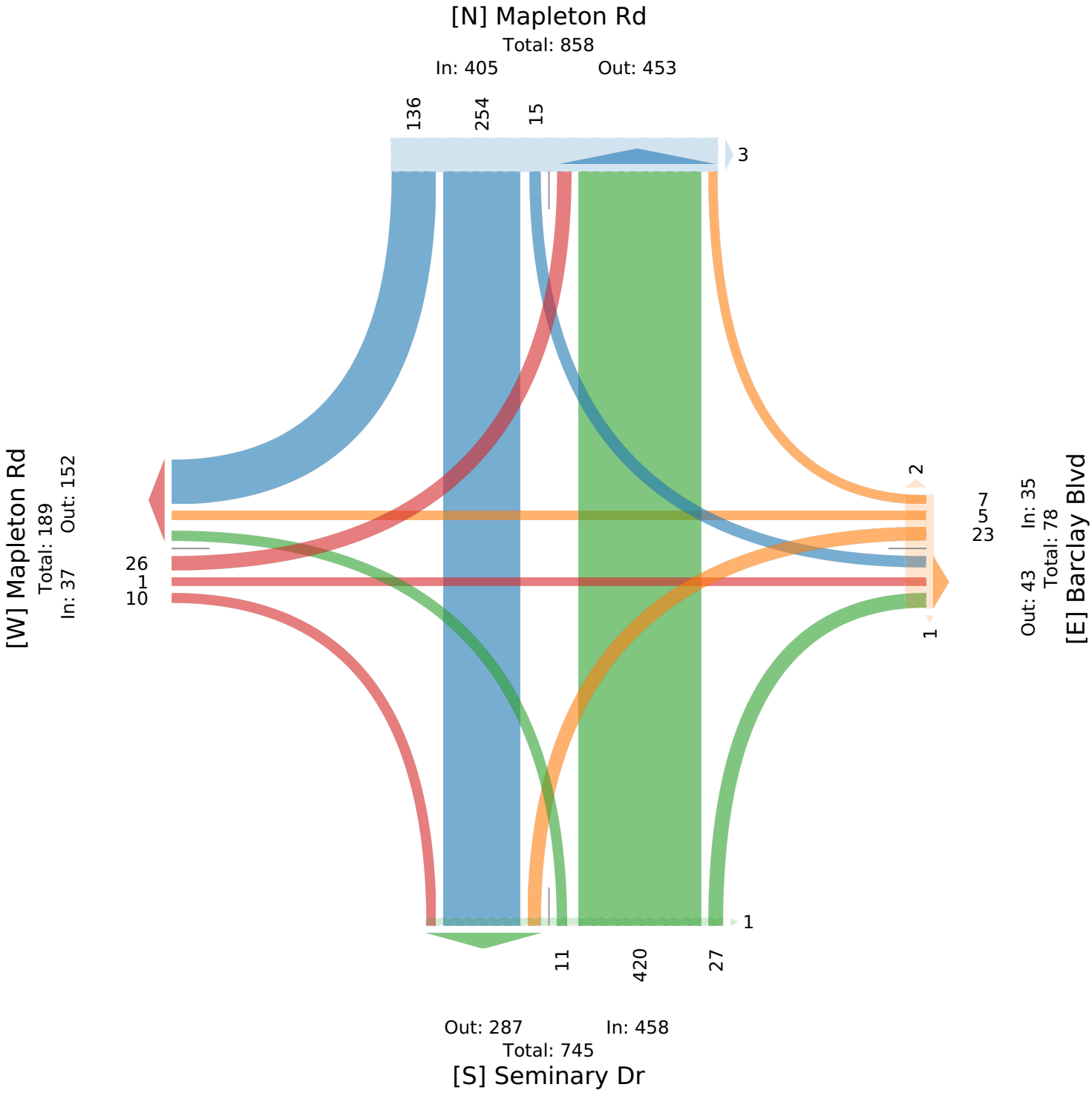
Leg	Seminary Dr							Mapleton Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-02-29 4:45PM	3	101	4	0	0	**108**	1	3	51	30	0	2	**86**	0	**215**
5:00PM	3	111	6	0	2	**122**	0	5	67	32	0	0	**104**	3	**250**
5:15PM	2	102	9	0	0	**113**	0	6	58	36	0	1	**101**	0	**225**
5:30PM	3	106	6	0	0	**115**	0	1	78	33	0	2	**114**	0	**245**
Total	11	420	25	0	2	**458**	1	15	254	131	0	5	**405**	3	**935**
% Approach	2.4%	91.7%	5.5%	0%	0.4%	**-**	-	3.7%	62.7%	32.3%	0%	1.2%	**-**	-	-
% Total	1.2%	44.9%	2.7%	0%	0.2%	**49.0%**	-	1.6%	27.2%	14.0%	0%	0.5%	**43.3%**	-	-
PHF	0.917	0.946	0.694	-	0.250	**0.939**	-	0.625	0.814	0.910	-	0.625	**0.888**	-	0.935
Lights	11	418	23	0	2	**454**	-	15	252	130	0	5	**402**	-	927
% Lights	100%	99.5%	92.0%	0%	100%	**99.1%**	-	100%	99.2%	99.2%	0%	100%	**99.3%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	0	2	1	0	0	**3**	-	0	1	1	0	0	**2**	-	5
% Articulated Trucks and Single-Unit Trucks	0%	0.5%	4.0%	0%	0%	**0.7%**	-	0%	0.4%	0.8%	0%	0%	**0.5%**	-	0.5%
Buses	0	0	1	0	0	**1**	-	0	1	0	0	0	**1**	-	3
% Buses	0%	0%	4.0%	0%	0%	**0.2%**	-	0%	0.4%	0%	0%	0%	**0.2%**	-	0.3%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

Seminary Rd & Mapleton Rd/Barclay Blvd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160869, Location: 40.360509, -74.621003

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



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Plainsboro, NJ
Seminary Rd & Mapleton Rd/Barclay Blvd
Saturday, February 3, 2024
Location: 40.360509, -74.621003

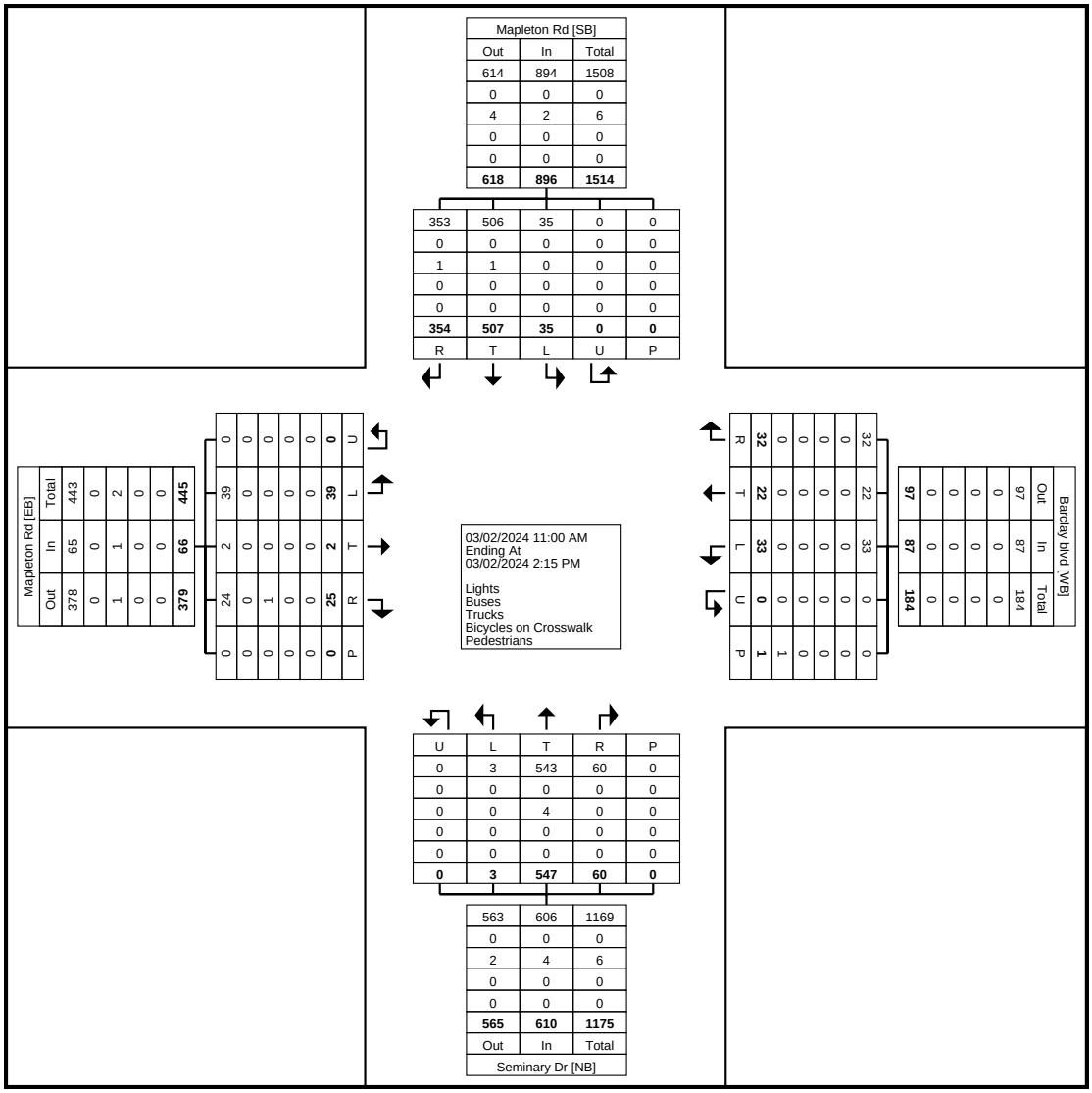
Count Name: Seminary Rd & Mapleton Rd/Barclay Blvd (3/2)
Site Code:
Start Date: 03/02/2024

Turning Movement Data

Start Time	Mapleton Rd Eastbound							Barclay blvd Westbound							Seminary Dr Northbound							Mapleton Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
11:00 AM	3	0	0	1	0	0	4	3	4	1	1	0	0	9	0	45	3	0	0	0	48	3	33	12	2	0	0	50	111
11:15 AM	3	0	0	2	0	0	5	4	2	2	3	0	1	11	1	37	3	3	0	0	44	7	33	19	0	0	0	59	119
11:30 AM	0	0	0	0	0	0	0	1	1	2	1	0	0	5	0	60	3	1	0	0	64	2	47	33	0	0	0	82	151
11:45 AM	1	2	0	1	0	0	4	4	2	1	2	0	0	9	1	52	1	1	0	0	55	1	60	27	1	0	0	89	157
Hourly Total	7	2	0	4	0	0	13	12	9	6	7	0	1	34	2	194	10	5	0	0	211	13	173	91	3	0	0	280	538
12:00 PM	5	0	1	2	0	0	8	3	1	2	0	0	0	6	1	45	7	1	0	0	54	5	42	26	10	0	0	83	151
12:15 PM	4	0	0	1	0	0	5	4	3	0	1	0	0	8	0	55	9	0	0	0	64	3	52	26	4	0	0	85	162
12:30 PM	4	0	1	2	0	0	7	1	1	4	0	0	0	6	0	36	9	0	0	0	45	2	38	30	15	0	0	85	143
12:45 PM	3	0	0	0	0	0	3	3	1	2	1	0	0	7	0	36	5	0	0	0	41	4	37	27	7	0	0	75	126
Hourly Total	16	0	2	5	0	0	23	11	6	8	2	0	0	27	1	172	30	1	0	0	204	14	169	109	36	0	0	328	582
1:00 PM	4	0	1	0	0	0	5	2	3	4	0	0	0	9	0	55	3	0	0	0	58	1	31	31	0	0	0	63	135
1:15 PM	1	0	4	1	0	0	6	1	2	0	1	0	0	4	0	46	0	0	0	0	46	4	33	26	1	0	0	64	120
1:30 PM	4	0	1	3	0	0	8	5	1	2	0	0	0	8	0	32	3	2	0	0	37	1	52	29	0	0	0	82	135
1:45 PM	7	0	2	2	0	0	11	2	1	2	0	0	0	5	0	48	6	0	0	0	54	2	49	24	4	0	0	79	149
Hourly Total	16	0	8	6	0	0	30	10	7	8	1	0	0	26	0	181	12	2	0	0	195	8	165	110	5	0	0	288	539
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	39	2	10	15	0	0	66	33	22	22	10	0	1	87	3	547	52	8	0	0	610	35	507	310	44	0	0	896	1659
Approach %	59.1	3.0	15.2	22.7	0.0	-	-	37.9	25.3	25.3	11.5	0.0	-	-	0.5	89.7	8.5	1.3	0.0	-	-	3.9	56.6	34.6	4.9	0.0	-	-	-
Total %	2.4	0.1	0.6	0.9	0.0	-	4.0	2.0	1.3	1.3	0.6	0.0	-	5.2	0.2	33.0	3.1	0.5	0.0	-	36.8	2.1	30.6	18.7	2.7	0.0	-	54.0	-
Lights	39	2	9	15	0	-	65	33	22	22	10	0	-	87	3	543	52	8	0	-	606	35	506	309	44	0	-	894	1652
% Lights	100.0	100.0	90.0	100.0	-	-	98.5	100.0	100.0	100.0	100.0	-	-	100.0	100.0	99.3	100.0	100.0	-	-	99.3	100.0	99.8	99.7	100.0	-	-	99.8	99.6
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	4	0	0	0	-	4	0	1	1	0	0	-	2	7
% Trucks	0.0	0.0	10.0	0.0	-	-	1.5	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.7	0.0	0.0	-	-	0.7	0.0	0.2	0.3	0.0	-	-	0.2	0.4
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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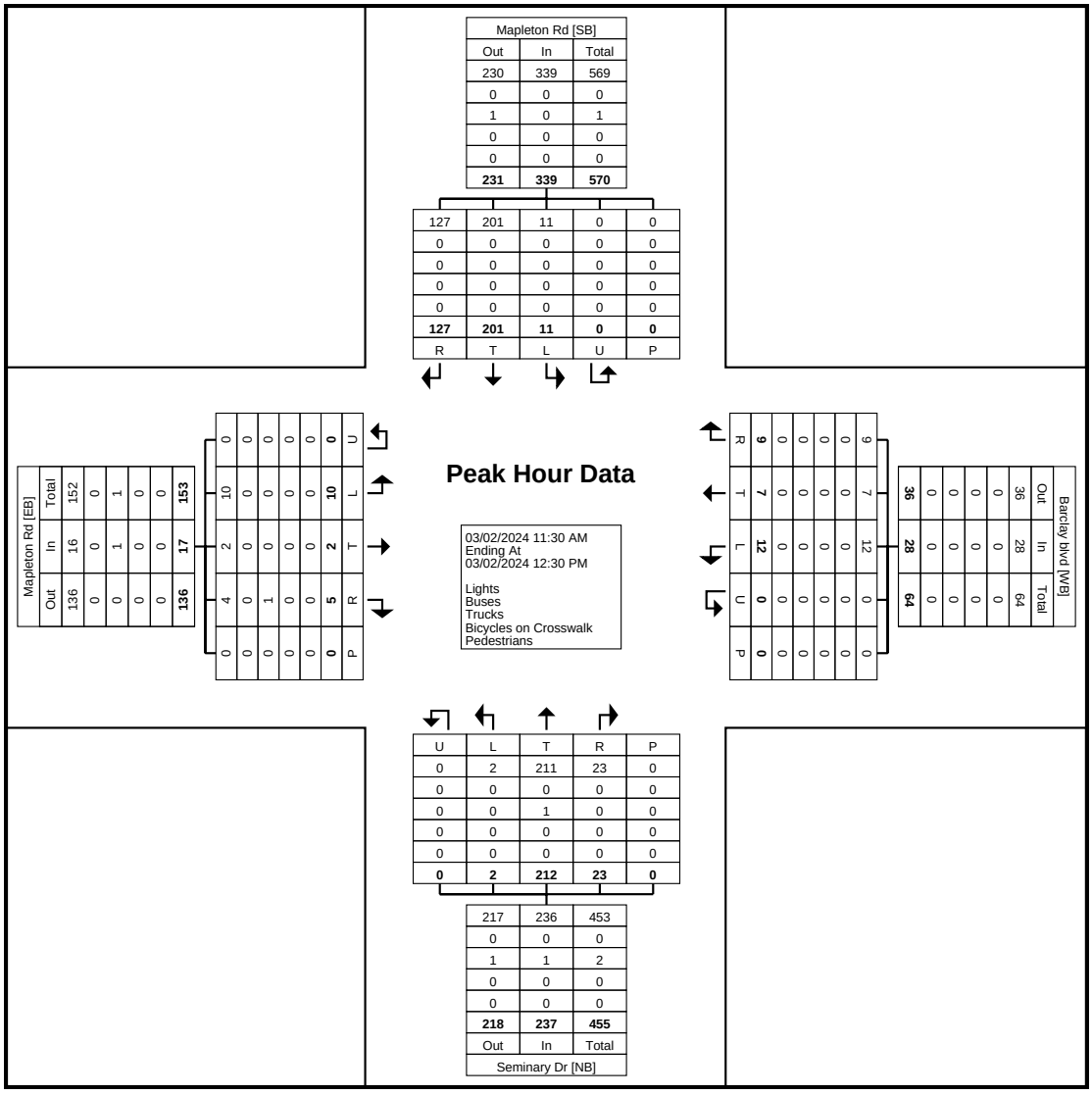
Turning Movement Data Plot

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Turning Movement Peak Hour Data (11:30 AM)

Start Time	Mapleton Rd Eastbound							Barclay blvd Westbound							Seminary Dr Northbound							Mapleton Rd Southbound							Int. Total
	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	Left	Thru	Right	Right on Red	U-Turn	Peds	App. Total	
11:30 AM	0	0	0	0	0	0	0	1	1	2	1	0	0	5	0	60	3	1	0	0	64	2	47	33	0	0	0	82	151
11:45 AM	1	2	0	1	0	0	4	4	2	1	2	0	0	9	1	52	1	1	0	0	55	1	60	27	1	0	0	89	157
12:00 PM	5	0	1	2	0	0	8	3	1	2	0	0	0	6	1	45	7	1	0	0	54	5	42	26	10	0	0	83	151
12:15 PM	4	0	0	1	0	0	5	4	3	0	1	0	0	8	0	55	9	0	0	0	64	3	52	26	4	0	0	85	162
Total	10	2	1	4	0	0	17	12	7	5	4	0	0	28	2	212	20	3	0	0	237	11	201	112	15	0	0	339	621
Approach %	58.8	11.8	5.9	23.5	0.0	-	-	42.9	25.0	17.9	14.3	0.0	-	-	0.8	89.5	8.4	1.3	0.0	-	-	3.2	59.3	33.0	4.4	0.0	-	-	-
Total %	1.6	0.3	0.2	0.6	0.0	-	2.7	1.9	1.1	0.8	0.6	0.0	-	4.5	0.3	34.1	3.2	0.5	0.0	-	38.2	1.8	32.4	18.0	2.4	0.0	-	54.6	-
PHF	0.500	0.250	0.250	0.500	0.000	-	0.531	0.750	0.583	0.625	0.500	0.000	-	0.778	0.500	0.883	0.556	0.750	0.000	-	0.926	0.550	0.838	0.848	0.375	0.000	-	0.952	0.958
Lights	10	2	0	4	0	-	16	12	7	5	4	0	-	28	2	211	20	3	0	-	236	11	201	112	15	0	-	339	619
% Lights	100.0	100.0	0.0	100.0	-	-	94.1	100.0	100.0	100.0	100.0	-	-	100.0	100.0	99.5	100.0	100.0	-	-	99.6	100.0	100.0	100.0	100.0	-	-	100.0	99.7
Buses	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	1	0	0	-	1	0	0	0	0	0	-	0	0	1	0	0	0	-	1	0	0	0	0	0	-	0	2
% Trucks	0.0	0.0	100.0	0.0	-	-	5.9	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.5	0.0	0.0	-	-	0.4	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (11:30 AM)

College Rd & Research Way (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160860, Location: 40.353215, -74.59426

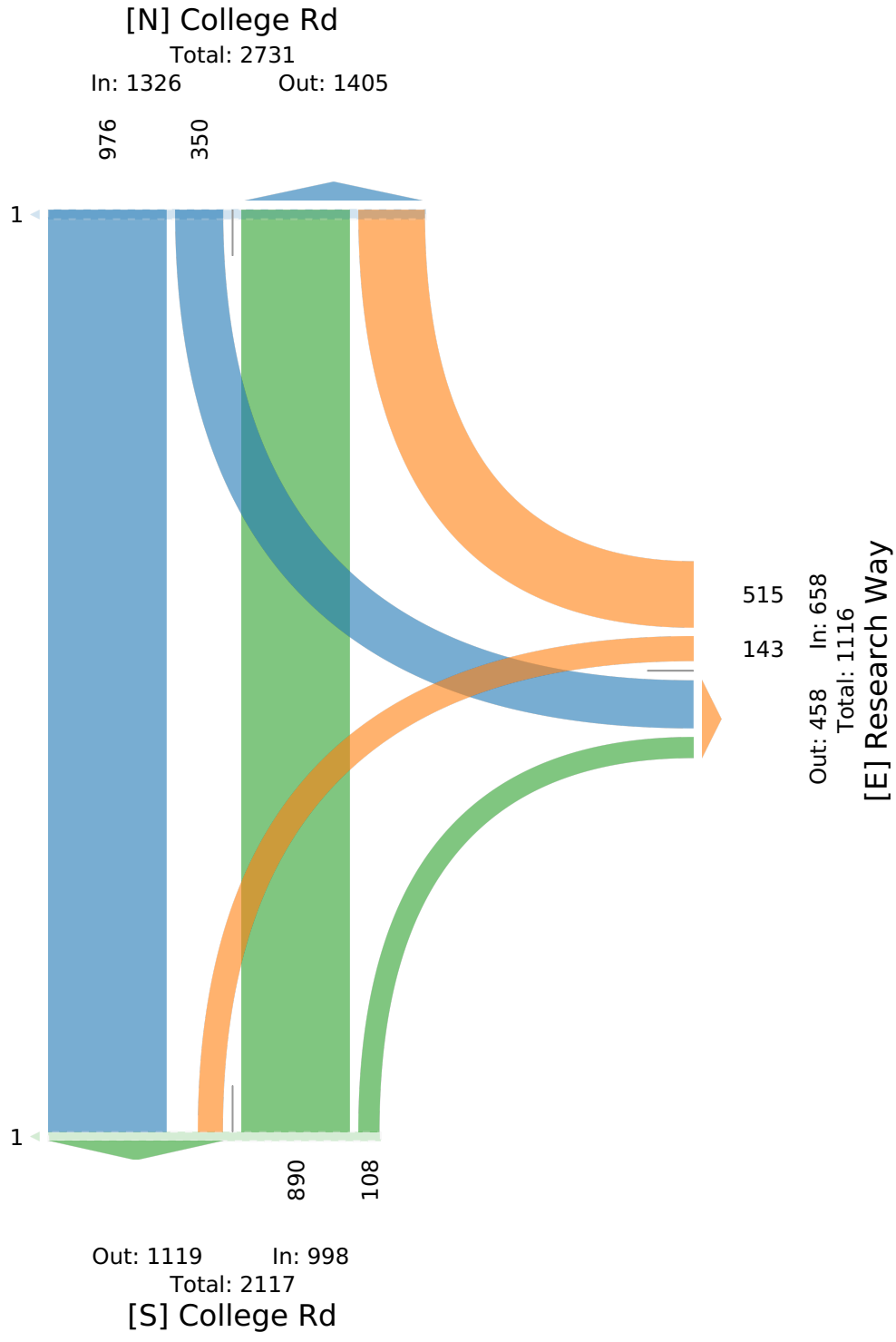
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Research Way Westbound					College Rd Northbound					College Rd Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-02-29 7:00AM	3	24	0	**27**	0	11	2	0	**13**	0	6	31	0	**37**	0	**77**
7:15AM	11	16	0	**27**	0	32	0	0	**32**	0	9	33	0	**42**	0	**101**
7:30AM	9	42	0	**51**	0	29	2	0	**31**	0	6	50	0	**56**	0	**138**
7:45AM	15	48	0	**63**	0	74	1	0	**75**	0	11	69	0	**80**	0	**218**
Hourly Total	38	130	0	**168**	0	146	5	0	**151**	0	32	183	0	**215**	0	**534**
8:00AM	11	36	0	**47**	0	50	3	0	**53**	0	14	76	0	**90**	0	**190**
8:15AM	9	50	0	**59**	0	51	6	0	**57**	0	16	75	0	**91**	0	**207**
8:30AM	15	36	0	**51**	0	43	0	0	**43**	0	14	84	0	**98**	0	**192**
8:45AM	14	51	0	**65**	0	70	4	0	**74**	0	14	76	0	**90**	0	**229**
Hourly Total	49	173	0	**222**	0	214	13	0	**227**	0	58	311	0	**369**	0	**818**
9:00AM	11	35	0	**46**	0	44	3	0	**47**	0	7	64	0	**71**	0	**164**
9:15AM	15	30	0	**45**	0	55	1	0	**56**	0	13	46	0	**59**	0	**160**
Hourly Total	26	65	0	**91**	0	99	4	0	**103**	0	20	110	0	**130**	0	**324**
4:00PM	3	15	0	**18**	0	58	7	0	**65**	1	26	31	0	**57**	0	**140**
4:15PM	2	18	0	**20**	0	44	10	0	**54**	0	21	39	0	**60**	0	**134**
4:30PM	2	25	0	**27**	0	54	14	0	**68**	0	39	58	0	**97**	0	**192**
4:45PM	4	15	0	**19**	0	50	16	0	**66**	0	28	54	0	**82**	0	**167**
Hourly Total	11	73	0	**84**	0	206	47	0	**253**	1	114	182	0	**296**	0	**633**
5:00PM	3	15	0	**18**	0	67	11	0	**78**	0	40	55	0	**95**	0	**191**
5:15PM	8	12	0	**20**	0	64	9	0	**73**	0	34	48	0	**82**	1	**175**
5:30PM	4	21	0	**25**	0	42	10	0	**52**	0	27	44	0	**71**	0	**148**
5:45PM	4	26	0	**30**	0	52	9	0	**61**	0	25	43	0	**68**	0	**159**
Hourly Total	19	74	0	**93**	0	225	39	0	**264**	0	126	190	0	**316**	1	**673**
Total	143	515	0	**658**	0	890	108	0	**998**	1	350	976	0	**1326**	1	**2982**
% Approach	21.7%	78.3%	0%	**-**	-	89.2%	10.8%	0%	**-**	-	26.4%	73.6%	0%	**-**	-	-
% Total	4.8%	17.3%	0%	**22.1%**	-	29.8%	3.6%	0%	**33.5%**	-	11.7%	32.7%	0%	**44.5%**	-	-
Lights	142	507	0	**649**	-	878	107	0	**985**	-	345	960	0	**1305**	-	2939
% Lights	99.3%	98.4%	0%	**98.6%**	-	98.7%	99.1%	0%	**98.7%**	-	98.6%	98.4%	0%	**98.4%**	-	98.6%
Articulated Trucks and Single-Unit Trucks	1	3	0	**4**	-	2	0	0	**2**	-	3	5	0	**8**	-	14
% Articulated Trucks and Single-Unit Trucks	0.7%	0.6%	0%	**0.6%**	-	0.2%	0%	0%	**0.2%**	-	0.9%	0.5%	0%	**0.6%**	-	0.5%
Buses	0	5	0	**5**	-	10	1	0	**11**	-	2	11	0	**13**	-	29
% Buses	0%	1.0%	0%	**0.8%**	-	1.1%	0.9%	0%	**1.1%**	-	0.6%	1.1%	0%	**1.0%**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Research Way (2/29) - TMC
Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160860, Location: 40.353215, -74.59426

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Research Way (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160860, Location: 40.353215, -74.59426

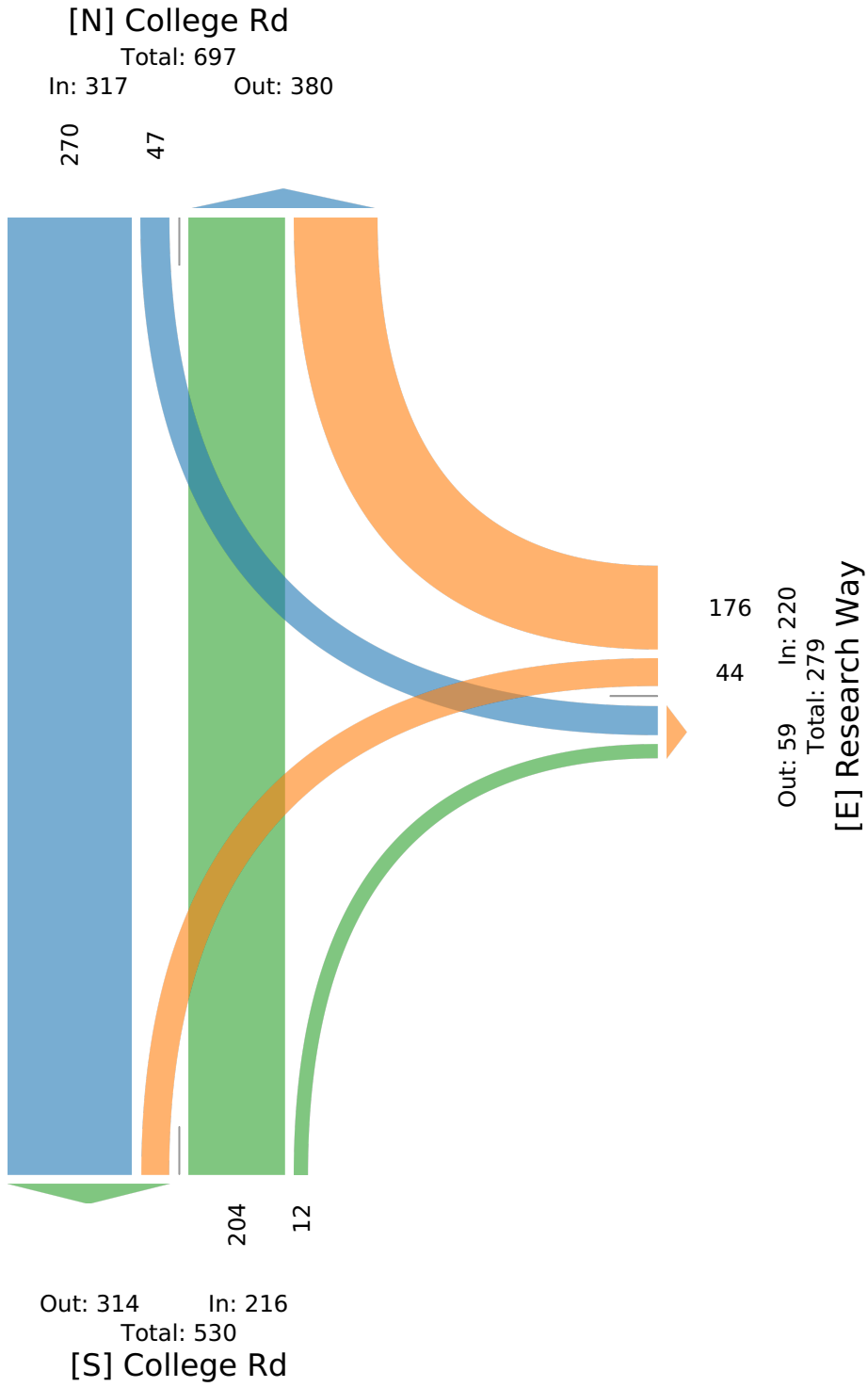
Provided by: Tri-State Traffic Data, Inc.
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Leg Direction	Research Way Westbound					College Rd Northbound					College Rd Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-02-29 7:30AM	9	42	0	**51**	0	29	2	0	**31**	0	6	50	0	**56**	0	**138**
7:45AM	15	48	0	**63**	0	74	1	0	**75**	0	11	69	0	**80**	0	**218**
8:00AM	11	36	0	**47**	0	50	3	0	**53**	0	14	76	0	**90**	0	**190**
8:15AM	9	50	0	**59**	0	51	6	0	**57**	0	16	75	0	**91**	0	**207**
Total	44	176	0	**220**	0	204	12	0	**216**	0	47	270	0	**317**	0	**753**
% Approach	20.0%	80.0%	0%	**-**	-	94.4%	5.6%	0%	**-**	-	14.8%	85.2%	0%	**-**	-	**-**
% Total	5.8%	23.4%	0%	**29.2%**	-	27.1%	1.6%	0%	**28.7%**	-	6.2%	35.9%	0%	**42.1%**	-	**-**
PHF	0.733	0.880	-	**0.873**	-	0.689	0.500	-	**0.720**	-	0.734	0.888	-	**0.871**	-	0.864
Lights	44	173	0	**217**	-	200	12	0	**212**	-	46	266	0	**312**	-	741
% Lights	100%	98.3%	0%	**98.6%**	-	98.0%	100%	0%	**98.1%**	-	97.9%	98.5%	0%	**98.4%**	-	98.4%
Articulated Trucks and Single-Unit Trucks	0	1	0	**1**	-	1	0	0	**1**	-	0	1	0	**1**	-	3
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0%	**0.5%**	-	0.5%	0%	0%	**0.5%**	-	0%	0.4%	0%	**0.3%**	-	0.4%
Buses	0	2	0	**2**	-	3	0	0	**3**	-	1	3	0	**4**	-	9
% Buses	0%	1.1%	0%	**0.9%**	-	1.5%	0%	0%	**1.4%**	-	2.1%	1.1%	0%	**1.3%**	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Research Way (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160860, Location: 40.353215, -74.59426

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Research Way (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160860, Location: 40.353215, -74.59426

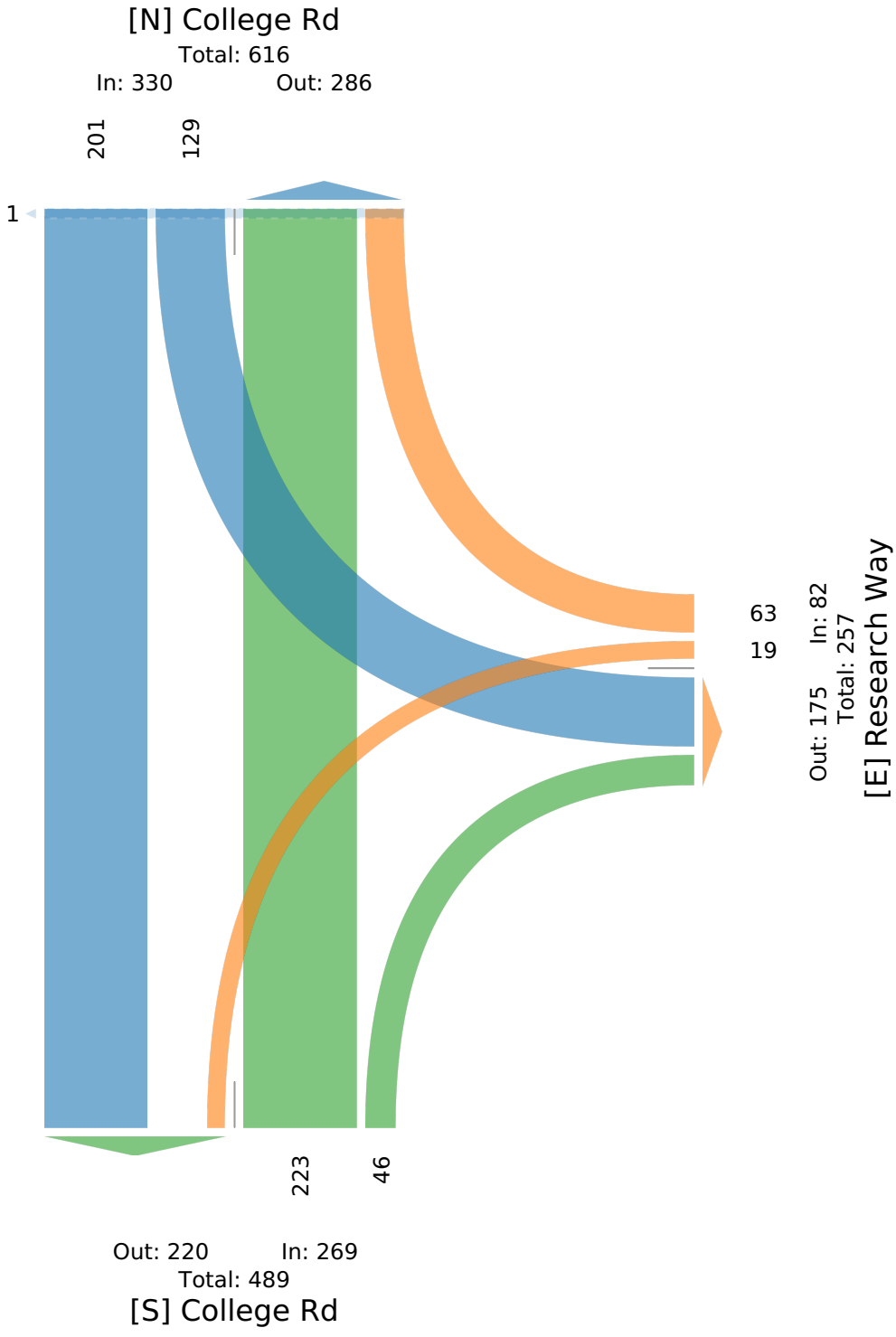
Provided by: Tri-State Traffic Data, Inc.
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Coatesville, PA, 19320, US

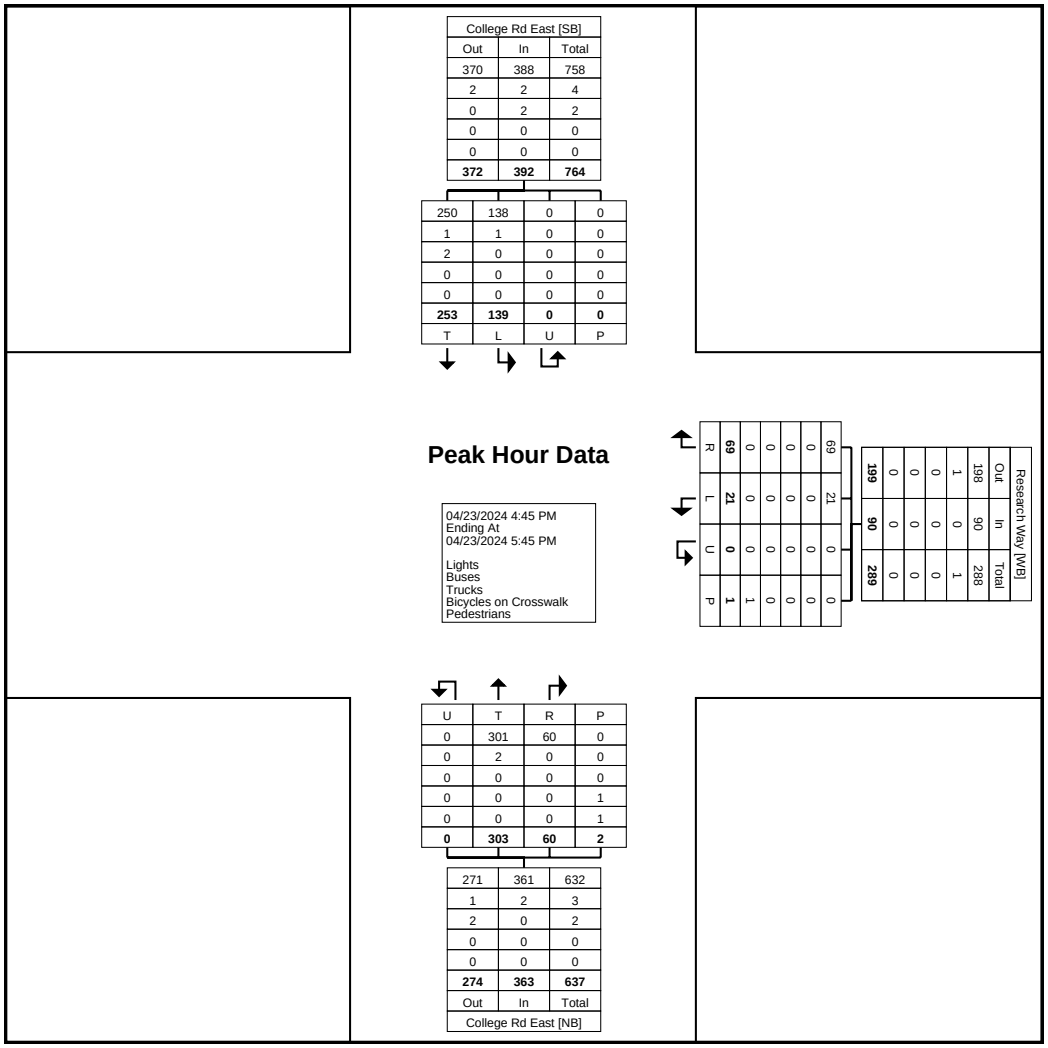
Leg / Direction	Research Way Westbound					College Rd Northbound					College Rd Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-02-29 4:45PM	4	15	0	**19**	0	50	16	0	**66**	0	28	54	0	**82**	0	**167**
5:00PM	3	15	0	**18**	0	67	11	0	**78**	0	40	55	0	**95**	0	**191**
5:15PM	8	12	0	**20**	0	64	9	0	**73**	0	34	48	0	**82**	1	**175**
5:30PM	4	21	0	**25**	0	42	10	0	**52**	0	27	44	0	**71**	0	**148**
Total	19	63	0	**82**	0	223	46	0	**269**	0	129	201	0	**330**	1	**681**
% Approach	23.2%	76.8%	0%	**-**	-	82.9%	17.1%	0%	**-**	-	39.1%	60.9%	0%	**-**	-	**-**
% Total	2.8%	9.3%	0%	**12.0%**	-	32.7%	6.8%	0%	**39.5%**	-	18.9%	29.5%	0%	**48.5%**	-	**-**
PHF	0.594	0.750	**-**	**0.820**	-	0.832	0.719	**-**	**0.862**	-	0.806	0.914	**-**	**0.868**	-	0.891
Lights	18	63	0	**81**	-	222	46	0	**268**	-	127	199	0	**326**	-	675
% Lights	94.7%	100%	0%	**98.8%**	-	99.6%	100%	0%	**99.6%**	-	98.4%	99.0%	0%	**98.8%**	-	99.1%
Articulated Trucks and Single-Unit Trucks	1	0	0	**1**	-	0	0	0	**0**	-	1	1	0	**2**	-	3
% Articulated Trucks and Single-Unit Trucks	5.3%	0%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.8%	0.5%	0%	**0.6%**	-	0.4%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	1	1	0	**2**	-	3
% Buses	0%	0%	0%	**0%**	-	0.4%	0%	0%	**0.4%**	-	0.8%	0.5%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Research Way (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160860, Location: 40.353215, -74.59426

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US





Turning Movement Peak Hour Data Plot (4:45 PM)

College Rd & Research Way (3/2) - TMC

Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160861, Location: 40.353215, -74.59426

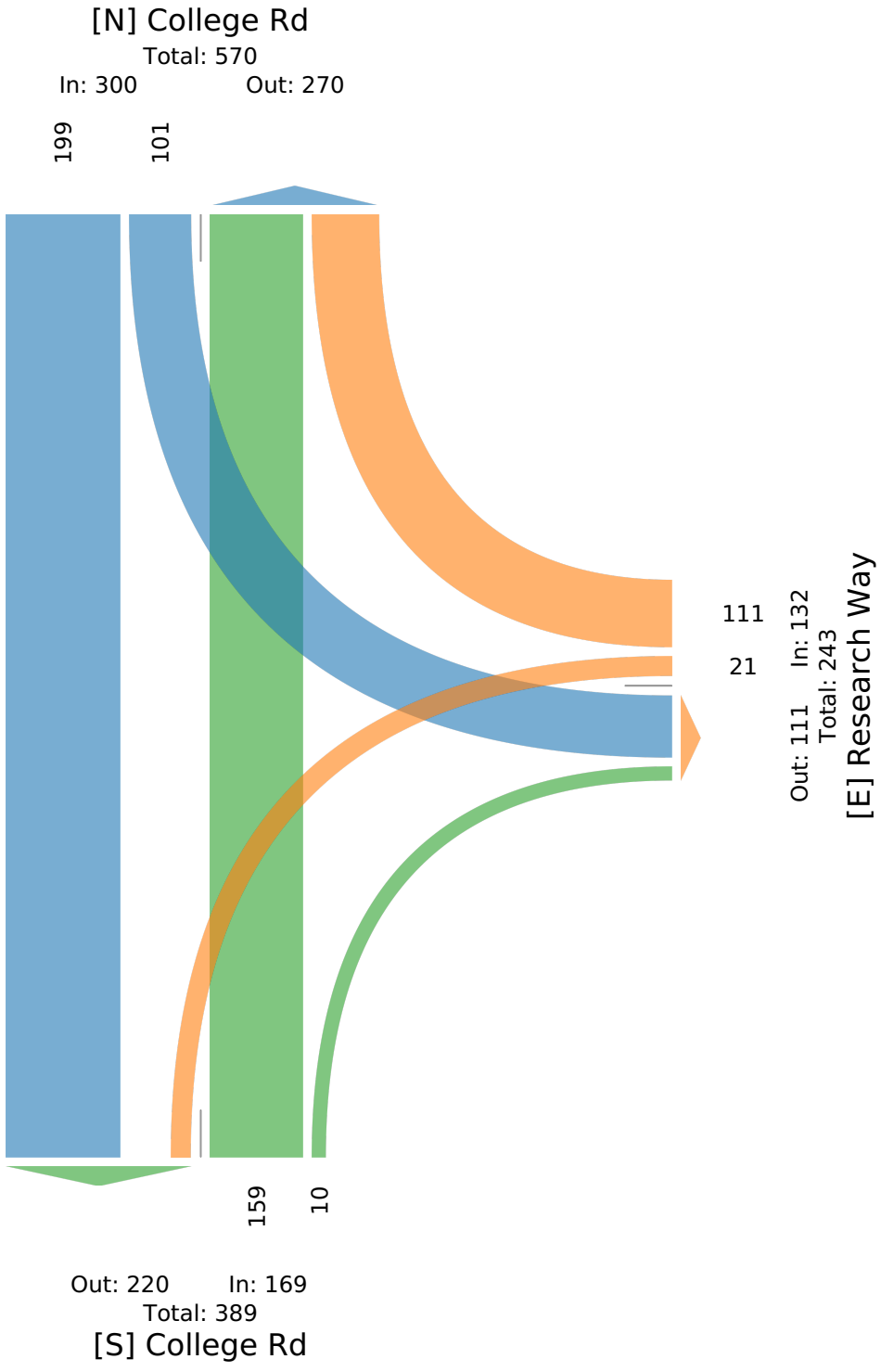
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Research Way Westbound					College Rd Northbound					College Rd Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-03-02 11:00AM	0	12	0	**12**	0	15	0	0	**15**	0	7	23	0	**30**	0	**57**
11:15AM	1	10	0	**11**	0	14	0	0	**14**	0	9	15	0	**24**	0	**49**
11:30AM	3	13	0	**16**	0	19	2	0	**21**	0	9	8	0	**17**	0	**54**
11:45AM	4	6	0	**10**	0	10	0	0	**10**	0	8	20	0	**28**	0	**48**
Hourly Total	8	41	0	**49**	0	58	2	0	**60**	0	33	66	0	**99**	0	**208**
12:00PM	1	8	0	**9**	0	9	1	0	**10**	0	3	19	0	**22**	0	**41**
12:15PM	3	15	0	**18**	0	11	0	0	**11**	0	9	19	0	**28**	0	**57**
12:30PM	2	9	0	**11**	0	8	0	0	**8**	0	5	10	0	**15**	0	**34**
12:45PM	1	9	0	**10**	0	19	2	0	**21**	0	8	17	0	**25**	0	**56**
Hourly Total	7	41	0	**48**	0	47	3	0	**50**	0	25	65	0	**90**	0	**188**
1:00PM	2	12	0	**14**	0	18	0	0	**18**	0	13	18	0	**31**	0	**63**
1:15PM	2	8	0	**10**	0	19	1	0	**20**	0	13	9	0	**22**	0	**52**
1:30PM	2	4	0	**6**	0	6	0	0	**6**	0	7	22	0	**29**	0	**41**
1:45PM	0	5	0	**5**	0	11	4	0	**15**	0	10	19	0	**29**	0	**49**
Hourly Total	6	29	0	**35**	0	54	5	0	**59**	0	43	68	0	**111**	0	**205**
2:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	21	111	0	**132**	0	159	10	0	**169**	0	101	199	0	**300**	0	**601**
% Approach	15.9%	84.1%	0%	**-**	-	94.1%	5.9%	0%	**-**	-	33.7%	66.3%	0%	**-**	-	-
% Total	3.5%	18.5%	0%	**22.0%**	-	26.5%	1.7%	0%	**28.1%**	-	16.8%	33.1%	0%	**49.9%**	-	-
Lights	21	108	0	**129**	-	156	10	0	**166**	-	99	197	0	**296**	-	591
% Lights	100%	97.3%	0%	**97.7%**	-	98.1%	100%	0%	**98.2%**	-	98.0%	99.0%	0%	**98.7%**	-	98.3%
Articulated Trucks and Single-Unit Trucks	0	3	0	**3**	-	1	0	0	**1**	-	1	0	0	**1**	-	5
% Articulated Trucks and Single-Unit Trucks	0%	2.7%	0%	**2.3%**	-	0.6%	0%	0%	**0.6%**	-	1.0%	0%	0%	**0.3%**	-	0.8%
Buses	0	0	0	**0**	-	2	0	0	**2**	-	1	2	0	**3**	-	5
% Buses	0%	0%	0%	**0%**	-	1.3%	0%	0%	**1.2%**	-	1.0%	1.0%	0%	**1.0%**	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Research Way (3/2) - TMC
Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160861, Location: 40.353215, -74.59426

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Research Way (3/2) - TMC

Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160861, Location: 40.353215, -74.59426

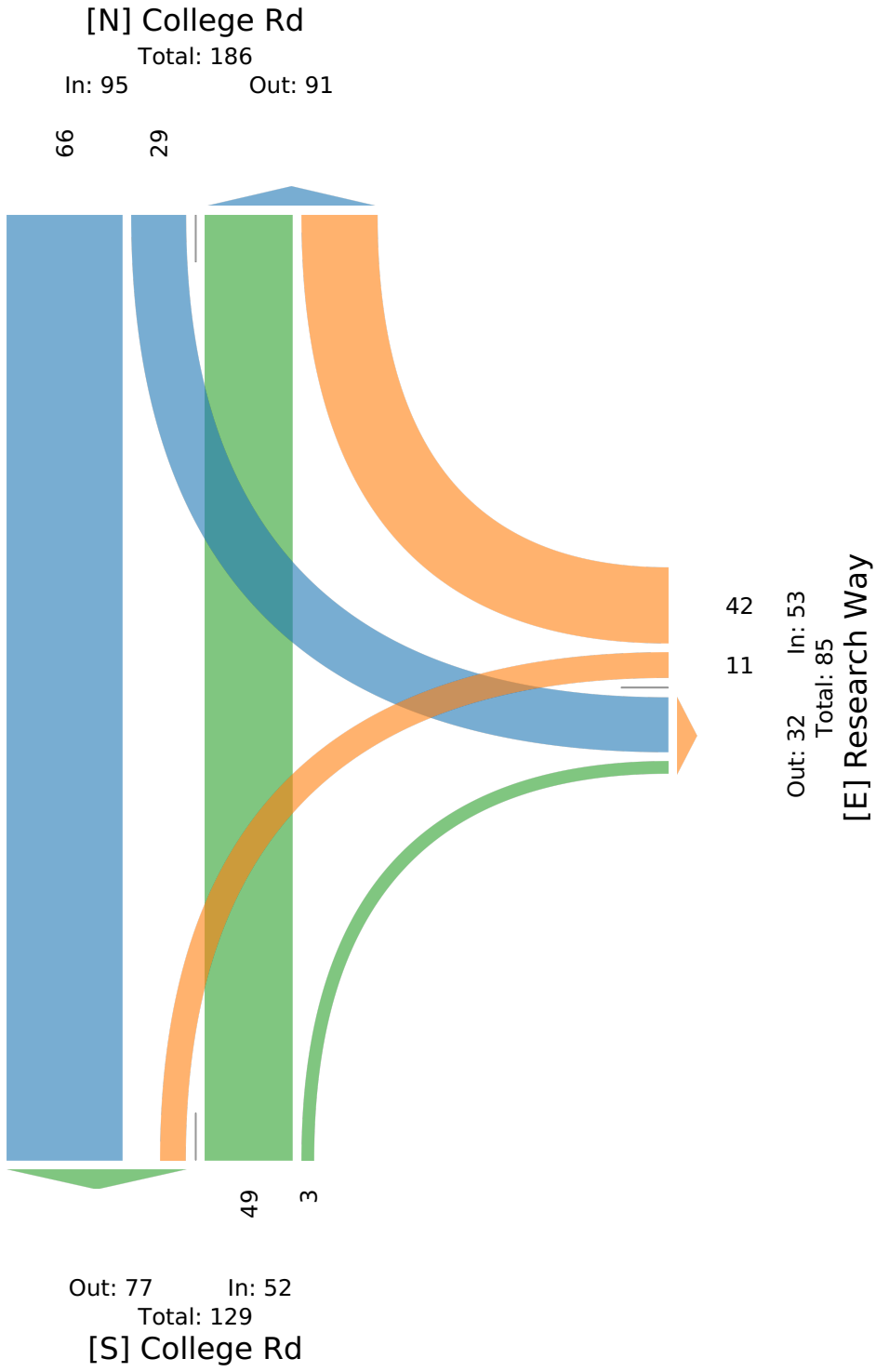
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Coatesville, PA, 19320, US

Leg / Direction	Research Way Westbound					College Rd Northbound					College Rd Southbound					
Time	L	R	U	**App**	Ped*	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	**Int**
2024-03-02 11:30AM	3	13	0	**16**	0	19	2	0	**21**	0	9	8	0	**17**	0	**54**
11:45AM	4	6	0	**10**	0	10	0	0	**10**	0	8	20	0	**28**	0	**48**
12:00PM	1	8	0	**9**	0	9	1	0	**10**	0	3	19	0	**22**	0	**41**
12:15PM	3	15	0	**18**	0	11	0	0	**11**	0	9	19	0	**28**	0	**57**
Total	11	42	0	**53**	0	49	3	0	**52**	0	29	66	0	**95**	0	**200**
% Approach	20.8%	79.2%	0%	**-**	-	94.2%	5.8%	0%	**-**	-	30.5%	69.5%	0%	**-**	-	**-**
% Total	5.5%	21.0%	0%	**26.5%**	-	24.5%	1.5%	0%	**26.0%**	-	14.5%	33.0%	0%	**47.5%**	-	**-**
PHF	0.688	0.700	-	**0.736**	-	0.645	0.375	-	**0.619**	-	0.806	0.825	-	**0.848**	-	0.877
Lights	11	42	0	**53**	-	48	3	0	**51**	-	28	65	0	**93**	-	197
% Lights	100%	100%	0%	**100%**	-	98.0%	100%	0%	**98.1%**	-	96.6%	98.5%	0%	**97.9%**	-	98.5%
Articulated Trucks and Single-Unit Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses	0	0	0	**0**	-	1	0	0	**1**	-	1	1	0	**2**	-	3
% Buses	0%	0%	0%	**0%**	-	2.0%	0%	0%	**1.9%**	-	3.4%	1.5%	0%	**2.1%**	-	1.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

College Rd & Research Way (3/2) - TMC
Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160861, Location: 40.353215, -74.59426

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
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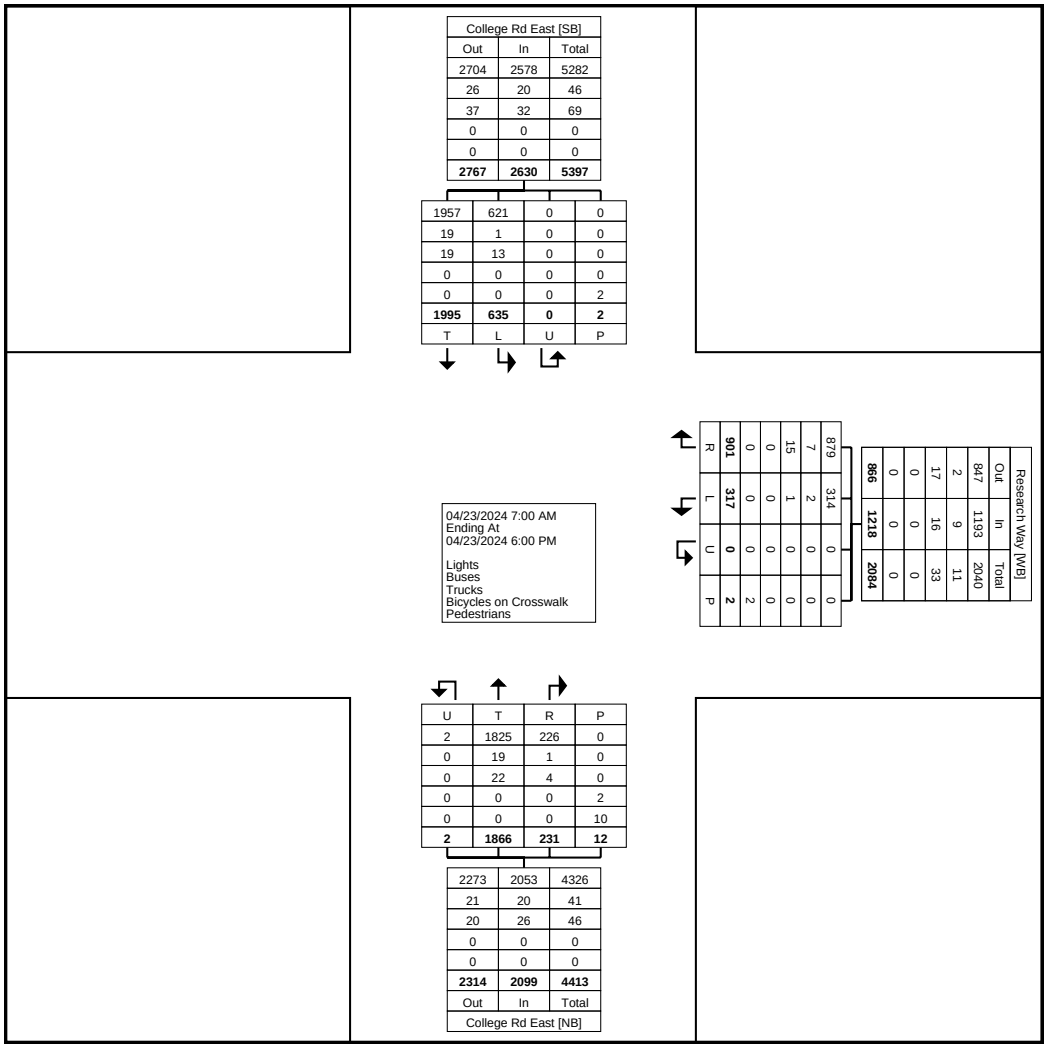
Plainsboro, NJ
College Rd East & Research Rd
Tuesday, April 23, 2024
Location: 40.353215, -74.59426

Count Name: College Rd East & Research Way
Site Code:
Start Date: 04/23/2024

Turning Movement Data

Start Time	Research Way Westbound					College Rd East Northbound					College Rd East Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	
7:00 AM	6	13	0	0	19	23	1	0	0	24	5	36	0	0	41	84
7:15 AM	10	24	0	0	34	21	2	0	0	23	3	41	0	0	44	101
7:30 AM	7	38	0	0	45	49	2	0	0	51	3	74	0	0	77	173
7:45 AM	21	36	0	0	57	56	0	0	0	56	3	71	0	0	74	187
Hourly Total	44	111	0	0	155	149	5	0	0	154	14	222	0	0	236	545
8:00 AM	20	40	0	0	60	65	4	0	0	69	11	106	0	0	117	246
8:15 AM	18	48	0	0	66	74	3	1	0	78	12	89	0	0	101	245
8:30 AM	16	39	0	0	55	62	3	0	0	65	16	98	0	0	114	234
8:45 AM	21	37	0	0	58	71	3	0	0	74	12	93	0	0	105	237
Hourly Total	75	164	0	0	239	272	13	1	0	286	51	386	0	0	437	962
9:00 AM	11	36	0	0	47	59	2	0	0	61	12	91	0	1	103	211
9:15 AM	16	31	0	0	47	60	2	0	1	62	11	42	0	0	53	162
9:30 AM	10	23	0	0	33	48	2	0	0	50	6	37	0	0	43	126
9:45 AM	11	17	0	0	28	33	1	0	0	34	8	35	0	0	43	105
Hourly Total	48	107	0	0	155	200	7	0	1	207	37	205	0	1	242	604
10:00 AM	6	20	0	0	26	16	1	0	0	17	9	24	0	0	33	76
10:15 AM	3	15	0	0	18	16	2	0	0	18	4	22	0	0	26	62
10:30 AM	3	20	0	0	23	22	2	0	1	24	6	30	0	0	36	83
10:45 AM	6	20	0	0	26	22	0	0	0	22	12	18	0	0	30	78
Hourly Total	18	75	0	0	93	76	5	0	1	81	31	94	0	0	125	299
11:00 AM	3	12	0	1	15	17	2	0	2	19	6	22	0	0	28	62
11:15 AM	7	14	0	0	21	15	2	0	0	17	9	17	0	0	26	64
11:30 AM	6	16	0	0	22	19	4	0	0	23	8	32	0	0	40	85
11:45 AM	4	16	0	0	20	23	4	0	0	27	10	30	0	0	40	87
Hourly Total	20	58	0	1	78	74	12	0	2	86	33	101	0	0	134	298
12:00 PM	10	7	0	0	17	35	5	0	0	40	12	42	0	0	54	111
12:15 PM	2	13	0	0	15	32	2	0	0	34	16	33	0	1	49	98
12:30 PM	5	23	0	0	28	33	3	0	0	36	12	49	0	0	61	125
12:45 PM	7	19	0	0	26	26	7	0	0	33	12	37	0	0	49	108
Hourly Total	24	62	0	0	86	126	17	0	0	143	52	161	0	1	213	442
1:00 PM	8	20	0	0	28	35	3	1	0	39	12	38	0	0	50	117
1:15 PM	6	18	0	0	24	24	2	0	0	26	13	26	0	0	39	89
1:30 PM	5	13	0	0	18	33	6	0	0	39	9	24	0	0	33	90
1:45 PM	5	24	0	0	29	27	1	0	2	28	17	24	0	0	41	98
Hourly Total	24	75	0	0	99	119	12	1	2	132	51	112	0	0	163	394
2:00 PM	4	17	0	0	21	37	4	0	0	41	10	26	0	0	36	98
2:15 PM	2	14	0	0	16	28	2	0	3	30	16	27	0	0	43	89
2:30 PM	3	15	0	0	18	27	3	0	0	30	11	31	0	0	42	90
2:45 PM	4	10	0	0	14	26	5	0	0	31	17	19	0	0	36	81
Hourly Total	13	56	0	0	69	118	14	0	3	132	54	103	0	0	157	358
3:00 PM	4	7	0	0	11	37	6	0	0	43	17	27	0	0	44	98
3:15 PM	3	14	0	0	17	36	10	0	0	46	22	51	0	0	73	136
3:30 PM	0	13	0	0	13	45	7	0	0	52	18	46	0	0	64	129
3:45 PM	2	14	0	0	16	45	12	0	0	57	17	36	0	0	53	126
Hourly Total	9	48	0	0	57	163	35	0	0	198	74	160	0	0	234	489
4:00 PM	4	7	0	0	11	69	11	0	0	80	20	45	0	0	65	156
4:15 PM	7	24	0	0	31	80	11	0	0	91	23	47	0	0	70	192
4:30 PM	5	13	0	0	18	67	13	0	0	80	33	62	0	0	95	193
4:45 PM	6	18	0	0	24	76	14	0	0	90	20	59	0	0	79	193
Hourly Total	22	62	0	0	84	292	49	0	0	341	96	213	0	0	309	734
5:00 PM	6	22	0	0	28	87	22	0	0	109	49	66	0	0	115	252
5:15 PM	6	11	0	0	17	65	11	0	0	76	38	73	0	0	111	204
5:30 PM	3	18	0	1	21	75	13	0	2	88	32	55	0	0	87	196
5:45 PM	5	32	0	0	37	50	16	0	1	66	23	44	0	0	67	170
Hourly Total	20	83	0	1	103	277	62	0	3	339	142	238	0	0	380	822
Grand Total	317	901	0	2	1218	1866	231	2	12	2099	635	1995	0	2	2630	5947
Approach %	26.0	74.0	0.0	-	-	88.9	11.0	0.1	-	-	24.1	75.9	0.0	-	-	-
Total %	5.3	15.2	0.0	-	20.5	31.4	3.9	0.0	-	35.3	10.7	33.5	0.0	-	44.2	-
Lights	314	879	0	-	1193	1825	226	2	-	2053	621	1957	0	-	2578	5824

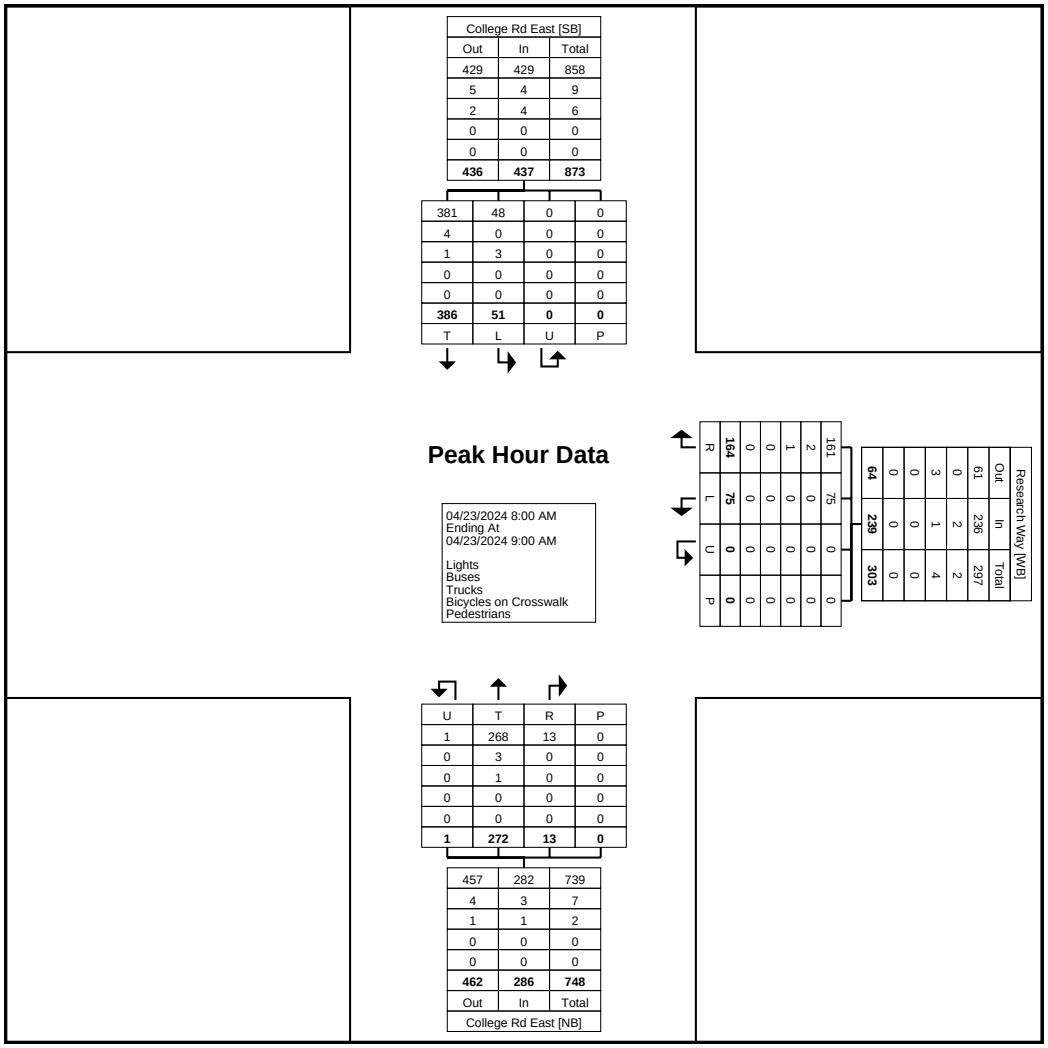
% Lights	99.1	97.6	-	-	97.9	97.8	97.8	100.0	-	97.8	97.8	98.1	-	-	98.0	97.9
Buses	2	7	0	-	9	19	1	0	-	20	1	19	0	-	20	49
% Buses	0.6	0.8	-	-	0.7	1.0	0.4	0.0	-	1.0	0.2	1.0	-	-	0.8	0.8
Trucks	1	15	0	-	16	22	4	0	-	26	13	19	0	-	32	74
% Trucks	0.3	1.7	-	-	1.3	1.2	1.7	0.0	-	1.2	2.0	1.0	-	-	1.2	1.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	16.7	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	2	-	-	-	-	10	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	83.3	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00 AM)

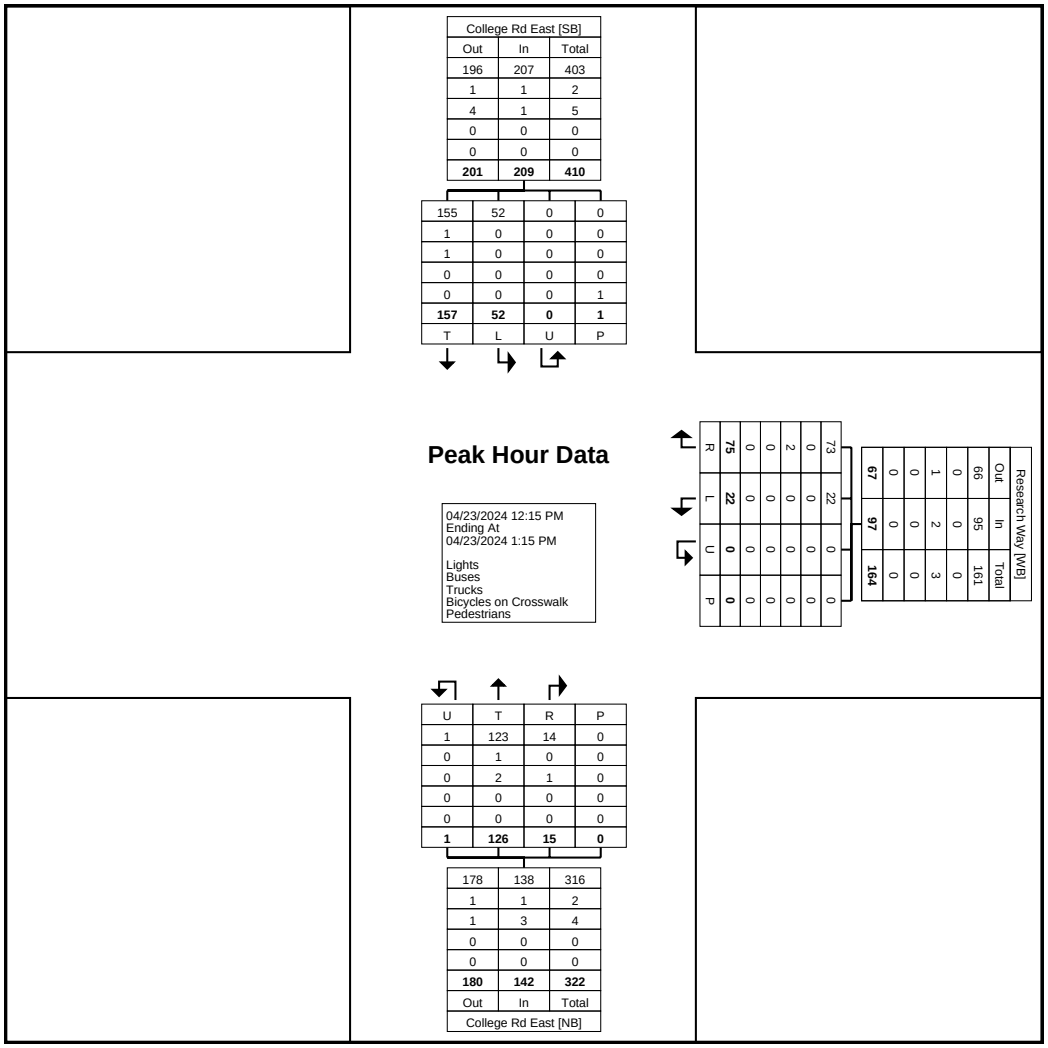
Start Time	Research Way Westbound					College Rd East Northbound					College Rd East Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
8:00 AM	20	40	0	0	60	65	4	0	0	69	11	106	0	0	117	246
8:15 AM	18	48	0	0	66	74	3	1	0	78	12	89	0	0	101	245
8:30 AM	16	39	0	0	55	62	3	0	0	65	16	98	0	0	114	234
8:45 AM	21	37	0	0	58	71	3	0	0	74	12	93	0	0	105	237
Total	75	164	0	0	239	272	13	1	0	286	51	386	0	0	437	962
Approach %	31.4	68.6	0.0	-	-	95.1	4.5	0.3	-	-	11.7	88.3	0.0	-	-	-
Total %	7.8	17.0	0.0	-	24.8	28.3	1.4	0.1	-	29.7	5.3	40.1	0.0	-	45.4	-
PHF	0.893	0.854	0.000	-	0.905	0.919	0.813	0.250	-	0.917	0.797	0.910	0.000	-	0.934	0.978
Lights	75	161	0	-	236	268	13	1	-	282	48	381	0	-	429	947
% Lights	100.0	98.2	-	-	98.7	98.5	100.0	100.0	-	98.6	94.1	98.7	-	-	98.2	98.4
Buses	0	2	0	-	2	3	0	0	-	3	0	4	0	-	4	9
% Buses	0.0	1.2	-	-	0.8	1.1	0.0	0.0	-	1.0	0.0	1.0	-	-	0.9	0.9
Trucks	0	1	0	-	1	1	0	0	-	1	3	1	0	-	4	6
% Trucks	0.0	0.6	-	-	0.4	0.4	0.0	0.0	-	0.3	5.9	0.3	-	-	0.9	0.6
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Peak Hour Data (12:15 PM)

Start Time	Research Way Westbound					College Rd East Northbound					College Rd East Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
12:15 PM	2	13	0	0	15	32	2	0	0	34	16	33	0	1	49	98
12:30 PM	5	23	0	0	28	33	3	0	0	36	12	49	0	0	61	125
12:45 PM	7	19	0	0	26	26	7	0	0	33	12	37	0	0	49	108
1:00 PM	8	20	0	0	28	35	3	1	0	39	12	38	0	0	50	117
Total	22	75	0	0	97	126	15	1	0	142	52	157	0	1	209	448
Approach %	22.7	77.3	0.0	-	-	88.7	10.6	0.7	-	-	24.9	75.1	0.0	-	-	-
Total %	4.9	16.7	0.0	-	21.7	28.1	3.3	0.2	-	31.7	11.6	35.0	0.0	-	46.7	-
PHF	0.688	0.815	0.000	-	0.866	0.900	0.536	0.250	-	0.910	0.813	0.801	0.000	-	0.857	0.896
Lights	22	73	0	-	95	123	14	1	-	138	52	155	0	-	207	440
% Lights	100.0	97.3	-	-	97.9	97.6	93.3	100.0	-	97.2	100.0	98.7	-	-	99.0	98.2
Buses	0	0	0	-	0	1	0	0	-	1	0	1	0	-	1	2
% Buses	0.0	0.0	-	-	0.0	0.8	0.0	0.0	-	0.7	0.0	0.6	-	-	0.5	0.4
Trucks	0	2	0	-	2	2	1	0	-	3	0	1	0	-	1	6
% Trucks	0.0	2.7	-	-	2.1	1.6	6.7	0.0	-	2.1	0.0	0.6	-	-	0.5	1.3
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (12:15 PM)

www.TSTData.com
Tri-State Traffic Data, Inc

Coatesville, PA, Pennsylvania, United States 19320
610-466-1469
Serving Transportiation Professionals Since 1995

Plainsboro, NJ
College Rd East & Research Rd
Tuesday, April 23, 2024
Location: 40.353215, -74.59426

Count Name: College Rd East & Research Way
Site Code:
Start Date: 04/23/2024

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Research Way Westbound					College Rd East Northbound					College Rd East Southbound					
	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Int. Total
4:45 PM	6	18	0	0	24	76	14	0	0	90	20	59	0	0	79	193
5:00 PM	6	22	0	0	28	87	22	0	0	109	49	66	0	0	115	252
5:15 PM	6	11	0	0	17	65	11	0	0	76	38	73	0	0	111	204
5:30 PM	3	18	0	1	21	75	13	0	2	88	32	55	0	0	87	196
Total	21	69	0	1	90	303	60	0	2	363	139	253	0	0	392	845
Approach %	23.3	76.7	0.0	-	-	83.5	16.5	0.0	-	-	35.5	64.5	0.0	-	-	-
Total %	2.5	8.2	0.0	-	10.7	35.9	7.1	0.0	-	43.0	16.4	29.9	0.0	-	46.4	-
PHF	0.875	0.784	0.000	-	0.804	0.871	0.682	0.000	-	0.833	0.709	0.866	0.000	-	0.852	0.838
Lights	21	69	0	-	90	301	60	0	-	361	138	250	0	-	388	839
% Lights	100.0	100.0	-	-	100.0	99.3	100.0	-	-	99.4	99.3	98.8	-	-	99.0	99.3
Buses	0	0	0	-	0	2	0	0	-	2	1	1	0	-	2	4
% Buses	0.0	0.0	-	-	0.0	0.7	0.0	-	-	0.6	0.7	0.4	-	-	0.5	0.5
Trucks	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Trucks	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.8	-	-	0.5	0.2
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	50.0	-	-	-	-	-	-	-
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	50.0	-	-	-	-	-	-	-

College Rd & Scudders Mill Rd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Scudders Mill Rd							Scudders Mill Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-02-29 7:00AM	3	76	1	0	0	**80**	0	0	139	19	0	3	**161**	0
7:15AM	4	96	3	0	1	**104**	0	1	184	29	0	13	**227**	0
7:30AM	9	115	2	0	0	**126**	0	0	235	25	0	15	**275**	0
7:45AM	5	98	1	0	0	**104**	0	1	248	77	0	24	**350**	0
Hourly Total	21	385	7	0	1	**414**	0	2	806	150	0	55	**1013**	0
8:00AM	6	111	3	0	0	**120**	0	0	241	53	0	20	**314**	0
8:15AM	11	113	0	0	0	**124**	0	0	270	37	0	28	**335**	0
8:30AM	10	114	0	0	0	**124**	0	1	295	47	0	25	**368**	0
8:45AM	9	117	0	0	0	**126**	0	1	265	70	0	41	**377**	0
Hourly Total	36	455	3	0	0	**494**	0	2	1071	207	0	114	**1394**	0
9:00AM	12	89	0	0	0	**101**	0	2	219	66	0	11	**298**	0
9:15AM	8	114	0	0	0	**122**	0	1	215	60	0	2	**278**	0
Hourly Total	20	203	0	0	0	**223**	0	3	434	126	0	13	**576**	0
4:00PM	18	219	2	0	0	**239**	0	2	128	15	1	8	**154**	0
4:15PM	17	248	0	0	0	**265**	0	2	118	19	0	2	**141**	0
4:30PM	17	208	3	0	0	**228**	1	2	134	17	0	3	**156**	0
4:45PM	13	229	0	0	0	**242**	0	4	136	19	0	10	**169**	0
Hourly Total	65	904	5	0	0	**974**	1	10	516	70	1	23	**620**	0
5:00PM	19	248	1	0	0	**268**	0	4	138	20	0	5	**167**	0
5:15PM	16	214	1	0	0	**231**	0	1	150	18	0	3	**172**	0
5:30PM	14	222	2	0	1	**239**	1	4	156	15	0	7	**182**	0
5:45PM	8	218	1	0	2	**229**	0	2	162	25	0	5	**194**	0
Hourly Total	57	902	5	0	3	**967**	1	11	606	78	0	20	**715**	0
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	199	2849	20	0	4	**3072**	2	28	3433	631	1	225	**4318**	0
% Approach	6.5%	92.7%	0.7%	0%	0.1%	**-**	-	0.6%	79.5%	14.6%	0%	5.2%	**-**	-
% Total	2.3%	33.6%	0.2%	0%	0%	**36.3%**	-	0.3%	40.5%	7.4%	0%	2.7%	**51.0%**	-
Lights	198	2765	20	0	4	**2987**	-	27	3350	621	1	223	**4222**	-
% Lights	99.5%	97.1%	100%	0%	100%	**97.2%**	-	96.4%	97.6%	98.4%	100%	99.1%	**97.8%**	-
Articulated Trucks and Single-Unit Trucks	0	55	0	0	0	**55**	-	1	57	1	0	1	**60**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.9%	0%	0%	0%	**1.8%**	-	3.6%	1.7%	0.2%	0%	0.4%	**1.4%**	-
Buses	1	29	0	0	0	**30**	-	0	26	9	0	1	**36**	-
% Buses	0.5%	1.0%	0%	0%	0%	**1.0%**	-	0%	0.8%	1.4%	0%	0.4%	**0.8%**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (2/29) - TMC

Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

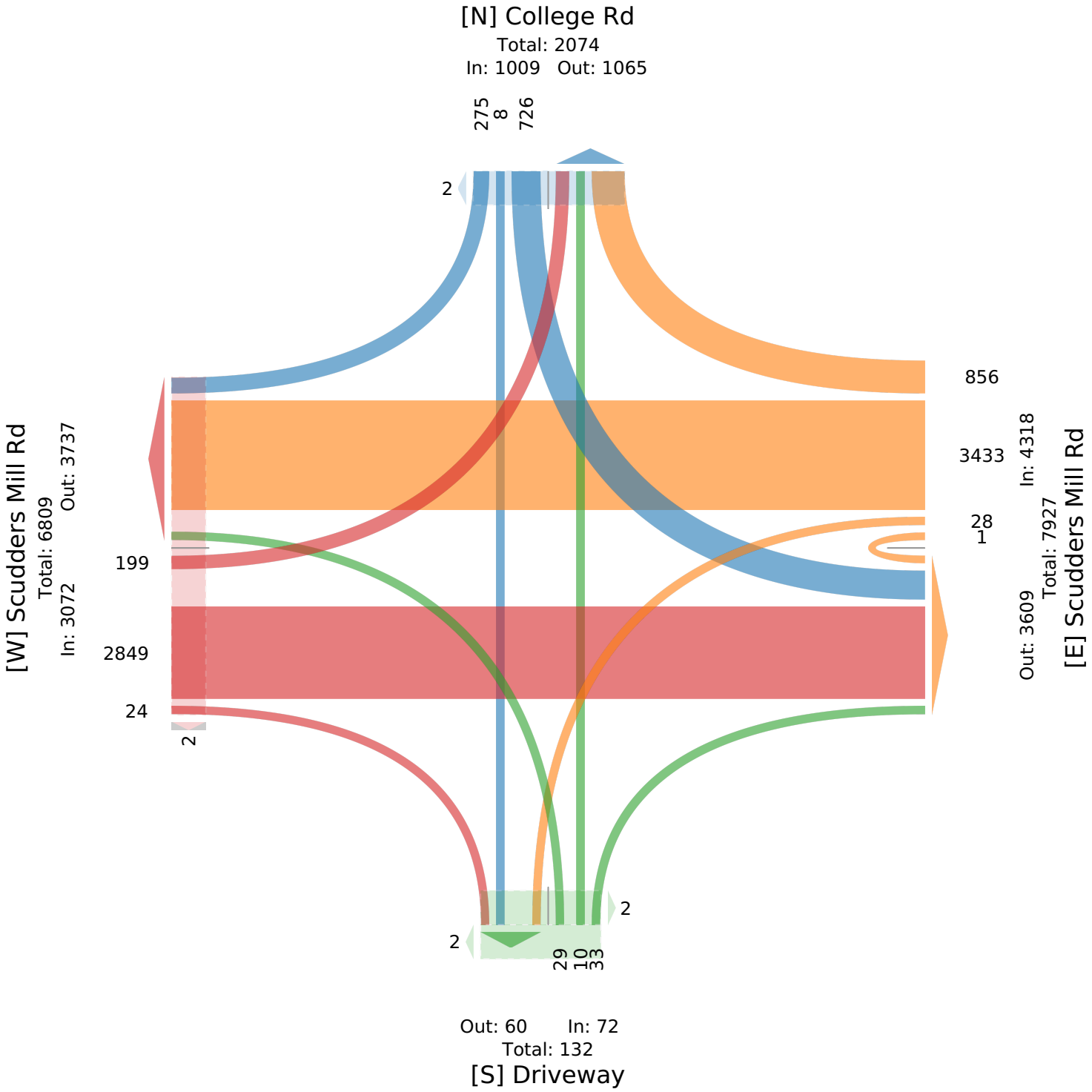
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Driveway							College Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2024-02-29 7:00AM	0	1	1	0	0	**2**	1	14	2	6	0	4	**26**	0	**269**
7:15AM	5	1	0	0	0	**6**	0	11	0	6	0	2	**19**	0	**356**
7:30AM	2	0	0	0	2	**4**	0	19	0	5	0	7	**31**	0	**436**
7:45AM	0	1	0	0	1	**2**	0	21	0	12	0	16	**49**	0	**505**
Hourly Total	7	3	1	0	3	**14**	1	65	2	29	0	29	**125**	0	**1566**
8:00AM	5	0	0	0	0	**5**	0	35	0	8	0	14	**57**	0	**496**
8:15AM	2	1	0	0	0	**3**	1	26	0	8	0	14	**48**	1	**510**
8:30AM	0	0	0	0	0	**0**	0	33	0	11	0	14	**58**	0	**550**
8:45AM	2	2	2	0	0	**6**	0	17	0	7	0	24	**48**	0	**557**
Hourly Total	9	3	2	0	0	**14**	1	111	0	34	0	66	**211**	1	**2113**
9:00AM	0	0	0	0	2	**2**	0	24	0	10	0	11	**45**	0	**446**
9:15AM	0	0	0	0	0	**0**	0	12	0	4	0	6	**22**	1	**422**
Hourly Total	0	0	0	0	2	**2**	0	36	0	14	0	17	**67**	1	**868**
4:00PM	2	1	4	0	1	**8**	0	45	0	6	0	1	**52**	0	**453**
4:15PM	3	0	4	0	1	**8**	0	52	0	1	0	6	**59**	0	**473**
4:30PM	1	0	3	0	1	**5**	1	70	3	5	0	4	**82**	0	**471**
4:45PM	2	1	2	0	1	**6**	0	73	0	2	0	6	**81**	0	**498**
Hourly Total	8	2	13	0	4	**27**	1	240	3	14	0	17	**274**	0	**1895**
5:00PM	0	0	1	0	1	**2**	0	78	0	2	0	8	**88**	0	**525**
5:15PM	1	1	0	0	0	**2**	0	85	1	10	0	9	**105**	0	**510**
5:30PM	2	0	2	0	2	**6**	1	52	2	7	0	7	**68**	0	**495**
5:45PM	2	1	0	0	2	**5**	0	59	0	2	0	10	**71**	0	**499**
Hourly Total	5	2	3	0	5	**15**	1	274	3	21	0	34	**332**	0	**2029**
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	29	10	19	0	14	**72**	4	726	8	112	0	163	**1009**	2	**8471**
% Approach	40.3%	13.9%	26.4%	0%	19.4%	**-**	-	72.0%	0.8%	11.1%	0%	16.2%	**-**	-	-
% Total	0.3%	0.1%	0.2%	0%	0.2%	**0.8%**	-	8.6%	0.1%	1.3%	0%	1.9%	**11.9%**	-	-
Lights	28	10	19	0	14	**71**	-	709	8	109	0	163	**989**	-	8269
% Lights	96.6%	100%	100%	0%	100%	**98.6%**	-	97.7%	100%	97.3%	0%	100%	**98.0%**	-	97.6%
Articulated Trucks and Single-Unit Trucks	1	0	0	0	0	**1**	-	6	0	2	0	0	**8**	-	124
% Articulated Trucks and Single-Unit Trucks	3.4%	0%	0%	0%	0%	**1.4%**	-	0.8%	0%	1.8%	0%	0%	**0.8%**	-	1.5%
Buses	0	0	0	0	0	**0**	-	11	0	1	0	0	**12**	-	78
% Buses	0%	0%	0%	0%	0%	**0%**	-	1.5%	0%	0.9%	0%	0%	**1.2%**	-	0.9%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	2	-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (2/29) - TMC
Thu Feb 29, 2024
Full Length (7 AM-9:30 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Scudders Mill Rd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Scudders Mill Rd							Scudders Mill Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-02-29 7:30AM	9	115	2	0	0	**126**	0	0	235	25	0	15	**275**	0
7:45AM	5	98	1	0	0	**104**	0	1	248	77	0	24	**350**	0
8:00AM	6	111	3	0	0	**120**	0	0	241	53	0	20	**314**	0
8:15AM	11	113	0	0	0	**124**	0	0	270	37	0	28	**335**	0
Total	31	437	6	0	0	**474**	0	1	994	192	0	87	**1274**	0
% Approach	6.5%	92.2%	1.3%	0%	0%	**-**	-	0.1%	78.0%	15.1%	0%	6.8%	**-**	-
% Total	1.6%	22.4%	0.3%	0%	0%	**24.3%**	-	0.1%	51.1%	9.9%	0%	4.5%	**65.4%**	-
PHF	0.705	0.950	0.500	-	-	**0.940**	-	0.250	0.920	0.623	-	0.777	**0.910**	-
Lights	31	416	6	0	0	**453**	-	1	974	189	0	87	**1251**	-
% Lights	100%	95.2%	100%	0%	0%	**95.6%**	-	100%	98.0%	98.4%	0%	100%	**98.2%**	-
Articulated Trucks and Single-Unit Trucks	0	9	0	0	0	**9**	-	0	11	0	0	0	**11**	-
% Articulated Trucks and Single-Unit Trucks	0%	2.1%	0%	0%	0%	**1.9%**	-	0%	1.1%	0%	0%	0%	**0.9%**	-
Buses	0	12	0	0	0	**12**	-	0	9	3	0	0	**12**	-
% Buses	0%	2.7%	0%	0%	0%	**2.5%**	-	0%	0.9%	1.6%	0%	0%	**0.9%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

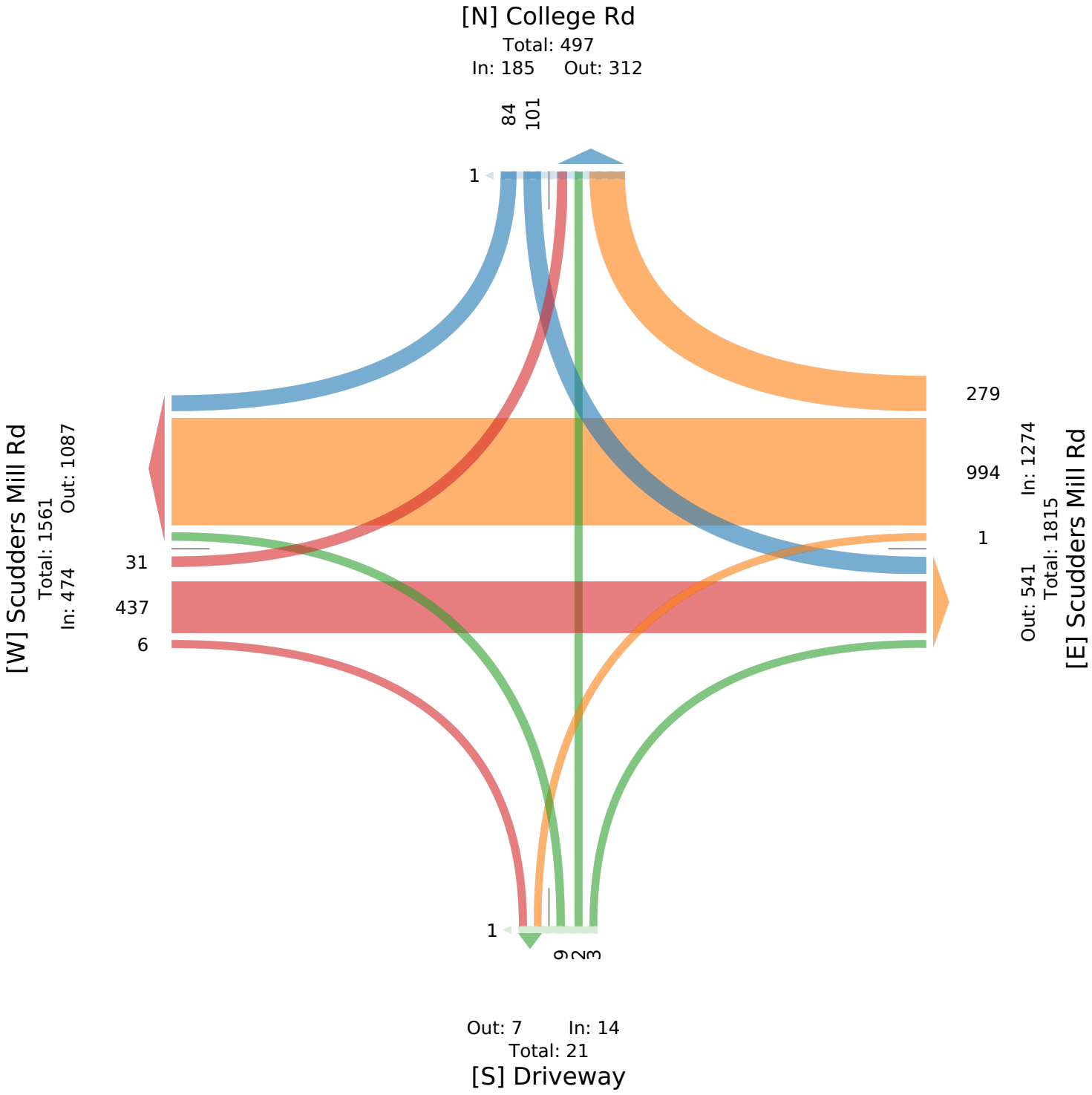
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Driveway Northbound							College Rd Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-02-29 7:30AM	2	0	0	0	2	**4**	0	19	0	5	0	7	**31**	0	**436**
7:45AM	0	1	0	0	1	**2**	0	21	0	12	0	16	**49**	0	**505**
8:00AM	5	0	0	0	0	**5**	0	35	0	8	0	14	**57**	0	**496**
8:15AM	2	1	0	0	0	**3**	1	26	0	8	0	14	**48**	1	**510**
Total	9	2	0	0	3	**14**	1	101	0	33	0	51	**185**	1	**1947**
% Approach	64.3%	14.3%	0%	0%	21.4%	**-**	-	54.6%	0%	17.8%	0%	27.6%	**-**	-	**-**
% Total	0.5%	0.1%	0%	0%	0.2%	**0.7%**	-	5.2%	0%	1.7%	0%	2.6%	**9.5%**	-	**-**
PHF	0.450	0.500	-	-	0.375	**0.700**	-	0.721	-	0.688	-	0.797	**0.811**	-	0.954
Lights	9	2	0	0	3	**14**	-	94	0	33	0	51	**178**	-	1896
% Lights	100%	100%	0%	0%	100%	**100%**	-	93.1%	0%	100%	0%	100%	**96.2%**	-	97.4%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	4	0	0	0	0	**4**	-	24
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	4.0%	0%	0%	0%	0%	**2.2%**	-	1.2%
Buses	0	0	0	0	0	**0**	-	3	0	0	0	0	**3**	-	27
% Buses	0%	0%	0%	0%	0%	**0%**	-	3.0%	0%	0%	0%	0%	**1.6%**	-	1.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Scudders Mill Rd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-02-29 4:45PM	13	229	0	0	0	**242**	0	4	136	19	0	10	**169**	0
5:00PM	19	248	1	0	0	**268**	0	4	138	20	0	5	**167**	0
5:15PM	16	214	1	0	0	**231**	0	1	150	18	0	3	**172**	0
5:30PM	14	222	2	0	1	**239**	1	4	156	15	0	7	**182**	0
Total	62	913	4	0	1	**980**	1	13	580	72	0	25	**690**	0
% Approach	6.3%	93.2%	0.4%	0%	0.1%	**-**	-	1.9%	84.1%	10.4%	0%	3.6%	**-**	-
% Total	3.1%	45.0%	0.2%	0%	0%	**48.3%**	-	0.6%	28.6%	3.6%	0%	1.2%	**34.0%**	-
PHF	0.816	0.920	0.500	-	0.250	**0.914**	-	0.813	0.929	0.900	-	0.625	**0.948**	-
Lights	62	905	4	0	1	**972**	-	13	572	71	0	25	**681**	-
% Lights	100%	99.1%	100%	0%	100%	**99.2%**	-	100%	98.6%	98.6%	0%	100%	**98.7%**	-
Articulated Trucks and Single-Unit Trucks	0	7	0	0	0	**7**	-	0	7	0	0	0	**7**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.8%	0%	0%	0%	**0.7%**	-	0%	1.2%	0%	0%	0%	**1.0%**	-
Buses	0	1	0	0	0	**1**	-	0	1	1	0	0	**2**	-
% Buses	0%	0.1%	0%	0%	0%	**0.1%**	-	0%	0.2%	1.4%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (2/29) - TMC

Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

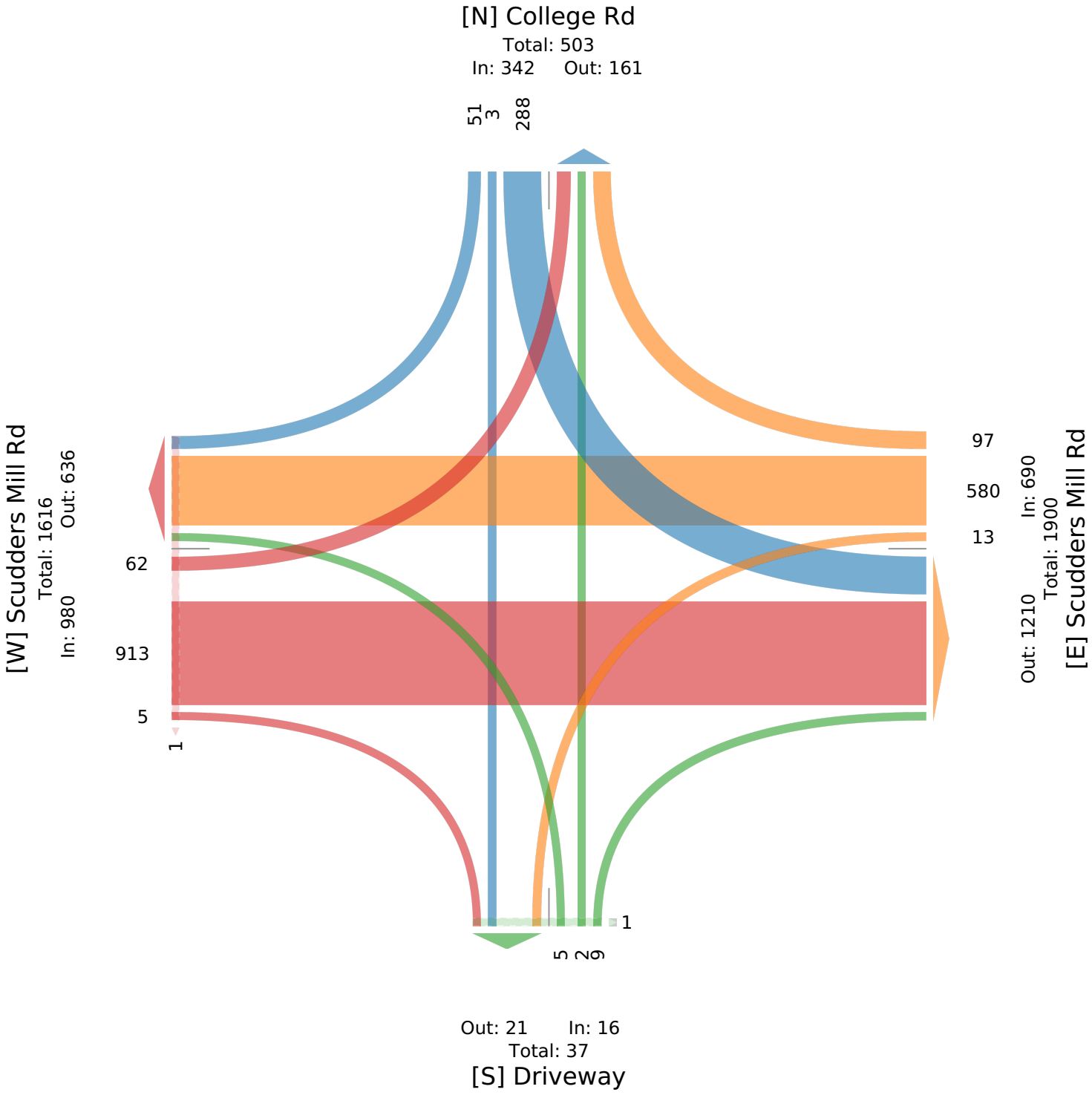
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Driveway Northbound							College Rd Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-02-29 4:45PM	2	1	2	0	1	**6**	0	73	0	2	0	6	**81**	0	**498**
5:00PM	0	0	1	0	1	**2**	0	78	0	2	0	8	**88**	0	**525**
5:15PM	1	1	0	0	0	**2**	0	85	1	10	0	9	**105**	0	**510**
5:30PM	2	0	2	0	2	**6**	1	52	2	7	0	7	**68**	0	**495**
Total	5	2	5	0	4	**16**	1	288	3	21	0	30	**342**	0	**2028**
% Approach	31.3%	12.5%	31.3%	0%	25.0%	**-**	-	84.2%	0.9%	6.1%	0%	8.8%	**-**	-	**-**
% Total	0.2%	0.1%	0.2%	0%	0.2%	**0.8%**	-	14.2%	0.1%	1.0%	0%	1.5%	**16.9%**	-	**-**
PHF	0.625	0.500	0.625	-	0.500	**0.667**	-	0.847	0.375	0.525	-	0.833	**0.814**	-	0.966
Lights	5	2	5	0	4	**16**	-	286	3	20	0	30	**339**	-	2008
% Lights	100%	100%	100%	0%	100%	**100%**	-	99.3%	100%	95.2%	0%	100%	**99.1%**	-	99.0%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	1	0	1	0	0	**2**	-	16
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0.3%	0%	4.8%	0%	0%	**0.6%**	-	0.8%
Buses	0	0	0	0	0	**0**	-	1	0	0	0	0	**1**	-	4
% Buses	0%	0%	0%	0%	0%	**0%**	-	0.3%	0%	0%	0%	0%	**0.3%**	-	0.2%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (2/29) - TMC
Thu Feb 29, 2024
Forced Peak (4:45 PM - 5:45 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160865, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Scudders Mill Rd (3/2) - TMC

Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160866, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Scudders Mill Rd							Scudders Mill Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2024-03-02 11:00AM	1	110	2	0	0	**113**	0	7	117	13	1	2	**140**	0
11:15AM	3	132	3	0	2	**140**	0	8	127	12	0	1	**148**	0
11:30AM	1	121	2	0	0	**124**	0	4	143	16	0	0	**163**	0
11:45AM	0	133	2	0	1	**136**	0	2	128	12	0	1	**143**	0
Hourly Total	5	496	9	0	3	**513**	0	21	515	53	1	4	**594**	0
12:00PM	0	149	6	0	0	**155**	0	3	125	4	0	1	**133**	0
12:15PM	0	131	2	0	1	**134**	0	1	126	3	0	6	**136**	0
12:30PM	0	125	5	1	0	**131**	0	3	118	11	1	0	**133**	0
12:45PM	2	115	7	0	2	**126**	0	4	127	18	0	3	**152**	0
Hourly Total	2	520	20	1	3	**546**	0	11	496	36	1	10	**554**	0
1:00PM	0	130	2	0	0	**132**	0	1	134	13	0	0	**148**	0
1:15PM	2	117	2	0	2	**123**	0	4	148	7	0	6	**165**	0
1:30PM	0	114	5	0	0	**119**	0	4	111	5	0	0	**120**	0
1:45PM	3	106	1	0	0	**110**	0	4	140	6	0	6	**156**	0
Hourly Total	5	467	10	0	2	**484**	0	13	533	31	0	12	**589**	0
2:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	12	1483	39	1	8	**1543**	0	45	1544	120	2	26	**1737**	0
% Approach	0.8%	96.1%	2.5%	0.1%	0.5%	**-**	-	2.6%	88.9%	6.9%	0.1%	1.5%	**-**	-
% Total	0.3%	41.1%	1.1%	0%	0.2%	**42.8%**	-	1.2%	42.8%	3.3%	0.1%	0.7%	**48.1%**	-
Lights	12	1465	37	1	8	**1523**	-	45	1528	118	2	26	**1719**	-
% Lights	100%	98.8%	94.9%	100%	100%	**98.7%**	-	100%	99.0%	98.3%	100%	100%	**99.0%**	-
Articulated Trucks and Single-Unit Trucks	0	9	0	0	0	**9**	-	0	13	0	0	0	**13**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.6%	0%	0%	0%	**0.6%**	-	0%	0.8%	0%	0%	0%	**0.7%**	-
Buses	0	9	2	0	0	**11**	-	0	3	2	0	0	**5**	-
% Buses	0%	0.6%	5.1%	0%	0%	**0.7%**	-	0%	0.2%	1.7%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (3/2) - TMC

Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160866, Location: 40.33993, -74.598207

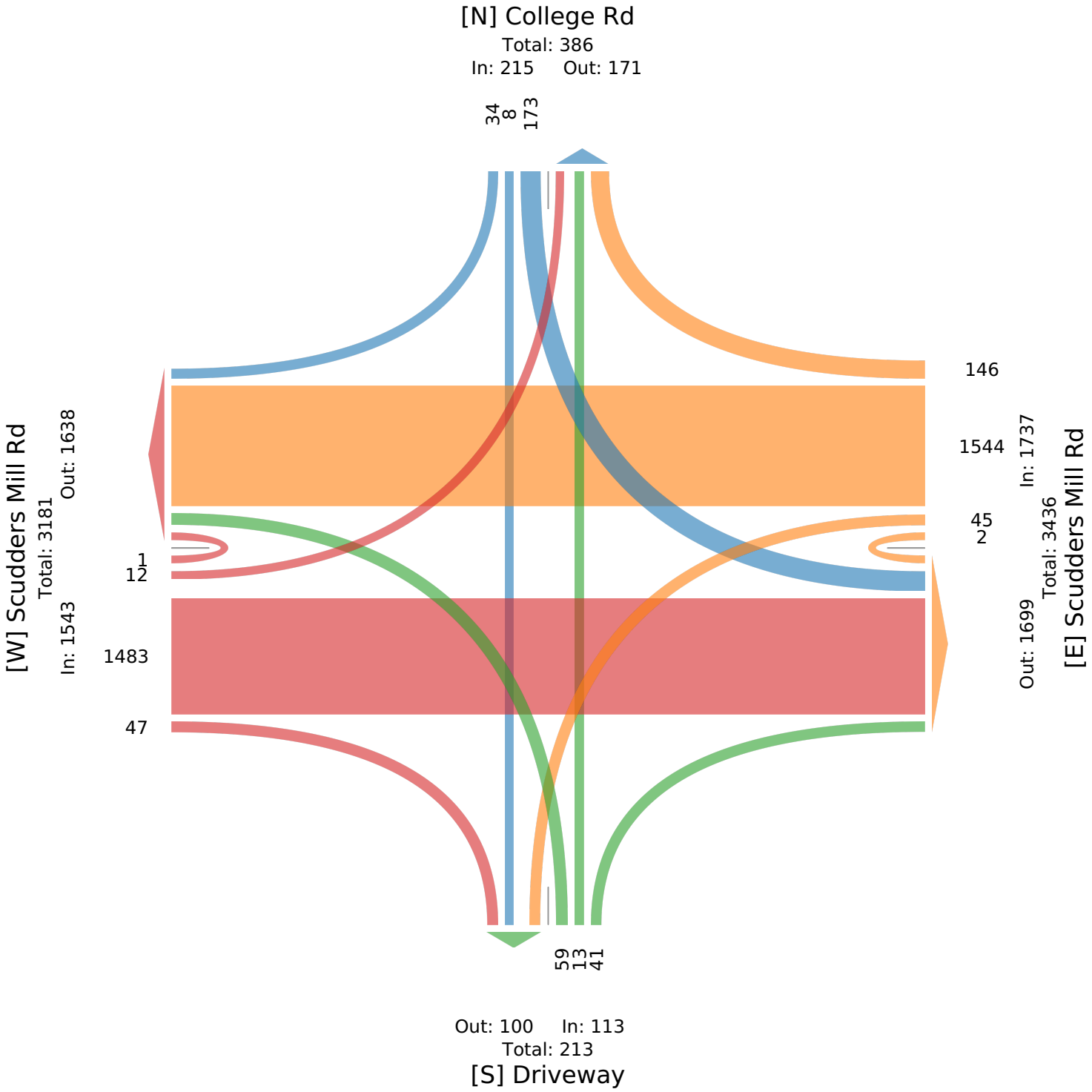
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Driveway Northbound							College Rd Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-03-02 11:00AM	4	2	2	0	0	**8**	0	23	0	1	0	2	**26**	0	**287**
11:15AM	2	1	0	0	1	**4**	0	16	0	2	0	2	**20**	0	**312**
11:30AM	4	1	0	0	0	**5**	0	7	0	0	0	2	**9**	0	**301**
11:45AM	6	0	1	0	0	**7**	0	16	1	2	0	1	**20**	0	**306**
Hourly Total	16	4	3	0	1	**24**	0	62	1	5	0	7	**75**	0	**1206**
12:00PM	3	4	4	0	3	**14**	0	15	1	1	0	0	**17**	0	**319**
12:15PM	10	0	3	0	1	**14**	0	23	0	4	0	1	**28**	0	**312**
12:30PM	2	0	3	0	0	**5**	0	6	0	1	0	3	**10**	0	**279**
12:45PM	4	0	1	0	1	**6**	0	15	0	1	0	0	**16**	0	**300**
Hourly Total	19	4	11	0	5	**39**	0	59	1	7	0	4	**71**	0	**1210**
1:00PM	6	1	2	0	2	**11**	0	18	1	1	0	1	**21**	0	**312**
1:15PM	8	3	3	0	3	**17**	0	5	1	3	0	1	**10**	0	**315**
1:30PM	2	1	2	0	0	**5**	0	16	3	3	0	1	**23**	0	**267**
1:45PM	8	0	8	0	1	**17**	0	13	1	1	0	0	**15**	0	**298**
Hourly Total	24	5	15	0	6	**50**	0	52	6	8	0	3	**69**	0	**1192**
2:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	59	13	29	0	12	**113**	0	173	8	20	0	14	**215**	0	**3608**
% Approach	52.2%	11.5%	25.7%	0%	10.6%	**-**	-	80.5%	3.7%	9.3%	0%	6.5%	**-**	-	-
% Total	1.6%	0.4%	0.8%	0%	0.3%	**3.1%**	-	4.8%	0.2%	0.6%	0%	0.4%	**6.0%**	-	-
Lights	58	13	29	0	12	**112**	-	171	8	20	0	14	**213**	-	3567
% Lights	98.3%	100%	100%	0%	100%	**99.1%**	-	98.8%	100%	100%	0%	100%	**99.1%**	-	98.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	22
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.6%
Buses	1	0	0	0	0	**1**	-	2	0	0	0	0	**2**	-	19
% Buses	1.7%	0%	0%	0%	0%	**0.9%**	-	1.2%	0%	0%	0%	0%	**0.9%**	-	0.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (3/2) - TMC
Sat Mar 2, 2024
Full Length (11 AM-2 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160866, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



College Rd & Scudders Mill Rd (3/2) - TMC

Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160866, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Scudders Mill Rd Eastbound							Scudders Mill Rd Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2024-03-02 11:30AM	1	121	2	0	0	**124**	0	4	143	16	0	0	**163**	0
11:45AM	0	133	2	0	1	**136**	0	2	128	12	0	1	**143**	0
12:00PM	0	149	6	0	0	**155**	0	3	125	4	0	1	**133**	0
12:15PM	0	131	2	0	1	**134**	0	1	126	3	0	6	**136**	0
Total	1	534	12	0	2	**549**	0	10	522	35	0	8	**575**	0
% Approach	0.2%	97.3%	2.2%	0%	0.4%	**-**	-	1.7%	90.8%	6.1%	0%	1.4%	**-**	-
% Total	0.1%	43.1%	1.0%	0%	0.2%	**44.3%**	-	0.8%	42.2%	2.8%	0%	0.6%	**46.4%**	-
PHF	0.250	0.896	0.500	-	0.500	**0.885**	-	0.625	0.913	0.547	-	0.333	**0.882**	-
Lights	1	530	11	0	2	**544**	-	10	515	34	0	8	**567**	-
% Lights	100%	99.3%	91.7%	0%	100%	**99.1%**	-	100%	98.7%	97.1%	0%	100%	**98.6%**	-
Articulated Trucks and Single-Unit Trucks	0	4	0	0	0	**4**	-	0	5	0	0	0	**5**	-
% Articulated Trucks and Single-Unit Trucks	0%	0.7%	0%	0%	0%	**0.7%**	-	0%	1.0%	0%	0%	0%	**0.9%**	-
Buses	0	0	1	0	0	**1**	-	0	2	1	0	0	**3**	-
% Buses	0%	0%	8.3%	0%	0%	**0.2%**	-	0%	0.4%	2.9%	0%	0%	**0.5%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (3/2) - TMC

Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160866, Location: 40.33993, -74.598207

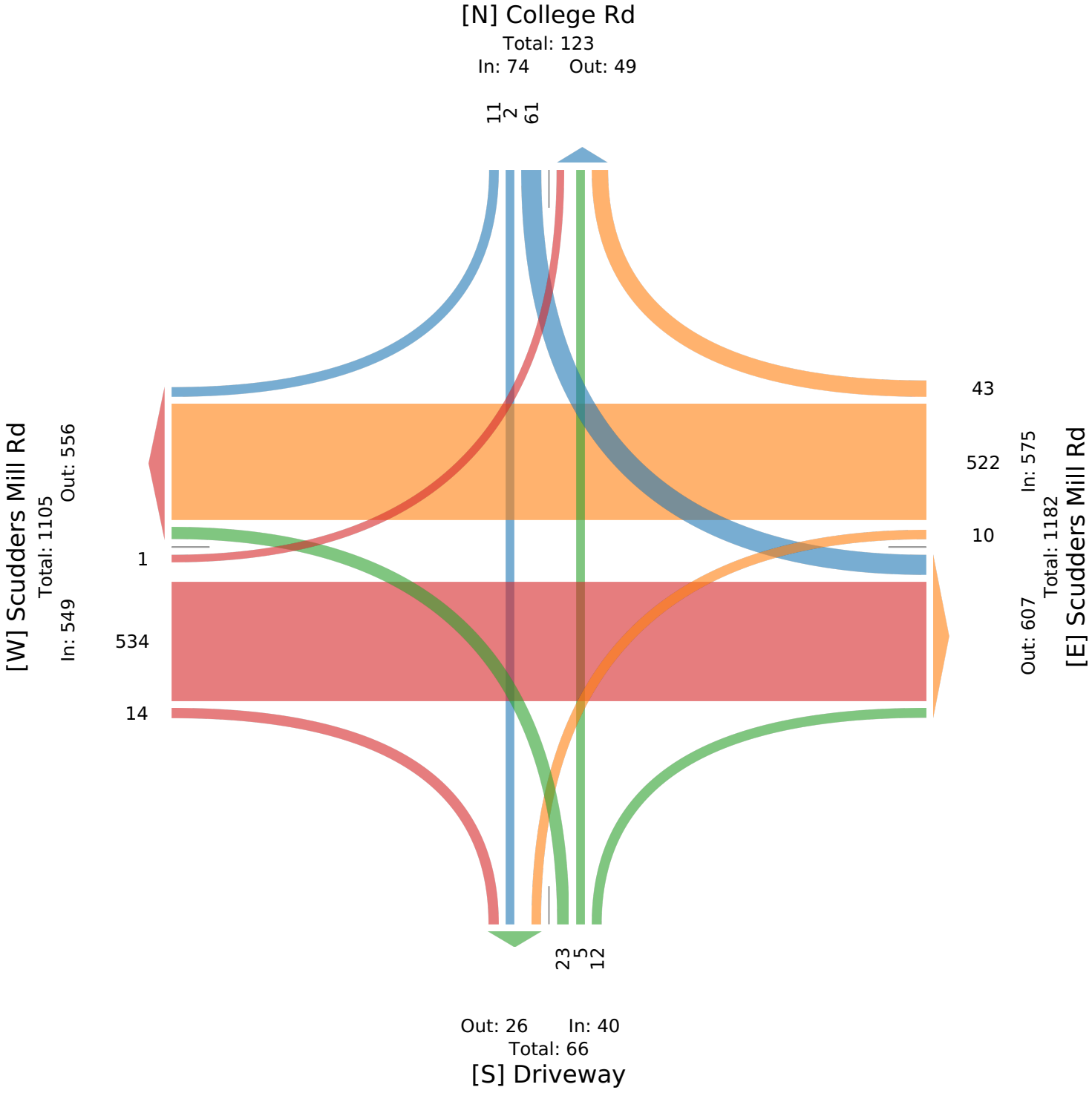
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Driveway Northbound							College Rd Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2024-03-02 11:30AM	4	1	0	0	0	**5**	0	7	0	0	0	2	**9**	0	**301**
11:45AM	6	0	1	0	0	**7**	0	16	1	2	0	1	**20**	0	**306**
12:00PM	3	4	4	0	3	**14**	0	15	1	1	0	0	**17**	0	**319**
12:15PM	10	0	3	0	1	**14**	0	23	0	4	0	1	**28**	0	**312**
Total	23	5	8	0	4	**40**	0	61	2	7	0	4	**74**	0	**1238**
% Approach	57.5%	12.5%	20.0%	0%	10.0%	**-**	-	82.4%	2.7%	9.5%	0%	5.4%	**-**	-	**-**
% Total	1.9%	0.4%	0.6%	0%	0.3%	**3.2%**	-	4.9%	0.2%	0.6%	0%	0.3%	**6.0%**	-	**-**
PHF	0.575	0.313	0.500	-	0.333	**0.714**	-	0.663	0.500	0.438	-	0.500	**0.661**	-	0.970
Lights	22	5	8	0	4	**39**	-	60	2	7	0	4	**73**	-	1223
% Lights	95.7%	100%	100%	0%	100%	**97.5%**	-	98.4%	100%	100%	0%	100%	**98.6%**	-	98.8%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	9
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.7%
Buses	1	0	0	0	0	**1**	-	1	0	0	0	0	**1**	-	6
% Buses	4.3%	0%	0%	0%	0%	**2.5%**	-	1.6%	0%	0%	0%	0%	**1.4%**	-	0.5%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

College Rd & Scudders Mill Rd (3/2) - TMC
Sat Mar 2, 2024
Forced Peak (11:30 AM - 12:30 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 1160866, Location: 40.33993, -74.598207

Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US



Road: Rt. 1 NB Off Ramp to College Rd EB
Location: 310 ft E of Rt. 1
Counter: 40575

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 1
Station ID:
NB Off Ramp

Latitude: 40' 21.3502 North
Longitude: 74' 36.4776 West

Start Time	Mon 5/6/2024	Tue 5/7/2024	Wed 5/8/2024	Thu 5/9/2024	Fri 5/10/2024		Average Day		Sat 5/11/2024	Sun 5/12/2024		Week Average
12:00 AM	*	1	3	7	1		3		4	3		3
01:00	*	2	0	2	6		2		4	2		3
02:00	*	3	0	0	3		2		1	3		2
03:00	*	1	2	1	1		1		4	2		2
04:00	*	8	3	7	3		5		1	1		4
05:00	*	22	22	23	16		21		8	4		16
06:00	*	69	61	56	35		55		11	11		40
07:00	*	179	144	127	90		135		23	10		96
08:00	*	**231**	**213**	**207**	**110**		**190**		43	16		**137**
09:00	*	147	127	125	98		124		29	24		92
10:00	*	57	57	51	49		54		48	**44**		51
11:00	**38**	45	56	63	52		51		**59**	31		49
12:00 PM	55	64	64	64	50		59		40	41		54
01:00	54	69	72	64	49		62		**68**	39		59
02:00	52	46	51	48	53		50		66	**47**		52
03:00	52	72	46	47	59		55		52	39		52
04:00	**82**	71	**98**	70	**78**		**80**		58	36		**70**
05:00	78	**92**	90	**81**	59		80		56	34		70
06:00	58	64	71	53	55		60		49	26		54
07:00	34	41	53	45	36		42		42	21		39
08:00	35	55	49	32	23		39		32	18		35
09:00	31	38	54	31	23		35		27	21		32
10:00	16	10	10	18	22		15		29	8		16
11:00	5	13	7	7	10		8		12	6		9
Day Total	590	1400	1353	1229	981		1228		766	487		1037
% Avg. WkDay	48.0%	114.0%	110.2%	100.1%	79.9%							
% Avg. Week	56.9%	135.0%	130.5%	118.5%	94.6%		118.4%		73.9%	47.0%		
AM Peak	11:00	08:00	08:00	08:00	08:00	-	08:00	-	11:00	10:00	-	08:00
Vol.	38	231	213	207	110	-	190	-	59	44	-	137
PM Peak	16:00	17:00	16:00	17:00	16:00	-	16:00	-	13:00	14:00	-	16:00
Vol.	82	92	98	81	78	-	80	-	68	47	-	70

Road: Rt. 1 NB Off Ramp to College Rd EB
Location: 310 ft E of Rt. 1
Counter: 40575

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 1
Station ID:
NB Off Ramp

Latitude: 40' 21.3502 North
Longitude: 74' 36.4776 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	2	1	2	3	*	2	*	*	2
01:00	0	3	1	1	*	1	*	*	1
02:00	1	1	1	1	*	1	*	*	1
03:00	0	0	3	3	*	2	*	*	2
04:00	4	7	2	3	*	4	*	*	4
05:00	20	32	27	20	*	25	*	*	25
06:00	55	57	60	55	*	57	*	*	57
07:00	117	182	154	141	*	148	*	*	148
08:00	**197**	**277**	**235**	**194**	*	**226**	*	*	**226**
09:00	115	206	153	136	*	152	*	*	152
10:00	54	80	88	73	*	74	*	*	74
11:00	51	48	68	77	*	61	*	*	61
12:00 PM	71	72	79	**87**	*	77	*	*	77
01:00	76	73	60	66	*	69	*	*	69
02:00	51	80	65	56	*	63	*	*	63
03:00	54	67	58	*	*	60	*	*	60
04:00	65	79	70	*	*	71	*	*	71
05:00	**92**	**96**	**119**	*	*	**102**	*	*	**102**
06:00	60	72	61	*	*	64	*	*	64
07:00	51	68	52	*	*	57	*	*	57
08:00	44	40	56	*	*	47	*	*	47
09:00	23	33	38	*	*	31	*	*	31
10:00	10	18	17	*	*	15	*	*	15
11:00	9	7	13	*	*	10	*	*	10
Day Total	1222	1599	1482	916	0	1419	0	0	1419
% Avg. WkDay	86.1%	112.7%	104.4%	64.6%	0.0%				
% Avg. Week	86.1%	112.7%	104.4%	64.6%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	197	277	235	194	-	226	-	-	226
PM Peak	17:00	17:00	17:00	12:00	-	17:00	-	-	17:00
Vol.	92	96	119	87	-	102	-	-	102
Grand Total	1812	2999	2835	2145	981	2647	766	487	2456

ADT	ADT 1,179	AADT 1,179

Road: Rt. 1 NB Off Ramp to College Rd WB
Location: 300 ft E of Rt. 1
Counter: 40598

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 5
Station ID:
NB Off Ramp

Latitude: 40' 21.4659 North
Longitude: 74' 36.3539 West

Start Time	Mon 5/6/2024	Tue 5/7/2024	Wed 5/8/2024	Thu 5/9/2024	Fri 5/10/2024	Average Day	Sat 5/11/2024	Sun 5/12/2024	Week Average
12:00 AM	*	18	16	15	13	16	34	18	19
01:00	*	3	2	8	8	5	16	16	9
02:00	*	10	6	1	7	6	3	7	6
03:00	*	7	9	10	8	8	5	2	7
04:00	*	24	28	29	28	27	12	4	21
05:00	*	55	47	52	49	51	21	14	40
06:00	*	151	152	148	118	142	54	31	109
07:00	*	414	380	**457**	**380**	**408**	113	50	299
08:00	*	**458**	**392**	420	358	407	151	73	**309**
09:00	*	301	308	280	234	281	172	153	241
10:00	*	232	216	225	245	230	216	191	221
11:00	*	262	227	292	235	254	**287**	**261**	261
12:00 PM	*	242	281	259	261	261	**357**	246	274
01:00	*	262	256	272	278	267	314	282	277
02:00	317	331	412	346	353	352	303	**294**	337
03:00	338	**388**	383	391	**425**	385	272	267	352
04:00	**416**	365	**432**	**408**	372	**399**	280	260	**362**
05:00	330	358	346	345	292	334	299	214	312
06:00	194	283	277	346	294	279	249	167	259
07:00	169	242	204	219	212	209	191	150	198
08:00	142	159	173	133	142	150	150	107	144
09:00	87	92	91	94	93	91	111	73	92
10:00	34	41	56	50	90	54	63	42	54
11:00	21	22	28	27	53	30	57	20	33
Day Total	2048	4720	4722	4827	4548	4646	3730	2942	4236
% Avg. WkDay	44.1%	101.6%	101.6%	103.9%	97.9%				
% Avg. Week	48.3%	111.4%	111.5%	114.0%	107.4%	109.7%	88.1%	69.5%	
AM Peak	-	08:00	08:00	07:00	07:00	- 07:00	- 11:00	11:00	- 08:00 - -
Vol.	-	458	392	457	380	- 408	- 287	261	- 309 - -
PM Peak	16:00	15:00	16:00	16:00	15:00	- 16:00	- 12:00	14:00	- 16:00 - -
Vol.	416	388	432	408	425	- 399	- 357	294	- 362 - -

Road: Rt. 1 NB Off Ramp to College Rd WB
Location: 300 ft E of Rt. 1
Counter: 40598

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 5
Station ID:
NB Off Ramp

Latitude: 40' 21.4659 North
Longitude: 74' 36.3539 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	13	9	7	13	*	10	*	*	10
01:00	7	4	2	2	*	4	*	*	4
02:00	3	3	1	2	*	2	*	*	2
03:00	8	8	8	12	*	9	*	*	9
04:00	24	21	26	20	*	23	*	*	23
05:00	46	44	52	37	*	45	*	*	45
06:00	135	158	145	178	*	154	*	*	154
07:00	353	**433**	364	**419**	*	392	*	*	392
08:00	**383**	419	**413**	389	*	**401**	*	*	**401**
09:00	226	301	244	294	*	266	*	*	266
10:00	232	226	196	228	*	220	*	*	220
11:00	208	259	223	230	*	230	*	*	230
12:00 PM	216	250	249	268	*	246	*	*	246
01:00	217	290	233	249	*	247	*	*	247
02:00	336	343	372	**426**	*	369	*	*	369
03:00	319	359	350	*	*	343	*	*	343
04:00	**394**	**444**	**430**	*	*	**423**	*	*	**423**
05:00	375	336	364	*	*	358	*	*	358
06:00	238	291	280	*	*	270	*	*	270
07:00	178	255	212	*	*	215	*	*	215
08:00	151	169	142	*	*	154	*	*	154
09:00	76	92	88	*	*	85	*	*	85
10:00	60	50	57	*	*	56	*	*	56
11:00	37	36	40	*	*	38	*	*	38
Day Total	4235	4800	4498	2767	0	4560	0	0	4560
% Avg. WkDay	92.9%	105.3%	98.6%	60.7%	0.0%				
% Avg. Week	92.9%	105.3%	98.6%	60.7%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	07:00	-	08:00	-	-	08:00
Vol.	383	433	413	419	-	401	-	-	401
PM Peak	16:00	16:00	16:00	14:00	-	16:00	-	-	16:00
Vol.	394	444	430	426	-	423	-	-	423
Grand Total	6283	9520	9220	7594	4548	9206	3730	2942	8796

ADT ADT 4,350 AADT 4,350

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Rt. 1 NB On Ramp from College Rd WB
Location: 205 ft E of Rt. 1
Counter: 40620

Site Code: 2
Station ID:
NB On Ramp

Latitude: 40' 21.5108 North
Longitude: 74' 36.2848 West

Start Time	Mon 5/6/2024	Tue 5/7/2024	Wed 5/8/2024	Thu 5/9/2024	Fri 5/10/2024	Average Day	Sat 5/11/2024	Sun 5/12/2024	Week Average
12:00 AM	*	6	4	6	10	6	15	8	8
01:00	*	2	3	6	1	3	4	4	3
02:00	*	1	2	3	1	2	0	1	1
03:00	*	1	1	6	4	3	1	2	2
04:00	*	0	4	6	4	4	5	1	3
05:00	*	5	12	13	7	9	7	4	8
06:00	*	29	29	32	24	28	6	10	22
07:00	*	73	68	82	58	70	20	17	53
08:00	*	**141**	**126**	**111**	**83**	**115**	26	25	**85**
09:00	*	93	104	107	59	91	**54**	31	75
10:00	*	64	79	68	51	66	35	34	55
11:00	**57**	63	99	69	77	73	48	**49**	66
12:00 PM	81	102	109	104	109	101	45	53	86
01:00	94	104	102	91	79	94	49	43	80
02:00	101	108	101	109	84	101	**95**	**66**	95
03:00	108	122	144	126	74	115	67	59	100
04:00	143	169	157	168	103	148	49	47	119
05:00	**170**	**198**	**186**	**170**	**125**	**170**	52	52	**136**
06:00	84	106	93	102	57	88	72	43	80
07:00	64	74	82	77	60	71	66	55	68
08:00	51	69	78	84	59	68	52	55	64
09:00	31	37	43	79	44	47	43	31	44
10:00	26	38	31	28	36	32	41	27	32
11:00	15	18	18	19	20	18	25	21	19
Day Total	1025	1623	1675	1666	1229	1523	877	738	1304
% Avg. WkDay	67.3%	106.6%	110.0%	109.4%	80.7%				
% Avg. Week	78.6%	124.5%	128.5%	127.8%	94.2%	116.8%	67.3%	56.6%	
AM Peak	11:00	08:00	08:00	08:00	08:00	- 08:00	- 09:00	11:00	- 08:00 - -
Vol.	57	141	126	111	83	- 115	- 54	49	- 85 - -
PM Peak	17:00	17:00	17:00	17:00	17:00	- 17:00	- 14:00	14:00	- 17:00 - -
Vol.	170	198	186	170	125	- 170	- 95	66	- 136 - -

Road: Rt. 1 NB On Ramp from College Rd WB
Location: 205 ft E of Rt. 1
Counter: 40620

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 2
Station ID:
NB On Ramp

Latitude: 40' 21.5108 North
Longitude: 74' 36.2848 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	7	6	8	5	*	6	*	*	6
01:00	1	4	2	4	*	3	*	*	3
02:00	0	2	0	0	*	0	*	*	0
03:00	2	1	6	4	*	3	*	*	3
04:00	2	3	3	5	*	3	*	*	3
05:00	4	13	7	9	*	8	*	*	8
06:00	22	31	25	33	*	28	*	*	28
07:00	64	86	86	78	*	78	*	*	78
08:00	**115**	**156**	**129**	**152**	*	**138**	*	*	**138**
09:00	87	106	112	109	*	104	*	*	104
10:00	56	66	70	66	*	64	*	*	64
11:00	60	71	83	75	*	72	*	*	72
12:00 PM	77	97	97	**109**	*	95	*	*	95
01:00	74	105	113	101	*	98	*	*	98
02:00	86	108	114	105	*	103	*	*	103
03:00	118	144	112	106	*	120	*	*	120
04:00	135	212	197	*	*	181	*	*	181
05:00	**189**	**225**	**202**	*	*	**205**	*	*	**205**
06:00	93	111	98	*	*	101	*	*	101
07:00	62	83	76	*	*	74	*	*	74
08:00	74	72	79	*	*	75	*	*	75
09:00	57	51	49	*	*	52	*	*	52
10:00	33	32	29	*	*	31	*	*	31
11:00	10	14	15	*	*	13	*	*	13
Day Total	1428	1799	1712	961	0	1655	0	0	1655
% Avg. WkDay	86.3%	108.7%	103.4%	58.1%	0.0%				
% Avg. Week	86.3%	108.7%	103.4%	58.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	-	08:00	-	-	08:00
Vol.	115	156	129	152	-	138	-	-	138
PM Peak	17:00	17:00	17:00	12:00	-	17:00	-	-	17:00
Vol.	189	225	202	109	-	205	-	-	205
Grand Total	2453	3422	3387	2627	1229	3178	877	738	2959

ADT	ADT 1,430	AADT 1,430

Road: Rt. 1 SB Off Ramp to College Ave WB
Location: 560 ft N of College Rd WB
Counter: 40588

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 3
Station ID:
SB Off Ramp

Latitude: 40' 21.4978 North
Longitude: 74' 36.6359 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	*	*	*	*	3	3	3	7	4
01:00	*	*	*	*	5	5	3	3	4
02:00	*	*	*	*	0	0	0	3	1
03:00	*	*	*	*	0	0	1	3	1
04:00	*	*	*	*	6	6	1	0	2
05:00	*	*	*	*	21	21	15	5	14
06:00	*	*	*	*	31	31	23	21	25
07:00	*	*	*	*	48	48	19	19	29
08:00	*	*	*	*	**67**	**67**	29	22	39
09:00	*	*	*	*	50	50	**45**	33	**43**
10:00	*	*	*	*	35	35	29	**34**	33
11:00	*	*	*	*	45	45	45	20	37
12:00 PM	*	*	*	*	39	39	32	**37**	36
01:00	*	*	*	*	60	60	**45**	33	46
02:00	*	*	*	*	62	62	25	29	39
03:00	*	*	*	*	61	61	37	26	41
04:00	*	*	*	56	**74**	65	43	26	**50**
05:00	*	*	*	**76**	69	**72**	27	20	48
06:00	*	*	*	57	61	59	28	20	42
07:00	*	*	*	34	37	36	26	26	31
08:00	*	*	*	22	28	25	27	23	25
09:00	*	*	*	15	20	18	24	19	20
10:00	*	*	*	14	15	14	10	12	13
11:00	*	*	*	14	9	12	6	9	10
Day Total	0	0	0	288	846	834	543	450	633
% Avg. WkDay	0.0%	0.0%	0.0%	34.5%	101.4%				
% Avg. Week	0.0%	0.0%	0.0%	45.5%	133.6%	131.8%	85.8%	71.1%	
AM Peak	-	-	-	-	08:00	- 08:00	- 09:00	10:00	- 09:00 - -
Vol.	-	-	-	-	67	- 67	- 45	34	- 43 - -
PM Peak	-	-	-	17:00	16:00	- 17:00	- 13:00	12:00	- 16:00 - -
Vol.	-	-	-	76	74	- 72	- 45	37	- 50 - -

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Rt. 1 SB Off Ramp to College Ave WB
Location: 560 ft N of College Rd WB
Counter: 40588

Site Code: 3
Station ID:
SB Off Ramp

Latitude: 40' 21.4978 North
Longitude: 74' 36.6359 West

Start Time	Mon 5/20/2024	Tue 5/21/2024	Wed 5/22/2024	Thu 5/23/2024	Fri 5/24/2024	Average Day	Sat 5/25/2024	Sun 5/26/2024	Week Average
12:00 AM	6	6	4	3	4	5	*	*	5
01:00	4	2	2	0	2	2	*	*	2
02:00	1	1	1	3	3	2	*	*	2
03:00	0	0	2	2	2	1	*	*	1
04:00	3	4	3	4	3	3	*	*	3
05:00	15	17	15	12	16	15	*	*	15
06:00	26	25	31	28	24	27	*	*	27
07:00	37	65	60	73	49	57	*	*	57
08:00	**91**	**110**	**125**	**94**	**71**	**98**	*	*	**98**
09:00	57	78	68	73	*	69	*	*	69
10:00	47	43	57	40	*	47	*	*	47
11:00	42	38	42	39	*	40	*	*	40
12:00 PM	51	41	57	48	*	49	*	*	49
01:00	39	66	50	51	*	52	*	*	52
02:00	44	50	63	57	*	54	*	*	54
03:00	51	53	65	60	*	57	*	*	57
04:00	60	**69**	**67**	68	*	66	*	*	66
05:00	**72**	69	67	**90**	*	**74**	*	*	**74**
06:00	43	43	45	52	*	46	*	*	46
07:00	47	28	46	47	*	42	*	*	42
08:00	32	18	27	18	*	24	*	*	24
09:00	24	24	13	15	*	19	*	*	19
10:00	12	9	9	13	*	11	*	*	11
11:00	9	3	6	13	*	8	*	*	8
Day Total	813	862	925	903	174	868	0	0	868
% Avg. WkDay	93.7%	99.3%	106.6%	104.0%	20.0%				
% Avg. Week	93.7%	99.3%	106.6%	104.0%	20.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	-	-	08:00
Vol.	91	110	125	94	71	98	-	-	98
PM Peak	17:00	16:00	16:00	17:00	-	17:00	-	-	17:00
Vol.	72	69	67	90	-	74	-	-	74
Grand Total	813	862	925	1191	1020	1702	543	450	1501

ADT	ADT 767	AADT 767

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Rt. 1 SB Off Ramp to College Rd EB
Location: 250 ft W of Rt. 1
Counter: 40599

Site Code: 7
Station ID:
SB Off Ramp

Latitude: 40' 21.3702 North
Longitude: 74' 36.5090 West

Start Time	Mon 5/6/2024	Tue 5/7/2024	Wed 5/8/2024	Thu 5/9/2024	Fri 5/10/2024	Average Day	Sat 5/11/2024	Sun 5/12/2024	Week Average
12:00 AM	*	5	3	5	4	4	3	3	4
01:00	*	0	3	3	0	2	2	0	1
02:00	*	2	2	2	2	2	2	1	2
03:00	*	0	0	3	0	1	0	1	1
04:00	*	2	2	4	1	2	2	0	2
05:00	*	11	14	8	8	10	2	3	8
06:00	*	22	24	23	13	20	3	2	14
07:00	*	55	54	63	27	50	13	0	35
08:00	*	76	**99**	**86**	54	**79**	**34**	10	**60**
09:00	*	**98**	89	70	**55**	78	17	11	57
10:00	*	51	51	40	39	45	21	11	36
11:00	*	27	27	38	21	28	13	**18**	24
12:00 PM	*	29	31	37	24	30	17	9	24
01:00	29	31	27	27	**34**	30	**21**	**18**	27
02:00	20	18	27	18	24	21	14	15	19
03:00	24	17	25	18	22	21	18	11	19
04:00	23	26	26	23	18	23	15	10	20
05:00	**30**	**44**	**38**	**42**	33	**37**	21	13	**32**
06:00	24	26	24	14	15	21	13	11	18
07:00	17	14	19	16	13	16	13	16	15
08:00	4	12	5	8	10	8	10	9	8
09:00	21	15	16	11	11	15	5	15	13
10:00	10	8	12	11	7	10	12	14	11
11:00	7	4	11	3	3	6	9	7	6
Day Total	209	593	629	573	438	559	280	208	456
% Avg. WkDay	37.4%	106.1%	112.5%	102.5%	78.4%				
% Avg. Week	45.8%	130.0%	137.9%	125.7%	96.1%	122.6%	61.4%	45.6%	
AM Peak	-	09:00	08:00	08:00	09:00	- 08:00	- 08:00	11:00	- 08:00 - -
Vol.	-	98	99	86	55	- 79	- 34	18	- 60 - -
PM Peak	17:00	17:00	17:00	17:00	13:00	- 17:00	- 13:00	13:00	- 17:00 - -
Vol.	30	44	38	42	34	- 37	- 21	18	- 32 - -

Road: Rt. 1 SB Off Ramp to College Rd EB
Location: 250 ft W of Rt. 1
Counter: 40599

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 7
Station ID:
SB Off Ramp

Latitude: 40' 21.3702 North
Longitude: 74' 36.5090 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	4	6	2	1	*	3	*	*	3
01:00	0	1	1	1	*	1	*	*	1
02:00	1	2	1	2	*	2	*	*	2
03:00	2	1	2	1	*	2	*	*	2
04:00	2	0	3	2	*	2	*	*	2
05:00	12	14	12	11	*	12	*	*	12
06:00	18	24	24	19	*	21	*	*	21
07:00	57	77	70	63	*	67	*	*	67
08:00	81	**201**	**117**	**118**	*	**129**	*	*	**129**
09:00	**86**	123	115	90	*	104	*	*	104
10:00	42	54	53	53	*	50	*	*	50
11:00	26	41	32	33	*	33	*	*	33
12:00 PM	32	29	33	31	*	31	*	*	31
01:00	25	32	**54**	**34**	*	36	*	*	36
02:00	18	27	31	18	*	24	*	*	24
03:00	22	20	43	24	*	27	*	*	27
04:00	29	31	23	*	*	28	*	*	28
05:00	**46**	**44**	32	*	*	**41**	*	*	**41**
06:00	29	27	26	*	*	27	*	*	27
07:00	22	17	17	*	*	19	*	*	19
08:00	20	18	14	*	*	17	*	*	17
09:00	24	14	15	*	*	18	*	*	18
10:00	16	13	12	*	*	14	*	*	14
11:00	6	5	6	*	*	6	*	*	6
Day Total	620	821	738	501	0	714	0	0	714
% Avg. WkDay	86.8%	115.0%	103.4%	70.2%	0.0%				
% Avg. Week	86.8%	115.0%	103.4%	70.2%	0.0%	100.0%	0.0%	0.0%	
AM Peak	09:00	08:00	08:00	08:00	-	08:00	-	-	-	08:00	-	-
Vol.	86	201	117	118	-	129	-	-	-	129	-	-
PM Peak	17:00	17:00	13:00	13:00	-	17:00	-	-	-	17:00	-	-
Vol.	46	44	54	34	-	41	-	-	-	41	-	-
Grand Total	829	1414	1367	1074	438	1273	280	208	1170			

ADT ADT 553 AADT 553

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Rt. 1 SB On Ramp from College Rd EB
Location: 140 ft S of College Rd EB
Counter: 40600

Site Code: 4
Station ID:
SB On Ramp

Latitude: 40' 21.4571 North
Longitude: 74' 36.6221 West

Start Time	Mon 5/6/2024	Tue 5/7/2024	Wed 5/8/2024	Thu 5/9/2024	Fri 5/10/2024	Average Day	Sat 5/11/2024	Sun 5/12/2024	Week Average
12:00 AM	*	5	7	8	5	6	14	11	8
01:00	*	2	4	1	1	2	7	2	3
02:00	*	3	1	2	2	2	4	2	2
03:00	*	5	7	8	5	6	6	2	6
04:00	*	8	16	11	7	10	8	4	9
05:00	*	43	44	44	31	40	12	8	30
06:00	*	131	133	126	96	122	48	36	95
07:00	*	260	238	227	156	220	67	52	167
08:00	*	**271**	**244**	**298**	**204**	**254**	113	64	**199**
09:00	*	219	180	244	141	196	130	103	170
10:00	*	142	137	139	130	137	**174**	118	140
11:00	*	146	147	153	118	141	145	**119**	138
12:00 PM	148	164	177	179	**221**	178	181	154	175
01:00	139	152	171	149	152	153	217	**155**	162
02:00	134	180	155	187	169	165	184	152	166
03:00	**232**	**271**	**244**	**256**	162	**233**	**241**	147	**222**
04:00	176	191	230	217	191	201	177	109	184
05:00	214	206	219	207	184	206	134	105	181
06:00	159	187	215	167	189	183	111	87	159
07:00	75	120	124	84	119	104	83	86	99
08:00	54	136	91	109	83	95	68	87	90
09:00	51	54	49	83	77	63	62	57	62
10:00	29	45	40	43	45	40	52	36	41
11:00	23	23	26	18	41	26	34	18	26
Day Total	1434	2964	2899	2960	2529	2783	2272	1714	2534
% Avg. WkDay	51.5%	106.5%	104.2%	106.4%	90.9%				
% Avg. Week	56.6%	117.0%	114.4%	116.8%	99.8%	109.8%	89.7%	67.6%	
AM Peak	-	08:00	08:00	08:00	08:00	- 08:00	- 10:00	11:00	- 08:00 - -
Vol.	-	271	244	298	204	- 254	- 174	119	- 199 - -
PM Peak	15:00	15:00	15:00	15:00	12:00	- 15:00	- 15:00	13:00	- 15:00 - -
Vol.	232	271	244	256	221	- 233	- 241	155	- 222 - -

Road: Rt. 1 SB On Ramp from College Rd EB
Location: 140 ft S of College Rd EB
Counter: 40600

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 4
Station ID:
SB On Ramp

Latitude: 40' 21.4571 North
Longitude: 74' 36.6221 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	6	4	3	6	*	5	*	*	5
01:00	5	3	0	2	*	2	*	*	2
02:00	1	1	3	4	*	2	*	*	2
03:00	3	7	7	3	*	5	*	*	5
04:00	6	12	9	5	*	8	*	*	8
05:00	37	42	44	42	*	41	*	*	41
06:00	102	129	120	136	*	122	*	*	122
07:00	198	**260**	238	**248**	*	**236**	*	*	**236**
08:00	**208**	224	**255**	229	*	229	*	*	229
09:00	143	175	168	177	*	166	*	*	166
10:00	120	134	125	124	*	126	*	*	126
11:00	114	141	122	130	*	127	*	*	127
12:00 PM	134	131	137	110	*	128	*	*	128
01:00	117	146	140	**114**	*	129	*	*	129
02:00	163	167	145	*	*	158	*	*	158
03:00	**236**	**260**	**217**	*	*	**238**	*	*	**238**
04:00	214	227	178	*	*	206	*	*	206
05:00	205	176	211	*	*	197	*	*	197
06:00	159	189	146	*	*	165	*	*	165
07:00	92	100	92	*	*	95	*	*	95
08:00	89	99	92	*	*	93	*	*	93
09:00	65	58	62	*	*	62	*	*	62
10:00	34	35	54	*	*	41	*	*	41
11:00	25	24	20	*	*	23	*	*	23
Day Total	2476	2744	2588	1330	0	2604	0	0	2604
% Avg. WkDay	95.1%	105.4%	99.4%	51.1%	0.0%				
% Avg. Week	95.1%	105.4%	99.4%	51.1%	0.0%	100.0%	0.0%	0.0%	
AM Peak	08:00	07:00	08:00	07:00	-	07:00	-	-	07:00
Vol.	208	260	255	248	-	236	-	-	236
PM Peak	15:00	15:00	15:00	13:00	-	15:00	-	-	15:00
Vol.	236	260	217	114	-	238	-	-	238
Grand Total	3910	5708	5487	4290	2529	5387	2272	1714	5138

ADT	ADT 2,561	AADT 2,561

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Road: Rt. 1 SB On Ramp from College Rd WB
Location: 240 ft W of Rt. 1
Counter: 39602

Site Code: 6
Station ID:
SB On Ramp

Latitude: 40' 21.5093 North
Longitude: 74' 36.3494 West

Start Time	Mon 5/6/2024	Tue 5/7/2024	Wed 5/8/2024	Thu 5/9/2024	Fri 5/10/2024	Average Day	Sat 5/11/2024	Sun 5/12/2024	Week Average
12:00 AM	*	3	5	7	7	6	6	6	6
01:00	*	3	3	3	9	4	6	2	4
02:00	*	8	7	7	1	6	0	1	4
03:00	*	1	0	0	1	0	0	1	0
04:00	*	4	1	1	2	2	1	2	2
05:00	*	6	10	11	6	8	3	5	7
06:00	*	19	19	16	16	18	4	5	13
07:00	*	82	80	**73**	42	69	24	11	52
08:00	*	**98**	**87**	70	51	**76**	46	22	**62**
09:00	*	49	65	47	47	52	**57**	33	50
10:00	*	36	44	41	51	43	43	43	43
11:00	*	54	56	57	**62**	57	49	**54**	55
12:00 PM	*	62	67	75	66	68	47	30	58
01:00	54	82	64	65	65	66	53	**57**	63
02:00	81	88	84	75	82	82	52	25	70
03:00	96	124	134	103	79	107	49	45	90
04:00	173	233	**178**	**189**	121	179	50	23	138
05:00	**182**	**258**	177	180	**128**	**185**	51	33	**144**
06:00	92	113	109	81	56	90	**55**	21	75
07:00	47	45	59	36	45	46	38	12	40
08:00	26	38	26	25	26	28	34	20	28
09:00	26	24	23	21	11	21	13	7	18
10:00	17	18	14	17	16	16	13	4	14
11:00	21	22	21	16	7	17	14	15	17
Day Total	815	1470	1333	1216	997	1246	708	477	1053
% Avg. WkDay	65.4%	118.0%	107.0%	97.6%	80.0%				
% Avg. Week	77.4%	139.6%	126.6%	115.5%	94.7%	118.3%	67.2%	45.3%	
AM Peak	-	08:00	08:00	07:00	11:00	- 08:00	- 09:00	11:00	- 08:00 - -
Vol.	-	98	87	73	62	- 76	- 57	54	- 62 - -
PM Peak	17:00	17:00	16:00	16:00	17:00	- 17:00	- 18:00	13:00	- 17:00 - -
Vol.	182	258	178	189	128	- 185	- 55	57	- 144 - -

Road: Rt. 1 SB On Ramp from College Rd WB
Location: 240 ft W of Rt. 1
Counter: 39602

Tri-State Traffic Data, Inc.
610-466-1469
TSTData.com

Site Code: 6
Station ID:
SB On Ramp

Latitude: 40' 21.5093 North
Longitude: 74' 36.3494 West

Start Time	Mon 5/13/2024	Tue 5/14/2024	Wed 5/15/2024	Thu 5/16/2024	Fri 5/17/2024	Average Day	Sat 5/18/2024	Sun 5/19/2024	Week Average
12:00 AM	3	6	4	9	*	6	*	*	6
01:00	2	4	4	1	*	3	*	*	3
02:00	1	2	1	2	*	2	*	*	2
03:00	0	0	0	1	*	0	*	*	0
04:00	1	1	0	3	*	1	*	*	1
05:00	2	5	8	6	*	5	*	*	5
06:00	16	36	39	42	*	33	*	*	33
07:00	**57**	**81**	**91**	**86**	*	**79**	*	*	**79**
08:00	54	52	81	84	*	68	*	*	68
09:00	42	53	63	54	*	53	*	*	53
10:00	41	51	38	47	*	44	*	*	44
11:00	52	57	55	57	*	55	*	*	55
12:00 PM	54	79	61	76	*	68	*	*	68
01:00	59	71	70	77	*	69	*	*	69
02:00	104	105	87	**80**	*	94	*	*	94
03:00	96	152	122	*	*	123	*	*	123
04:00	**173**	**261**	220	*	*	**218**	*	*	**218**
05:00	157	234	**236**	*	*	209	*	*	209
06:00	85	125	111	*	*	107	*	*	107
07:00	47	34	48	*	*	43	*	*	43
08:00	23	42	25	*	*	30	*	*	30
09:00	13	17	25	*	*	18	*	*	18
10:00	18	15	15	*	*	16	*	*	16
11:00	20	18	21	*	*	20	*	*	20
Day Total	1120	1501	1425	625	0	1364	0	0	1364
% Avg. WkDay	82.1%	110.0%	104.5%	45.8%	0.0%				
% Avg. Week	82.1%	110.0%	104.5%	45.8%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	07:00	-	07:00	-	-	07:00
Vol.	57	81	91	86	-	79	-	-	79
PM Peak	16:00	16:00	17:00	14:00	-	16:00	-	-	16:00
Vol.	173	261	236	80	-	218	-	-	218
Grand Total	1935	2971	2758	1841	997	2610	708	477	2417

ADT	ADT 1,154	AADT 1,154

APPENDIX C
TIMING DIRECTIVES

1201103p

Directive No. 310-14

Route US 1 and Ridge Road
South Brunswick Twp., Middlesex Co.

PHASE	SIGNAL INDICATIONS					NORMAL OPERATION	TIME (SECONDS) BACK UP TOD PLANS					
	1-4, 9,10	5,6	7,8	11-14	15-18	Adaptive Mode****	PLAN I (165)	PLAN II (110)	PLAN III (175)	PLAN IV (125)	PLAN V (90)	PLANS XI & XIII (175)
A) Route US 1 ROW	G	R	R	W	DW	7 min	112-75	57-33	122-79	72-47	37-21	122-92
Pedestrian Clearance	G	R	R	FDW	DW	24	24	24	24	24	24	24
Change	Y	R	R	DW	DW	6	6*	6**	6*	6*	6*	6*
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2
B) Ridge Road Lead Lefts	R	R/<-G-	R/<-G-	DW	DW	5-29	5-19	5-7	5-15	5-8	5-7	5-12
Change	R	R/<-Y-	R/<-Y-	DW	DW	3	3	3	3	3	3	3
C) Ridge Road ROW	R	G	G	DW	DW	7-50	7-30	7-29	7-40	7-29	7-21	7-30
Change	R	Y	Y	DW	DW	4	4	4	4	4	4	4
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2
Emergency Flash	Y	R	R	DARK	DARK		-	-	-	-	-	-

1201103p

Directive No. 310-14

Route US 1 and Ridge Road
South Brunswick Twp., Middlesex Co.

PHASE	SIGNAL INDICATIONS					WITH PEDESTRIAN ACTUATION	TIME (SECONDS) BACK UP TOD PLANS					
	1-4, 9,10	5,6	7,8	11-14	15-18	Adaptive Mode****	PLAN I (165)	PLAN II (110)	PLAN III (175)	PLAN IV (125)	PLAN V (90)	PLANS XI & XIII (175)
A) Route US 1 ROW	G	R	R	W	DW	7 min	90-75	35-33	100-79	50-47	15-13	100-92
Pedestrian Clearance	G	R	R	FDW	DW	24	24	24	24	24	24	24
Change	Y	R	R	DW	DW	6	6	6	6	6	6	6
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2
B) Ridge Road Lead Lefts	R	R/<-G-	R/<-G-	DW	DW	5-29	5-19	5-7	5-15	5-8	5-7	5-12
Change	R	R/<-Y-	R/<-Y-	DW	DW	3	3	3	3	3	3	3
C) Ridge Road ROW	R	G	G	DW	W	5	5	5	5	5	5	5
Pedestrian Clearance	R	G	G	DW	FDW	24	24	24	24	24	24**	24
Vehicle Extension	R	G	G	DW	DW	-	0-1	0	0-11	0	0	0-1
Change	R	Y	Y	DW	DW	4	4	4	4	4	4	4
Clearance	R	R	R	DW	DW	2	2	2	2	2	2	2
Emergency Flash	Y	R	R	DARK	DARK		-	-	-	-	-	-

1201103p

Directive No. 310-14

Route US 1 and Ridge Road
South Brunswick Twp., Middlesex Co.

BACK UP TOD PLANS

	HOURS OF OPERATION	CYCLE LENGTH (SECONDS)	OFFSET (SECONDS)
PLAN I:	6:00 A.M. - 9:30 A.M. Monday thru Friday	165	134*
PLAN II:	All Other Times	110	4*
PLAN III:	2:30 P.M. - 7:00 P.M. Monday thru Friday	175	146*
PLAN IV:	10:00 A.M. - 9:00 P.M. Saturday 10.00 A.M. - 8:00 P.M. Sunday	125	74*
PLAN V:	11:00 P.M. - 6:00 A.M. Monday thru Sunday	90	87*
PLAN XI:	Incident Management Northbound Progression - Soft Diversion	175	172*
PLAN XIII:	Incident Management Southbound Progression - Soft Diversion	175	145*

1201103p

Directive No. 310-14

Route US 1 and Ridge Road
South Brunswick Twp., Middlesex Co.

NOTES:

1. *Offsets are measured from the beginning of yellow to Route US 1 traffic at Independence Way to the beginning of yellow to Route US 1 traffic at this intersection.
2. Detector switching is to be employed so that the Phase B left-turn detection may extend Phase C.
3. **The Phase C Plan V maximum green times will be exceeded during pedestrian actuation using the pedestrian-override feature under TOD opertion
4. ****The maximum cycle length for adaptive mode shall be 240 seconds.
5. The manual control cord is to be removed.
6. The vehicle interval is to be 2 seconds in the InSync Processor
7. The memory circuit is to be off.
8. If adaptive system fails or is turned off, controller will manually revert to indicated back up TOD operation
9. Non-sequential operation shall not be permitted.
10. For fully actuated adaptive signal, CNA (Call to Non-Actuated) will be deactivated.
11. Dynamic recalls and detector switching shall remain as programmed in the controller, if applicable.
12. Any changes to passage time will be recorded on the timing directive.
13. When there is no actuation on the side street, the signal shall rest on the mainline.
14. Rest in Walk shall remain enabled if there are pedestrian heads for the non-actuated pedestrian phase(s).
15. Incident Management timings shall be developed and installed for all Adaptive Signals in accordance with NJDOT requirements
16. The Ridge Road left-turn slots are to be wired seperately but concurrently timed if acutation occurs in both slots. Each Slot shall have the capability of terminating or extending independently of the other during all hours of operation except the AM peak, thereby reverting the timing to the actuated, non-conflicting Phase C movements. Only the Ridge Road westbound left-turn slot shall have the capability of extending Phase B during the AM peak operation. When Phase B is actuated during the AM peak, the Ridge Road eastbound left-turn slot shall receive a maximum of 5 seconds of green.
17. If Phase B is called, Phase C must follow.
18. The "Red Signal Ahead" sign is to begin flashing 24 seconds before the beginning of yellow to Route US 1 traffic (Phase A) and stop flashing at the beginning of green to Route US 1 traffic (Phase A). When not flashing, the "Signal Ahead" message shall remain lit while the "Red" is blank.
19. The vehicle passage time is to be 1 second in the controller in adaptive mode and shall be manually reverted to 2 seconds upon implementation of the back up timings

1201119p

Directive No. 311-14

Route US 1 and Independence Way
South Brunswick Twp., Middlesex Co.

PHASE	SIGNAL INDICATIONS					NORMAL OPERATION	TIME (SECONDS) BACK UP TOD PLANS					
	1-8	9-11	12,13	14-16	17,18	Adaptive Mode****	PLAN I (165)	PLAN II (110)	PLAN III (175)	PLAN IV (125)	PLAN V (90)	PLANS XI & XIII (175)
A) Route US 1 ROW	G	<-R-	R	<-R-	DW	20 min	133-105	78-45	143-94	93-67	58-39	143-110
Change	Y	<-R-	R	<-R-	DW	6	6*	6*	6*	6*	6*	6*
Clearance	R	<-R-	R	<-R-	DW	2	2	2	2	2	2	2
B) Independence Way Lead Lefts	R	<-G-	R	<-G-	DW	5-43	5-12	5-17	5-33	5-10	5-10	5-17
Change	R	<-G-(17)	R	<-Y-	DW	4	4	4	4	4	4	4
Clearance	R	<-G-(18)	R	<-R-	DW	2	2	2	2	2	2	2
C) Independence Way EB ROW	R	<-G-	G	<-R-	DW	7-38	7-28	7-28	7-28	7-28	7-21	7-28
Change	R	<-Y-	Y	<-R-	DW	4	4	4	4	4	4	4
Clearance	R	<-R-	R	<-R-	DW	2	2	2	2	2	2	2
Emergency Flash	Y	<-R-	R	<-R-	DARK		-	-	-	-	-	-

1201119p

Directive No. 311-14

Route US 1 and Independence Way
South Brunswick Twp., Middlesex Co.

PHASE	SIGNAL INDICATIONS					WITH PEDESTRIAN ACTUATION	TIME (SECONDS) BACK UP TOD PLANS					
	1-8	9-11	12,13	14-16	17,18	Adaptive Mode****	PLAN I (165)	PLAN II (110)	PLAN III (175)	PLAN IV (125)	PLAN V (90)	PLANS XI & XIII (175)
A) Route US 1 ROW	G	<-R-	R	<-R-	DW	20 min	112-105	57-45	122-94	72-67	37-32	122-110
Change	Y	<-R-	R	<-R-	DW	6	6*	6*	6*	6*	6*	6*
Clearance	R	<-R-	R	<-R-	DW	2	2	2	2	2	2	2
B) Independence Way Lead Lefts	R	<-G-	R	<-G-	DW	5-43	5-12	5-17	5-33	5-10	5-10	5-17
Change	R	<-G-	R	<-Y-	DW	4	4	4	4	4	4	4
Clearance	R	<-G-	R	<-R-	DW	2	2	2	2	2	2	2
C) Independence Way EB ROW	R	<-G-	G	<-R-	W	5	5	5	5	5	5	5
Pedestrian Clearance	R	<-G-	G	<-R-	FDW	23	23	23	23	23	23**	23
Change	R	<-Y-	Y	<-R-	DW	4	4	4	4	4	4	4
Clearance	R	<-R-	R	<-R-	DW	2	2	2	2	2	2	2
Emergency Flash	Y	<-R-	R	<-R-	DARK		-	-	-	-	-	-

1201119p

Directive No. 311-14

Route US 1 and Independence Way
South Brunswick Twp., Middlesex Co.

BACK UP TOD PLANS

	HOURS OF OPERATION	CYCLE LENGTH (SECONDS)	OFFSET (SECONDS)
PLAN I:	6:00 A.M. - 9:30 A.M. Monday thru Friday	165	0*
PLAN II:	All Other Times	110	0*
PLAN III:	2:30 P.M. - 7:00 P.M. Monday thru Friday	175	0*
PLAN IV:	10:00 A.M. - 9:00 P.M. Saturday 10:00 A.M. - 8:00 P.M. Sunday	125	0*
PLAN V:	11:00 P.M. - 6:00 A.M. Monday thru Sunday	90	0*
PLAN XI:	Incident Management Northbound Progression - Soft Diversion	175	0*
PLAN XIII:	Incident Management Southbound Progression - Soft Diversion	175	0*

1201119p

Directive No. 311-14

Route US 1 and Independence Way
South Brunswick Twp., Middlesex Co.

NOTES:

1. Detector Switching is to be employed so that the Phase B eastbound left-turn detection may call and extend Phase C.
2. *Offsets are measured from the beginning of yellow to Route US 1 traffic at this intersection.
3. **The Phase C Plan V maximum green times will be exceeded during pedestrian actuation using the pedestrian-override feature under TOD opertion
4. ****The maximum cycle length for adaptive mode shall be 240 seconds.
5. The manual control cord is to be removed.
6. The vehicle interval is to be 2 seconds in the InSync Processor
7. The memory circuit is to be off.
8. If adaptive system fails or is turned off, controller will manually revert to indicated back up TOD operation
9. Non-sequential operation shall not be permitted.
10. For fully actuated adaptive signal, CNA (Call to Non-Actuated) will be deactivated.
11. Dynamic recalls and detector switching shall remain as programmed in the controller, if applicable.
12. Any changes to passage time will be recorded on the timing directive.
13. When there is no actuation on the side street, the signal shall rest on the mainline.
14. Rest in Walk shall remain enabled if there are pedestrian heads for the non-actuated pedestrian phase(s).
15. Incident Management timings shall be developed and installed for all Adaptive Signals in accordance with NJDOT requirements
16. The Independence Way left-turn slots are to be wired sperately but concurrently timed if actuation occurs in both slots. The westbound left-turn slot shall have the ability to terminate independently when a call is placed in the eastbound through-movement area of detection.
17. If Phase C is skipped, Signal Indications No. 9 - 11 shall display yellow arrow (<-Y-)
18. If Phase C is skipped, Signal Indications No. 9 - 11 shall display red arrow (<-R-)
19. The vehicle passage time is to be 1 second in the controller in adaptive mode and shall be manually reverted to 2 seconds upon implementation of the back up timings

1201123001

Directive #524-94

Route US 1 & College Road East
and Ramp "H"
Plainsboro Township
Middlesex County

36-87 SECOND VARIABLE CYCLE

PHASES	Signal Faces 1-3	4-6	7,8	9-12	TIME (SECONDS)
With Pedestrian Actuation					
1. EBD College Road Left Turn	R	<G-	G	DW	7-18
Left-Turn Change	R	<Y-	G	DW	3
Left-Turn Clearance	R	<R-	G	DW	3
2. College Road ROW	G	<R-	G	DW	17-29
College Road Change	Y	<R-	Y	DW	4
College Road Clearance	R	<R-	R	DW	2
3. NBD, SBD Pedestrian Walk	R	<R-	R	W	16
Pedestrian Clearance	R	<R-	R	FL-DW	9
Change	R	<R-	R	DW	3
Emergency Flash:	Y	<R-	Y	DARK	-
Without Pedestrian Actuation					
1. EBD College Road Left Turn	R	<G-	G	DW	7-18
Left-Turn Change	R	<Y-	G	DW	3
Left-Turn Clearance	R	<R-	G	DW	3
2. College Road ROW	G	<R-	G	DW	17-29
College Road Change	Y	<R-	Y	DW	4
College Road Clearance	R	<R-	R	DW	2
Emergency Flash:	Y	<R-	Y	DARK	-

Controller to skip non-actuated phases.

Vehicle recall in "ON" position for phase 2, "OFF" for Phase 1.

Vehicle interval set for 2 seconds.

Vehicle Memory is to be OFF.

1201124d

Directive No. 430-00

Effective: 11/1/2000

Route US 1 and College Road West / Ramp J / Entrance to Princeton Forrestal Village (Driveway B) Plainsboro Twp., Middlesex Co.

34-91 SECOND VARIABLE CYCLE

Phase	Signal Indications			Time (Seconds)
	1-7	8-13	14,15	
WITHOUT PEDESTRIAN ACTUATION				
1) College Road ROW	G	R	DW	15-50
College Road Change	Y	R	DW	4
College Road Clearance	R	R	DW	2
2) Driveway B / Ramp J ROW	R	G	DW	7-29
Driveway B / Ramp J Change	R	Y	DW	3
Driveway B / Ramp J Clearance	R	R	DW	3
WITH PEDESTRIAN ACTUATION				
1) College Road ROW	G	R	DW	15-50
College Road Change	Y	R	DW	4
College Road Clearance	R	R	DW	2
2) Driveway B / Ramp J ROW	R	G	W	8
Pedestrian Clearance	R	G	FDW	8
Vehicle Extension	R	G	DW	0-13
Driveway B / Ramp J Change	R	Y	DW	3
Driveway B / Ramp J Clearance	R	R	DW	3
Emergency Flash:	Y	R	DARK	-

Controller is to skip non-actuated phases.

Minimum vehicle recall in "On" position for Phase 1; "Off" for Phase 2.

Vehicle interval is to be set for 2 seconds.

Vehicle memory is to be "Off".

Prepared: APRIL 10, 2008
Current Date: APRIL 23, 2014

COLLEGE ROAD WEST AND
NURSERY ROAD / SEMINARY DRIVE
PLAINSBORO TOWNSHIP
MIDDLESEX COUNTY, NJ

TRAFFIC SIGNAL TIMINGS

WITHOUT PEDESTRIAN ACTUATION -- VARIABLE CYCLE LENGTH

PHASE	1,2	3	4,5	6,7,8	9,10	11	12,13	14,15	P1-P4	P5-P6	P7-P8	TIME (SECONDS) PROG 1	PROG 2
1. E College Rd/Seminary Dr Advance	R/<-G	R	R/<-G	R	R	R	R	R	DW	DW	DW	**5**	**5-11**
Change	R/<-Y	R	R/<-Y	R	R	R	R	R	DW	DW	DW	**3**	**3**
2. E College Rd/Seminary Rd ROW	G	G	G	G	R	R	R	R	DW	DW	DW	**30-61**	**30-55**
Change	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	**5**	**5**
Clearance	R	R	R	R	R	R	R	R	DW	DW	DW	**2**	**2**
3. SB Nursery Road	R	R	R	R	R	R	G/<-G	G	DW	DW	DW	**7-16**	**7-34**
Change	R	R	R	R	R	R	Y	Y	DW	DW	DW	**4**	**4**
Clearance	R	R	R	R	R	R	R	R	DW	DW	DW	**2**	**2**
4. NB College Road West	R	R	R	R	G/<-G	G	R	R	DW	DW	DW	**5-16**	**5-8**
Change	R	R	R	R	Y	Y	R	R	DW	DW	DW	**4**	**4**
Clearance	R	R	R	R	R	R	R	R	DW	DW	DW	**2**	**2**

WITH PEDESTRIAN ACTUATION -- VARIABLE CYCLE LENGTH

PHASE	1,2	3	4,5	6,7,8	9,10	11	12,13	14,15	P1-P4	P5-P6	P7-P8	TIME (SECONDS) PROG 1	PROG 2
1. E College Rd/Seminary Dr Advance	R/<-G	R	R/<-G	R	R	R	R	R	DW	DW	DW	**5**	**5-11**
Change	R/<-Y	R	R/<-Y	R	R	R	R	R	DW	DW	DW	**3**	**3**
2. E College Rd/Seminary Rd ROW	G	G	G	G	R	R	R	R	W	DW	DW	**7**	**7**
Pedestrian Clearance	G	G	G	G	R	R	R	R	FDW	DW	DW	**26**	**26**
Vehicle Extension	G	G	G	G	R	R	R	R	DW	DW	DW	**0-28**	**0-23**
Change	Y	Y	Y	Y	R	R	R	R	DW	DW	DW	**5**	**5**
Clearance	R	R	R	R	R	R	R	R	DW	DW	DW	**2**	**2**
3. SB Nursery Road	R	R	R	R	R	R	G/<-G	G	DW	W	DW	**7**	**7**
Pedestrian Clearance	R	R	R	R	R	R	G/<-G	G	DW	FDW	DW	**16**	**16**
Vehicle Extension	R	R	R	R	R	R	G/<-G	G	DW	DW	DW	**0**	**0-11**
Change	R	R	R	R	R	R	Y	Y	DW	DW	DW	**4**	**4**
Clearance	R	R	R	R	R	R	R	R	DW	DW	DW	**2**	**2**
4. NB College Road West	R	R	R	R	G/<-G	G	R	R	DW	DW	W	**7**	**7**
Pedestrian Clearance	R	R	R	R	G/<-G	G	R	R	DW	DW	FDW	**15**	**15**
Change	R	R	R	R	Y	Y	R	R	DW	DW	DW	**4**	**4**
Clearance	R	R	R	R	R	R	R	R	DW	DW	DW	**2**	**2**
EMERGENCY FLASHING	FY	FY	FY	FY	FR	FR	FR	FR	OFF	OFF	OFF	**50-60 per minute**	

NOTES:

1. VEHICLE INTERVAL TO BE SET AT 2 SECONDS.
2. MEMORY CIRCUITS ARE TO BE DISCONNECTED.
3. THE LEFT TURN PHASES ON WESTBOUND COLLEGE ROAD WEST, AND EASTBOUND SEMINARY ROAD, SHALL BE CAPABLE OF TERMINATING OR EXTENDING INDEPENDENTLY, THEREBY REVERTING ANY UNUSED GREEN TIME OPPOSING NON-CONFLICTING GREEN PHASE.
4. PHASE 1 MUST BE FOLLOWED BY PHASE 2. PHASES 1, 3 AND 4, IF NOT ACTUATED, MAY BE SKIPPED
5. IF NO ACTUATION OCCURS, SIGNAL SHALL REST IN THE COLLEGE/SEMINARY ROAD ROW PHASE
6. PROGRAM 2 SHALL OPERATE BETWEEN 3:00 P.M. AND 7:00 P.M. MONDAY THROUGH FRIDAY. PROGRAM 1 SHALL OPERATE AT ALL OTHER TIMES.

1821101t

2016-02-C1-TEMP

Route 27 and Academy Street – Church Street
Franklin Twp., Somerset Co. /
South Brunswick Twp., Middlesex Co.

100-SECOND BACKGROUND CYCLE

Phase	Signal Indications						Time (Sec.)	
	1,2	3,4	5,6	9,10	7,8	11,12	I	II
VEHICLE ACTUATED								
1) Route 27 ROW	G	G	R	DW	W	W	59-45	59-38
Pedestrian Clearance	G	G	R	DW	FDW	FDW	14	14
Change	Y	Y	R	DW	DW	DW	4*	4*
Clearance	R	R	R	DW	DW	DW	2	2
2) Academy Street ROW	R	R	G	DW	DW	DW	7-21	7-28
Change	R	R	Y	DW	DW	DW	3	3
Clearance	R	R	R	DW	DW	DW	2	2
3) Route 27 S/B Lead	R	G/<G-	R	DW	DW	W	6	6
Lead Clearance	R	G/<Y-	R	DW	DW	W	3	3
Emergency Flash	Y	Y	R	DARK	DARK	DARK	-	-
WITH PEDESTRIAN ACTUATION								
1) Route 27 ROW	G	G	R	DW	W	W	59-45	49-38
Pedestrian Clearance	G	G	R	DW	FDW	FDW	14	14
Change	Y	Y	R	DW	DW	DW	4	4
Clearance	R	R	R	DW	DW	DW	2	2
2) Academy Street ROW	R	R	G	W	DW	DW	7	7
Pedestrian Clearance	R	R	G	FDW	DW	DW	10	10
Vehicle Extension	R	R	G	DW	DW	DW	0-4	0-11
Change	R	R	Y	DW	DW	DW	3	3
Clearance	R	R	R	DW	DW	DW	2	2
3) Route 27 S/B Lead	R	G/<G-	R	DW	DW	W	6	6
Lead Clearance	R	G/<Y-	R	DW	DW	W	3	3

*The offset of 0 seconds is measured from the beginning of yellow at Heathcote Road – Laurel Avenue to the beginning of yellow to Route 27 at this intersection.

The memory is to be disconnected and the vehicle extension set at 2.0 seconds.

The manual control is to be disconnected.

Timing Schedule: Timing Schedule II / 4:00 – 6:00 P.M., Monday – Friday

Timing Schedule I / All Other Times

1216106t

2016-03-C1-TEMP

Route NJ 27 & Laurel Ave-Heathcote Rd
South Brunswick Township, Middlesex County
Franklin Township, Somerset County

100 SECOND BACKGROUND CYCLE

PHASE		Signal Indications 1,2	3,4	5,6	7,8	TIME (SECONDS)
1.	**Route NJ 27 ROW**	G	G	R	R	81-60
	Change	Y	Y	R	R	4*
	Clearance	R	R	R	R	2
2.	**Heathcote Road-Laurel Avenue ROW**	R	R	G	G	8-29
	Change	R	R	Y	Y	3
	Clearance	R	R	R	R	2
	Emergency Flash	Y	Y	R	R	--

*An offset of 0 seconds is measured from the beginning of yellow to Route NJ 27 at this intersection.

The memory is to be ON and the vehicle interval is to be set at 3 seconds.

Manual control is to remain disconnected.

Actuation of pedestrian push button shall provide minimum side street green.

05/24/02

Traffic Signal Timing

Mapleton Road & Seminary Drive
Plainsboro Township
Middlesex County, NJ

74-95 SECOND MAXIMUM VARIABLE CYCLE LENGTH

PHASE	SIGNAL FACES 1,2	3,13	4,5	6,14	7-12,15	P1-P4	P5-P8	Time
Normal Operation								
A. Mapleton Rd / Seminary Dr Lead Lefts	<G/R	R	<G/R	R	R	DW	DW	5-7
Change	<Y/R	R	<Y/R	R	R	DW	DW	3
B. Mapleton Rd / Seminary Dr N/S ROW	G	G	G	G	R	DW	DW	44
Change	Y	Y	Y	Y	R	DW	DW	5
Clearance	R	R	R	R	R	DW	DW	2
C. Mapleton Rd E/W ROW	R	R	R	R	G	DW	DW	7-15
Change	R	R	R	R	Y	DW	DW	5
Clearance	R	R	R	R	R	DW	DW	3
With Pedestrian Actuation								
A. Mapleton Rd / Seminary Dr Lead Lefts	<G/R	R	<G/R	R	R	DW	DW	5-7
Change	<Y/R	R	<Y/R	R	R	DW	DW	3
B. Mapleton Rd / Seminary Dr N/S ROW	G	G	G	G	R	W	DW	31
Pedestrian Clearance	G	G	G	G	R	FDW	DW	13
Change	Y	Y	Y	Y	R	DW	DW	5
Clearance	R	R	R	R	R	DW	DW	2
C. Mapleton Rd E/W ROW	R	R	R	R	G	DW	W	10
Pedestrian Clearance	R	R	R	R	G	DW	FDW	16
Change	R	R	R	R	Y	DW	DW	5
Clearance	R	R	R	R	R	DW	DW	3
EMERGENCY FLASH	Y	Y	Y	Y	R	DARK	DARK	

1. The vehicle memories are to be disconnected and their extensions set at 2.0 seconds.
2. The manual control is to be disconnected.
3. Minimum recall switch is to be OFF.
4. The left turn slots (phase A) are to be separate phases but concurrently timed if actuation occurs in both slots. Each left turn slot is to have the capability of operating independently of each other, thereby reverting the time to the non-conflicting through movement.
5. The signal shall rest in Phase B, Mapleton Rd / Seminary Dr N/S ROW.
6. Phase B shall always follow Phase A.

L-9 7/71

New Jersey Department of Transportation

TRAFFIC ENGINEERING – ELECTRICAL PROJECT

Number 851

MAINTENANCE BUREAU

Job No.	6618102-4725 STC
Memo to	Mrs. D. Andres
Attention	Mr. E. Ellis-Dist. # 3

Route No.	Scudders Mill Rd.-& College Rd. East-Driveway
Location	PLAINSBORO TWP-Middlesex Co.
Date	May 10, 1988

Please void all previous directives and employ the attached revised timing schedule and operation (NOTE CHANGE IN P.P.B. OPERATION):

AUTHORIZATION: E. ANDERSON (HDB)

HDB:WEA:JOB

Date Completed	5-23-88
By	DAVID

Copies: Blue
Pink
Green
White

TITLE:CHIEF, BUREAU OF ELECTRICAL ENGINEERING

PLA-054

6618102001-3

Directive #851

Scudders Mill Road and
College Road East - Driveway
Plainsboro Township
Middlesex County

71-111 SECOND VARIABLE CYCLE

PHASES AND SIGNALS

		Phase 6 1,6,7	Phase 5 2,3	Phase 2 4,5,10	Phase 1 8,9	Phase 4 11-14	Phase 3 15,18,19	Phase 3 16,17	Time (Seconds)
1 + 5	Scudders Mill Road Left Turns	R	<--	R	<--	R	R	R	6-15
	Change	R	Y	R	Y	R	R	R	3
-	Clearance	R	R	R	R	R	R	R	2
2 + 6	Scudders Mill Road	G	R	G	R	R	R	R	30 (min.)
	Change	Y	R	Y	R	R	R	R	5
	Clearance	R	R	R	R	R	R	R	2
3	College Road East	R	R	R	R	R	G	<--	6-23*
	Change	R	R	R	R	R		Y	4
	Clearance	R	R	R	R	R	R	R	2
4	Driveway	R	R	R	R	G	R	R	6-20*
	Change	R	R	R	R	Y	R	R	3
	Clearance	R	R	R	R	R	R	R	2
	Emergency Flash	Y	R	Y	R	R	R	R	

PL4-004

The Scudders Mill Road left turn slots (Phase 1 + Phase 5) are to be separate phases but concurrently timed if actuations occur in both slots. Each slot shall have the capability of terminating or extending independently, thereby reverting the timing to the non-conflicting Phase 2 or Phase 6 movement.

The vehicular memories for phases 1, 3, 4 and 5 are to be disconnected and their extensions set at 2.0 seconds.

- The manual control is to be removed.

*Pedestrian pushbutton across the College Road East leg of the intersection shall call phase 3 for the maximum green of 23 seconds.

*Pedestrian pushbutton across the driveway leg of the intersection shall call phase 4 for the maximum green of 20 seconds.

NOTE: All costs for labor and material involved in both the routine and emergency maintenance of th signal are to be carefully recorded. All costs will be paid by Middlesex County.

PLA-004

Intersection: **PLA-004: Scudders Mill Road & College Road East**

	Signal Parameters			Existing System		Retrofit System		Savings
	Signal Heads	Source	Size (inches)	Type	Watts per Unit	Type	Watts per Unit	Watts per Unit
A	1,2,9-11,18,19	R	8	Incad.	135.0	LED	8.0	127.0
B		Y	8	Incad.	135.0	Incad.	135.0	0.0
C	,10,11,14,18,19	G	8	Incad.	135.0	LED	7.0	128.0
D	3-8,12,13,15,16	R	12	Incad.	135.0	LED	14.0	121.0
E		Y	12	Incad.	135.0	Incad.	135.0	0.0
F	4-7,12,13,15,16	G	12	Incad.	135.0	LED	12.0	123.0
G	2,3,8,9	G>	12	Incad.	50.0	LED	5.5	44.5
H								0.0
I								0.0
J								0.0
K								0.0
L								0.0
M								0.0

Operating Schedule Description Without Pedestrian Actuation

PSE&G Method

Interval (from timing schedule)	Interval Length (Seconds)			Number of Signals Operating by Source												Power Usage Post Retrofit	
				8" R	8" Y	8" G	12" R	12" Y	12" G	12" G>							
				1,2,9-11,14,18,19		1,10,11, 14,18,19	3-8,12,13,15,16		4-7, 12, 13,15,16	2,3,8,9						kW	k
	Min.	Max.	Avg.	A	B	C	D	E	F	G	H	I	J	K	L	M	
1. Scudders Mill Left	6	15	10.5	6	0	0	8	0	0	4							0.182	
Change	3	3	3	6	2	0	8	2	0	0							0.700	
Clear	2	2	2	8	0	0	10	0	0	0							0.204	
2. Scudders Mill ROW	30	30	30	6	0	2	6	0	4	0							0.194	
Change	5	5	5	6	2	0	6	4	0	0							0.942	
Clear	2	2	2	8	0	0	10	0	0	0							0.204	
3. College Road East	6	23	14.5	6	0	2	8	0	1	1							0.192	2.
Change	4	4	4	6	2	0	8	2	0	0							0.700	
Clear	2	2	2	8	0	0	10	0	0	0							0.204	
4. Driveway	6	20	13	6	0	2	8	0	2	0							0.198	
Change	3	3	3	6	2	0	8	2	0	0							0.700	
Clear	2	2	2	8	0	0	10	0	0	0							0.204	
			0														0.000	
	Total Avg.		91															

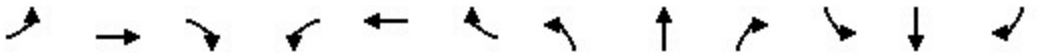
Weighed Average Savings this Int

EXISTING SIGNAL USAGE			RETROFIT SIGNAL USAGE			RETROFIT SIGNAL SAVIN
Usage in this 24 hour period:	**57.05**	**kWh**	**Usage in this 24 hour period:**	**6.97**	**kWh**	**Savings in this 24 hour period:**
Monthly Usage:	**1711.60**	**kWh**	**Monthly Usage:**	**209.07**	**kWh**	**Monthly Savings:**

Note: In any particular phase the power usage is calculated by summing the products of the signal sources and the watts per unit.

APPENDIX D
CAPACITY ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	234	98	206	326	55	0	1737	0	0	2845	0
Future Volume (vph)	68	234	98	206	326	55	0	1737	0	0	2845	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.978							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1863	1524	1770	1792	0	0	4975	0	0	5022	0
Flt Permitted	0.183			0.180								
Satd. Flow (perm)	341	1863	1524	335	1792	0	0	4975	0	0	5022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80		5							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		157			159			333			343	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	6%	2%	4%	2%	0%	7%	0%	0%	6%	0%
Adj. Flow (vph)	76	260	109	229	362	61	0	1930	0	0	3161	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	260	109	229	423	0	0	1930	0	0	3161	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

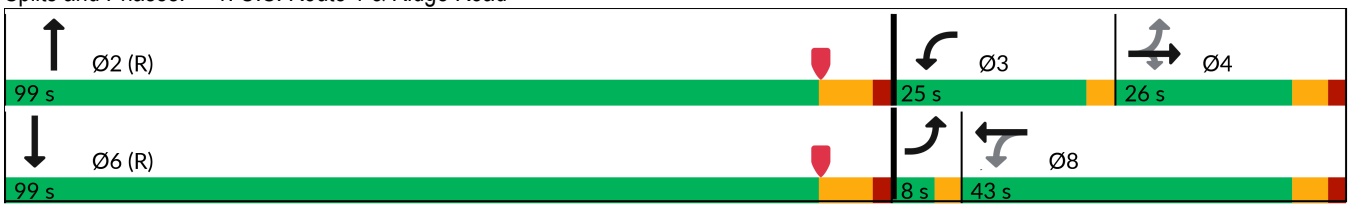


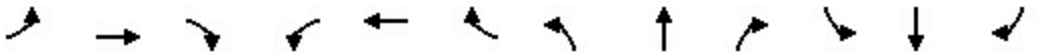
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	26.0	26.0	25.0	43.0			99.0			99.0	
Total Split (%)	5.3%	17.3%	17.3%	16.7%	28.7%			66.0%			66.0%	
Maximum Green (s)	5.0	20.0	20.0	22.0	37.0			91.0			91.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Dont Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	31.3	23.3	23.3	48.0	37.0			94.0			94.0	
Actuated g/C Ratio	0.21	0.16	0.16	0.32	0.25			0.63			0.63	
v/c Ratio	0.64	0.90	0.36	0.80	0.95			0.62			1.00	
Control Delay (s/veh)	66.0	94.4	23.0	61.1	86.5			16.0			45.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	66.0	94.4	23.0	61.1	86.5			16.0			45.0	
LOS	E	F	C	E	F			B			D	
Approach Delay (s/veh)		72.0			77.6			16.0			45.0	
Approach LOS		E			E			B			D	
90th %ile Green (s)	5.0	20.0	20.0	22.0	37.0			91.0			91.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	5.0	20.0	20.0	22.0	37.0			91.0			91.0	
70th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
50th %ile Green (s)	5.0	22.2	22.2	19.8	37.0			91.0			91.0	
50th %ile Term Code	Max	Max	Max	Gap	Max			Coord			Coord	
30th %ile Green (s)	5.0	25.1	25.1	16.9	37.0			91.0			91.0	
30th %ile Term Code	Max	Max	Max	Gap	Max			Coord			Coord	
10th %ile Green (s)	5.0	29.0	29.0	13.0	37.0			91.0			91.0	
10th %ile Term Code	Max	Max	Max	Gap	Hold			Coord			Coord	
Stops (vph)	57	196	30	158	338			884			2513	
Fuel Used(gal)	2	7	1	5	12			26			79	
CO Emissions (g/hr)	108	466	60	363	859			1801			5515	
NOx Emissions (g/hr)	21	91	12	71	167			350			1073	
VOC Emissions (g/hr)	25	108	14	84	199			417			1278	
Dilemma Vehicles (#)	0	7	0	0	12			58			92	
Queue Length 50th (ft)	54	256	25	176	407			400			~1099	
Queue Length 95th (ft)	#107	#460	88	#259	#621			355			#1247	
Internal Link Dist (ft)		77			79			253			263	
Turn Bay Length (ft)												
Base Capacity (vph)	118	288	303	317	445			3117			3147	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.64	0.90	0.36	0.72	0.95			0.62			1.00	

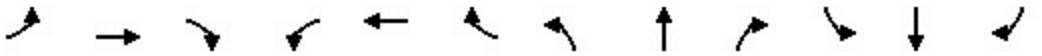
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 112 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 41.3		Intersection LOS: D	
Intersection Capacity Utilization 90.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	333	57	140	346	118	0	2364	0	0	1620	0
Future Volume (vph)	72	333	57	140	346	118	0	2364	0	0	1620	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.962							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1752	1900	1615	1787	1801	0	0	5168	0	0	5219	0
Flt Permitted	0.132			0.127								
Satd. Flow (perm)	243	1900	1615	239	1801	0	0	5168	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60		11							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		157			159			333			344	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	0%	1%	2%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	77	358	61	151	372	127	0	2542	0	0	1742	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	358	61	151	499	0	0	2542	0	0	1742	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

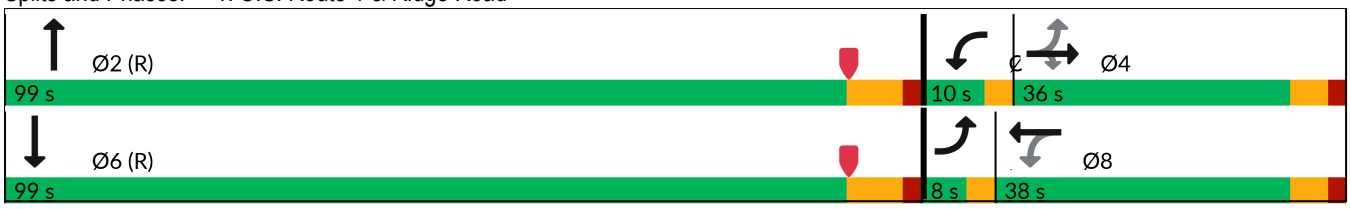


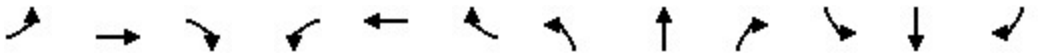
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	36.0	36.0	10.0	38.0			99.0			99.0	
Total Split (%)	5.5%	24.8%	24.8%	6.9%	26.2%			68.3%			68.3%	
Maximum Green (s)	5.0	30.0	30.0	7.0	32.0			91.0			91.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	39.1	30.2	30.2	44.8	33.6			91.4			91.4	
Actuated g/C Ratio	0.27	0.21	0.21	0.31	0.23			0.63			0.63	
v/c Ratio	0.61	0.91	0.16	0.87	1.17			0.78			0.53	
Control Delay (s/veh)	59.8	83.0	11.2	83.4	146.3			20.9			15.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	59.8	83.0	11.2	83.4	146.3			20.9			15.4	
LOS	E	F	B	F	F			C			B	
Approach Delay (s/veh)		70.5			131.7			20.9			15.4	
Approach LOS		E			F			C			B	
90th %ile Green (s)	5.0	30.0	30.0	7.0	32.0			91.0			91.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	5.0	30.0	30.0	7.0	32.0			91.0			91.0	
70th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
50th %ile Green (s)	5.6	30.0	30.0	7.6	32.0			90.4			90.4	
50th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
30th %ile Green (s)	8.1	30.0	30.0	10.4	32.3			87.6			87.6	
30th %ile Term Code	Gap	Hold	Hold	Max	Max			Coord			Coord	
10th %ile Green (s)	6.1	30.8	30.8	15.1	39.8			82.1			82.1	
10th %ile Term Code	Gap	Hold	Hold	Gap	Max			Coord			Coord	
Stops (vph)	54	302	10	88	359			1716			849	
Fuel Used(gal)	1	9	0	4	20			47			24	
CO Emissions (g/hr)	104	625	20	270	1384			3280			1704	
NOx Emissions (g/hr)	20	122	4	53	269			638			332	
VOC Emissions (g/hr)	24	145	5	63	321			760			395	
Dilemma Vehicles (#)	0	10	0	0	13			97			56	
Queue Length 50th (ft)	53	336	0	~111	~568			642			303	
Queue Length 95th (ft)	#116	#532	35	#251	#790			402			335	
Internal Link Dist (ft)		77			79			253			264	
Turn Bay Length (ft)												
Base Capacity (vph)	127	395	383	174	426			3350			3383	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.61	0.91	0.16	0.87	1.17			0.76			0.51	

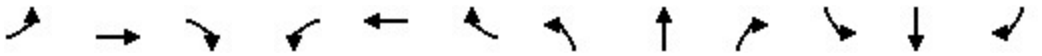
Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 21 (14%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay (s/veh): 36.9		Intersection LOS: D	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	221	57	76	174	102	0	1740	0	0	1599	0
Future Volume (vph)	49	221	57	76	174	102	0	1740	0	0	1599	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.945							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	1881	1553	1787	1778	0	0	3597	0	0	3632	0
Flt Permitted	0.270			0.300								
Satd. Flow (perm)	513	1881	1553	564	1778	0	0	3597	0	0	3632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65		19							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		157			159			333			344	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	1%	1%	1%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	50	226	58	78	178	104	0	1776	0	0	1632	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	226	58	78	282	0	0	1776	0	0	1632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

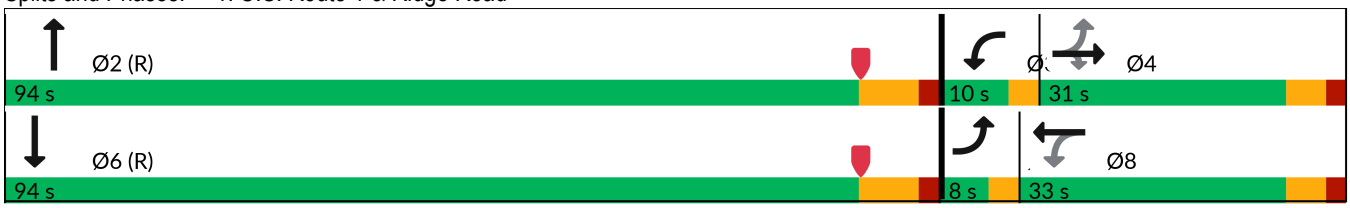


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	31.0	31.0	10.0	33.0			94.0			94.0	
Total Split (%)	5.9%	23.0%	23.0%	7.4%	24.4%			69.6%			69.6%	
Maximum Green (s)	5.0	25.0	25.0	7.0	27.0			86.0			86.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	31.0	21.6	21.6	34.4	24.7			91.5			91.5	
Actuated g/C Ratio	0.23	0.16	0.16	0.25	0.18			0.68			0.68	
v/c Ratio	0.28	0.75	0.19	0.36	0.83			0.73			0.66	
Control Delay (s/veh)	40.0	69.4	10.4	41.7	69.7			15.3			15.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	40.0	69.4	10.4	41.7	69.7			15.3			15.1	
LOS	D	E	B	D	E			B			B	
Approach Delay (s/veh)		54.8			63.7			15.3			15.1	
Approach LOS		D			E			B			B	
90th %ile Green (s)	5.0	25.0	25.0	7.0	27.0			86.0			86.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	8.3	26.2	26.2	10.3	28.2			81.5			81.5	
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
50th %ile Green (s)	7.3	23.3	23.3	8.9	24.9			85.8			85.8	
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
30th %ile Green (s)	6.3	20.2	20.2	7.5	21.4			90.3			90.3	
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
10th %ile Green (s)	0.0	13.4	13.4	5.6	22.0			99.0			99.0	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold			Coord			Coord	
Stops (vph)	36	206	9	56	242			1080			909	
Fuel Used(gal)	1	5	0	2	8			29			25	
CO Emissions (g/hr)	56	376	19	111	553			2038			1768	
NOx Emissions (g/hr)	11	73	4	22	108			397			344	
VOC Emissions (g/hr)	13	87	4	26	128			472			410	
Dilemma Vehicles (#)	0	7	0	0	9			64			59	
Queue Length 50th (ft)	32	188	0	51	225			515			435	
Queue Length 95th (ft)	66	275	34	95	#346			603			510	
Internal Link Dist (ft)		77			79			253			264	
Turn Bay Length (ft)												
Base Capacity (vph)	178	351	343	217	373			2463			2487	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.28	0.64	0.17	0.36	0.76			0.72			0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 76 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 22.7		Intersection LOS: C	
Intersection Capacity Utilization 78.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road



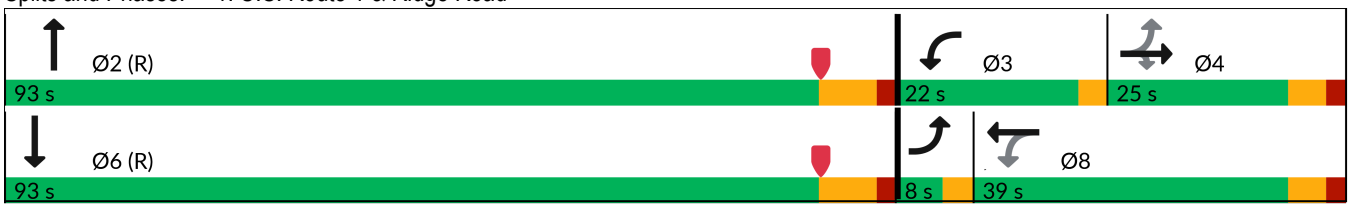
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	234	98	225	326	55	0	1830	0	0	2945	0
Future Volume (vph)	68	234	98	225	326	55	0	1830	0	0	2945	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.978							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1863	1524	1770	1792	0	0	4975	0	0	5022	0
Flt Permitted	0.200			0.174								
Satd. Flow (perm)	373	1863	1524	324	1792	0	0	4975	0	0	5022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86		6							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		156			160			333			344	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	6%	2%	4%	2%	0%	7%	0%	0%	6%	0%
Adj. Flow (vph)	76	260	109	250	362	61	0	2033	0	0	3272	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	260	109	250	423	0	0	2033	0	0	3272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	25.0	25.0	22.0	39.0			93.0			93.0	
Total Split (%)	5.7%	17.9%	17.9%	15.7%	27.9%			66.4%			66.4%	
Maximum Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	28.0	20.0	20.0	44.0	33.0			88.0			88.0	
Actuated g/C Ratio	0.20	0.14	0.14	0.31	0.24			0.63			0.63	
v/c Ratio	0.61	0.98	0.37	0.87	0.99			0.65			1.04	
Control Delay (s/veh)	60.1	109.3	20.3	67.6	94.1			15.6			52.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	60.1	109.3	20.3	67.6	94.1			15.6			52.7	
LOS	E	F	C	E	F			B			D	
Approach Delay (s/veh)		79.1			84.3			15.6			52.7	
Approach LOS		E			F			B			D	
90th %ile Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
70th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
50th %ile Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
50th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
30th %ile Green (s)	5.0	19.4	19.4	18.6	33.0			85.0			85.0	
30th %ile Term Code	Max	Max	Max	Gap	Max			Coord			Coord	
10th %ile Green (s)	5.0	23.6	23.6	14.4	33.0			85.0			85.0	
10th %ile Term Code	Max	Max	Max	Gap	Max			Coord			Coord	
Stops (vph)	59	197	27	168	332			870			2588	
Fuel Used(gal)	1	7	1	6	13			26			86	
CO Emissions (g/hr)	104	517	54	413	893			1806			6019	
NOx Emissions (g/hr)	20	101	11	80	174			351			1171	
VOC Emissions (g/hr)	24	120	13	96	207			419			1395	
Dilemma Vehicles (#)	0	7	0	0	12			65			100	
Queue Length 50th (ft)	50	~252	19	182	383			293			~1172	
Queue Length 95th (ft)	#110	#434	77	#313	#608			341			#1242	
Internal Link Dist (ft)		76			80			253			264	
Turn Bay Length (ft)												
Base Capacity (vph)	124	266	291	298	426			3127			3156	

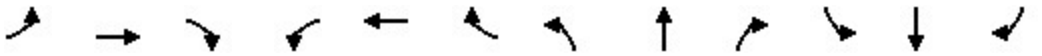
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.61	0.98	0.37	0.84	0.99			0.65			1.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 108 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 46.1		Intersection LOS: D	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	333	57	167	346	118	0	2462	0	0	1695	0
Future Volume (vph)	72	333	57	167	346	118	0	2462	0	0	1695	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.962							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1752	1900	1615	1787	1801	0	0	5168	0	0	5219	0
Flt Permitted	0.133			0.124								
Satd. Flow (perm)	245	1900	1615	233	1801	0	0	5168	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83		11							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		157			159			333			343	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	0%	1%	2%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	77	358	61	180	372	127	0	2647	0	0	1823	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	358	61	180	499	0	0	2647	0	0	1823	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

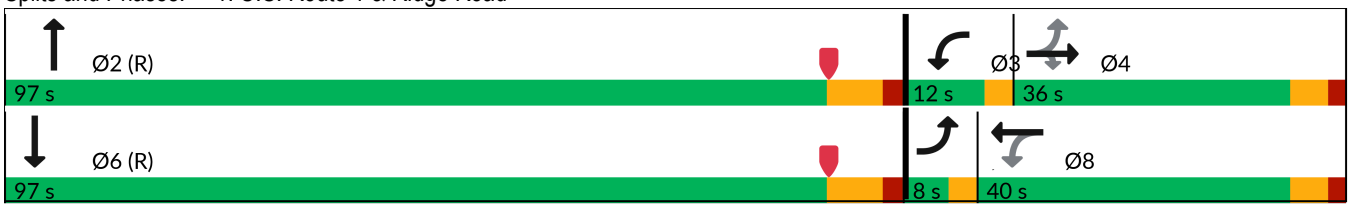


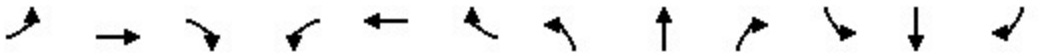
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	36.0	36.0	12.0	40.0			97.0			97.0	
Total Split (%)	5.5%	24.8%	24.8%	8.3%	27.6%			66.9%			66.9%	
Maximum Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	38.4	30.0	30.0	46.2	34.8			90.8			90.8	
Actuated g/C Ratio	0.26	0.21	0.21	0.32	0.24			0.63			0.63	
v/c Ratio	0.64	0.91	0.15	0.98	1.13			0.82			0.56	
Control Delay (s/veh)	62.3	83.8	4.6	103.8	132.4			25.4			16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	62.3	83.8	4.6	103.8	132.4			25.4			16.3	
LOS	E	F	A	F	F			C			B	
Approach Delay (s/veh)		70.8			124.8			25.4			16.3	
Approach LOS		E			F			C			B	
90th %ile Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
70th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
50th %ile Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
50th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
30th %ile Green (s)	6.0	30.0	30.0	10.0	34.0			88.0			88.0	
30th %ile Term Code	Max	Hold	Hold	Max	Max			Coord			Coord	
10th %ile Green (s)	6.1	30.0	30.0	14.2	38.1			83.8			83.8	
10th %ile Term Code	Gap	Hold	Hold	Max	Max			Coord			Coord	
Stops (vph)	55	302	4	104	374			1998			925	
Fuel Used(gal)	2	9	0	5	19			55			26	
CO Emissions (g/hr)	107	630	11	370	1308			3849			1851	
NOx Emissions (g/hr)	21	122	2	72	255			749			360	
VOC Emissions (g/hr)	25	146	2	86	303			892			429	
Dilemma Vehicles (#)	0	10	0	0	13			93			58	
Queue Length 50th (ft)	53	336	0	~144	~543			852			335	
Queue Length 95th (ft)	#113	#532	17	#294	#766			331			373	
Internal Link Dist (ft)		77			79			253			263	
Turn Bay Length (ft)												
Base Capacity (vph)	121	393	399	183	440			3279			3311	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.64	0.91	0.15	0.98	1.13			0.81			0.55	

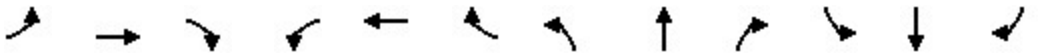
Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 16 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	221	57	121	174	102	0	1842	0	0	1718	0
Future Volume (vph)	49	221	57	121	174	102	0	1842	0	0	1718	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.945							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	1881	1553	1787	1778	0	0	3597	0	0	3632	0
Flt Permitted	0.314			0.259								
Satd. Flow (perm)	597	1881	1553	487	1778	0	0	3597	0	0	3632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89		19							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		156			160			333			344	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	1%	1%	1%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	50	226	58	123	178	104	0	1880	0	0	1753	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	226	58	123	282	0	0	1880	0	0	1753	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

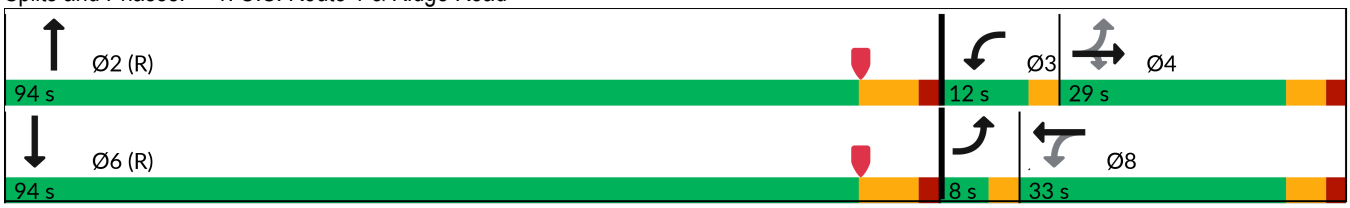


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	29.0	29.0	12.0	33.0			94.0			94.0	
Total Split (%)	5.9%	21.5%	21.5%	8.9%	24.4%			69.6%			69.6%	
Maximum Green (s)	5.0	23.0	23.0	9.0	27.0			86.0			86.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	28.9	19.6	19.6	35.9	25.2			91.1			91.1	
Actuated g/C Ratio	0.21	0.15	0.15	0.27	0.19			0.67			0.67	
v/c Ratio	0.27	0.83	0.19	0.54	0.81			0.77			0.72	
Control Delay (s/veh)	39.8	79.6	4.5	47.5	67.6			16.9			16.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	39.8	79.6	4.5	47.5	67.6			16.9			16.7	
LOS	D	E	A	D	E			B			B	
Approach Delay (s/veh)		60.6			61.5			16.9			16.7	
Approach LOS		E			E			B			B	
90th %ile Green (s)	5.0	23.0	23.0	9.0	27.0			86.0			86.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	8.1	23.4	23.4	13.6	28.9			81.0			81.0	
70th %ile Term Code	Gap	Gap	Gap	Gap	Hold			Coord			Coord	
50th %ile Green (s)	7.2	20.5	20.5	11.6	24.9			85.9			85.9	
50th %ile Term Code	Gap	Gap	Gap	Gap	Gap			Coord			Coord	
30th %ile Green (s)	6.2	17.8	17.8	9.8	21.4			90.4			90.4	
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
10th %ile Green (s)	0.0	13.5	13.5	7.3	23.8			97.2			97.2	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold			Coord			Coord	
Stops (vph)	38	210	3	92	242			1222			1053	
Fuel Used(gal)	1	6	0	3	8			33			29	
CO Emissions (g/hr)	58	411	10	189	545			2301			2036	
NOx Emissions (g/hr)	11	80	2	37	106			448			396	
VOC Emissions (g/hr)	13	95	2	44	126			533			472	
Dilemma Vehicles (#)	0	7	0	0	9			68			64	
Queue Length 50th (ft)	32	193	0	84	225			577			496	
Queue Length 95th (ft)	66	281	16	142	#346			676			581	
Internal Link Dist (ft)		76			80			253			264	
Turn Bay Length (ft)												
Base Capacity (vph)	184	321	339	231	375			2454			2478	

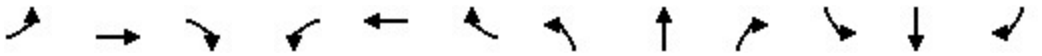
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.27	0.70	0.17	0.53	0.75			0.77			0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 76 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 24.3		Intersection LOS: C	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	234	98	218	326	55	0	1809	0	0	2905	0
Future Volume (vph)	68	234	98	218	326	55	0	1809	0	0	2905	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.978							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1770	1863	1524	1770	1792	0	0	4975	0	0	5022	0
Flt Permitted	0.197			0.172								
Satd. Flow (perm)	367	1863	1524	320	1792	0	0	4975	0	0	5022	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86		6							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		156			160			333			344	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	6%	2%	4%	2%	0%	7%	0%	0%	6%	0%
Adj. Flow (vph)	76	260	109	242	362	61	0	2010	0	0	3228	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	260	109	242	423	0	0	2010	0	0	3228	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

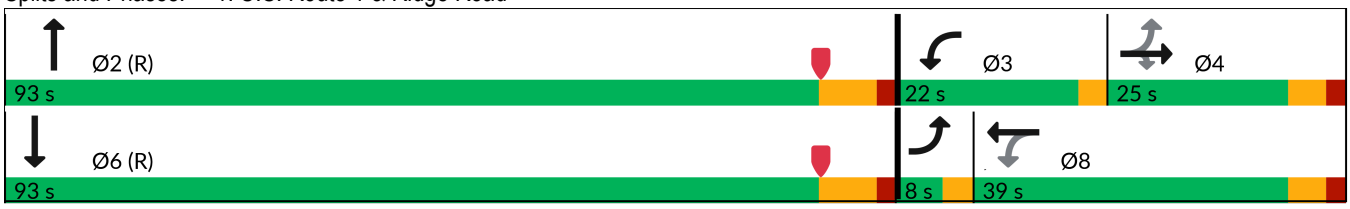


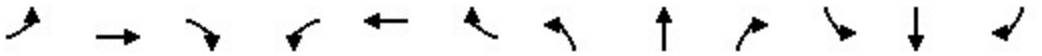
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	25.0	25.0	22.0	39.0			93.0			93.0	
Total Split (%)	5.7%	17.9%	17.9%	15.7%	27.9%			66.4%			66.4%	
Maximum Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	28.3	20.3	20.3	44.0	33.0			88.0			88.0	
Actuated g/C Ratio	0.20	0.15	0.15	0.31	0.24			0.63			0.63	
v/c Ratio	0.61	0.96	0.37	0.86	0.99			0.64			1.02	
Control Delay (s/veh)	60.2	105.2	20.2	65.7	94.1			15.4			48.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	60.2	105.2	20.2	65.7	94.1			15.4			48.2	
LOS	E	F	C	E	F			B			D	
Approach Delay (s/veh)		76.7			83.8			15.4			48.2	
Approach LOS		E			F			B			D	
90th %ile Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
70th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
50th %ile Green (s)	5.0	19.0	19.0	19.0	33.0			85.0			85.0	
50th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
30th %ile Green (s)	5.0	20.3	20.3	17.7	33.0			85.0			85.0	
30th %ile Term Code	Max	Max	Max	Gap	Max			Coord			Coord	
10th %ile Green (s)	5.0	24.3	24.3	13.7	33.0			85.0			85.0	
10th %ile Term Code	Max	Max	Max	Gap	Max			Coord			Coord	
Stops (vph)	59	197	27	164	332			851			2550	
Fuel Used(gal)	1	7	1	6	13			25			82	
CO Emissions (g/hr)	104	503	54	395	894			1768			5748	
NOx Emissions (g/hr)	20	98	10	77	174			344			1118	
VOC Emissions (g/hr)	24	117	13	92	207			410			1332	
Dilemma Vehicles (#)	0	7	0	0	12			65			99	
Queue Length 50th (ft)	50	~252	19	175	384			264			~1141	
Queue Length 95th (ft)	#110	#434	77	#298	#616			338			#1213	
Internal Link Dist (ft)		76			80			253			264	
Turn Bay Length (ft)												
Base Capacity (vph)	124	270	294	297	426			3127			3156	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.61	0.96	0.37	0.81	0.99			0.64			1.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 108 (77%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 43.6		Intersection LOS: D	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road





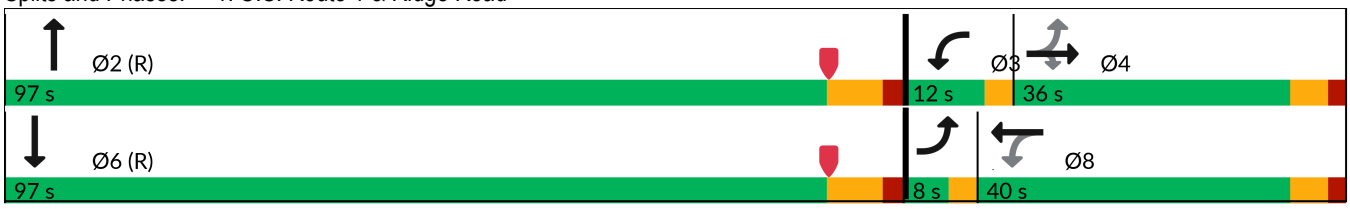
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	333	57	158	346	118	0	2431	0	0	1680	0
Future Volume (vph)	72	333	57	158	346	118	0	2431	0	0	1680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt			0.850		0.962							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1752	1900	1615	1787	1801	0	0	5168	0	0	5219	0
Flt Permitted	0.133			0.124								
Satd. Flow (perm)	245	1900	1615	233	1801	0	0	5168	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			83		11							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		157			159			333			343	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	0%	1%	2%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	77	358	61	170	372	127	0	2614	0	0	1806	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	358	61	170	499	0	0	2614	0	0	1806	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

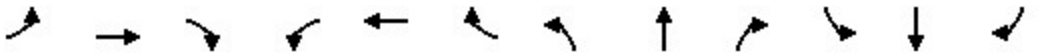
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	36.0	36.0	12.0	40.0			97.0			97.0	
Total Split (%)	5.5%	24.8%	24.8%	8.3%	27.6%			66.9%			66.9%	
Maximum Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	38.5	30.0	30.0	46.5	35.0			90.5			90.5	
Actuated g/C Ratio	0.27	0.21	0.21	0.32	0.24			0.62			0.62	
v/c Ratio	0.63	0.91	0.15	0.91	1.13			0.81			0.55	
Control Delay (s/veh)	61.5	83.8	4.6	87.2	130.6			25.3			16.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	61.5	83.8	4.6	87.2	130.6			25.3			16.3	
LOS	E	F	A	F	F			C			B	
Approach Delay (s/veh)		70.6			119.6			25.3			16.3	
Approach LOS		E			F			C			B	
90th %ile Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
70th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
50th %ile Green (s)	5.0	30.0	30.0	9.0	34.0			89.0			89.0	
50th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
30th %ile Green (s)	6.5	30.0	30.0	10.5	34.0			87.5			87.5	
30th %ile Term Code	Max	Hold	Hold	Max	Max			Coord			Coord	
10th %ile Green (s)	6.1	30.0	30.0	15.0	38.9			83.0			83.0	
10th %ile Term Code	Gap	Hold	Hold	Max	Max			Coord			Coord	
Stops (vph)	55	302	4	101	374			1943			916	
Fuel Used(gal)	2	9	0	5	19			54			26	
CO Emissions (g/hr)	106	630	11	316	1296			3757			1835	
NOx Emissions (g/hr)	21	122	2	61	252			731			357	
VOC Emissions (g/hr)	25	146	2	73	300			871			425	
Dilemma Vehicles (#)	0	10	0	0	13			103			58	
Queue Length 50th (ft)	53	336	0	~126	~549			805			330	
Queue Length 95th (ft)	#113	#532	17	#270	#778			326			369	
Internal Link Dist (ft)		77			79			253			263	
Turn Bay Length (ft)												
Base Capacity (vph)	122	393	399	187	442			3279			3311	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.63	0.91	0.15	0.91	1.13			0.80			0.55	

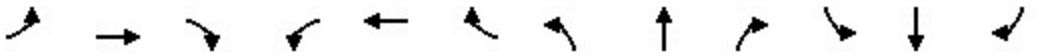
Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 16 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay (s/veh): 37.7		Intersection LOS: D	
Intersection Capacity Utilization 87.8%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	221	57	102	174	102	0	1817	0	0	1681	0
Future Volume (vph)	49	221	57	102	174	102	0	1817	0	0	1681	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		150	0		0	0		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.945							
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	1881	1553	1787	1778	0	0	3597	0	0	3632	0
Flt Permitted	0.295			0.270								
Satd. Flow (perm)	560	1881	1553	508	1778	0	0	3597	0	0	3632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89		19							
Link Speed (mph)		40			50			55			55	
Link Distance (ft)		156			160			333			344	
Travel Time (s)		2.7			2.2			4.1			4.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	4%	1%	1%	1%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	50	226	58	104	178	104	0	1854	0	0	1715	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	226	58	104	282	0	0	1854	0	0	1715	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2			2			2	
Detector Template	Left	Thru	Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20	100	20	20	100			100			100	
Trailing Detector (ft)	0	0	0	0	0			0			0	
Detector 1 Position(ft)	0	0	0	0	0			0			0	
Detector 1 Size(ft)	20	6	20	20	6			6			6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA			NA			NA	
Protected Phases	7	4		3	8			2			6	

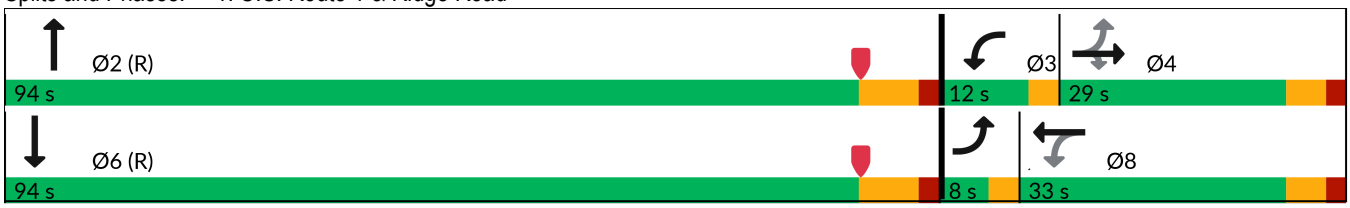


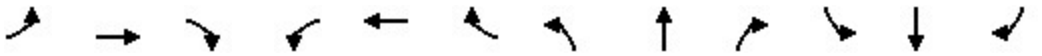
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8								
Detector Phase	7	4	4	3	8			2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0			31.0			31.0	
Minimum Split (s)	8.0	13.0	13.0	8.0	13.0			39.0			39.0	
Total Split (s)	8.0	29.0	29.0	12.0	33.0			94.0			94.0	
Total Split (%)	5.9%	21.5%	21.5%	8.9%	24.4%			69.6%			69.6%	
Maximum Green (s)	5.0	23.0	23.0	9.0	27.0			86.0			86.0	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0			6.0			6.0	
All-Red Time (s)	0.0	2.0	2.0	0.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			-3.0			-3.0	
Total Lost Time (s)	3.0	6.0	6.0	3.0	6.0			5.0			5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0			2.0			2.0	
Recall Mode	None	None	None	None	None			C-Min			C-Min	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								24.0			24.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)	29.5	20.2	20.2	35.5	24.9			91.4			91.4	
Actuated g/C Ratio	0.22	0.15	0.15	0.26	0.18			0.68			0.68	
v/c Ratio	0.28	0.80	0.19	0.47	0.82			0.76			0.70	
Control Delay (s/veh)	40.1	76.2	4.4	44.8	68.8			16.3			16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	
Total Delay (s/veh)	40.1	76.2	4.4	44.8	68.8			16.3			16.0	
LOS	D	E	A	D	E			B			B	
Approach Delay (s/veh)		58.3			62.3			16.3			16.0	
Approach LOS		E			E			B			B	
90th %ile Green (s)	5.0	23.0	23.0	9.0	27.0			86.0			86.0	
90th %ile Term Code	Max	Max	Max	Max	Max			Coord			Coord	
70th %ile Green (s)	8.2	24.1	24.1	12.3	28.2			81.6			81.6	
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
50th %ile Green (s)	7.2	21.7	21.7	10.4	24.9			85.9			85.9	
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
30th %ile Green (s)	6.2	18.8	18.8	8.8	21.4			90.4			90.4	
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap			Coord			Coord	
10th %ile Green (s)	0.0	13.5	13.5	6.5	23.0			98.0			98.0	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold			Coord			Coord	
Stops (vph)	37	209	3	78	239			1182			1003	
Fuel Used(gal)	1	6	0	2	8			32			28	
CO Emissions (g/hr)	57	400	10	156	546			2225			1942	
NOx Emissions (g/hr)	11	78	2	30	106			433			378	
VOC Emissions (g/hr)	13	93	2	36	127			516			450	
Dilemma Vehicles (#)	0	7	0	0	9			67			62	
Queue Length 50th (ft)	32	190	0	70	222			561			476	
Queue Length 95th (ft)	66	281	16	123	#324			658			557	
Internal Link Dist (ft)		76			80			253			264	
Turn Bay Length (ft)												
Base Capacity (vph)	180	323	340	228	373			2458			2482	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0			0	
Spillback Cap Reductn	0	0	0	0	0			0			0	
Storage Cap Reductn	0	0	0	0	0			0			0	
Reduced v/c Ratio	0.28	0.70	0.17	0.46	0.76			0.75			0.69	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 76 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 23.6		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 1 & Ridge Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	57	0	10	0	3	0	1966	101	0	3103	0
Future Volume (vph)	11	57	0	10	0	3	0	1966	101	0	3103	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850		0.993				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	1900	0	1626	0	1615	0	4912	0	0	5070	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	1900	0	1626	0	1615	0	4912	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						124		19				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		399			764			531			361	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	8%	0%	0%	5%	0%
Adj. Flow (vph)	12	64	0	11	0	3	0	2209	113	0	3487	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	64	0	11	0	3	0	2322	0	0	3487	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	

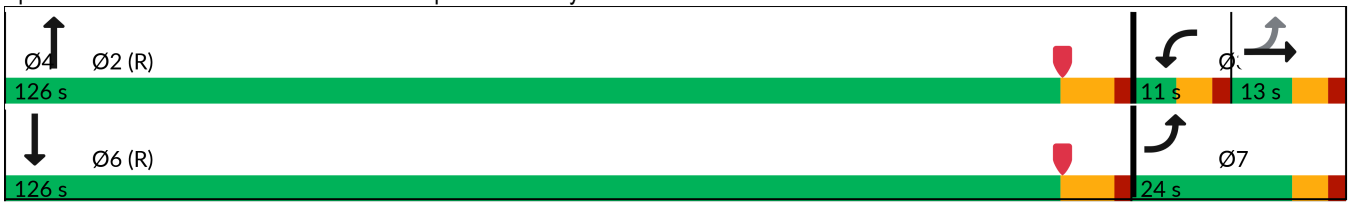
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	24.0	13.0		11.0				126.0			126.0	
Total Split (%)	16.0%	8.7%		7.3%				84.0%			84.0%	
Maximum Green (s)	18.0	7.0		5.0				118.0			118.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	12.3	7.9		5.1		150.0		126.7			126.7	
Actuated g/C Ratio	0.08	0.05		0.03		1.00		0.84			0.84	
v/c Ratio	0.04	0.65		0.20		0.00		0.56			0.81	
Control Delay (s/veh)	50.5	73.7		79.0		0.0		4.3			5.8	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	50.5	73.7		79.0		0.0		4.3			5.8	
LOS	D	E		E		A		A			A	
Approach Delay (s/veh)		70.0			62.1			4.3			5.8	
Approach LOS		E			E			A			A	
90th %ile Green (s)	18.0	7.0		5.0				118.0			118.0	
90th %ile Term Code	Hold	Max		Max				Coord			Coord	
70th %ile Green (s)	18.0	7.0		5.0				118.0			118.0	
70th %ile Term Code	Hold	Max		Max				Coord			Coord	
50th %ile Green (s)	0.0	10.0		0.0				126.0			126.0	
50th %ile Term Code	Skip	Gap		Skip				Coord			Coord	
30th %ile Green (s)	0.0	8.4		0.0				127.6			127.6	
30th %ile Term Code	Skip	Gap		Skip				Coord			Coord	
10th %ile Green (s)	0.0	7.0		0.0				129.0			129.0	
10th %ile Term Code	Skip	Min		Skip				Coord			Coord	
Stops (vph)	11	49		11		0		555			772	
Fuel Used(gal)	0	1		0		0		26			29	
CO Emissions (g/hr)	16	97		21		1		1814			2029	
NOx Emissions (g/hr)	3	19		4		0		353			395	
VOC Emissions (g/hr)	4	22		5		0		420			470	
Dilemma Vehicles (#)	0	1		0		0		69			109	
Queue Length 50th (ft)	5	57		11		0		166			301	
Queue Length 95th (ft)	m6	m66		34		0		275			m99	
Internal Link Dist (ft)		319			684			451			281	
Turn Bay Length (ft)						300						
Base Capacity (vph)	420	99		55		1615		4152			4283	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.65		0.20		0.00		0.56			0.81	

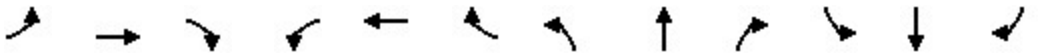
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 6.2		Intersection LOS: A	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	9	0	87	0	38	0	2701	10	0	2034	0
Future Volume (vph)	12	9	0	87	0	38	0	2701	10	0	2034	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850		0.999				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	1900	0	1805	0	1615	0	5214	0	0	5219	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	1900	0	1805	0	1615	0	5214	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						128		1				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		399			764			532			361	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	13	9	0	91	0	40	0	2814	10	0	2119	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	9	0	91	0	40	0	2824	0	0	2119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



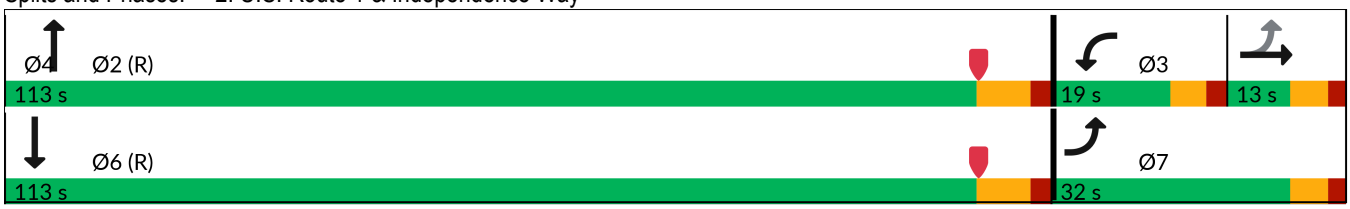
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	32.0	13.0		19.0				113.0			113.0	
Total Split (%)	22.1%	9.0%		13.1%				77.9%			77.9%	
Maximum Green (s)	26.0	7.0		13.0				105.0			105.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	11.6	7.0		11.7		145.0		119.7			119.7	
Actuated g/C Ratio	0.08	0.05		0.08		1.00		0.83			0.83	
v/c Ratio	0.05	0.10		0.63		0.02		0.66			0.49	
Control Delay (s/veh)	62.5	71.6		82.8		0.0		6.7			7.6	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	62.5	71.6		82.8		0.0		6.7			7.6	
LOS	E	E		F		A		A			A	
Approach Delay (s/veh)		66.2			57.5			6.7			7.6	
Approach LOS		E			E			A			A	
90th %ile Green (s)	29.5	7.0		16.5				101.5			101.5	
90th %ile Term Code	Hold	Min		Gap				Coord			Coord	
70th %ile Green (s)	13.6	0.0		13.6				117.4			117.4	
70th %ile Term Code	Hold	Skip		Gap				Coord			Coord	
50th %ile Green (s)	0.0	0.0		11.7				119.3			119.3	
50th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
30th %ile Green (s)	0.0	0.0		9.7				121.3			121.3	
30th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
10th %ile Green (s)	0.0	0.0		6.8				124.2			124.2	
10th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
Stops (vph)	12	10		84		0		984			891	
Fuel Used(gal)	0	0		3		0		40			27	
CO Emissions (g/hr)	19	16		180		15		2803			1883	
NOx Emissions (g/hr)	4	3		35		3		545			366	
VOC Emissions (g/hr)	4	4		42		3		650			436	
Dilemma Vehicles (#)	0	1		0		0		94			44	
Queue Length 50th (ft)	6	8		85		0		262			429	
Queue Length 95th (ft)	m9	m19		141		0		589			301	
Internal Link Dist (ft)		319			684			452			281	
Turn Bay Length (ft)						300						
Base Capacity (vph)	644	91		171		1615		4330			4334	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

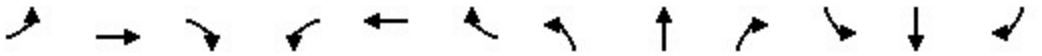
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.10		0.53		0.02		0.65			0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 8.7		Intersection LOS: A	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

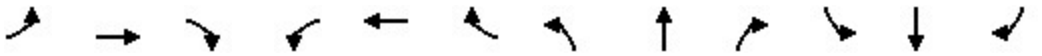
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	0	7	0	1	0	1794	6	0	1661	0
Future Volume (vph)	16	1	0	7	0	1	0	1794	6	0	1661	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3273	1900	0	1805	0	1615	0	5169	0	0	5219	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3273	1900	0	1805	0	1615	0	5169	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						137		1				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		399			764			532			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	16	1	0	7	0	1	0	1849	6	0	1712	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1	0	7	0	1	0	1855	0	0	1712	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



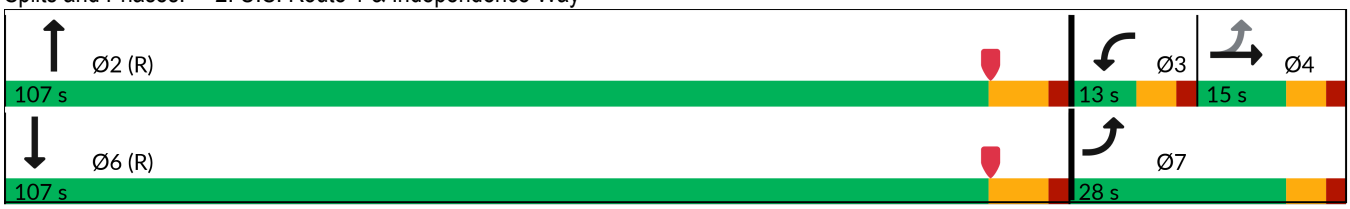
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	28.0	15.0		13.0				107.0			107.0	
Total Split (%)	20.7%	11.1%		9.6%				79.3%			79.3%	
Maximum Green (s)	22.0	9.0		7.0				99.0			99.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	8.3	7.0		5.4		135.0		125.3			125.3	
Actuated g/C Ratio	0.06	0.05		0.04		1.00		0.93			0.93	
v/c Ratio	0.08	0.01		0.10		0.00		0.39			0.35	
Control Delay (s/veh)	45.1	53.0		65.1		0.0		2.0			1.6	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	45.1	53.0		65.1		0.0		2.0			1.6	
LOS	D	D		E		A		A			A	
Approach Delay (s/veh)		45.5			57.0			2.0			1.6	
Approach LOS		D			E			A			A	
90th %ile Green (s)	19.3	7.0		6.3				101.7			101.7	
90th %ile Term Code	Hold	Min		Gap				Coord			Coord	
70th %ile Green (s)	7.0	7.0		0.0				114.0			114.0	
70th %ile Term Code	Hold	Hold		Skip				Coord			Coord	
50th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
50th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
30th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
30th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
10th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
10th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
Stops (vph)	16	2		9		0		212			150	
Fuel Used(gal)	0	0		0		0		17			9	
CO Emissions (g/hr)	22	2		14		0		1165			646	
NOx Emissions (g/hr)	4	0		3		0		227			126	
VOC Emissions (g/hr)	5	0		3		0		270			150	
Dilemma Vehicles (#)	0	0		0		0		29			26	
Queue Length 50th (ft)	7	1		6		0		0			0	
Queue Length 95th (ft)	m10	m1		23		0		201			147	
Internal Link Dist (ft)		319			684			452			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	533	126		93		1615		4799			4845	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

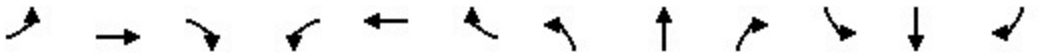
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.01		0.08		0.00		0.39			0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 2.1		Intersection LOS: A	
Intersection Capacity Utilization 49.9%		ICU Level of Service A	
Analysis Period (min) 15			

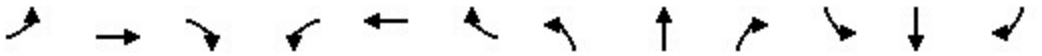
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	57	0	10	0	3	0	2067	101	0	3222	0
Future Volume (vph)	11	57	0	10	0	3	0	2067	101	0	3222	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850		0.993				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	1900	0	1626	0	1615	0	4912	0	0	5070	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	1900	0	1626	0	1615	0	4912	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						132		18				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		400			764			531			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	8%	0%	0%	5%	0%
Adj. Flow (vph)	12	64	0	11	0	3	0	2322	113	0	3620	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	64	0	11	0	3	0	2435	0	0	3620	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



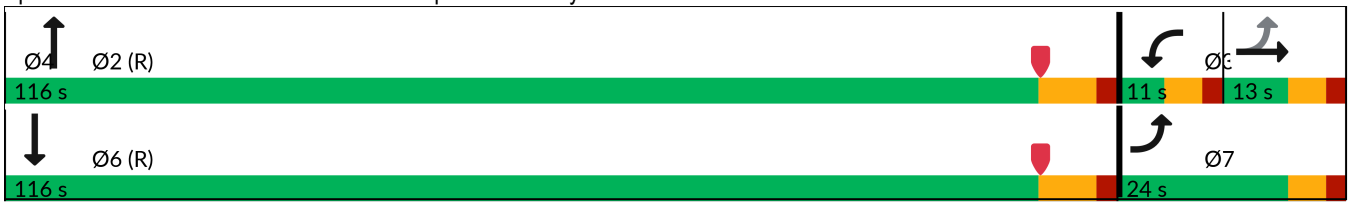
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	24.0	13.0		11.0				116.0			116.0	
Total Split (%)	17.1%	9.3%		7.9%				82.9%			82.9%	
Maximum Green (s)	18.0	7.0		5.0				108.0			108.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	11.7	7.7		5.1		140.0		120.5			120.5	
Actuated g/C Ratio	0.08	0.06		0.04		1.00		0.86			0.86	
v/c Ratio	0.04	0.62		0.19		0.00		0.58			0.83	
Control Delay (s/veh)	43.3	63.6		72.9		0.0		4.5			5.5	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	43.3	63.6		72.9		0.0		4.5			5.5	
LOS	D	E		E		A		A			A	
Approach Delay (s/veh)		60.4			57.3			4.5			5.5	
Approach LOS		E			E			A			A	
90th %ile Green (s)	18.0	7.0		5.0				108.0			108.0	
90th %ile Term Code	Hold	Max		Max				Coord			Coord	
70th %ile Green (s)	18.0	7.0		5.0				108.0			108.0	
70th %ile Term Code	Hold	Max		Max				Coord			Coord	
50th %ile Green (s)	0.0	9.5		0.0				116.5			116.5	
50th %ile Term Code	Skip	Gap		Skip				Coord			Coord	
30th %ile Green (s)	0.0	8.0		0.0				118.0			118.0	
30th %ile Term Code	Skip	Gap		Skip				Coord			Coord	
10th %ile Green (s)	0.0	0.0		0.0				132.0			132.0	
10th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
Stops (vph)	11	50		11		0		578			589	
Fuel Used(gal)	0	1		0		0		27			26	
CO Emissions (g/hr)	15	89		20		1		1898			1818	
NOx Emissions (g/hr)	3	17		4		0		369			354	
VOC Emissions (g/hr)	3	21		5		0		440			421	
Dilemma Vehicles (#)	0	1		0		0		64			69	
Queue Length 50th (ft)	5	53		10		0		176			152	
Queue Length 95th (ft)	m5	m59		32		0		304			m101	
Internal Link Dist (ft)		320			684			451			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	450	104		59		1615		4230			4363	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.62		0.19		0.00		0.58			0.83	

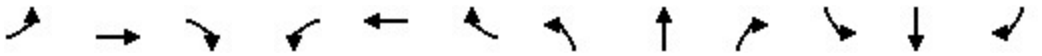
Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	9	0	87	0	38	0	2830	10	0	2135	0
Future Volume (vph)	12	9	0	87	0	38	0	2830	10	0	2135	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850		0.999				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	1900	0	1805	0	1615	0	5214	0	0	5219	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	1900	0	1805	0	1615	0	5214	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						128		1				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		399			764			531			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	13	9	0	91	0	40	0	2948	10	0	2224	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	9	0	91	0	40	0	2958	0	0	2224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



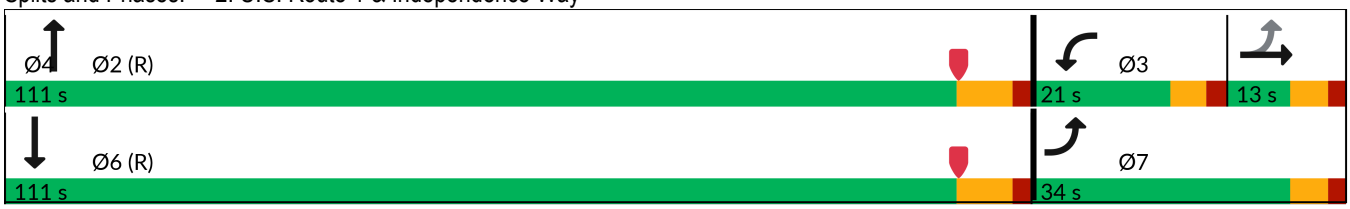
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	34.0	13.0		21.0				111.0			111.0	
Total Split (%)	23.4%	9.0%		14.5%				76.6%			76.6%	
Maximum Green (s)	28.0	7.0		15.0				103.0			103.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	11.3	7.0		11.4		145.0		120.0			120.0	
Actuated g/C Ratio	0.08	0.05		0.08		1.00		0.83			0.83	
v/c Ratio	0.05	0.10		0.65		0.02		0.69			0.51	
Control Delay (s/veh)	60.1	64.6		85.0		0.0		7.0			8.8	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	60.1	64.6		85.0		0.0		7.0			8.8	
LOS	E	E		F		A		A			A	
Approach Delay (s/veh)		61.9			59.0			7.0			8.8	
Approach LOS		E			E			A			A	
90th %ile Green (s)	28.0	7.0		15.0				103.0			103.0	
90th %ile Term Code	Hold	Max		Max				Coord			Coord	
70th %ile Green (s)	13.6	0.0		13.6				117.4			117.4	
70th %ile Term Code	Hold	Skip		Gap				Coord			Coord	
50th %ile Green (s)	0.0	0.0		11.7				119.3			119.3	
50th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
30th %ile Green (s)	0.0	0.0		9.7				121.3			121.3	
30th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
10th %ile Green (s)	0.0	0.0		6.8				124.2			124.2	
10th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
Stops (vph)	13	9		84		0		1078			1035	
Fuel Used(gal)	0	0		3		0		43			31	
CO Emissions (g/hr)	20	15		183		15		3007			2144	
NOx Emissions (g/hr)	4	3		36		3		585			417	
VOC Emissions (g/hr)	5	3		42		3		697			497	
Dilemma Vehicles (#)	0	1		0		0		98			89	
Queue Length 50th (ft)	6	7		85		0		291			505	
Queue Length 95th (ft)	m9	m17		143		0		624			m269	
Internal Link Dist (ft)		319			684			451			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	676	91		186		1615		4316			4320	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

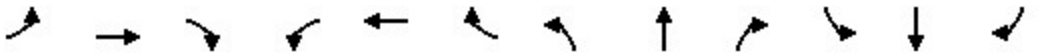
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.10		0.49		0.02		0.69			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 9.3		Intersection LOS: A	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

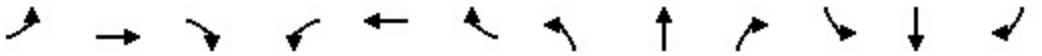
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	0	7	0	1	0	1934	6	0	1825	0
Future Volume (vph)	16	1	0	7	0	1	0	1934	6	0	1825	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3273	1900	0	1805	0	1615	0	5169	0	0	5219	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3273	1900	0	1805	0	1615	0	5169	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						137		1				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		400			764			531			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	16	1	0	7	0	1	0	1994	6	0	1881	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1	0	7	0	1	0	2000	0	0	1881	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



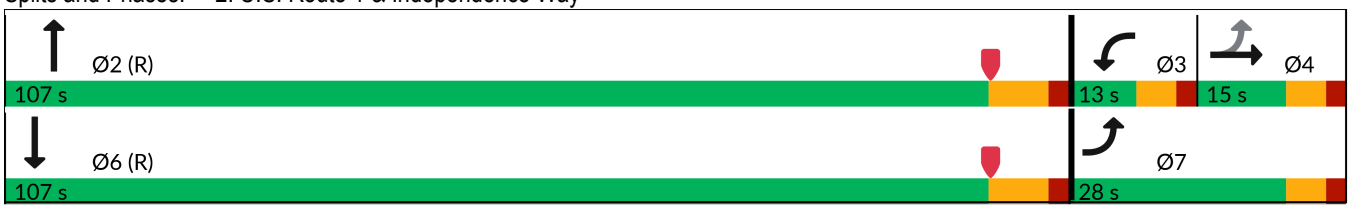
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	28.0	15.0		13.0				107.0			107.0	
Total Split (%)	20.7%	11.1%		9.6%				79.3%			79.3%	
Maximum Green (s)	22.0	9.0		7.0				99.0			99.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	8.3	7.0		5.4		135.0		125.3			125.3	
Actuated g/C Ratio	0.06	0.05		0.04		1.00		0.93			0.93	
v/c Ratio	0.08	0.01		0.10		0.00		0.42			0.39	
Control Delay (s/veh)	47.3	52.0		65.1		0.0		2.1			1.8	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	47.3	52.0		65.1		0.0		2.1			1.8	
LOS	D	D		E		A		A			A	
Approach Delay (s/veh)		47.6			57.0			2.1			1.8	
Approach LOS		D			E			A			A	
90th %ile Green (s)	19.3	7.0		6.3				101.7			101.7	
90th %ile Term Code	Hold	Min		Gap				Coord			Coord	
70th %ile Green (s)	7.0	7.0		0.0				114.0			114.0	
70th %ile Term Code	Hold	Hold		Skip				Coord			Coord	
50th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
50th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
30th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
30th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
10th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
10th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
Stops (vph)	16	2		9		0		241			181	
Fuel Used(gal)	0	0		0		0		18			11	
CO Emissions (g/hr)	22	2		14		0		1275			735	
NOx Emissions (g/hr)	4	0		3		0		248			143	
VOC Emissions (g/hr)	5	0		3		0		295			170	
Dilemma Vehicles (#)	0	0		0		0		32			40	
Queue Length 50th (ft)	7	1		6		0		0			0	
Queue Length 95th (ft)	m9	m1		23		0		226			143	
Internal Link Dist (ft)		320			684			451			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	533	126		93		1615		4799			4845	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

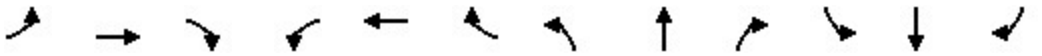
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.01		0.08		0.00		0.42			0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 2.3		Intersection LOS: A	
Intersection Capacity Utilization 52.6%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	57	0	10	0	3	0	2045	101	0	3176	0
Future Volume (vph)	11	57	0	10	0	3	0	2045	101	0	3176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850		0.993				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	1900	0	1626	0	1615	0	4912	0	0	5070	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	1900	0	1626	0	1615	0	4912	0	0	5070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						132		18				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		400			764			531			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	11%	0%	0%	0%	8%	0%	0%	5%	0%
Adj. Flow (vph)	12	64	0	11	0	3	0	2298	113	0	3569	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	64	0	11	0	3	0	2411	0	0	3569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	

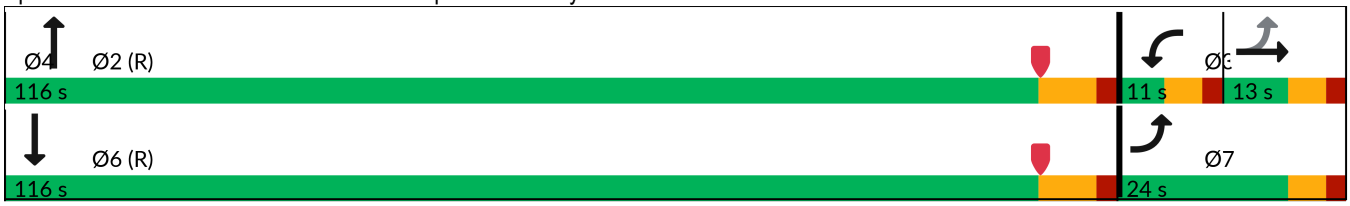
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	24.0	13.0		11.0				116.0			116.0	
Total Split (%)	17.1%	9.3%		7.9%				82.9%			82.9%	
Maximum Green (s)	18.0	7.0		5.0				108.0			108.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	11.7	7.7		5.1		140.0		120.5			120.5	
Actuated g/C Ratio	0.08	0.06		0.04		1.00		0.86			0.86	
v/c Ratio	0.04	0.62		0.19		0.00		0.57			0.82	
Control Delay (s/veh)	43.5	64.7		72.9		0.0		4.4			5.2	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	43.5	64.7		72.9		0.0		4.4			5.2	
LOS	D	E		E		A		A			A	
Approach Delay (s/veh)		61.4			57.3			4.4			5.2	
Approach LOS		E			E			A			A	
90th %ile Green (s)	18.0	7.0		5.0				108.0			108.0	
90th %ile Term Code	Hold	Max		Max				Coord			Coord	
70th %ile Green (s)	18.0	7.0		5.0				108.0			108.0	
70th %ile Term Code	Hold	Max		Max				Coord			Coord	
50th %ile Green (s)	0.0	9.5		0.0				116.5			116.5	
50th %ile Term Code	Skip	Gap		Skip				Coord			Coord	
30th %ile Green (s)	0.0	8.0		0.0				118.0			118.0	
30th %ile Term Code	Skip	Gap		Skip				Coord			Coord	
10th %ile Green (s)	0.0	0.0		0.0				132.0			132.0	
10th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
Stops (vph)	11	50		11		0		567			581	
Fuel Used(gal)	0	1		0		0		27			25	
CO Emissions (g/hr)	15	90		20		1		1871			1778	
NOx Emissions (g/hr)	3	18		4		0		364			346	
VOC Emissions (g/hr)	3	21		5		0		434			412	
Dilemma Vehicles (#)	0	1		0		0		63			70	
Queue Length 50th (ft)	4	53		10		0		173			198	
Queue Length 95th (ft)	m5	m60		32		0		298			m99	
Internal Link Dist (ft)		320			684			451			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	450	104		59		1615		4230			4363	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

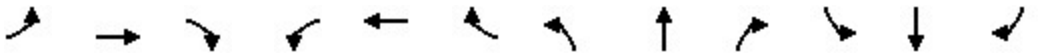
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.62		0.19		0.00		0.57			0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 5.7		Intersection LOS: A	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

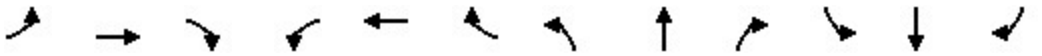
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	9	0	87	0	38	0	2787	10	0	2112	0
Future Volume (vph)	12	9	0	87	0	38	0	2787	10	0	2112	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850		0.999				
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3502	1900	0	1805	0	1615	0	5214	0	0	5219	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3502	1900	0	1805	0	1615	0	5214	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						128		1				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		399			764			531			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	13	9	0	91	0	40	0	2903	10	0	2200	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	9	0	91	0	40	0	2913	0	0	2200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



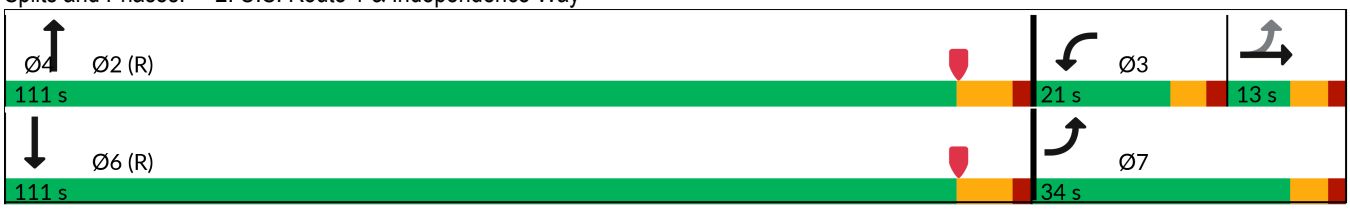
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	34.0	13.0		21.0				111.0			111.0	
Total Split (%)	23.4%	9.0%		14.5%				76.6%			76.6%	
Maximum Green (s)	28.0	7.0		15.0				103.0			103.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	11.3	7.0		11.4		145.0		120.0			120.0	
Actuated g/C Ratio	0.08	0.05		0.08		1.00		0.83			0.83	
v/c Ratio	0.05	0.10		0.65		0.02		0.67			0.51	
Control Delay (s/veh)	61.7	65.9		85.0		0.0		6.8			8.8	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	61.7	65.9		85.0		0.0		6.8			8.8	
LOS	E	E		F		A		A			A	
Approach Delay (s/veh)		63.4			59.0			6.8			8.8	
Approach LOS		E			E			A			A	
90th %ile Green (s)	28.0	7.0		15.0				103.0			103.0	
90th %ile Term Code	Hold	Max		Max				Coord			Coord	
70th %ile Green (s)	13.6	0.0		13.6				117.4			117.4	
70th %ile Term Code	Hold	Skip		Gap				Coord			Coord	
50th %ile Green (s)	0.0	0.0		11.7				119.3			119.3	
50th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
30th %ile Green (s)	0.0	0.0		9.7				121.3			121.3	
30th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
10th %ile Green (s)	0.0	0.0		6.8				124.2			124.2	
10th %ile Term Code	Skip	Skip		Gap				Coord			Coord	
Stops (vph)	13	9		84		0		1039			999	
Fuel Used(gal)	0	0		3		0		42			30	
CO Emissions (g/hr)	20	15		183		15		2924			2088	
NOx Emissions (g/hr)	4	3		36		3		569			406	
VOC Emissions (g/hr)	5	3		42		3		678			484	
Dilemma Vehicles (#)	0	1		0		0		96			74	
Queue Length 50th (ft)	6	7		85		0		281			517	
Queue Length 95th (ft)	m10	m17		143		0		602			265	
Internal Link Dist (ft)		319			684			451			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	676	91		186		1615		4316			4320	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

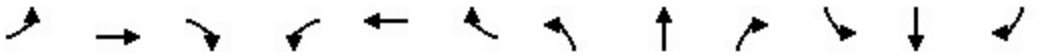
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.10		0.49		0.02		0.67			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

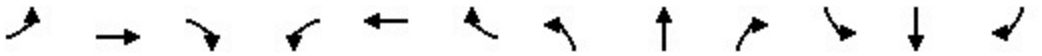
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	0	7	0	1	0	1893	6	0	1769	0
Future Volume (vph)	16	1	0	7	0	1	0	1893	6	0	1769	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	2		0	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Frt						0.850						
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3273	1900	0	1805	0	1615	0	5169	0	0	5219	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3273	1900	0	1805	0	1615	0	5169	0	0	5219	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						137		1				
Link Speed (mph)		35			35			55			55	
Link Distance (ft)		400			764			531			362	
Travel Time (s)		7.8			14.9			6.6			4.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	7%	0%	0%	0%	0%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	16	1	0	7	0	1	0	1952	6	0	1824	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1	0	7	0	1	0	1958	0	0	1824	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	R NA	L NA	Left	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			50			80	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1		1		2			2	
Detector Template	Left	Thru		Left		Right		Thru			Thru	
Leading Detector (ft)	20	100		20		20		100			100	
Trailing Detector (ft)	0	0		0		0		0			0	
Detector 1 Position(ft)	0	0		0		0		0			0	
Detector 1 Size(ft)	20	6		20		20		6			6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Queue (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 1 Delay (s)	0.0	0.0		0.0		0.0		0.0			0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	pm+pt	NA		Prot		Free		NA			NA	
Protected Phases	7	4		3				2			6	



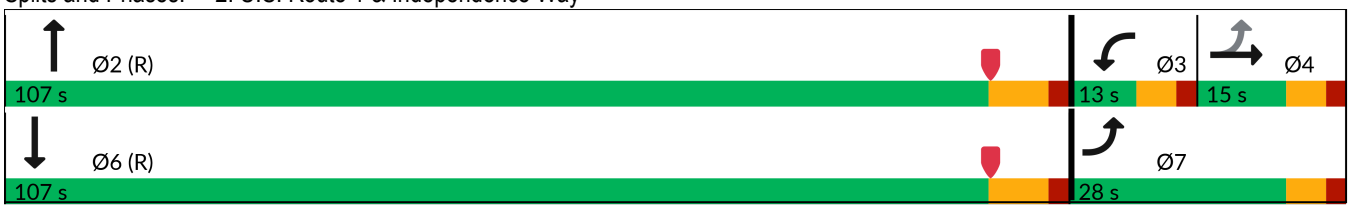
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4					Free						
Detector Phase	7	4		3				2			6	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0				20.0			20.0	
Minimum Split (s)	11.0	13.0		11.0				28.0			28.0	
Total Split (s)	28.0	15.0		13.0				107.0			107.0	
Total Split (%)	20.7%	11.1%		9.6%				79.3%			79.3%	
Maximum Green (s)	22.0	9.0		7.0				99.0			99.0	
Yellow Time (s)	4.0	4.0		4.0				6.0			6.0	
All-Red Time (s)	2.0	2.0		2.0				2.0			2.0	
Lost Time Adjust (s)	0.0	0.0		0.0				-3.0			-3.0	
Total Lost Time (s)	6.0	6.0		6.0				5.0			5.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0				2.0			2.0	
Recall Mode	None	None		None				C-Min			C-Min	
Act Effct Green (s)	8.3	7.0		5.4		135.0		125.3			125.3	
Actuated g/C Ratio	0.06	0.05		0.04		1.00		0.93			0.93	
v/c Ratio	0.08	0.01		0.10		0.00		0.41			0.38	
Control Delay (s/veh)	46.1	51.0		65.1		0.0		2.1			1.6	
Queue Delay	0.0	0.0		0.0		0.0		0.0			0.0	
Total Delay (s/veh)	46.1	51.0		65.1		0.0		2.1			1.6	
LOS	D	D		E		A		A			A	
Approach Delay (s/veh)		46.4			57.0			2.1			1.6	
Approach LOS		D			E			A			A	
90th %ile Green (s)	19.3	7.0		6.3				101.7			101.7	
90th %ile Term Code	Hold	Min		Gap				Coord			Coord	
70th %ile Green (s)	7.0	7.0		0.0				114.0			114.0	
70th %ile Term Code	Hold	Hold		Skip				Coord			Coord	
50th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
50th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
30th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
30th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
10th %ile Green (s)	0.0	0.0		0.0				127.0			127.0	
10th %ile Term Code	Skip	Skip		Skip				Coord			Coord	
Stops (vph)	16	2		9		0		232			161	
Fuel Used(gal)	0	0		0		0		18			10	
CO Emissions (g/hr)	22	2		14		0		1242			690	
NOx Emissions (g/hr)	4	0		3		0		242			134	
VOC Emissions (g/hr)	5	0		3		0		288			160	
Dilemma Vehicles (#)	0	0		0		0		31			34	
Queue Length 50th (ft)	7	1		6		0		0			0	
Queue Length 95th (ft)	m9	m1		23		0		218			143	
Internal Link Dist (ft)		320			684			451			282	
Turn Bay Length (ft)						300						
Base Capacity (vph)	533	126		93		1615		4799			4845	
Starvation Cap Reductn	0	0		0		0		0			0	
Spillback Cap Reductn	0	0		0		0		0			0	
Storage Cap Reductn	0	0		0		0		0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.01		0.08		0.00		0.41			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 135			
Actuated Cycle Length: 135			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 2.2		Intersection LOS: A	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: U.S. Route 1 & Independence Way



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	107	369	0	0	372	61	0	0	191	0	0	0
Future Volume (vph)	107	369	0	0	372	61	0	0	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3433	3539	0	0	3505	1583	0	0	1611	0	0	0
Flt Permitted	0.402											
Satd. Flow (perm)	1453	3539	0	0	3505	1583	0	0	1611	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			684			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			557			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	116	401	0	0	404	66	0	0	208	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	401	0	0	404	66	0	0	208	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

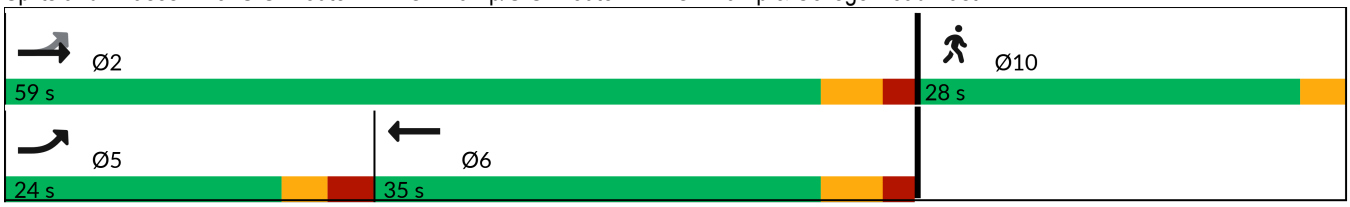
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	31.9	37.9			22.6	37.9			37.9			
Actuated g/C Ratio	0.84	1.00			0.60	1.00			1.00			
v/c Ratio	0.07	0.11			0.19	0.04			0.13			
Control Delay (s/veh)	0.6	0.1			5.4	0.0			0.2			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.6	0.1			5.4	0.0			0.2			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.2			4.7			0.2				
Approach LOS		A			A			A				
90th %ile Green (s)	7.0	30.0			17.0							
90th %ile Term Code	Min	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	37.7			24.7							
30th %ile Term Code	Min	Dwell			Dwell							
10th %ile Green (s)	0.0	32.0			32.0							
10th %ile Term Code	Skip	Dwell			Dwell							
Stops (vph)	10	0			174	0			0			
Fuel Used(gal)	0	1			12	2			2			
CO Emissions (g/hr)	26	64			854	116			122			
NOx Emissions (g/hr)	5	12			166	23			24			
VOC Emissions (g/hr)	6	15			198	27			28			
Dilemma Vehicles (#)	0	0			37	0			0			
Queue Length 50th (ft)	0	0			21	0			0			
Queue Length 95th (ft)	0	0			37	0			0			
Internal Link Dist (ft)		282			477			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2166	3539			2860	1583			1611			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Dont Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.05	0.11			0.14	0.04			0.13			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 37.9			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.19			
Intersection Signal Delay (s/veh): 2.0		Intersection LOS: A	
Intersection Capacity Utilization 33.5%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 43.7			
10th %ile Actuated Cycle: 38			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	113	246	0	0	546	105	0	0	71	0	0	0
Future Volume (vph)	113	246	0	0	546	105	0	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3502	3574	0	0	3610	1615	0	0	1644	0	0	0
Flt Permitted	0.335											
Satd. Flow (perm)	1235	3574	0	0	3610	1615	0	0	1644	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			787			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			558			521			621	
Travel Time (s)		6.2			9.5			11.8			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.89	0.89	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	122	265	0	0	587	113	0	0	76	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	265	0	0	587	113	0	0	76	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

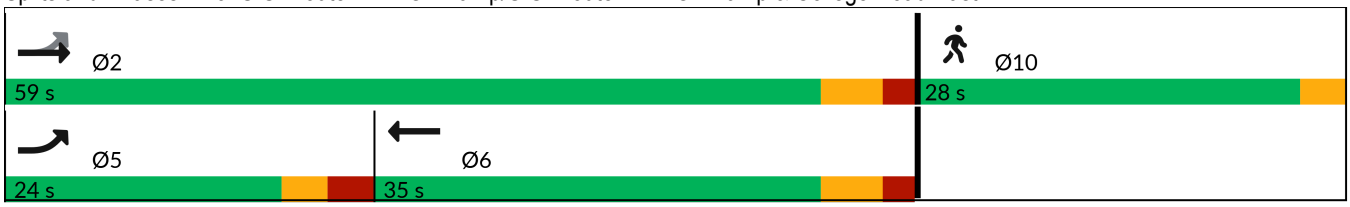
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	31.6	37.6			22.3	37.6			37.6			
Actuated g/C Ratio	0.84	1.00			0.59	1.00			1.00			
v/c Ratio	0.08	0.07			0.27	0.07			0.05			
Control Delay (s/veh)	0.6	0.0			5.8	0.1			0.1			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.6	0.0			5.8	0.1			0.1			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.2			4.9			0.1				
Approach LOS		A			A			A				
90th %ile Green (s)	7.0	30.0			17.0							
90th %ile Term Code	Min	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	35.9			22.9							
30th %ile Term Code	Min	Dwell			Dwell							
10th %ile Green (s)	0.0	32.0			32.0							
10th %ile Term Code	Skip	Dwell			Dwell							
Stops (vph)	10	0			266	0			0			
Fuel Used(gal)	0	1			18	3			1			
CO Emissions (g/hr)	27	42			1263	199			45			
NOx Emissions (g/hr)	5	8			246	39			9			
VOC Emissions (g/hr)	6	10			293	46			10			
Dilemma Vehicles (#)	0	0			53	0			0			
Queue Length 50th (ft)	0	0			33	0			0			
Queue Length 95th (ft)	0	0			54	0			0			
Internal Link Dist (ft)		282			478			441			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2126	3574			2966	1615			1644			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.06	0.07			0.20	0.07			0.05			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 37.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.27			
Intersection Signal Delay (s/veh): 3.0		Intersection LOS: A	
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 41.9			
10th %ile Actuated Cycle: 38			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	60	121	0	0	137	10	0	0	63	0	0	0
Future Volume (vph)	60	121	0	0	137	10	0	0	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3502	3574	0	0	3574	1455	0	0	1611	0	0	0
Flt Permitted	0.539											
Satd. Flow (perm)	1987	3574	0	0	3574	1455	0	0	1611	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			923			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			558			522			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	11%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	64	129	0	0	146	11	0	0	67	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	129	0	0	146	11	0	0	67	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

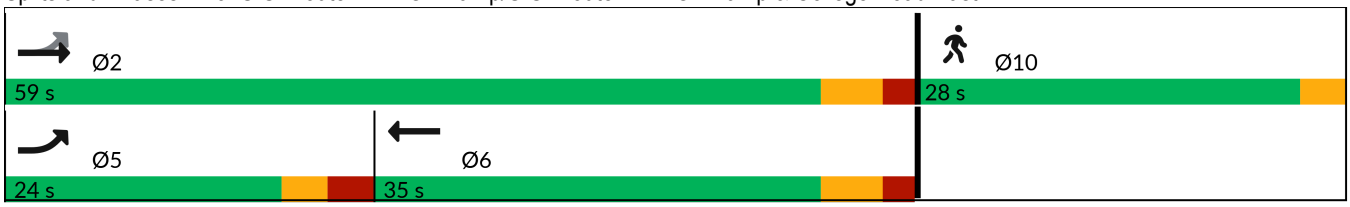
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	34.5	40.6			29.4	40.6			40.6			
Actuated g/C Ratio	0.85	1.00			0.72	1.00			1.00			
v/c Ratio	0.03	0.04			0.06	0.01			0.04			
Control Delay (s/veh)	0.5	0.0			4.3	0.0			0.0			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.5	0.0			4.3	0.0			0.0			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.2			4.0							
Approach LOS		A			A							
90th %ile Green (s)	7.0	30.0			17.0							
90th %ile Term Code	Min	Hold			Min							
70th %ile Green (s)	7.0	33.9			20.9							
70th %ile Term Code	Min	Dwell			Dwell							
50th %ile Green (s)	7.0	45.0			32.0							
50th %ile Term Code	Min	Dwell			Dwell							
30th %ile Green (s)	0.0	32.0			32.0							
30th %ile Term Code	Skip	Dwell			Dwell							
10th %ile Green (s)	0.0	32.0			32.0							
10th %ile Term Code	Skip	Dwell			Dwell							
Stops (vph)	6	0			53	0			0			
Fuel Used(gal)	0	0			4	0			1			
CO Emissions (g/hr)	15	21			305	19			40			
NOx Emissions (g/hr)	3	4			59	4			8			
VOC Emissions (g/hr)	3	5			71	4			9			
Dilemma Vehicles (#)	0	0			13	0			0			
Queue Length 50th (ft)	0	0			7	0			0			
Queue Length 95th (ft)	0	0			15	0			0			
Internal Link Dist (ft)		282			478			442			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2370	3574			2973	1455			1611			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.03	0.04			0.05	0.01			0.04			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 40.6			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.06			
Intersection Signal Delay (s/veh): 1.6		Intersection LOS: A	
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36			
70th %ile Actuated Cycle: 39.9			
50th %ile Actuated Cycle: 51			
30th %ile Actuated Cycle: 38			
10th %ile Actuated Cycle: 38			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	208	483	0	0	516	61	0	0	191	0	0	0
Future Volume (vph)	208	483	0	0	516	61	0	0	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3433	3539	0	0	3505	1583	0	0	1611	0	0	0
Flt Permitted	0.327											
Satd. Flow (perm)	1182	3539	0	0	3505	1583	0	0	1611	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			612			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			557			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	226	525	0	0	561	66	0	0	208	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	525	0	0	561	66	0	0	208	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

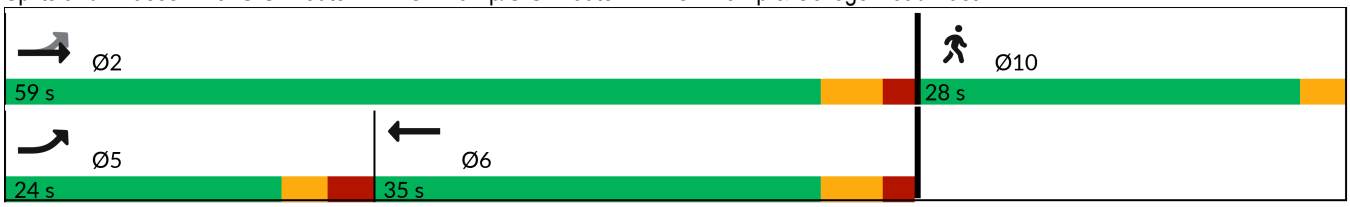
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	30.3	36.3			17.2	36.3			36.3			
Actuated g/C Ratio	0.83	1.00			0.47	1.00			1.00			
v/c Ratio	0.16	0.15			0.34	0.04			0.13			
Control Delay (s/veh)	0.8	0.1			6.7	0.0			0.2			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.8	0.1			6.7	0.0			0.2			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.3			6.0			0.2				
Approach LOS		A			A			A				
90th %ile Green (s)	7.3	30.3			17.0							
90th %ile Term Code	Gap	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	30.0			17.0							
30th %ile Term Code	Min	Hold			Min							
10th %ile Green (s)	7.0	31.0			18.0							
10th %ile Term Code	Min	Dwell			Dwell							
Stops (vph)	20	0			282	0			0			
Fuel Used(gal)	1	1			17	2			2			
CO Emissions (g/hr)	52	84			1221	116			122			
NOx Emissions (g/hr)	10	16			238	23			24			
VOC Emissions (g/hr)	12	19			283	27			28			
Dilemma Vehicles (#)	0	0			56	0			0			
Queue Length 50th (ft)	0	0			32	0			0			
Queue Length 95th (ft)	0	0			53	0			0			
Internal Link Dist (ft)		282			477			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2103	3539			2803	1583			1611			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.11	0.15			0.20	0.04			0.13			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 36.3			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay (s/veh): 2.5		Intersection LOS: A	
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36.3			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 36			
10th %ile Actuated Cycle: 37			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	307	402	0	0	666	105	0	0	71	0	0	0
Future Volume (vph)	307	402	0	0	666	105	0	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3502	3574	0	0	3610	1615	0	0	1644	0	0	0
Flt Permitted	0.280											
Satd. Flow (perm)	1032	3574	0	0	3610	1615	0	0	1644	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			664			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			558			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.89	0.89	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	330	432	0	0	716	113	0	0	76	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	330	432	0	0	716	113	0	0	76	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

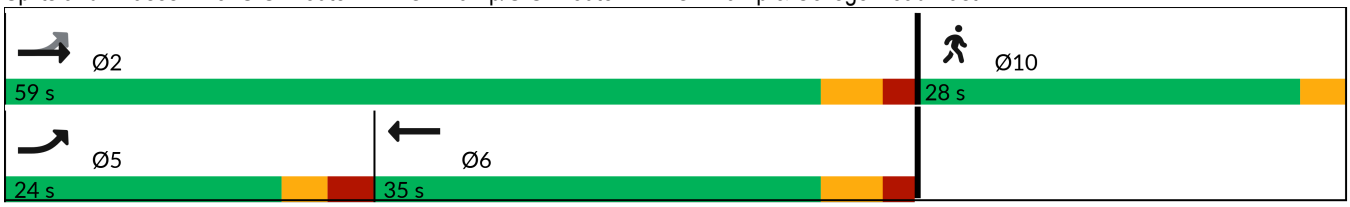
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	30.7	36.7			17.0	36.7			36.7			
Actuated g/C Ratio	0.84	1.00			0.46	1.00			1.00			
v/c Ratio	0.24	0.12			0.43	0.07			0.05			
Control Delay (s/veh)	1.0	0.1			7.7	0.1			0.1			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	1.0	0.1			7.7	0.1			0.1			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.5			6.7			0.1				
Approach LOS		A			A			A				
90th %ile Green (s)	9.6	32.6			17.0							
90th %ile Term Code	Gap	Hold			Min							
70th %ile Green (s)	7.8	30.8			17.0							
70th %ile Term Code	Gap	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	30.0			17.0							
30th %ile Term Code	Min	Hold			Min							
10th %ile Green (s)	7.0	30.0			17.0							
10th %ile Term Code	Min	Hold			Min							
Stops (vph)	32	0			396	0			0			
Fuel Used(gal)	1	1			23	3			1			
CO Emissions (g/hr)	79	69			1608	199			45			
NOx Emissions (g/hr)	15	14			313	39			9			
VOC Emissions (g/hr)	18	16			373	46			10			
Dilemma Vehicles (#)	0	0			69	0			0			
Queue Length 50th (ft)	0	0			42	0			0			
Queue Length 95th (ft)	0	0			81	0			0			
Internal Link Dist (ft)		282			478			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2076	3574			2856	1615			1644			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.16	0.12			0.25	0.07			0.05			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 36.7			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 3.5		Intersection LOS: A	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 38.6			
70th %ile Actuated Cycle: 36.8			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 36			
10th %ile Actuated Cycle: 36			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	263	289	0	0	330	10	0	0	63	0	0	0
Future Volume (vph)	263	289	0	0	330	10	0	0	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3502	3574	0	0	3574	1455	0	0	1611	0	0	0
Flt Permitted	0.400											
Satd. Flow (perm)	1474	3574	0	0	3574	1455	0	0	1611	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			752			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			557			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	11%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	280	307	0	0	351	11	0	0	67	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	307	0	0	351	11	0	0	67	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

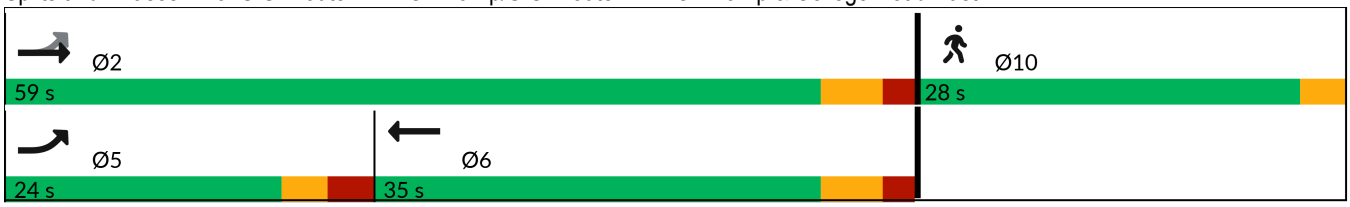
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	30.1	36.1			17.0	36.1			36.1			
Actuated g/C Ratio	0.83	1.00			0.47	1.00			1.00			
v/c Ratio	0.17	0.09			0.21	0.01			0.04			
Control Delay (s/veh)	0.8	0.0			6.0	0.0			0.0			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.8	0.0			6.0	0.0			0.0			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.4			5.8							
Approach LOS		A			A							
90th %ile Green (s)	7.3	30.3			17.0							
90th %ile Term Code	Gap	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	30.0			17.0							
30th %ile Term Code	Min	Hold			Min							
10th %ile Green (s)	7.0	30.0			17.0							
10th %ile Term Code	Min	Hold			Min							
Stops (vph)	26	0			167	0			0			
Fuel Used(gal)	1	1			11	0			1			
CO Emissions (g/hr)	66	50			769	19			40			
NOx Emissions (g/hr)	13	10			150	4			8			
VOC Emissions (g/hr)	15	12			178	4			9			
Dilemma Vehicles (#)	0	0			35	0			0			
Queue Length 50th (ft)	0	0			18	0			0			
Queue Length 95th (ft)	0	0			33	0			0			
Internal Link Dist (ft)		282			477			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2241	3574			2874	1455			1611			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.12	0.09			0.12	0.01			0.04			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 36.1			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay (s/veh): 2.3		Intersection LOS: A	
Intersection Capacity Utilization 36.9%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36.3			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 36			
10th %ile Actuated Cycle: 36			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	186	455	0	0	457	61	0	0	191	0	0	0
Future Volume (vph)	186	455	0	0	457	61	0	0	191	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3433	3539	0	0	3505	1583	0	0	1611	0	0	0
Flt Permitted	0.353											
Satd. Flow (perm)	1276	3539	0	0	3505	1583	0	0	1611	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			628			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			557			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	0%	0%	3%	2%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	202	495	0	0	497	66	0	0	208	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	202	495	0	0	497	66	0	0	208	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

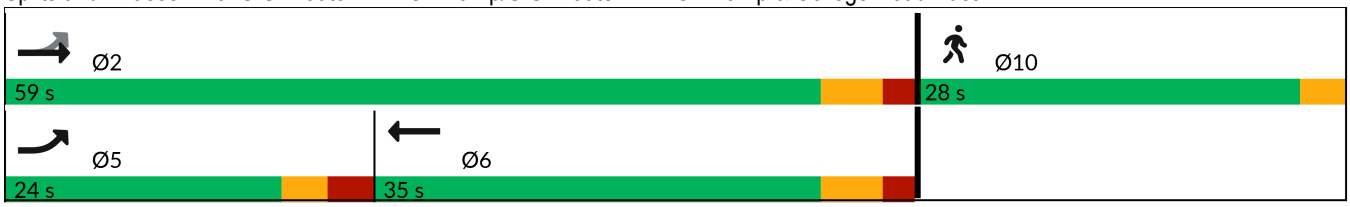
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	31.2	37.2			18.1	37.2			37.2			
Actuated g/C Ratio	0.84	1.00			0.49	1.00			1.00			
v/c Ratio	0.14	0.14			0.29	0.04			0.13			
Control Delay (s/veh)	0.7	0.1			6.3	0.0			0.2			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.7	0.1			6.3	0.0			0.2			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.3			5.6			0.2				
Approach LOS		A			A			A				
90th %ile Green (s)	7.0	30.0			17.0							
90th %ile Term Code	Min	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	30.0			17.0							
30th %ile Term Code	Min	Hold			Min							
10th %ile Green (s)	7.0	35.9			22.9							
10th %ile Term Code	Min	Dwell			Dwell							
Stops (vph)	18	0			243	0			0			
Fuel Used(gal)	1	1			15	2			2			
CO Emissions (g/hr)	46	79			1075	116			122			
NOx Emissions (g/hr)	9	15			209	23			24			
VOC Emissions (g/hr)	11	18			249	27			28			
Dilemma Vehicles (#)	0	0			49	0			0			
Queue Length 50th (ft)	0	0			27	0			0			
Queue Length 95th (ft)	0	0			46	0			0			
Internal Link Dist (ft)		282			477			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2117	3539			2743	1583			1611			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.10	0.14			0.18	0.04			0.13			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 37.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay (s/veh): 2.3		Intersection LOS: A	
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 36			
10th %ile Actuated Cycle: 41.9			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	230	347	0	0	637	105	0	0	71	0	0	0
Future Volume (vph)	230	347	0	0	637	105	0	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3502	3574	0	0	3610	1615	0	0	1644	0	0	0
Flt Permitted	0.289											
Satd. Flow (perm)	1065	3574	0	0	3610	1615	0	0	1644	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			703			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			558			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.89	0.89	0.93	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	247	373	0	0	685	113	0	0	76	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	247	373	0	0	685	113	0	0	76	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

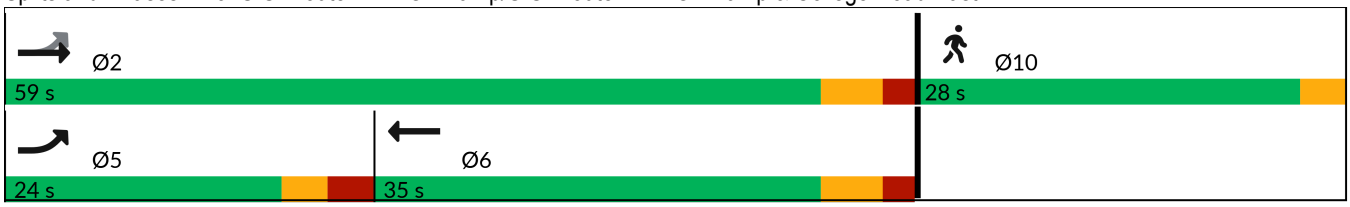
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	30.2	36.2			17.0	36.2			36.2			
Actuated g/C Ratio	0.83	1.00			0.47	1.00			1.00			
v/c Ratio	0.18	0.10			0.40	0.07			0.05			
Control Delay (s/veh)	0.8	0.1			7.2	0.1			0.1			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.8	0.1			7.2	0.1			0.1			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.4			6.2			0.1				
Approach LOS		A			A			A				
90th %ile Green (s)	8.0	31.0			17.0							
90th %ile Term Code	Gap	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	30.0			17.0							
30th %ile Term Code	Min	Hold			Min							
10th %ile Green (s)	7.0	30.0			17.0							
10th %ile Term Code	Min	Hold			Min							
Stops (vph)	23	0			365	0			0			
Fuel Used(gal)	1	1			22	3			1			
CO Emissions (g/hr)	58	60			1524	199			45			
NOx Emissions (g/hr)	11	12			297	39			9			
VOC Emissions (g/hr)	13	14			353	46			10			
Dilemma Vehicles (#)	0	0			67	0			0			
Queue Length 50th (ft)	0	0			40	0			0			
Queue Length 95th (ft)	0	0			69	0			0			
Internal Link Dist (ft)		282			478			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2100	3574			2892	1615			1644			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.12	0.10			0.24	0.07			0.05			

Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 36.2			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 3.5		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 37			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 36			
10th %ile Actuated Cycle: 36			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	206	237	0	0	263	10	0	0	63	0	0	0
Future Volume (vph)	206	237	0	0	263	10	0	0	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.865			
Flt Protected	0.950											
Satd. Flow (prot)	3502	3574	0	0	3574	1455	0	0	1611	0	0	0
Flt Permitted	0.432											
Satd. Flow (perm)	1592	3574	0	0	3574	1455	0	0	1611	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						150			798			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		362			557			523			621	
Travel Time (s)		6.2			9.5			11.9			14.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.94	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	0%	1%	11%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	219	252	0	0	280	11	0	0	67	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	252	0	0	280	11	0	0	67	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	L NA	Right	Left	Left	Right	Left	Left	R NA	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		50			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1			1			
Detector Template	Left	Thru			Thru	Right			Right			
Leading Detector (ft)	20	100			100	20			20			
Trailing Detector (ft)	0	0			0	0			0			
Detector 1 Position(ft)	0	0			0	0			0			
Detector 1 Size(ft)	20	6			6	20			20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0			0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0			0.0			
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	pm+pt	NA			NA	Free			Free			
Protected Phases	5	2			6							
Permitted Phases	2					Free			Free			
Detector Phase	5	2			6							
Switch Phase												

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	

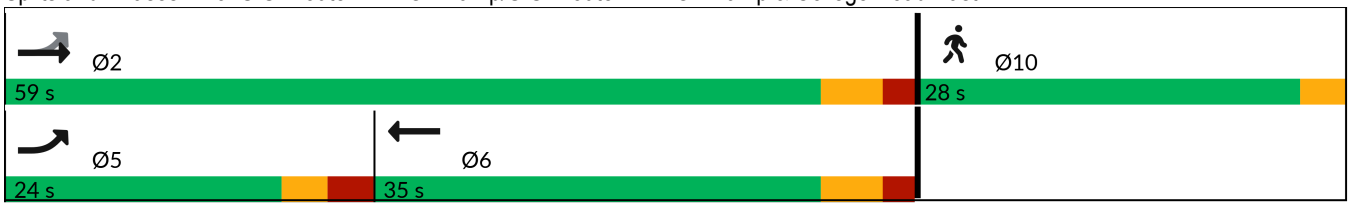
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	7.0	17.0			17.0							
Minimum Split (s)	13.0	23.0			23.0							
Total Split (s)	24.0	59.0			35.0							
Total Split (%)	27.6%	67.8%			40.2%							
Maximum Green (s)	18.0	53.0			29.0							
Yellow Time (s)	3.0	4.0			4.0							
All-Red Time (s)	3.0	2.0			2.0							
Lost Time Adjust (s)	0.0	0.0			0.0							
Total Lost Time (s)	6.0	6.0			6.0							
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0			2.0							
Recall Mode	None	Min			Min							
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	30.5	36.5			17.5	36.5			36.5			
Actuated g/C Ratio	0.84	1.00			0.48	1.00			1.00			
v/c Ratio	0.13	0.07			0.16	0.01			0.04			
Control Delay (s/veh)	0.7	0.0			5.7	0.0			0.0			
Queue Delay	0.0	0.0			0.0	0.0			0.0			
Total Delay (s/veh)	0.7	0.0			5.7	0.0			0.0			
LOS	A	A			A	A			A			
Approach Delay (s/veh)		0.3			5.5							
Approach LOS		A			A							
90th %ile Green (s)	7.0	30.0			17.0							
90th %ile Term Code	Min	Hold			Min							
70th %ile Green (s)	7.0	30.0			17.0							
70th %ile Term Code	Min	Hold			Min							
50th %ile Green (s)	7.0	30.0			17.0							
50th %ile Term Code	Min	Hold			Min							
30th %ile Green (s)	7.0	30.0			17.0							
30th %ile Term Code	Min	Hold			Min							
10th %ile Green (s)	7.0	32.3			19.3							
10th %ile Term Code	Min	Dwell			Dwell							
Stops (vph)	21	0			131	0			0			
Fuel Used(gal)	1	1			9	0			1			
CO Emissions (g/hr)	52	41			610	19			40			
NOx Emissions (g/hr)	10	8			119	4			8			
VOC Emissions (g/hr)	12	9			141	4			9			
Dilemma Vehicles (#)	0	0			28	0			0			
Queue Length 50th (ft)	0	0			14	0			0			
Queue Length 95th (ft)	0	0			26	0			0			
Internal Link Dist (ft)		282			477			443			541	
Turn Bay Length (ft)												
Base Capacity (vph)	2273	3574			2844	1455			1611			
Starvation Cap Reductn	0	0			0	0			0			
Spillback Cap Reductn	0	0			0	0			0			
Storage Cap Reductn	0	0			0	0			0			

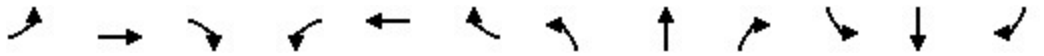
Lane Group	Ø10
Minimum Initial (s)	16.0
Minimum Split (s)	28.0
Total Split (s)	28.0
Total Split (%)	32%
Maximum Green (s)	25.0
Yellow Time (s)	3.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	None
Walk Time (s)	16.0
Flash Don't Walk (s)	9.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	0.0
90th %ile Term Code	Skip
70th %ile Green (s)	0.0
70th %ile Term Code	Skip
50th %ile Green (s)	0.0
50th %ile Term Code	Skip
30th %ile Green (s)	0.0
30th %ile Term Code	Skip
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.10	0.07			0.10	0.01			0.04			

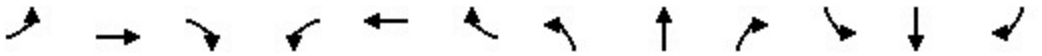
Intersection Summary			
Area Type:	Other		
Cycle Length: 87			
Actuated Cycle Length: 36.5			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.16			
Intersection Signal Delay (s/veh): 2.1		Intersection LOS: A	
Intersection Capacity Utilization 30.5%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 36			
70th %ile Actuated Cycle: 36			
50th %ile Actuated Cycle: 36			
30th %ile Actuated Cycle: 36			
10th %ile Actuated Cycle: 38.3			

Splits and Phases: 3: U.S. Route 1 NB Off Ramp/U.S. Route 1 NB On Ramp & College Road East





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	619	12	0	592	0	15	0	90	1	131	0
Future Volume (vph)	0	619	12	0	592	0	15	0	90	1	131	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.997							0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3530	0	0	3539	0	1805	0	1568	0	3506	0
Flt Permitted							0.702					
Satd. Flow (perm)	0	3530	0	0	3539	0	1334	0	1568	0	3506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							98			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		350			259			325			205	
Travel Time (s)		6.0			4.4			7.4			4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	3%	0%	3%	0%
Adj. Flow (vph)	0	673	13	0	643	0	16	0	98	1	142	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	686	0	0	643	0	16	0	98	0	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

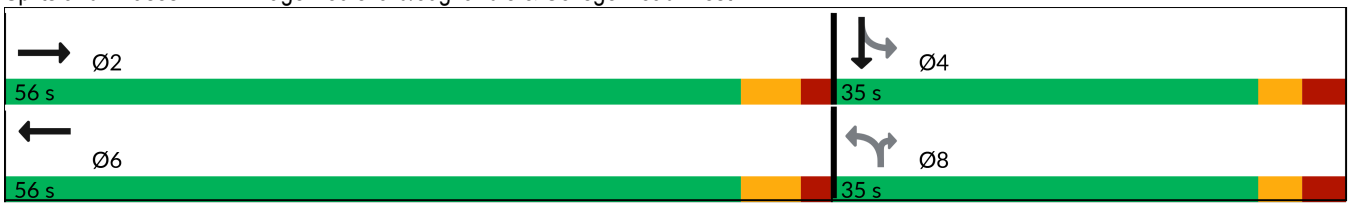


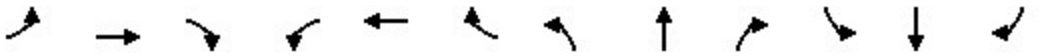
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		19.0			19.0		7.0		7.0		7.0	
Actuated g/C Ratio		0.55			0.55		0.20		0.20		0.20	
v/c Ratio		0.35			0.33		0.06		0.25		0.20	
Control Delay (s/veh)		6.6			6.5		11.5		5.3		12.1	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		6.6			6.5		11.5		5.3		12.1	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		6.6			6.5			6.2			12.1	
Approach LOS		A			A			A			B	
90th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
90th %ile Term Code		Min			Min		Min		Min	Min	Min	
70th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
70th %ile Term Code		Min			Min		Min		Min	Min	Min	
50th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
50th %ile Term Code		Min			Min		Min		Min	Min	Min	
30th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
30th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
10th %ile Green (s)		30.0			30.0		0.0		0.0	0.0	0.0	
10th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
Stops (vph)		345			319		16		24		103	
Fuel Used(gal)		6			5		0		1		1	
CO Emissions (g/hr)		401			347		13		40		77	
NOx Emissions (g/hr)		78			67		2		8		15	
VOC Emissions (g/hr)		93			80		3		9		18	
Dilemma Vehicles (#)		63			59		0		0		0	
Queue Length 50th (ft)		40			37		2		0		12	
Queue Length 95th (ft)		64			60		11		20		26	
Internal Link Dist (ft)		270			179			245			125	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3530			3539		1124		1337		2957	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.19			0.18		0.01		0.07		0.05	

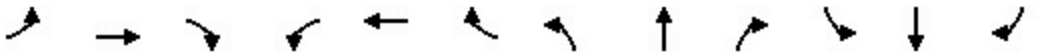
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 34.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 34			
70th %ile Actuated Cycle: 34			
50th %ile Actuated Cycle: 34			
30th %ile Actuated Cycle: 34			
10th %ile Actuated Cycle: 36			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	392	16	0	539	0	18	0	114	6	220	0
Future Volume (vph)	0	392	16	0	539	0	18	0	114	6	220	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.994							0.850			
Flt Protected							0.950				0.999	
Satd. Flow (prot)	0	3554	0	0	3574	0	1703	0	1583	0	3572	0
Flt Permitted							0.607				0.999	
Satd. Flow (perm)	0	3554	0	0	3574	0	1088	0	1583	0	3572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7							118			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		350			259			324			205	
Travel Time (s)		6.0			4.4			7.4			4.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	2%	0%	1%	0%
Adj. Flow (vph)	0	404	16	0	556	0	19	0	118	6	227	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	420	0	0	556	0	19	0	118	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

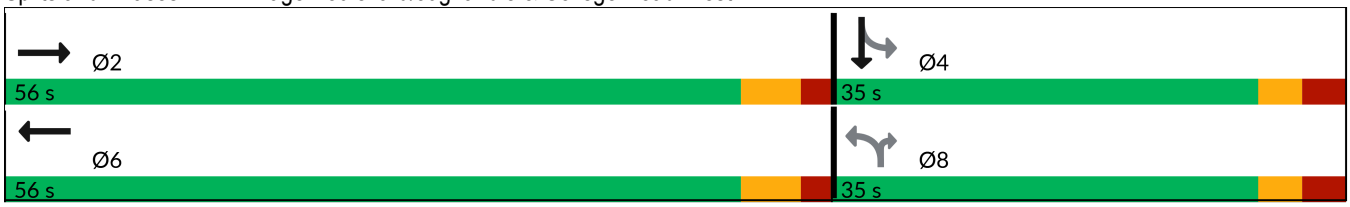


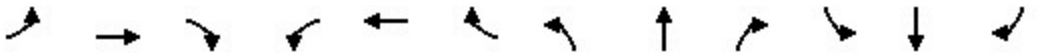
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		15.0			15.0		7.2		7.2		7.2	
Actuated g/C Ratio		0.44			0.44		0.21		0.21		0.21	
v/c Ratio		0.27			0.35		0.08		0.28		0.31	
Control Delay (s/veh)		6.6			7.2		11.8		5.1		12.7	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		6.6			7.2		11.8		5.1		12.7	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		6.6			7.2			6.0			12.7	
Approach LOS		A			A			A			B	
90th %ile Green (s)		15.0			15.0		7.9		7.9	7.9	7.9	
90th %ile Term Code		Min			Min		Hold		Hold	Gap	Gap	
70th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
70th %ile Term Code		Min			Min		Min		Min	Min	Min	
50th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
50th %ile Term Code		Min			Min		Min		Min	Min	Min	
30th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
30th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
10th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
10th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
Stops (vph)		221			313		19		27		173	
Fuel Used(gal)		4			5		0		1		2	
CO Emissions (g/hr)		258			337		15		49		133	
NOx Emissions (g/hr)		50			65		3		10		26	
VOC Emissions (g/hr)		60			78		4		11		31	
Dilemma Vehicles (#)		45			60		0		0		0	
Queue Length 50th (ft)		22			31		3		0		18	
Queue Length 95th (ft)		41			55		12		23		36	
Internal Link Dist (ft)		270			179			244			125	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3554			3574		923		1361		3030	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.12			0.16		0.02		0.09		0.08	

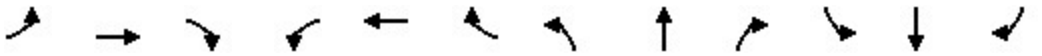
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 34.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 34.9			
70th %ile Actuated Cycle: 34			
50th %ile Actuated Cycle: 34			
30th %ile Actuated Cycle: 34			
10th %ile Actuated Cycle: 34			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	274	12	0	294	0	6	0	42	2	74	0
Future Volume (vph)	0	274	12	0	294	0	6	0	42	2	74	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.994							0.850			
Flt Protected							0.950				0.999	
Satd. Flow (prot)	0	3554	0	0	3574	0	1805	0	1615	0	3606	0
Flt Permitted							0.930				0.999	
Satd. Flow (perm)	0	3554	0	0	3574	0	1767	0	1615	0	3606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7							47			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			205	
Travel Time (s)		5.9			4.4			7.4			4.7	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	308	13	0	330	0	7	0	47	2	83	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	321	0	0	330	0	7	0	47	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

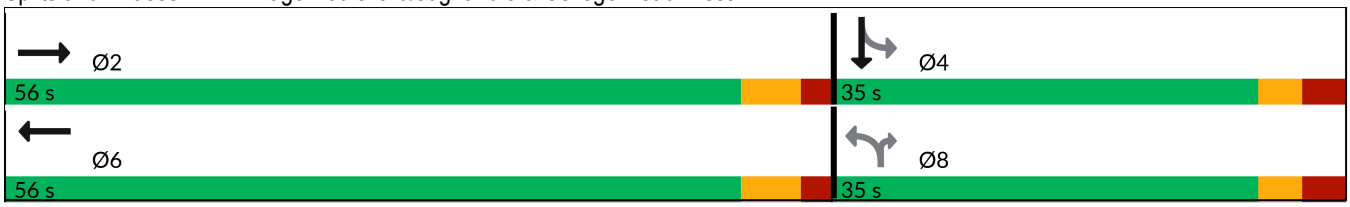


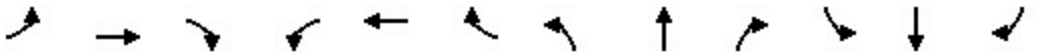
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		23.1			23.1		7.0		7.0		7.0	
Actuated g/C Ratio		0.67			0.67		0.20		0.20		0.20	
v/c Ratio		0.14			0.14		0.02		0.13		0.12	
Control Delay (s/veh)		4.8			4.9		11.0		5.6		11.5	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		4.8			4.9		11.0		5.6		11.5	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		4.8			4.9			6.3			11.5	
Approach LOS		A			A			A			B	
90th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
90th %ile Term Code		Min			Min		Min		Min	Min	Min	
70th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
70th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
50th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
50th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
30th %ile Green (s)		29.6			29.6		0.0		0.0	0.0	0.0	
30th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
10th %ile Green (s)		30.0			30.0		0.0		0.0	0.0	0.0	
10th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
Stops (vph)		120			126		9		15		59	
Fuel Used(gal)		2			2		0		0		1	
CO Emissions (g/hr)		149			143		6		20		44	
NOx Emissions (g/hr)		29			28		1		4		9	
VOC Emissions (g/hr)		35			33		1		5		10	
Dilemma Vehicles (#)		25			26		0		0		0	
Queue Length 50th (ft)		16			17		1		0		6	
Queue Length 95th (ft)		29			30		6		14		16	
Internal Link Dist (ft)		269			180			244			125	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3554			3574		1477		1357		3013	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.09			0.09		0.00		0.03		0.03	

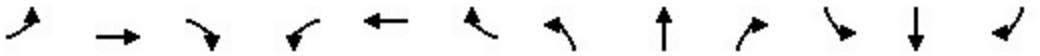
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 34.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.14			
Intersection Signal Delay (s/veh): 5.7		Intersection LOS: A	
Intersection Capacity Utilization 39.2%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 34			
70th %ile Actuated Cycle: 34			
50th %ile Actuated Cycle: 34			
30th %ile Actuated Cycle: 35.6			
10th %ile Actuated Cycle: 36			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	954	12	0	926	0	15	0	90	1	131	0
Future Volume (vph)	0	954	12	0	926	0	15	0	90	1	131	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998							0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3533	0	0	3539	0	1805	0	1568	0	3506	0
Flt Permitted							0.690					
Satd. Flow (perm)	0	3533	0	0	3539	0	1311	0	1568	0	3506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							89			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			204	
Travel Time (s)		5.9			4.4			7.4			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	3%	0%	3%	0%
Adj. Flow (vph)	0	1037	13	0	1007	0	16	0	98	1	142	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1050	0	0	1007	0	16	0	98	0	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

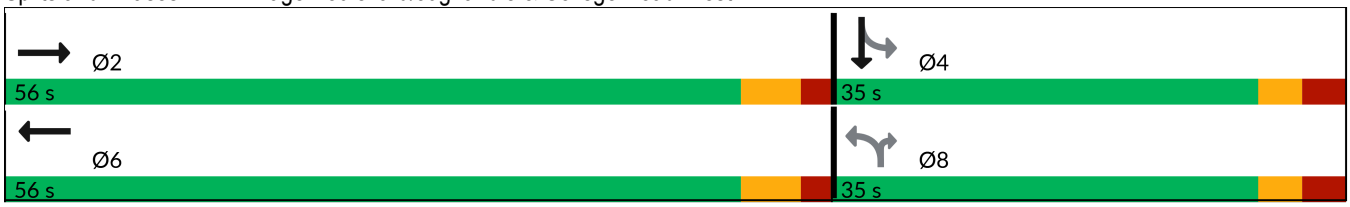


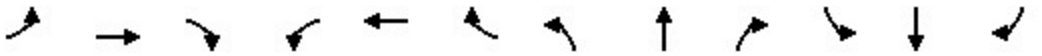
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		21.3			21.3		7.2		7.2		7.2	
Actuated g/C Ratio		0.58			0.58		0.20		0.20		0.20	
v/c Ratio		0.51			0.49		0.06		0.26		0.21	
Control Delay (s/veh)		7.5			7.3		13.7		7.0		13.9	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		7.5			7.3		13.7		7.0		13.9	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		7.5			7.3			7.9			13.9	
Approach LOS		A			A			A			B	
90th %ile Green (s)		21.4			21.4		7.9		7.9	7.9	7.9	
90th %ile Term Code		Gap			Hold		Hold		Hold	Gap	Gap	
70th %ile Green (s)		18.4			18.4		7.0		7.0	7.0	7.0	
70th %ile Term Code		Gap			Hold		Min		Min	Min	Min	
50th %ile Green (s)		15.6			15.6		7.0		7.0	7.0	7.0	
50th %ile Term Code		Gap			Hold		Min		Min	Min	Min	
30th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
30th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
10th %ile Green (s)		30.0			30.0		0.0		0.0	0.0	0.0	
10th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
Stops (vph)		560			528		16		28		109	
Fuel Used(gal)		9			8		0		1		1	
CO Emissions (g/hr)		647			573		13		44		83	
NOx Emissions (g/hr)		126			112		3		9		16	
VOC Emissions (g/hr)		150			133		3		10		19	
Dilemma Vehicles (#)		86			83		0		0		0	
Queue Length 50th (ft)		71			66		2		1		12	
Queue Length 95th (ft)		117			110		14		28		36	
Internal Link Dist (ft)		269			180			244			124	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3533			3539		1042		1264		2786	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.30			0.28		0.02		0.08		0.05	

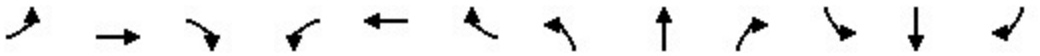
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 36.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 41.3			
70th %ile Actuated Cycle: 37.4			
50th %ile Actuated Cycle: 34.6			
30th %ile Actuated Cycle: 34			
10th %ile Actuated Cycle: 36			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1050	16	0	898	0	18	0	114	6	220	0
Future Volume (vph)	0	1050	16	0	898	0	18	0	114	6	220	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998							0.850			
Flt Protected							0.950				0.999	
Satd. Flow (prot)	0	3568	0	0	3574	0	1703	0	1583	0	3572	0
Flt Permitted							0.607				0.999	
Satd. Flow (perm)	0	3568	0	0	3574	0	1088	0	1583	0	3572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							79			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			204	
Travel Time (s)		5.9			4.4			7.4			4.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	2%	0%	1%	0%
Adj. Flow (vph)	0	1082	16	0	926	0	19	0	118	6	227	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1098	0	0	926	0	19	0	118	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

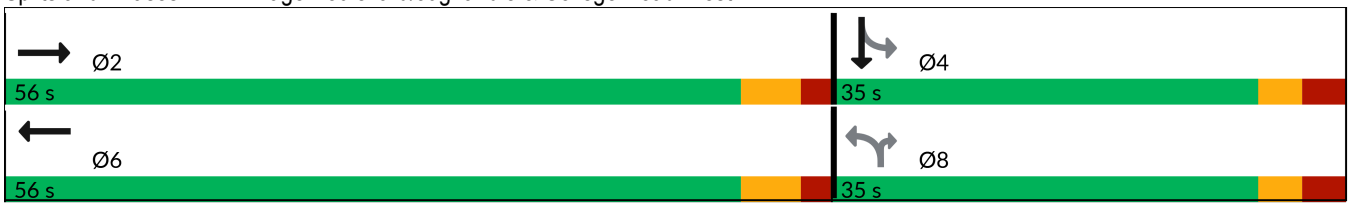


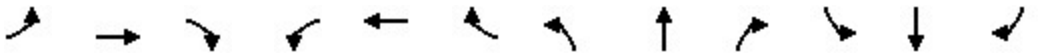
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		18.1			18.1		7.9		7.9		7.9	
Actuated g/C Ratio		0.47			0.47		0.21		0.21		0.21	
v/c Ratio		0.65			0.55		0.08		0.30		0.32	
Control Delay (s/veh)		9.7			8.5		14.8		9.2		15.0	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		9.7			8.5		14.8		9.2		15.0	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		9.7			8.5			10.0			15.0	
Approach LOS		A			A			B			B	
90th %ile Green (s)		24.6			24.6		10.0		10.0	10.0	10.0	
90th %ile Term Code		Gap			Hold		Hold		Hold	Gap	Gap	
70th %ile Green (s)		20.0			20.0		8.3		8.3	8.3	8.3	
70th %ile Term Code		Gap			Hold		Hold		Hold	Gap	Gap	
50th %ile Green (s)		16.9			16.9		7.3		7.3	7.3	7.3	
50th %ile Term Code		Gap			Hold		Hold		Hold	Gap	Gap	
30th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
30th %ile Term Code		Min			Min		Min		Min	Min	Min	
10th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
10th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
Stops (vph)		698			546		18		45		178	
Fuel Used(gal)		11			9		0		1		2	
CO Emissions (g/hr)		802			594		16		63		142	
NOx Emissions (g/hr)		156			116		3		12		28	
VOC Emissions (g/hr)		186			138		4		15		33	
Dilemma Vehicles (#)		105			88		0		0		0	
Queue Length 50th (ft)		77			60		3		6		21	
Queue Length 95th (ft)		137			110		17		40		53	
Internal Link Dist (ft)		269			180			244			124	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3568			3574		837		1236		2749	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.31			0.26		0.02		0.10		0.08	

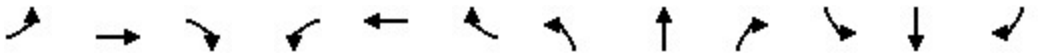
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 38.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 9.8		Intersection LOS: A	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 46.6			
70th %ile Actuated Cycle: 40.3			
50th %ile Actuated Cycle: 36.2			
30th %ile Actuated Cycle: 34			
10th %ile Actuated Cycle: 34			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	978	12	0	849	0	6	0	42	2	74	0
Future Volume (vph)	0	978	12	0	849	0	6	0	42	2	74	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998							0.850			
Flt Protected							0.950				0.999	
Satd. Flow (prot)	0	3568	0	0	3574	0	1805	0	1615	0	3606	0
Flt Permitted							0.727				0.999	
Satd. Flow (perm)	0	3568	0	0	3574	0	1381	0	1615	0	3606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							47			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			204	
Travel Time (s)		5.9			4.4			7.4			4.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1099	13	0	954	0	7	0	47	2	83	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1112	0	0	954	0	7	0	47	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

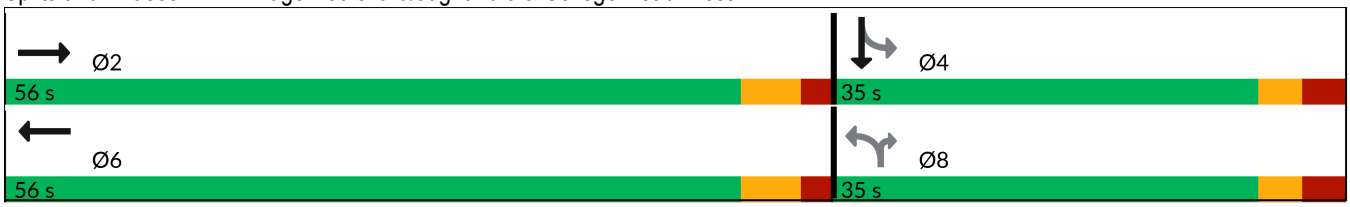


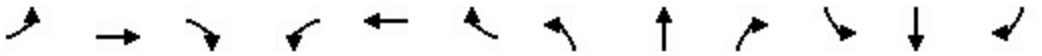
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		23.5			23.5		7.0		7.0		7.0	
Actuated g/C Ratio		0.61			0.61		0.18		0.18		0.18	
v/c Ratio		0.51			0.44		0.03		0.14		0.13	
Control Delay (s/veh)		7.1			6.5		13.8		7.0		14.2	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		7.1			6.5		13.8		7.0		14.2	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		7.1			6.5			7.9			14.2	
Approach LOS		A			A			A			B	
90th %ile Green (s)		22.3			22.3		7.0		7.0	7.0	7.0	
90th %ile Term Code		Gap			Hold		Min		Min	Min	Min	
70th %ile Green (s)		18.6			18.6		7.0		7.0	7.0	7.0	
70th %ile Term Code		Gap			Hold		Min		Min	Min	Min	
50th %ile Green (s)		16.2			16.2		7.0		7.0	7.0	7.0	
50th %ile Term Code		Gap			Hold		Hold		Hold	Min	Min	
30th %ile Green (s)		23.6			23.6		7.0		7.0	7.0	7.0	
30th %ile Term Code		Dwell			Dwell		Hold		Hold	Min	Min	
10th %ile Green (s)		30.0			30.0		0.0		0.0	0.0	0.0	
10th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
Stops (vph)		551			445		9		16		62	
Fuel Used(gal)		9			7		0		0		1	
CO Emissions (g/hr)		642			489		6		22		48	
NOx Emissions (g/hr)		125			95		1		4		9	
VOC Emissions (g/hr)		149			113		1		5		11	
Dilemma Vehicles (#)		89			77		0		0		0	
Queue Length 50th (ft)		76			62		1		0		6	
Queue Length 95th (ft)		115			94		9		18		22	
Internal Link Dist (ft)		269			180			244			124	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3568			3574		1045		1233		2728	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.31			0.27		0.01		0.04		0.03	

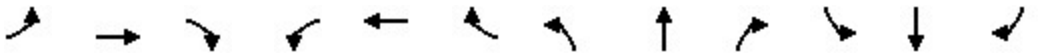
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 38.5			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 41.3			
70th %ile Actuated Cycle: 37.6			
50th %ile Actuated Cycle: 35.2			
30th %ile Actuated Cycle: 42.6			
10th %ile Actuated Cycle: 36			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	872	12	0	791	0	15	0	90	1	131	0
Future Volume (vph)	0	872	12	0	791	0	15	0	90	1	131	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998							0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	3533	0	0	3539	0	1805	0	1568	0	3506	0
Flt Permitted							0.690					
Satd. Flow (perm)	0	3533	0	0	3539	0	1311	0	1568	0	3506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2							98			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			204	
Travel Time (s)		5.9			4.4			7.4			4.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	0%	2%	0%	0%	0%	3%	0%	3%	0%
Adj. Flow (vph)	0	948	13	0	860	0	16	0	98	1	142	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	961	0	0	860	0	16	0	98	0	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

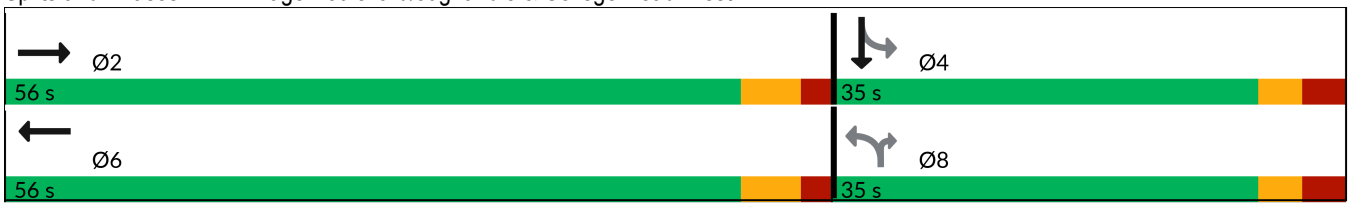


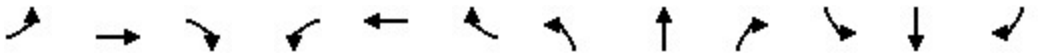
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		20.3			20.3		7.1		7.1		7.1	
Actuated g/C Ratio		0.57			0.57		0.20		0.20		0.20	
v/c Ratio		0.48			0.43		0.06		0.25		0.20	
Control Delay (s/veh)		7.3			7.0		12.9		5.9		13.2	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		7.3			7.0		12.9		5.9		13.2	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		7.3			7.0			6.9			13.2	
Approach LOS		A			A			A			B	
90th %ile Green (s)		19.8			19.8		7.7		7.7	7.7	7.7	
90th %ile Term Code		Gap			Hold		Hold		Hold	Gap	Gap	
70th %ile Green (s)		16.1			16.1		7.0		7.0	7.0	7.0	
70th %ile Term Code		Gap			Hold		Min		Min	Min	Min	
50th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
50th %ile Term Code		Min			Min		Min		Min	Min	Min	
30th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
30th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
10th %ile Green (s)		30.0			30.0		0.0		0.0	0.0	0.0	
10th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
Stops (vph)		511			441		16		24		107	
Fuel Used(gal)		8			7		0		1		1	
CO Emissions (g/hr)		590			479		13		41		81	
NOx Emissions (g/hr)		115			93		3		8		16	
VOC Emissions (g/hr)		137			111		3		9		19	
Dilemma Vehicles (#)		82			74		0		0		0	
Queue Length 50th (ft)		62			53		2		0		12	
Queue Length 95th (ft)		103			89		13		25		34	
Internal Link Dist (ft)		269			180			244			124	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3533			3539		1067		1295		2855	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.27			0.24		0.01		0.08		0.05	

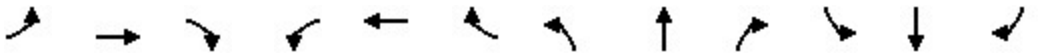
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 35.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 7.6		Intersection LOS: A	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 39.5			
70th %ile Actuated Cycle: 35.1			
50th %ile Actuated Cycle: 34			
30th %ile Actuated Cycle: 34			
10th %ile Actuated Cycle: 36			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	788	16	0	789	0	18	0	114	6	220	0
Future Volume (vph)	0	788	16	0	789	0	18	0	114	6	220	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.997							0.850			
Flt Protected							0.950				0.999	
Satd. Flow (prot)	0	3564	0	0	3574	0	1703	0	1583	0	3572	0
Flt Permitted							0.607				0.999	
Satd. Flow (perm)	0	3564	0	0	3574	0	1088	0	1583	0	3572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							118			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			204	
Travel Time (s)		5.9			4.4			7.4			4.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	6%	0%	2%	0%	1%	0%
Adj. Flow (vph)	0	812	16	0	813	0	19	0	118	6	227	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	828	0	0	813	0	19	0	118	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

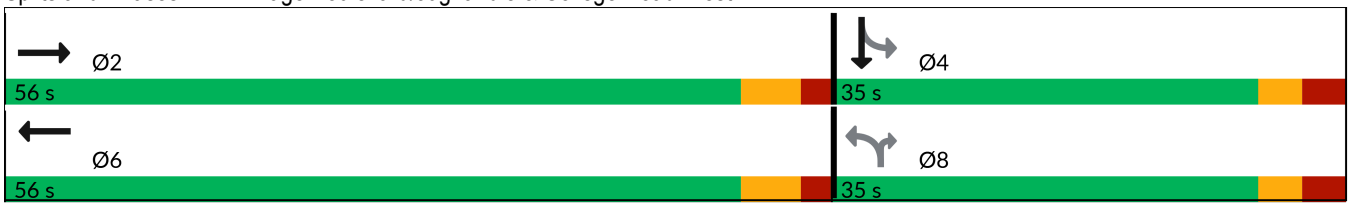


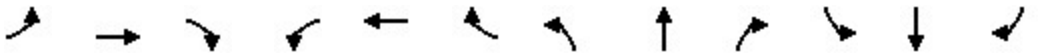
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		15.5			15.5		7.5		7.5		7.5	
Actuated g/C Ratio		0.44			0.44		0.21		0.21		0.21	
v/c Ratio		0.52			0.51		0.08		0.28		0.31	
Control Delay (s/veh)		8.6			8.5		12.3		5.3		13.0	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		8.6			8.5		12.3		5.3		13.0	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		8.6			8.5			6.3			13.0	
Approach LOS		A			A			A			B	
90th %ile Green (s)		17.5			17.5		8.8		8.8	8.8	8.8	
90th %ile Term Code		Gap			Hold		Hold		Hold	Gap	Gap	
70th %ile Green (s)		15.0			15.0		7.5		7.5	7.5	7.5	
70th %ile Term Code		Min			Min		Hold		Hold	Gap	Gap	
50th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
50th %ile Term Code		Min			Min		Min		Min	Min	Min	
30th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
30th %ile Term Code		Min			Min		Min		Min	Min	Min	
10th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
10th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
Stops (vph)		511			499		19		27		177	
Fuel Used(gal)		8			8		0		1		2	
CO Emissions (g/hr)		582			535		15		50		135	
NOx Emissions (g/hr)		113			104		3		10		26	
VOC Emissions (g/hr)		135			124		4		11		31	
Dilemma Vehicles (#)		87			85		0		0		0	
Queue Length 50th (ft)		51			50		3		0		19	
Queue Length 95th (ft)		91			90		14		25		42	
Internal Link Dist (ft)		269			180			244			124	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3564			3574		904		1335		2969	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.23			0.23		0.02		0.09		0.08	

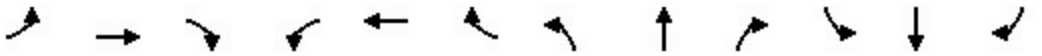
Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 35			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 8.9		Intersection LOS: A	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 38.3			
70th %ile Actuated Cycle: 34.5			
50th %ile Actuated Cycle: 34			
30th %ile Actuated Cycle: 34			
10th %ile Actuated Cycle: 34			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	756	12	0	651	0	6	0	42	2	74	0
Future Volume (vph)	0	756	12	0	651	0	6	0	42	2	74	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		125	0		0
Storage Lanes	0		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998							0.850			
Flt Protected							0.950				0.999	
Satd. Flow (prot)	0	3568	0	0	3574	0	1805	0	1615	0	3606	0
Flt Permitted							0.930				0.999	
Satd. Flow (perm)	0	3568	0	0	3574	0	1767	0	1615	0	3606	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3							47			
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		349			260			324			204	
Travel Time (s)		5.9			4.4			7.4			4.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	849	13	0	731	0	7	0	47	2	83	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	862	0	0	731	0	7	0	47	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Left	Left	Right	L NA	Left	Right	L NA	Left	Right
Median Width(ft)		24			24			32			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			30			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2		1		1	1	2	
Detector Template		Thru			Thru		Left		Right	Left	Thru	
Leading Detector (ft)		100			100		20		20	20	100	
Trailing Detector (ft)		0			0		0		0	0	0	
Detector 1 Position(ft)		0			0		0		0	0	0	
Detector 1 Size(ft)		6			6		20		20	20	6	
Detector 1 Type		Cl+Ex			Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Queue (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 1 Delay (s)		0.0			0.0		0.0		0.0	0.0	0.0	
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA			NA		Perm		Perm	Perm	NA	
Protected Phases		2			6						4	

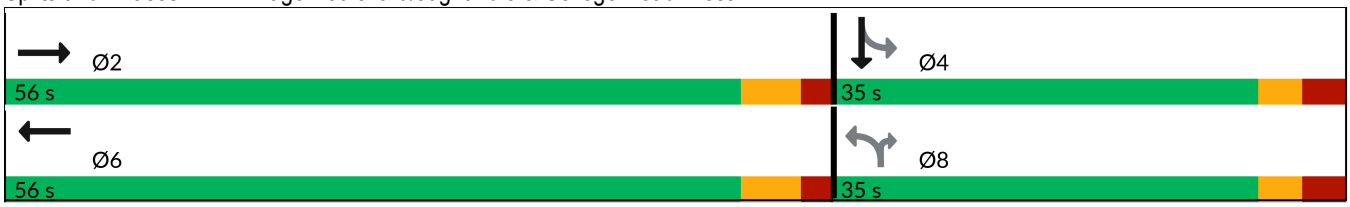


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							8		8	4		
Detector Phase		2			6		8		8	4	4	
Switch Phase												
Minimum Initial (s)		15.0			15.0		7.0		7.0	7.0	7.0	
Minimum Split (s)		21.0			21.0		13.0		13.0	13.0	13.0	
Total Split (s)		56.0			56.0		35.0		35.0	35.0	35.0	
Total Split (%)		61.5%			61.5%		38.5%		38.5%	38.5%	38.5%	
Maximum Green (s)		50.0			50.0		29.0		29.0	29.0	29.0	
Yellow Time (s)		4.0			4.0		3.0		3.0	3.0	3.0	
All-Red Time (s)		2.0			2.0		3.0		3.0	3.0	3.0	
Lost Time Adjust (s)		0.0			0.0		0.0		0.0		0.0	
Total Lost Time (s)		6.0			6.0		6.0		6.0		6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0			2.0		2.0		2.0	2.0	2.0	
Recall Mode		Min			Min		None		None	None	None	
Act Effct Green (s)		23.4			23.4		7.0		7.0		7.0	
Actuated g/C Ratio		0.67			0.67		0.20		0.20		0.20	
v/c Ratio		0.36			0.31		0.02		0.13		0.12	
Control Delay (s/veh)		5.7			5.4		11.3		5.8		11.8	
Queue Delay		0.0			0.0		0.0		0.0		0.0	
Total Delay (s/veh)		5.7			5.4		11.3		5.8		11.8	
LOS		A			A		B		A		B	
Approach Delay (s/veh)		5.7			5.4			6.5			11.8	
Approach LOS		A			A			A			B	
90th %ile Green (s)		16.2			16.2		7.0		7.0	7.0	7.0	
90th %ile Term Code		Gap			Hold		Min		Min	Min	Min	
70th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
70th %ile Term Code		Min			Min		Min		Min	Min	Min	
50th %ile Green (s)		15.0			15.0		7.0		7.0	7.0	7.0	
50th %ile Term Code		Min			Min		Hold		Hold	Min	Min	
30th %ile Green (s)		29.6			29.6		0.0		0.0	0.0	0.0	
30th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
10th %ile Green (s)		30.0			30.0		0.0		0.0	0.0	0.0	
10th %ile Term Code		Dwell			Dwell		Skip		Skip	Skip	Skip	
Stops (vph)		363			297		9		16		60	
Fuel Used(gal)		6			5		0		0		1	
CO Emissions (g/hr)		439			335		6		21		44	
NOx Emissions (g/hr)		85			65		1		4		9	
VOC Emissions (g/hr)		102			78		1		5		10	
Dilemma Vehicles (#)		61			52		0		0		0	
Queue Length 50th (ft)		53			43		1		0		6	
Queue Length 95th (ft)		83			68		7		15		17	
Internal Link Dist (ft)		269			180			244			124	
Turn Bay Length (ft)									125			
Base Capacity (vph)		3568			3574		1466		1348		2992	
Starvation Cap Reductn		0			0		0		0		0	
Spillback Cap Reductn		0			0		0		0		0	
Storage Cap Reductn		0			0		0		0		0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.24			0.20		0.00		0.03		0.03	

Intersection Summary			
Area Type:	Other		
Cycle Length: 91			
Actuated Cycle Length: 35			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 5.9		Intersection LOS: A	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 35.2			
70th %ile Actuated Cycle: 34			
50th %ile Actuated Cycle: 34			
30th %ile Actuated Cycle: 35.6			
10th %ile Actuated Cycle: 36			

Splits and Phases: 4: Village Boulevard/Jughandle & College Road West



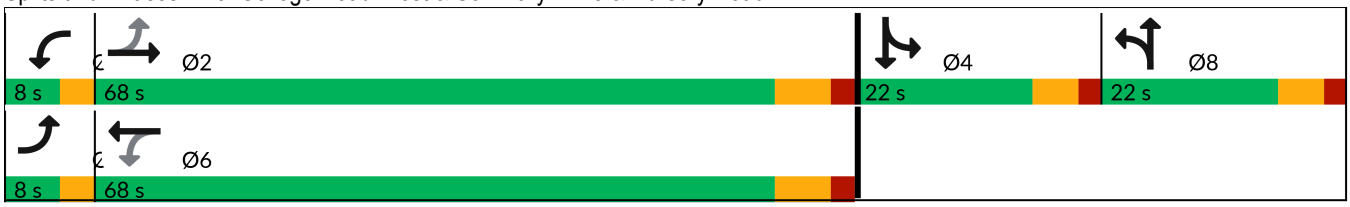
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	562	98	235	490	1	38	3	72	1	1	0
Future Volume (vph)	1	562	98	235	490	1	38	3	72	1	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	0		0	400		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt		0.978				0.850		0.857				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3496	0	1787	1863	1615	1687	1513	0	1643	3458	0
Flt Permitted	0.415			0.299			0.950			0.950		
Satd. Flow (perm)	788	3496	0	562	1863	1615	1687	1513	0	1643	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				173		86				
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		1646			423			875			1364	
Travel Time (s)		28.1			7.2			14.9			26.6	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	1%	1%	2%	0%	7%	0%	8%	0%	0%	0%
Adj. Flow (vph)	1	669	117	280	583	1	45	4	86	1	1	0
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	1	786	0	280	583	1	45	90	0	1	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free						
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0		7.0	7.0	
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0		13.0	13.0	
Total Split (s)	8.0	68.0		8.0	68.0		22.0	22.0		22.0	22.0	
Total Split (%)	6.7%	56.7%		6.7%	56.7%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	5.0	61.0		5.0	61.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	41.5	32.2		44.1	41.1	59.3	6.4	6.4		7.2	7.2	
Actuated g/C Ratio	0.70	0.54		0.74	0.69	1.00	0.11	0.11		0.12	0.12	
v/c Ratio	0.00	0.41		0.53	0.45	0.00	0.25	0.38		0.01	0.00	
Control Delay (s/veh)	5.0	10.1		9.9	9.6	0.0	31.1	13.4		29.0	29.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	10.1		9.9	9.6	0.0	31.1	13.4		29.0	29.0	
LOS	A	B		A	A	A	C	B		C	C	
Approach Delay (s/veh)		10.1			9.7			19.3			29.0	
Approach LOS		B			A			B			C	
90th %ile Green (s)	5.0	37.4		5.0	37.4		9.3	9.3		7.0	7.0	
90th %ile Term Code	Max	Hold		Max	Gap		Gap	Gap		Min	Min	
70th %ile Green (s)	0.0	30.0		5.0	38.0		6.6	6.6		0.0	0.0	
70th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Skip	Skip	
50th %ile Green (s)	0.0	30.0		5.0	38.0		5.9	5.9		0.0	0.0	
50th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Skip	Skip	
30th %ile Green (s)	0.0	30.0		5.0	38.0		5.3	5.3		0.0	0.0	
30th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Skip	Skip	
10th %ile Green (s)	0.0	30.0		5.0	38.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Min		Max	Hold		Skip	Skip		Skip	Skip	
Stops (vph)	1	351		73	236	0	35	20		3	3	
Fuel Used(gal)	0	14		2	5	0	1	1		0	0	
CO Emissions (g/hr)	2	981		142	352	0	57	60		3	3	
NOx Emissions (g/hr)	0	191		28	68	0	11	12		1	1	
VOC Emissions (g/hr)	0	227		33	81	0	13	14		1	1	
Dilemma Vehicles (#)	0	42		0	27	0	0	4		0	0	
Queue Length 50th (ft)	0	74		20	75	0	14	1		0	0	
Queue Length 95th (ft)	2	165		86	292	0	48	37		5	2	
Internal Link Dist (ft)		1566			343			795			1284	
Turn Bay Length (ft)	150									400		
Base Capacity (vph)	639	3326		525	1772	1615	471	484		459	966	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.00	0.24		0.53	0.33	0.00	0.10	0.19		0.00	0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 59.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.7			
70th %ile Actuated Cycle: 57.6			
50th %ile Actuated Cycle: 56.9			
30th %ile Actuated Cycle: 56.3			
10th %ile Actuated Cycle: 45			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



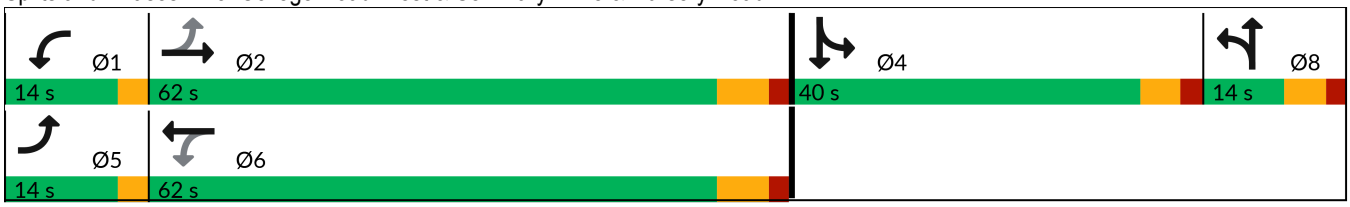
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	291	63	149	470	1	86	1	100	1	3	0
Future Volume (vph)	1	291	63	149	470	1	86	1	100	1	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	0		0	400		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt		0.973				0.850		0.851				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3466	0	1736	1881	1615	1805	1585	0	1643	3458	0
Flt Permitted	0.487			0.489			0.950			0.950		
Satd. Flow (perm)	925	3466	0	893	1881	1615	1805	1585	0	1643	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				159		103				
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		1645			423			875			1362	
Travel Time (s)		28.0			7.2			14.9			26.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	3%	4%	1%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	1	300	65	154	485	1	89	1	103	1	3	0
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	1	365	0	154	485	1	89	104	0	1	3	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

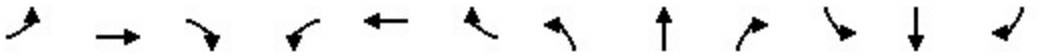
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free						
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0		7.0	7.0	
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0		13.0	13.0	
Total Split (s)	14.0	62.0		14.0	62.0		14.0	14.0		40.0	40.0	
Total Split (%)	10.8%	47.7%		10.8%	47.7%		10.8%	10.8%		30.8%	30.8%	
Maximum Green (s)	11.0	55.0		11.0	55.0		8.0	8.0		34.0	34.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	39.4	30.3		43.8	38.5	62.7	7.6	7.6		7.1	7.1	
Actuated g/C Ratio	0.63	0.48		0.70	0.61	1.00	0.12	0.12		0.11	0.11	
v/c Ratio	0.00	0.22		0.22	0.42	0.00	0.40	0.37		0.01	0.01	
Control Delay (s/veh)	5.0	10.2		4.8	9.7	0.0	33.3	11.5		29.0	28.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	10.2		4.8	9.7	0.0	33.3	11.5		29.0	28.3	
LOS	A	B		A	A	A	C	B		C	C	
Approach Delay (s/veh)		10.2			8.5			21.5			28.5	
Approach LOS		B			A			C			C	
90th %ile Green (s)	5.0	30.0		9.2	34.2		8.0	8.0		7.0	7.0	
90th %ile Term Code	Min	Min		Gap	Hold		Max	Max		Min	Min	
70th %ile Green (s)	0.0	30.0		6.5	39.5		8.0	8.0		0.0	0.0	
70th %ile Term Code	Skip	Min		Gap	Hold		Max	Max		Skip	Skip	
50th %ile Green (s)	0.0	30.0		6.1	39.1		8.0	8.0		0.0	0.0	
50th %ile Term Code	Skip	Min		Gap	Hold		Max	Max		Skip	Skip	
30th %ile Green (s)	0.0	30.0		5.7	38.7		7.7	7.7		0.0	0.0	
30th %ile Term Code	Skip	Min		Gap	Hold		Gap	Gap		Skip	Skip	
10th %ile Green (s)	0.0	30.0		5.1	38.1		6.3	6.3		0.0	0.0	
10th %ile Term Code	Skip	Min		Gap	Hold		Gap	Gap		Skip	Skip	
Stops (vph)	1	177		45	236	0	75	23		3	6	
Fuel Used(gal)	0	7		1	5	0	2	1		0	0	
CO Emissions (g/hr)	2	519		78	345	0	128	74		3	6	
NOx Emissions (g/hr)	0	101		15	67	0	25	14		1	1	
VOC Emissions (g/hr)	0	120		18	80	0	30	17		1	1	
Dilemma Vehicles (#)	0	21		0	28	0	0	8		0	0	
Queue Length 50th (ft)	0	33		13	68	0	30	0		0	0	
Queue Length 95th (ft)	2	85		52	255	0	84	43		5	4	
Internal Link Dist (ft)		1565			343			795			1282	
Turn Bay Length (ft)	150									400		
Base Capacity (vph)	799	3074		773	1666	1615	232	293		900	1894	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.00	0.12		0.20	0.29	0.00	0.38	0.35		0.00	0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 62.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.2			
70th %ile Actuated Cycle: 60.5			
50th %ile Actuated Cycle: 60.1			
30th %ile Actuated Cycle: 59.4			
10th %ile Actuated Cycle: 57.4			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road





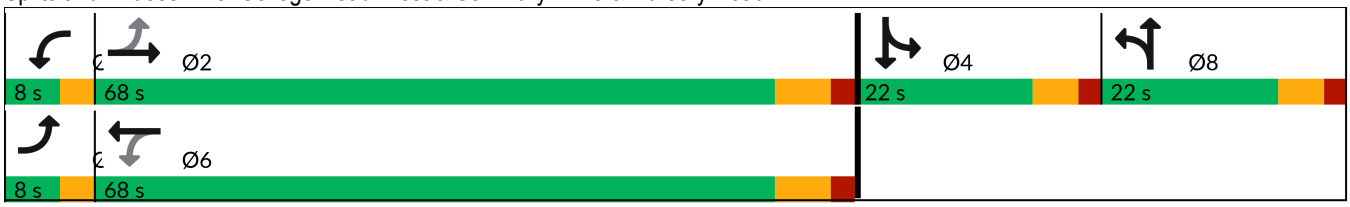
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	204	46	100	229	1	44	2	76	1	2	0
Future Volume (vph)	1	204	46	100	229	1	44	2	76	1	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	0		0	400		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt		0.972				0.850		0.854				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3481	0	1752	1900	1615	1805	1576	0	1643	3458	0
Flt Permitted	0.605			0.539			0.950			0.950		
Satd. Flow (perm)	1150	3481	0	994	1900	1615	1805	1576	0	1643	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				173		83				
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		1646			424			877			1363	
Travel Time (s)		28.1			7.2			14.9			26.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	1	222	50	109	249	1	48	2	83	1	2	0
Shared Lane Traffic (%)										10%		
Lane Group Flow (vph)	1	272	0	109	249	1	48	85	0	1	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free						
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0		7.0	7.0	
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0		13.0	13.0	
Total Split (s)	8.0	68.0		8.0	68.0		22.0	22.0		22.0	22.0	
Total Split (%)	6.7%	56.7%		6.7%	56.7%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	5.0	61.0		5.0	61.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	41.5	35.2		43.4	40.1	58.7	6.1	6.1		7.1	7.1	
Actuated g/C Ratio	0.71	0.60		0.74	0.68	1.00	0.10	0.10		0.12	0.12	
v/c Ratio	0.00	0.13		0.14	0.19	0.00	0.25	0.36		0.01	0.00	
Control Delay (s/veh)	5.0	7.9		4.4	7.6	0.0	29.6	12.5		27.0	26.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.0	7.9		4.4	7.6	0.0	29.6	12.5		27.0	26.5	
LOS	A	A		A	A	A	C	B		C	C	
Approach Delay (s/veh)		7.9			6.6			18.7			26.7	
Approach LOS		A			A			B			C	
90th %ile Green (s)	5.0	30.0		5.0	30.0		8.2	8.2		7.0	7.0	
90th %ile Term Code	Max	Min		Max	Min		Gap	Gap		Min	Min	
70th %ile Green (s)	0.0	30.0		5.0	38.0		6.5	6.5		0.0	0.0	
70th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Skip	Skip	
50th %ile Green (s)	0.0	30.0		5.0	38.0		5.9	5.9		0.0	0.0	
50th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Skip	Skip	
30th %ile Green (s)	0.0	30.0		5.0	38.0		5.3	5.3		0.0	0.0	
30th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Skip	Skip	
10th %ile Green (s)	0.0	43.5		0.0	43.5		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Dwell		Skip	Dwell		Skip	Skip		Skip	Skip	
Stops (vph)	1	105		30	95	0	40	21		3	4	
Fuel Used(gal)	0	5		1	2	0	1	1		0	0	
CO Emissions (g/hr)	2	344		52	147	0	64	61		3	4	
NOx Emissions (g/hr)	0	67		10	29	0	13	12		1	1	
VOC Emissions (g/hr)	0	80		12	34	0	15	14		1	1	
Dilemma Vehicles (#)	0	14		0	13	0	0	5		0	0	
Queue Length 50th (ft)	0	19		7	26	0	15	1		0	0	
Queue Length 95th (ft)	2	57		40	123	0	49	39		5	3	
Internal Link Dist (ft)		1566			344			797			1283	
Turn Bay Length (ft)	150									400		
Base Capacity (vph)	869	3374		800	1841	1615	498	495		454	955	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.00	0.08		0.14	0.14	0.00	0.10	0.17		0.00	0.00	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 58.7			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 72.2			
70th %ile Actuated Cycle: 57.5			
50th %ile Actuated Cycle: 56.9			
30th %ile Actuated Cycle: 56.3			
10th %ile Actuated Cycle: 50.5			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



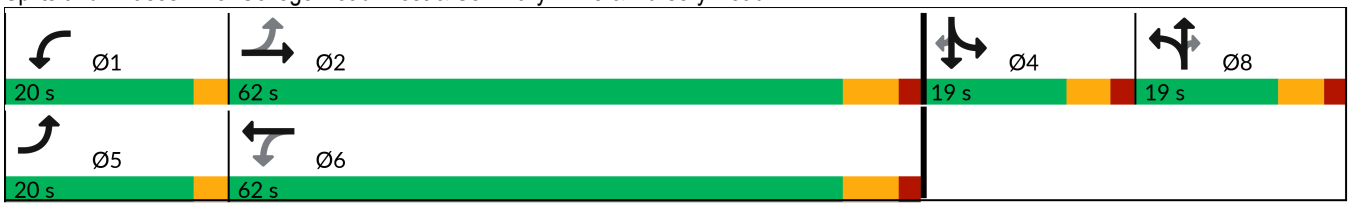
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	612	98	235	515	428	38	20	72	286	13	17
Future Volume (vph)	61	612	98	235	515	428	38	20	72	286	13	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt		0.979				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3499	0	1787	3539	1615	3273	1900	1495	3502	1900	1615
Flt Permitted	0.420			0.216			0.950			0.950		
Satd. Flow (perm)	798	3499	0	406	3539	1615	3273	1900	1495	3502	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				510			118			118
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		759			424			877			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	1%	1%	2%	0%	7%	0%	8%	0%	0%	0%
Adj. Flow (vph)	73	729	117	280	613	510	45	24	86	340	15	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	846	0	280	613	510	45	24	86	340	15	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free			8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0	11.0	13.0	13.0	13.0
Total Split (s)	20.0	62.0		20.0	62.0		19.0	19.0	19.0	19.0	19.0	19.0
Total Split (%)	16.7%	51.7%		16.7%	51.7%		15.8%	15.8%	15.8%	15.8%	15.8%	15.8%
Maximum Green (s)	17.0	55.0		17.0	55.0		13.0	13.0	13.0	13.0	13.0	13.0
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	41.0	30.9		48.6	37.4	78.9	5.8	5.8	5.8	12.1	12.1	12.1
Actuated g/C Ratio	0.52	0.39		0.62	0.47	1.00	0.07	0.07	0.07	0.15	0.15	0.15
v/c Ratio	0.15	0.61		0.64	0.37	0.32	0.19	0.17	0.39	0.63	0.05	0.06
Control Delay (s/veh)	8.5	22.6		15.3	15.7	0.5	38.9	40.2	9.2	38.7	31.9	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.5	22.6		15.3	15.7	0.5	38.9	40.2	9.2	38.7	31.9	0.3
LOS	A	C		B	B	A	D	D	A	D	C	A
Approach Delay (s/veh)		21.5			10.1			22.6			36.3	
Approach LOS		C			B			C			D	
90th %ile Green (s)	7.6	32.4		14.7	39.5		7.2	7.2	7.2	13.0	13.0	13.0
90th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	6.5	30.0		12.3	35.8		6.1	6.1	6.1	13.0	13.0	13.0
70th %ile Term Code	Gap	Min		Gap	Hold		Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	5.9	30.0		10.8	34.9		5.6	5.6	5.6	13.0	13.0	13.0
50th %ile Term Code	Gap	Min		Gap	Hold		Gap	Gap	Gap	Max	Max	Max
30th %ile Green (s)	5.4	30.0		9.4	34.0		5.1	5.1	5.1	12.0	12.0	12.0
30th %ile Term Code	Gap	Min		Gap	Hold		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		6.6	39.6		0.0	0.0	0.0	9.4	9.4	9.4
10th %ile Term Code	Skip	Min		Gap	Hold		Skip	Skip	Skip	Gap	Gap	Gap
Stops (vph)	29	535		102	313	0	35	20	7	257	13	0
Fuel Used(gal)	1	12		3	7	2	1	0	1	5	0	0
CO Emissions (g/hr)	49	852		180	459	110	61	33	44	377	17	5
NOx Emissions (g/hr)	10	166		35	89	21	12	7	9	73	3	1
VOC Emissions (g/hr)	11	197		42	106	26	14	8	10	87	4	1
Dilemma Vehicles (#)	0	34		0	24	0	0	1	0	0	1	0
Queue Length 50th (ft)	15	180		63	108	0	11	12	0	84	7	0
Queue Length 95th (ft)	30	242		97	145	0	27	34	20	129	23	0
Internal Link Dist (ft)		679			344			797			503	
Turn Bay Length (ft)	150						150		150	400		200
Base Capacity (vph)	710	2560		552	2584	1615	547	317	348	585	317	368
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.33		0.51	0.24	0.32	0.08	0.08	0.25	0.58	0.05	0.05

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 78.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 17.9		Intersection LOS: B	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 89.3			
70th %ile Actuated Cycle: 83.4			
50th %ile Actuated Cycle: 81.4			
30th %ile Actuated Cycle: 78.5			
10th %ile Actuated Cycle: 62			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



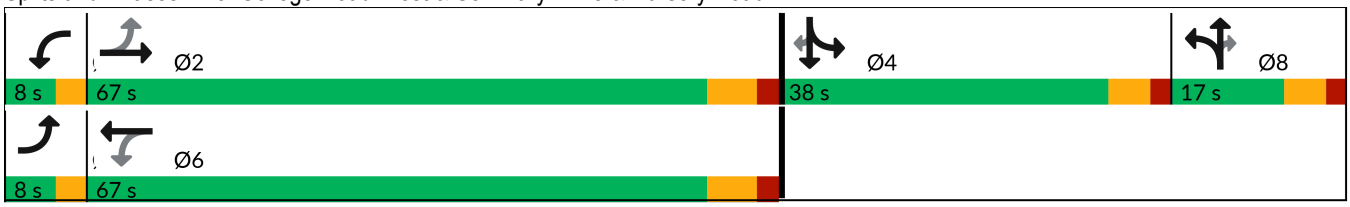
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	299	59	144	495	516	86	23	100	650	37	83
Future Volume (vph)	57	299	59	144	495	516	86	23	100	650	37	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt		0.975				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3474	0	1736	3574	1615	3502	1900	1583	3502	1900	1615
Flt Permitted	0.443			0.514			0.950			0.950		
Satd. Flow (perm)	842	3474	0	939	3574	1615	3502	1900	1583	3502	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				532			109			109
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		758			424			875			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	3%	4%	1%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	59	308	61	148	510	532	89	24	103	670	38	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	369	0	148	510	532	89	24	103	670	38	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free			8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0	11.0	13.0	13.0	13.0
Total Split (s)	8.0	67.0		8.0	67.0		17.0	17.0	17.0	38.0	38.0	38.0
Total Split (%)	6.2%	51.5%		6.2%	51.5%		13.1%	13.1%	13.1%	29.2%	29.2%	29.2%
Maximum Green (s)	5.0	60.0		5.0	60.0		11.0	11.0	11.0	32.0	32.0	32.0
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	39.2	30.1		39.9	31.9	85.6	6.7	6.7	6.7	21.6	21.6	21.6
Actuated g/C Ratio	0.46	0.35		0.47	0.37	1.00	0.08	0.08	0.08	0.25	0.25	0.25
v/c Ratio	0.13	0.30		0.31	0.38	0.33	0.32	0.16	0.46	0.76	0.08	0.18
Control Delay (s/veh)	14.1	20.5		15.9	22.4	0.5	41.8	41.0	14.7	35.7	24.4	4.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.1	20.5		15.9	22.4	0.5	41.8	41.0	14.7	35.7	24.4	4.0
LOS	B	C		B	C	A	D	D	B	D	C	A
Approach Delay (s/veh)		19.6			11.8			28.8			31.7	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	30.0		5.0	30.0		8.6	8.6	8.6	28.6	28.6	28.6
90th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	5.0	30.0		5.0	30.0		7.6	7.6	7.6	24.8	24.8	24.8
70th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.0	30.0		5.0	30.0		6.8	6.8	6.8	21.3	21.3	21.3
50th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	5.0	30.0		5.0	30.0		6.0	6.0	6.0	19.1	19.1	19.1
30th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		5.0	38.0		5.0	5.0	5.0	15.1	15.1	15.1
10th %ile Term Code	Skip	Min		Max	Hold		Min	Min	Min	Gap	Gap	Gap
Stops (vph)	31	232		83	350	0	76	22	18	570	28	8
Fuel Used(gal)	1	6		2	7	2	2	1	1	12	1	0
CO Emissions (g/hr)	53	393		126	522	133	139	38	75	821	38	33
NOx Emissions (g/hr)	10	76		24	102	26	27	7	15	160	7	6
VOC Emissions (g/hr)	12	91		29	121	31	32	9	17	190	9	8
Dilemma Vehicles (#)	0	15		0	22	0	0	1	0	0	1	0
Queue Length 50th (ft)	16	68		41	106	0	23	12	0	171	16	0
Queue Length 95th (ft)	42	120		91	172	0	50	38	44	236	40	23
Internal Link Dist (ft)		678			344			795			503	
Turn Bay Length (ft)	150						150		150	400		200
Base Capacity (vph)	442	2454		484	2517	1615	452	245	299	1315	713	674
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.13	0.15		0.31	0.20	0.33	0.20	0.10	0.34	0.51	0.05	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 85.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 94.2			
70th %ile Actuated Cycle: 89.4			
50th %ile Actuated Cycle: 85.1			
30th %ile Actuated Cycle: 82.1			
10th %ile Actuated Cycle: 77.1			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



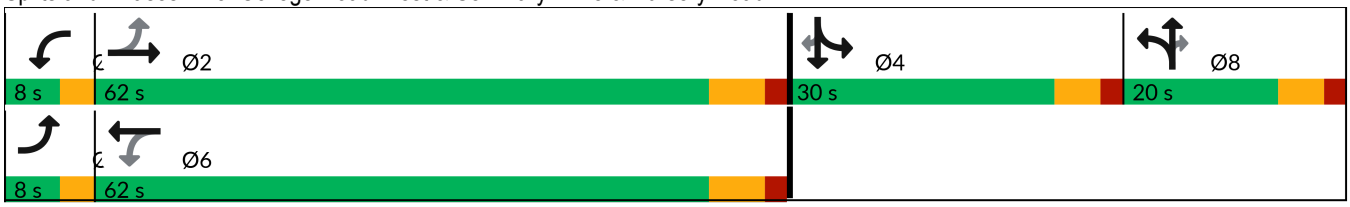
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	225	43	94	273	767	44	39	76	682	43	79
Future Volume (vph)	87	225	43	94	273	767	44	39	76	682	43	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt		0.976				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3494	0	1752	3610	1615	3502	1900	1568	3502	1900	1615
Flt Permitted	0.570			0.573			0.950			0.950		
Satd. Flow (perm)	1083	3494	0	1057	3610	1615	3502	1900	1568	3502	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				834			118			118
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		759			424			877			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	95	245	47	102	297	834	48	42	83	741	47	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	292	0	102	297	834	48	42	83	741	47	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free			8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0	11.0	13.0	13.0	13.0
Total Split (s)	8.0	62.0		8.0	62.0		20.0	20.0	20.0	30.0	30.0	30.0
Total Split (%)	6.7%	51.7%		6.7%	51.7%		16.7%	16.7%	16.7%	25.0%	25.0%	25.0%
Maximum Green (s)	5.0	55.0		5.0	55.0		14.0	14.0	14.0	24.0	24.0	24.0
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	38.2	30.4		38.2	30.4	83.7	6.5	6.5	6.5	24.3	24.3	24.3
Actuated g/C Ratio	0.46	0.36		0.46	0.36	1.00	0.08	0.08	0.08	0.29	0.29	0.29
v/c Ratio	0.18	0.23		0.19	0.23	0.52	0.18	0.29	0.36	0.73	0.09	0.16
Control Delay (s/veh)	13.8	19.0		14.1	20.6	1.2	39.3	43.3	8.0	33.2	24.7	3.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.8	19.0		14.1	20.6	1.2	39.3	43.3	8.0	33.2	24.7	3.1
LOS	B	B		B	C	A	D	D	A	C	C	A
Approach Delay (s/veh)		17.7			6.9			25.3			29.8	
Approach LOS		B			A			C			C	
90th %ile Green (s)	5.0	30.0		5.0	30.0		8.5	8.5	8.5	24.0	24.0	24.0
90th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	5.0	30.0		5.0	30.0		7.2	7.2	7.2	24.0	24.0	24.0
70th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	5.0	30.0		5.0	30.0		6.3	6.3	6.3	24.0	24.0	24.0
50th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Max	Max	Max
30th %ile Green (s)	5.0	30.0		5.0	30.0		5.5	5.5	5.5	24.0	24.0	24.0
30th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Max	Max	Max
10th %ile Green (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	24.0	24.0	24.0
10th %ile Term Code	Skip	Min		Skip	Min		Skip	Skip	Skip	Max	Max	Max
Stops (vph)	46	165		52	182	1	42	38	6	589	32	6
Fuel Used(gal)	1	4		1	4	3	1	1	1	12	1	0
CO Emissions (g/hr)	80	283		78	274	206	72	66	44	833	45	30
NOx Emissions (g/hr)	16	55		15	53	40	14	13	9	162	9	6
VOC Emissions (g/hr)	19	66		18	63	48	17	15	10	193	10	7
Dilemma Vehicles (#)	0	12		0	12	0	0	2	0	0	2	0
Queue Length 50th (ft)	27	54		30	60	0	12	22	0	192	19	0
Queue Length 95th (ft)	57	88		60	95	0	29	54	23	267	47	20
Internal Link Dist (ft)		679			344			797			503	
Turn Bay Length (ft)	150						150		150	400		200
Base Capacity (vph)	538	2331		524	2400	1615	592	321	363	1016	551	552
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.18	0.13		0.19	0.12	0.52	0.08	0.13	0.23	0.73	0.09	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 83.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 89.5			
70th %ile Actuated Cycle: 88.2			
50th %ile Actuated Cycle: 87.3			
30th %ile Actuated Cycle: 86.5			
10th %ile Actuated Cycle: 67			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



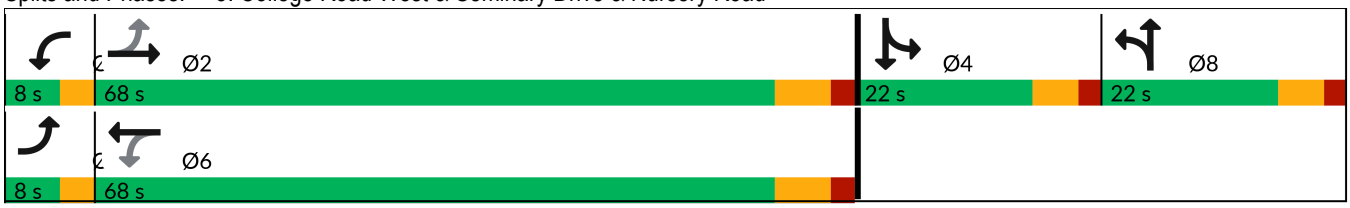
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	583	98	235	511	249	38	14	72	232	10	13
Future Volume (vph)	34	583	98	235	511	249	38	14	72	232	10	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt		0.978				0.850		0.875			0.986	
Flt Protected	0.950			0.950			0.950			0.950	0.960	
Satd. Flow (prot)	1805	3496	0	1787	1863	1615	1687	1558	0	1643	3273	0
Flt Permitted	0.294			0.263			0.950			0.950	0.960	
Satd. Flow (perm)	559	3496	0	495	1863	1615	1687	1558	0	1643	3273	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				173		86			7	
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		759			424			877			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	1%	1%	2%	0%	7%	0%	8%	0%	0%	0%
Adj. Flow (vph)	40	694	117	280	608	296	45	17	86	276	12	15
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	40	811	0	280	608	296	45	103	0	138	165	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free						
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0		7.0	7.0	
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0		13.0	13.0	
Total Split (s)	8.0	68.0		8.0	68.0		22.0	22.0		22.0	22.0	
Total Split (%)	6.7%	56.7%		6.7%	56.7%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	5.0	61.0		5.0	61.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	44.0	34.7		45.5	38.6	77.8	7.0	7.0		11.1	11.1	
Actuated g/C Ratio	0.57	0.45		0.58	0.50	1.00	0.09	0.09		0.14	0.14	
v/c Ratio	0.10	0.52		0.75	0.66	0.18	0.30	0.47		0.59	0.35	
Control Delay (s/veh)	8.8	17.4		26.6	21.9	0.2	42.5	20.5		44.7	33.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	8.8	17.4		26.6	21.9	0.2	42.5	20.5		44.7	33.1	
LOS	A	B		C	C	A	D	C		D	C	
Approach Delay (s/veh)		17.0			17.6			27.2			38.4	
Approach LOS		B			B			C			D	
90th %ile Green (s)	5.0	46.4		5.0	46.4		10.5	10.5		16.0	16.0	
90th %ile Term Code	Max	Hold		Max	Gap		Gap	Gap		Max	Max	
70th %ile Green (s)	5.0	36.5		5.0	36.5		7.8	7.8		13.7	13.7	
70th %ile Term Code	Max	Hold		Max	Gap		Gap	Gap		Gap	Gap	
50th %ile Green (s)	5.0	30.0		5.0	30.0		6.6	6.6		11.0	11.0	
50th %ile Term Code	Max	Min		Max	Min		Gap	Gap		Gap	Gap	
30th %ile Green (s)	0.0	30.0		5.0	38.0		5.6	5.6		8.9	8.9	
30th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap		Gap	Gap	
10th %ile Green (s)	0.0	30.0		5.0	38.0		0.0	0.0		7.0	7.0	
10th %ile Term Code	Skip	Min		Max	Hold		Skip	Skip		Min	Min	
Stops (vph)	14	445		108	372	0	35	26		102	110	
Fuel Used(gal)	0	10		3	8	1	1	1		2	2	
CO Emissions (g/hr)	26	720		222	543	63	63	79		162	164	
NOx Emissions (g/hr)	5	140		43	106	12	12	15		31	32	
VOC Emissions (g/hr)	6	167		51	126	15	15	18		37	38	
Dilemma Vehicles (#)	0	33		0	25	0	0	4		0	7	
Queue Length 50th (ft)	8	144		61	239	0	20	7		65	36	
Queue Length 95th (ft)	22	210		#136	374	0	57	52		145	76	
Internal Link Dist (ft)		679			344			797			503	
Turn Bay Length (ft)	150						150			400		
Base Capacity (vph)	399	2800		375	1490	1615	358	398		349	700	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.29		0.75	0.41	0.18	0.13	0.26		0.40	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 77.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 20.5		Intersection LOS: C	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 99.9			
70th %ile Actuated Cycle: 85			
50th %ile Actuated Cycle: 74.6			
30th %ile Actuated Cycle: 71.5			
10th %ile Actuated Cycle: 58			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



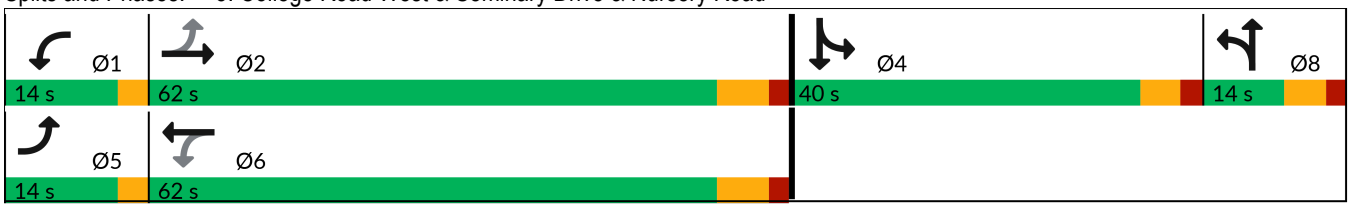
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	295	61	146	502	341	86	17	100	390	23	46
Future Volume (vph)	35	295	61	146	502	341	86	17	100	390	23	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt		0.974				0.850		0.872			0.974	
Flt Protected	0.950			0.950			0.950			0.950	0.964	
Satd. Flow (prot)	1805	3470	0	1736	1881	1615	1805	1629	0	1643	3247	0
Flt Permitted	0.361			0.489			0.950			0.950	0.964	
Satd. Flow (perm)	686	3470	0	893	1881	1615	1805	1629	0	1643	3247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				207		103			17	
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		758			424			875			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	3%	4%	1%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	36	304	63	151	518	352	89	18	103	402	24	47
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	36	367	0	151	518	352	89	121	0	201	272	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

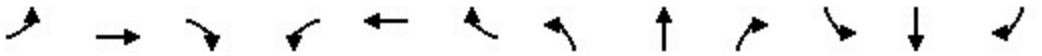
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free						
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0		7.0	7.0	
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0		13.0	13.0	
Total Split (s)	14.0	62.0		14.0	62.0		14.0	14.0		40.0	40.0	
Total Split (%)	10.8%	47.7%		10.8%	47.7%		10.8%	10.8%		30.8%	30.8%	
Maximum Green (s)	11.0	55.0		11.0	55.0		8.0	8.0		34.0	34.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	41.6	31.9		47.3	38.1	85.6	7.8	7.8		15.3	15.3	
Actuated g/C Ratio	0.49	0.37		0.55	0.45	1.00	0.09	0.09		0.18	0.18	
v/c Ratio	0.09	0.28		0.26	0.62	0.22	0.54	0.50		0.69	0.46	
Control Delay (s/veh)	10.8	19.3		11.6	24.4	0.3	53.8	20.0		45.9	32.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.8	19.3		11.6	24.4	0.3	53.8	20.0		45.9	32.1	
LOS	B	B		B	C	A	D	C		D	C	
Approach Delay (s/veh)		18.6			14.2			34.3			38.0	
Approach LOS		B			B			C			D	
90th %ile Green (s)	7.3	38.8		11.0	42.5		8.0	8.0		24.9	24.9	
90th %ile Term Code	Gap	Hold		Max	Gap		Max	Max		Gap	Gap	
70th %ile Green (s)	6.0	30.0		9.7	33.7		8.0	8.0		17.8	17.8	
70th %ile Term Code	Gap	Min		Gap	Hold		Max	Max		Gap	Gap	
50th %ile Green (s)	5.3	30.0		8.4	33.1		8.0	8.0		14.5	14.5	
50th %ile Term Code	Gap	Min		Gap	Hold		Max	Max		Gap	Gap	
30th %ile Green (s)	0.0	30.0		7.2	40.2		8.0	8.0		12.2	12.2	
30th %ile Term Code	Skip	Min		Gap	Hold		Max	Max		Gap	Gap	
10th %ile Green (s)	0.0	30.0		5.8	38.8		6.6	6.6		9.1	9.1	
10th %ile Term Code	Skip	Min		Gap	Hold		Gap	Gap		Gap	Gap	
Stops (vph)	18	221		67	376	0	75	32		173	207	
Fuel Used(gal)	0	5		2	8	1	2	1		4	4	
CO Emissions (g/hr)	30	378		107	559	87	153	104		276	307	
NOx Emissions (g/hr)	6	73		21	109	17	30	20		54	60	
VOC Emissions (g/hr)	7	88		25	130	20	35	24		64	71	
Dilemma Vehicles (#)	0	16		0	22	0	0	6		0	11	
Queue Length 50th (ft)	8	65		36	216	0	45	9		108	65	
Queue Length 95th (ft)	26	120		81	395	0	#130	68		209	118	
Internal Link Dist (ft)		678			344			795			503	
Turn Bay Length (ft)	150						150			400		
Base Capacity (vph)	517	2269		603	1225	1615	171	247		661	1318	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.07	0.16		0.25	0.42	0.22	0.52	0.49		0.30	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 85.6			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 22.4		Intersection LOS: C	
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 104.7			
70th %ile Actuated Cycle: 87.5			
50th %ile Actuated Cycle: 82.9			
30th %ile Actuated Cycle: 79.4			
10th %ile Actuated Cycle: 73.5			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road





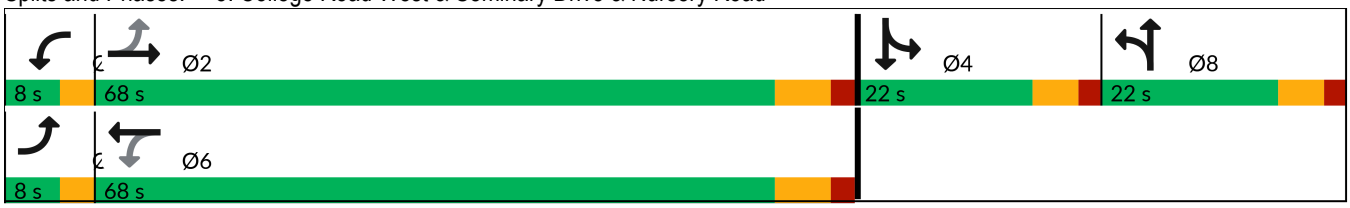
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	212	44	96	263	499	44	25	76	472	29	47
Future Volume (vph)	55	212	44	96	263	499	44	25	76	472	29	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	0		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.95
Frt		0.974				0.850		0.887			0.977	
Flt Protected	0.950			0.950			0.950			0.950	0.964	
Satd. Flow (prot)	1805	3487	0	1752	1900	1615	1805	1648	0	1643	3257	0
Flt Permitted	0.541			0.581			0.950			0.950	0.964	
Satd. Flow (perm)	1028	3487	0	1072	1900	1615	1805	1648	0	1643	3257	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				542		83			13	
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		759			424			877			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	60	230	48	104	286	542	48	27	83	513	32	51
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	60	278	0	104	286	542	48	110	0	256	340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free						
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0		7.0	7.0	
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0		13.0	13.0	
Total Split (s)	8.0	68.0		8.0	68.0		22.0	22.0		22.0	22.0	
Total Split (%)	6.7%	56.7%		6.7%	56.7%		18.3%	18.3%		18.3%	18.3%	
Maximum Green (s)	5.0	61.0		5.0	61.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min		None	None		None	None	
Act Effct Green (s)	38.0	30.1		38.0	30.1	78.2	6.8	6.8		16.0	16.0	
Actuated g/C Ratio	0.49	0.38		0.49	0.38	1.00	0.09	0.09		0.20	0.20	
v/c Ratio	0.11	0.20		0.18	0.39	0.34	0.31	0.50		0.76	0.50	
Control Delay (s/veh)	10.3	15.5		10.9	20.3	0.6	39.4	21.3		47.1	30.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	10.3	15.5		10.9	20.3	0.6	39.4	21.3		47.1	30.2	
LOS	B	B		B	C	A	D	C		D	C	
Approach Delay (s/veh)		14.6			7.8			26.8			37.5	
Approach LOS		B			A			C			D	
90th %ile Green (s)	5.0	30.0		5.0	30.0		9.7	9.7		16.0	16.0	
90th %ile Term Code	Max	Min		Max	Min		Gap	Gap		Max	Max	
70th %ile Green (s)	5.0	30.0		5.0	30.0		7.4	7.4		16.0	16.0	
70th %ile Term Code	Max	Min		Max	Min		Gap	Gap		Max	Max	
50th %ile Green (s)	5.0	30.0		5.0	30.0		6.5	6.5		16.0	16.0	
50th %ile Term Code	Max	Min		Max	Min		Gap	Gap		Max	Max	
30th %ile Green (s)	5.0	30.0		5.0	30.0		5.6	5.6		16.0	16.0	
30th %ile Term Code	Max	Min		Max	Min		Gap	Gap		Max	Max	
10th %ile Green (s)	0.0	30.0		0.0	30.0		5.0	5.0		16.0	16.0	
10th %ile Term Code	Skip	Min		Skip	Min		Min	Min		Max	Max	
Stops (vph)	28	145		47	185	0	41	37		202	258	
Fuel Used(gal)	1	4		1	4	2	1	1		5	5	
CO Emissions (g/hr)	47	248		71	269	129	71	98		334	362	
NOx Emissions (g/hr)	9	48		14	52	25	14	19		65	70	
VOC Emissions (g/hr)	11	58		17	62	30	16	23		77	84	
Dilemma Vehicles (#)	0	12		0	13	0	0	5		0	20	
Queue Length 50th (ft)	14	42		24	102	0	23	13		132	79	
Queue Length 95th (ft)	34	73		53	176	0	55	60		#273	128	
Internal Link Dist (ft)		679			344			797			503	
Turn Bay Length (ft)	150						150			400		
Base Capacity (vph)	549	2733		564	1486	1615	370	403		336	678	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.11	0.10		0.18	0.19	0.34	0.13	0.27		0.76	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 78.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 19.1		Intersection LOS: B	
Intersection Capacity Utilization 64.2%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 82.7			
70th %ile Actuated Cycle: 80.4			
50th %ile Actuated Cycle: 79.5			
30th %ile Actuated Cycle: 78.6			
10th %ile Actuated Cycle: 70			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



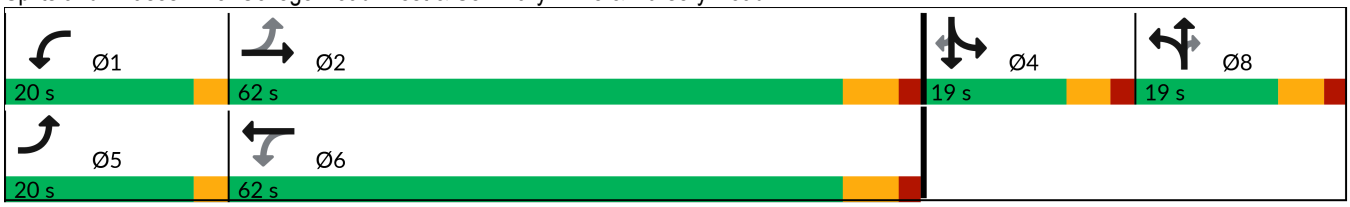
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	583	98	235	511	249	38	14	72	232	10	13
Future Volume (vph)	34	583	98	235	511	249	38	14	72	232	10	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3496	0	1787	3539	1615	3273	1900	1495	3502	1900	1615
Flt Permitted	0.422			0.239			0.950			0.950		
Satd. Flow (perm)	802	3496	0	450	3539	1615	3273	1900	1495	3502	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				296			118			118
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		759			424			877			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	1%	1%	1%	2%	0%	7%	0%	8%	0%	0%	0%
Adj. Flow (vph)	40	694	117	280	608	296	45	17	86	276	12	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	811	0	280	608	296	45	17	86	276	12	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

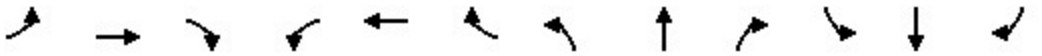
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free			8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0	11.0	13.0	13.0	13.0
Total Split (s)	20.0	62.0		20.0	62.0		19.0	19.0	19.0	19.0	19.0	19.0
Total Split (%)	16.7%	51.7%		16.7%	51.7%		15.8%	15.8%	15.8%	15.8%	15.8%	15.8%
Maximum Green (s)	17.0	55.0		17.0	55.0		13.0	13.0	13.0	13.0	13.0	13.0
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	40.2	30.7		48.2	39.3	76.9	5.8	5.8	5.8	10.5	10.5	10.5
Actuated g/C Ratio	0.52	0.40		0.63	0.51	1.00	0.08	0.08	0.08	0.14	0.14	0.14
v/c Ratio	0.08	0.58		0.60	0.34	0.18	0.18	0.12	0.39	0.58	0.05	0.05
Control Delay (s/veh)	7.9	21.3		13.3	13.8	0.2	38.1	38.4	9.1	37.7	31.7	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.9	21.3		13.3	13.8	0.2	38.1	38.4	9.1	37.7	31.7	0.3
LOS	A	C		B	B	A	D	D	A	D	C	A
Approach Delay (s/veh)		20.7			10.3			21.3			35.6	
Approach LOS		C			B			C			D	
90th %ile Green (s)	6.4	30.9		14.6	39.1		7.0	7.0	7.0	13.0	13.0	13.0
90th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	5.6	30.0		12.2	36.6		6.1	6.1	6.1	12.2	12.2	12.2
70th %ile Term Code	Gap	Min		Gap	Hold		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.3	30.0		10.8	35.5		5.6	5.6	5.6	10.8	10.8	10.8
50th %ile Term Code	Gap	Min		Gap	Hold		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		9.3	42.3		5.1	5.1	5.1	9.5	9.5	9.5
30th %ile Term Code	Skip	Min		Gap	Hold		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		6.3	39.3		0.0	0.0	0.0	7.3	7.3	7.3
10th %ile Term Code	Skip	Min		Gap	Hold		Skip	Skip	Skip	Gap	Gap	Gap
Stops (vph)	17	499		98	289	0	35	15	7	206	11	0
Fuel Used(gal)	0	11		2	6	1	1	0	1	4	0	0
CO Emissions (g/hr)	28	794		171	427	63	60	24	44	301	13	4
NOx Emissions (g/hr)	5	155		33	83	12	12	5	9	59	3	1
VOC Emissions (g/hr)	6	184		40	99	15	14	6	10	70	3	1
Dilemma Vehicles (#)	0	33		0	25	0	0	1	0	0	1	0
Queue Length 50th (ft)	7	161		58	100	0	10	8	0	67	5	0
Queue Length 95th (ft)	19	229		96	140	0	26	27	20	104	20	0
Internal Link Dist (ft)		679			344			797			503	
Turn Bay Length (ft)	150						150		150	400		200
Base Capacity (vph)	727	2548		582	2574	1615	562	326	354	601	326	375
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.06	0.32		0.48	0.24	0.18	0.08	0.05	0.24	0.46	0.04	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 76.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 17.6		Intersection LOS: B	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 87.5			
70th %ile Actuated Cycle: 82.5			
50th %ile Actuated Cycle: 79.2			
30th %ile Actuated Cycle: 75.9			
10th %ile Actuated Cycle: 59.6			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road





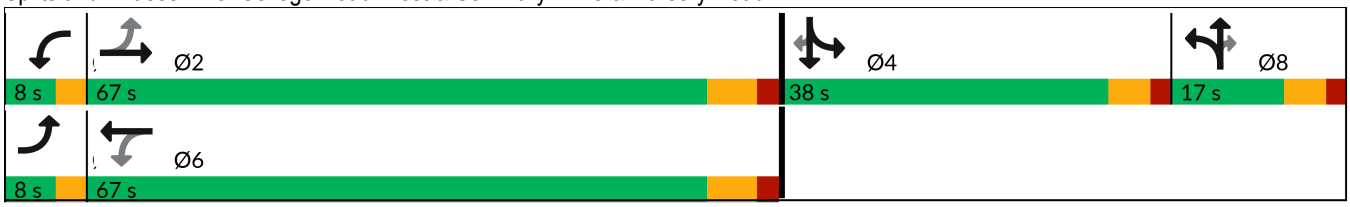
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	295	61	146	502	341	86	17	100	390	23	46
Future Volume (vph)	35	295	61	146	502	341	86	17	100	390	23	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3470	0	1736	3574	1615	3502	1900	1583	3502	1900	1615
Flt Permitted	0.461			0.500			0.950			0.950		
Satd. Flow (perm)	876	3470	0	913	3574	1615	3502	1900	1583	3502	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				352			109			109
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		758			424			875			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	3%	4%	1%	0%	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	36	304	63	151	518	352	89	18	103	402	24	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	367	0	151	518	352	89	18	103	402	24	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

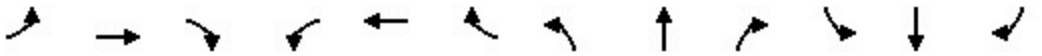
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free			8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0	11.0	13.0	13.0	13.0
Total Split (s)	8.0	67.0		8.0	67.0		17.0	17.0	17.0	38.0	38.0	38.0
Total Split (%)	6.2%	51.5%		6.2%	51.5%		13.1%	13.1%	13.1%	29.2%	29.2%	29.2%
Maximum Green (s)	5.0	60.0		5.0	60.0		11.0	11.0	11.0	32.0	32.0	32.0
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	39.1	30.1		40.4	33.4	77.0	6.5	6.5	6.5	13.4	13.4	13.4
Actuated g/C Ratio	0.51	0.39		0.52	0.43	1.00	0.08	0.08	0.08	0.17	0.17	0.17
v/c Ratio	0.07	0.27		0.28	0.33	0.22	0.30	0.11	0.44	0.66	0.07	0.13
Control Delay (s/veh)	9.7	16.2		11.4	16.8	0.3	36.7	35.2	13.6	35.4	27.0	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.7	16.2		11.4	16.8	0.3	36.7	35.2	13.6	35.4	27.0	0.7
LOS	A	B		B	B	A	D	D	B	D	C	A
Approach Delay (s/veh)		15.6			10.3			25.2			31.6	
Approach LOS		B			B			C			C	
90th %ile Green (s)	5.0	30.0		5.0	30.0		8.3	8.3	8.3	18.0	18.0	18.0
90th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	5.0	30.0		5.0	30.0		7.1	7.1	7.1	14.7	14.7	14.7
70th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.0	30.0		5.0	30.0		6.5	6.5	6.5	13.2	13.2	13.2
50th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		5.0	38.0		5.8	5.8	5.8	11.7	11.7	11.7
30th %ile Term Code	Skip	Min		Max	Hold		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		5.0	38.0		5.0	5.0	5.0	9.8	9.8	9.8
10th %ile Term Code	Skip	Min		Max	Hold		Min	Min	Min	Gap	Gap	Gap
Stops (vph)	18	214		73	322	0	77	19	19	346	21	0
Fuel Used(gal)	0	5		2	7	1	2	0	1	7	0	0
CO Emissions (g/hr)	30	357		111	467	87	133	29	74	493	27	14
NOx Emissions (g/hr)	6	69		22	91	17	26	6	14	96	5	3
VOC Emissions (g/hr)	7	83		26	108	20	31	7	17	114	6	3
Dilemma Vehicles (#)	0	17		0	24	0	0	1	0	0	1	0
Queue Length 50th (ft)	7	56		33	89	0	21	8	0	93	10	0
Queue Length 95th (ft)	24	99		73	145	0	44	29	42	140	30	0
Internal Link Dist (ft)		678			344			795			503	
Turn Bay Length (ft)	150						150		150	400		200
Base Capacity (vph)	504	2715		531	2791	1615	501	272	319	1458	791	736
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.07	0.14		0.28	0.19	0.22	0.18	0.07	0.32	0.28	0.03	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 77			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 17.6		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 83.3			
70th %ile Actuated Cycle: 78.8			
50th %ile Actuated Cycle: 76.7			
30th %ile Actuated Cycle: 74.5			
10th %ile Actuated Cycle: 71.8			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road





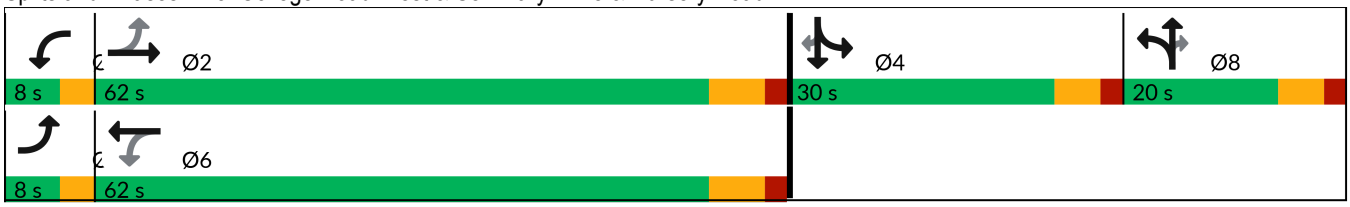
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	212	44	96	263	499	44	25	76	472	29	47
Future Volume (vph)	55	212	44	96	263	499	44	25	76	472	29	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		120	0		0	150		150	400		200
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt		0.974				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3487	0	1752	3610	1615	3502	1900	1568	3502	1900	1615
Flt Permitted	0.576			0.581			0.950			0.950		
Satd. Flow (perm)	1094	3487	0	1072	3610	1615	3502	1900	1568	3502	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27				542			118			118
Link Speed (mph)		40			40			40			35	
Link Distance (ft)		759			424			877			583	
Travel Time (s)		12.9			7.2			14.9			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	0%	3%	0%	0%	0%	0%	3%	0%	0%	0%
Adj. Flow (vph)	60	230	48	104	286	542	48	27	83	513	32	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	278	0	104	286	542	48	27	83	513	32	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	L NA	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			32			32	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Free	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6		Free			8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	5.0	30.0		5.0	30.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	8.0	37.0		8.0	37.0		11.0	11.0	11.0	13.0	13.0	13.0
Total Split (s)	8.0	62.0		8.0	62.0		20.0	20.0	20.0	30.0	30.0	30.0
Total Split (%)	6.7%	51.7%		6.7%	51.7%		16.7%	16.7%	16.7%	25.0%	25.0%	25.0%
Maximum Green (s)	5.0	55.0		5.0	55.0		14.0	14.0	14.0	24.0	24.0	24.0
Yellow Time (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0		3.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	38.7	30.9		38.7	30.9	75.1	5.9	5.9	5.9	15.9	15.9	15.9
Actuated g/C Ratio	0.52	0.41		0.52	0.41	1.00	0.08	0.08	0.08	0.21	0.21	0.21
v/c Ratio	0.10	0.19		0.17	0.19	0.34	0.17	0.18	0.36	0.69	0.08	0.12
Control Delay (s/veh)	10.8	15.7		11.3	17.2	0.6	37.1	38.7	8.0	33.6	25.6	0.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.8	15.7		11.3	17.2	0.6	37.1	38.7	8.0	33.6	25.6	0.6
LOS	B	B		B	B	A	D	D	A	C	C	A
Approach Delay (s/veh)		14.8			6.9			22.1			30.3	
Approach LOS		B			A			C			C	
90th %ile Green (s)	5.0	30.0		5.0	30.0		7.3	7.3	7.3	21.5	21.5	21.5
90th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	5.0	30.0		5.0	30.0		6.3	6.3	6.3	18.6	18.6	18.6
70th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	5.0	30.0		5.0	30.0		5.6	5.6	5.6	15.7	15.7	15.7
50th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	5.0	30.0		5.0	30.0		5.1	5.1	5.1	14.0	14.0	14.0
30th %ile Term Code	Max	Min		Max	Min		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	10.5	10.5	10.5
10th %ile Term Code	Skip	Min		Skip	Min		Skip	Skip	Skip	Gap	Gap	Gap
Stops (vph)	27	143		47	164	0	41	25	7	409	24	0
Fuel Used(gal)	1	4		1	3	2	1	1	1	8	0	0
CO Emissions (g/hr)	47	247		72	243	129	70	41	45	579	32	14
NOx Emissions (g/hr)	9	48		14	47	25	14	8	9	113	6	3
VOC Emissions (g/hr)	11	57		17	56	30	16	10	10	134	7	3
Dilemma Vehicles (#)	0	12		0	13	0	0	1	0	0	1	0
Queue Length 50th (ft)	13	41		23	47	0	11	13	0	121	13	0
Queue Length 95th (ft)	37	78		57	86	0	29	39	23	175	35	0
Internal Link Dist (ft)		679			344			797			503	
Turn Bay Length (ft)	150						150		150	400		200
Base Capacity (vph)	612	2613		598	2698	1615	671	364	395	1150	624	609
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.10	0.11		0.17	0.11	0.34	0.07	0.07	0.21	0.45	0.05	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 75.1			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 85.8			
70th %ile Actuated Cycle: 81.9			
50th %ile Actuated Cycle: 78.3			
30th %ile Actuated Cycle: 76.1			
10th %ile Actuated Cycle: 53.5			

Splits and Phases: 5: College Road West & Seminary Drive & Nursery Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	311	656	293	441	5	271	148	56	0	0	0
Future Volume (vph)	14	311	656	293	441	5	271	148	56	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.984				
Flt Protected		0.998		0.950				0.972				
Satd. Flow (prot)	0	1841	1641	1834	1837	0	0	1799	0	0	0	0
Flt Permitted		0.973		0.479				0.972				
Satd. Flow (perm)	0	1794	1641	925	1837	0	0	1799	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			737		2							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		509			588			1050			585	
Travel Time (s)		9.9			16.0			23.9			13.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	1%	1%	6%	0%	0%	1%	6%	0%	0%	0%
Adj. Flow (vph)	16	349	737	329	496	6	304	166	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	737	329	502	0	0	533	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6

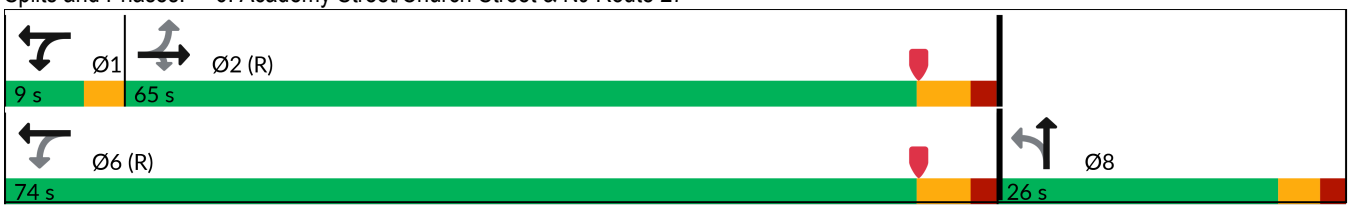
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	59.0	59.0	59.0	6.0			7.0	7.0				
Minimum Split (s)	65.0	65.0	65.0	9.0			12.0	12.0				
Total Split (s)	65.0	65.0	65.0	9.0			26.0	26.0				
Total Split (%)	65.0%	65.0%	65.0%	9.0%			26.0%	26.0%				
Maximum Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	45.0	45.0	45.0									
Flash Dont Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		59.0	59.0	71.0	71.0			21.0				
Actuated g/C Ratio		0.59	0.59	0.71	0.71			0.21				
v/c Ratio		0.34	0.58	0.46	0.38			1.41				
Control Delay (s/veh)		11.7	2.8	4.7	4.1			233.5				
Queue Delay		0.0	0.0	0.0	0.0			0.0				
Total Delay (s/veh)		11.7	2.8	4.7	4.1			233.5				
LOS		B	A	A	A			F				
Approach Delay (s/veh)		5.7			4.4			233.5				
Approach LOS		A			A			F				
90th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		159	34	64	112			362				
Fuel Used(gal)		3	3	2	3			45				
CO Emissions (g/hr)		221	212	139	213			3155				
NOx Emissions (g/hr)		43	41	27	41			614				
VOC Emissions (g/hr)		51	49	32	49			731				
Dilemma Vehicles (#)		16	0	0	0			0				
Queue Length 50th (ft)		111	0	39	69			~459				
Queue Length 95th (ft)		165	42	m50	m83			#651				
Internal Link Dist (ft)		429			508			970			505	
Turn Bay Length (ft)												
Base Capacity (vph)		1058	1270	711	1304			377				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	59.0
Minimum Split (s)	65.0
Total Split (s)	74.0
Total Split (%)	74%
Maximum Green (s)	68.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	45.0
Flash Dont Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	68.0
90th %ile Term Code	Coord
70th %ile Green (s)	68.0
70th %ile Term Code	Coord
50th %ile Green (s)	68.0
50th %ile Term Code	Coord
30th %ile Green (s)	68.0
30th %ile Term Code	Coord
10th %ile Green (s)	68.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.34	0.58	0.46	0.38			1.41				

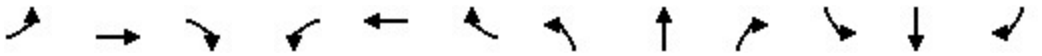
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.41			
Intersection Signal Delay (s/veh): 54.5		Intersection LOS: D	
Intersection Capacity Utilization 110.8%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	597	491	216	464	5	264	217	50	0	0	0
Future Volume (vph)	46	597	491	216	464	5	264	217	50	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.987				
Flt Protected		0.996		0.950				0.976				
Satd. Flow (prot)	0	1922	1641	1816	1927	0	0	1823	0	0	0	0
Flt Permitted		0.937		0.220				0.976				
Satd. Flow (perm)	0	1808	1641	421	1927	0	0	1823	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			511		1							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	1%	1%	2%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	48	622	511	225	483	5	275	226	52	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	670	511	225	488	0	0	553	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



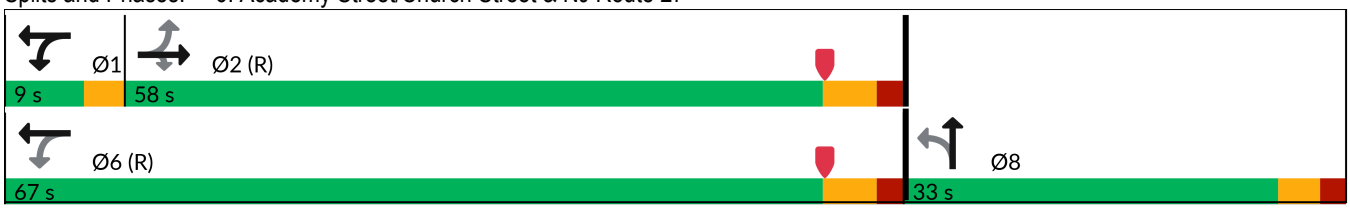
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	52.0	52.0	52.0	6.0			7.0	7.0				
Minimum Split (s)	58.0	58.0	58.0	9.0			12.0	12.0				
Total Split (s)	58.0	58.0	58.0	9.0			33.0	33.0				
Total Split (%)	58.0%	58.0%	58.0%	9.0%			33.0%	33.0%				
Maximum Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	38.0	38.0	38.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		52.0	52.0	64.0	64.0			28.0				
Actuated g/C Ratio		0.52	0.52	0.64	0.64			0.28				
v/c Ratio		0.71	0.47	0.64	0.40			1.08				
Control Delay (s/veh)		23.6	2.7	12.8	6.3			100.3				
Queue Delay		0.0	0.0	0.0	0.0			0.0				
Total Delay (s/veh)		23.6	2.7	12.8	6.3			100.3				
LOS		C	A	B	A			F				
Approach Delay (s/veh)		14.6			8.3			100.3				
Approach LOS		B			A			F				
90th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		480	28	79	154			447				
Fuel Used(gal)		9	2	2	4			36				
CO Emissions (g/hr)		633	159	136	247			2545				
NOx Emissions (g/hr)		123	31	27	48			495				
VOC Emissions (g/hr)		147	37	32	57			590				
Dilemma Vehicles (#)		32	0	0	0			0				
Queue Length 50th (ft)		311	0	37	95			~397				
Queue Length 95th (ft)		451	48	m50	m115			#603				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		940	1098	353	1233			510				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	52.0
Minimum Split (s)	58.0
Total Split (s)	67.0
Total Split (%)	67%
Maximum Green (s)	61.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	38.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	61.0
90th %ile Term Code	Coord
70th %ile Green (s)	61.0
70th %ile Term Code	Coord
50th %ile Green (s)	61.0
50th %ile Term Code	Coord
30th %ile Green (s)	61.0
30th %ile Term Code	Coord
10th %ile Green (s)	61.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.71	0.47	0.64	0.40			1.08				

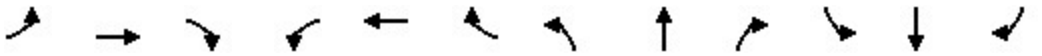
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay (s/veh): 32.1		Intersection LOS: C	
Intersection Capacity Utilization 109.0%		ICU Level of Service G	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	463	173	215	549	12	127	48	65	0	0	0
Future Volume (vph)	15	463	173	215	549	12	127	48	65	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.964				
Flt Protected		0.998		0.950				0.974				
Satd. Flow (prot)	0	1891	1658	1834	1907	0	0	1784	0	0	0	0
Flt Permitted		0.977		0.384				0.974				
Satd. Flow (perm)	0	1851	1658	741	1907	0	0	1784	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			182		3							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1051			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	487	182	226	578	13	134	51	68	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	182	226	591	0	0	253	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



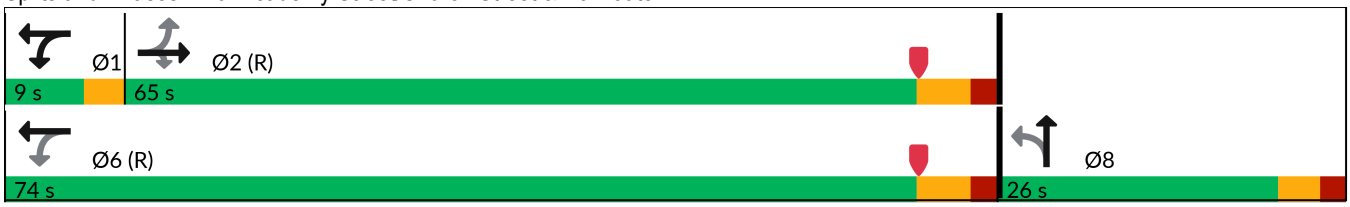
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	59.0	59.0	59.0	6.0			7.0	7.0				
Minimum Split (s)	65.0	65.0	65.0	9.0			12.0	12.0				
Total Split (s)	65.0	65.0	65.0	9.0			26.0	26.0				
Total Split (%)	65.0%	65.0%	65.0%	9.0%			26.0%	26.0%				
Maximum Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	45.0	45.0	45.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		60.1	60.1	74.4	74.4			17.6				
Actuated g/C Ratio		0.60	0.60	0.74	0.74			0.18				
v/c Ratio		0.45	0.17	0.35	0.42			0.81				
Control Delay (s/veh)		12.8	1.8	3.8	3.7			59.0				
Queue Delay		0.0	0.0	0.0	0.2			0.0				
Total Delay (s/veh)		12.8	1.8	3.8	3.9			59.0				
LOS		B	A	A	A			E				
Approach Delay (s/veh)		9.9			3.9			59.0				
Approach LOS		A			A			E				
90th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	59.0	59.0	59.0	8.6			18.4	18.4				
50th %ile Term Code	Coord	Coord	Coord	Max			Gap	Gap				
30th %ile Green (s)	59.0	59.0	59.0	11.3			15.7	15.7				
30th %ile Term Code	Coord	Coord	Coord	Max			Gap	Gap				
10th %ile Green (s)	64.6	64.6	64.6	9.7			11.7	11.7				
10th %ile Term Code	Coord	Coord	Coord	Gap			Gap	Gap				
Stops (vph)		253	11	37	122			225				
Fuel Used(gal)		5	1	1	4			15				
CO Emissions (g/hr)		343	55	97	259			1019				
NOx Emissions (g/hr)		67	11	19	50			198				
VOC Emissions (g/hr)		79	13	22	60			236				
Dilemma Vehicles (#)		24	0	0	0			0				
Queue Length 50th (ft)		168	0	21	70			155				
Queue Length 95th (ft)		245	26	m36	m104			236				
Internal Link Dist (ft)		428			509			971			503	
Turn Bay Length (ft)												
Base Capacity (vph)		1113	1069	642	1420			374				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	59.0
Minimum Split (s)	65.0
Total Split (s)	74.0
Total Split (%)	74%
Maximum Green (s)	68.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	45.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	68.0
90th %ile Term Code	Coord
70th %ile Green (s)	68.0
70th %ile Term Code	Coord
50th %ile Green (s)	70.6
50th %ile Term Code	Coord
30th %ile Green (s)	73.3
30th %ile Term Code	Coord
10th %ile Green (s)	77.3
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	250			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.45	0.17	0.35	0.51			0.68				

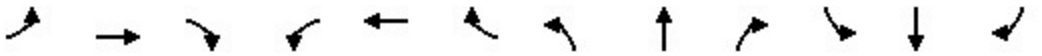
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 14.2		Intersection LOS: B	
Intersection Capacity Utilization 104.1%		ICU Level of Service G	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	311	700	329	441	5	307	164	70	0	0	0
Future Volume (vph)	14	311	700	329	441	5	307	164	70	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.982				
Flt Protected		0.998		0.950				0.972				
Satd. Flow (prot)	0	1841	1641	1834	1837	0	0	1794	0	0	0	0
Flt Permitted		0.973		0.479				0.972				
Satd. Flow (perm)	0	1794	1641	925	1837	0	0	1794	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			787		2							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	1%	1%	6%	0%	0%	1%	6%	0%	0%	0%
Adj. Flow (vph)	16	349	787	370	496	6	345	184	79	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	787	370	502	0	0	608	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	59.0	59.0	59.0	6.0			7.0	7.0				
Minimum Split (s)	65.0	65.0	65.0	9.0			12.0	12.0				
Total Split (s)	65.0	65.0	65.0	9.0			26.0	26.0				
Total Split (%)	65.0%	65.0%	65.0%	9.0%			26.0%	26.0%				
Maximum Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	45.0	45.0	45.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		59.0	59.0	71.0	71.0			21.0				
Actuated g/C Ratio		0.59	0.59	0.71	0.71			0.21				
v/c Ratio		0.34	0.61	0.52	0.38			1.62				
Control Delay (s/veh)		11.7	3.0	5.1	4.1			318.9				
Queue Delay		0.0	0.0	0.0	0.0			0.0				
Total Delay (s/veh)		11.7	3.0	5.1	4.1			318.9				
LOS		B	A	A	A			F				
Approach Delay (s/veh)		5.7			4.5			318.9				
Approach LOS		A			A			F				
90th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		159	37	76	114			394				
Fuel Used(gal)		3	3	2	3			61				
CO Emissions (g/hr)		221	229	160	213			4267				
NOx Emissions (g/hr)		43	44	31	42			830				
VOC Emissions (g/hr)		51	53	37	49			989				
Dilemma Vehicles (#)		16	0	0	0			0				
Queue Length 50th (ft)		111	0	46	69			~560				
Queue Length 95th (ft)		165	43	m57	m83			#759				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		1058	1290	711	1304			376				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	59.0
Minimum Split (s)	65.0
Total Split (s)	74.0
Total Split (%)	74%
Maximum Green (s)	68.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	45.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	68.0
90th %ile Term Code	Coord
70th %ile Green (s)	68.0
70th %ile Term Code	Coord
50th %ile Green (s)	68.0
50th %ile Term Code	Coord
30th %ile Green (s)	68.0
30th %ile Term Code	Coord
10th %ile Green (s)	68.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.34	0.61	0.52	0.38			1.62				

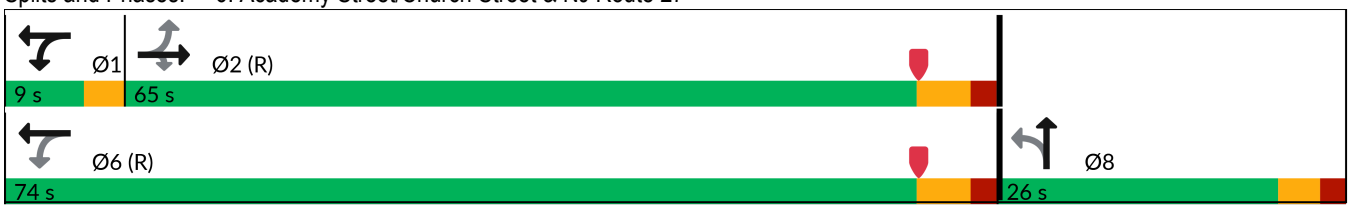
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.62			
Intersection Signal Delay (s/veh): 77.7		Intersection LOS: E	
Intersection Capacity Utilization 114.5%		ICU Level of Service H	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

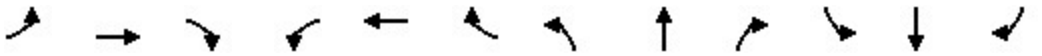
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	597	534	253	464	5	316	231	81	0	0	0
Future Volume (vph)	46	597	534	253	464	5	316	231	81	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.983				
Flt Protected		0.996		0.950				0.975				
Satd. Flow (prot)	0	1922	1641	1816	1927	0	0	1814	0	0	0	0
Flt Permitted		0.937		0.220				0.975				
Satd. Flow (perm)	0	1808	1641	421	1927	0	0	1814	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			556		1							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	1%	1%	2%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	48	622	556	264	483	5	329	241	84	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	670	556	264	488	0	0	654	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	52.0	52.0	52.0	6.0			7.0	7.0				
Minimum Split (s)	58.0	58.0	58.0	9.0			12.0	12.0				
Total Split (s)	58.0	58.0	58.0	9.0			33.0	33.0				
Total Split (%)	58.0%	58.0%	58.0%	9.0%			33.0%	33.0%				
Maximum Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	38.0	38.0	38.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		52.0	52.0	64.0	64.0			28.0				
Actuated g/C Ratio		0.52	0.52	0.64	0.64			0.28				
v/c Ratio		0.71	0.50	0.75	0.40			1.29				
Control Delay (s/veh)		23.6	2.8	18.5	6.2			176.9				
Queue Delay		0.0	0.0	0.0	0.0			0.0				
Total Delay (s/veh)		23.6	2.8	18.5	6.2			176.9				
LOS		C	A	B	A			F				
Approach Delay (s/veh)		14.2			10.5			176.9				
Approach LOS		B			B			F				
90th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		480	31	98	152			497				
Fuel Used(gal)		9	2	3	4			53				
CO Emissions (g/hr)		633	174	182	246			3700				
NOx Emissions (g/hr)		123	34	35	48			720				
VOC Emissions (g/hr)		147	40	42	57			857				
Dilemma Vehicles (#)		32	0	0	0			0				
Queue Length 50th (ft)		311	0	44	94			~534				
Queue Length 95th (ft)		451	50	m71	m114			#748				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		940	1120	353	1233			507				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	52.0
Minimum Split (s)	58.0
Total Split (s)	67.0
Total Split (%)	67%
Maximum Green (s)	61.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	38.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	61.0
90th %ile Term Code	Coord
70th %ile Green (s)	61.0
70th %ile Term Code	Coord
50th %ile Green (s)	61.0
50th %ile Term Code	Coord
30th %ile Green (s)	61.0
30th %ile Term Code	Coord
10th %ile Green (s)	61.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.71	0.50	0.75	0.40			1.29				

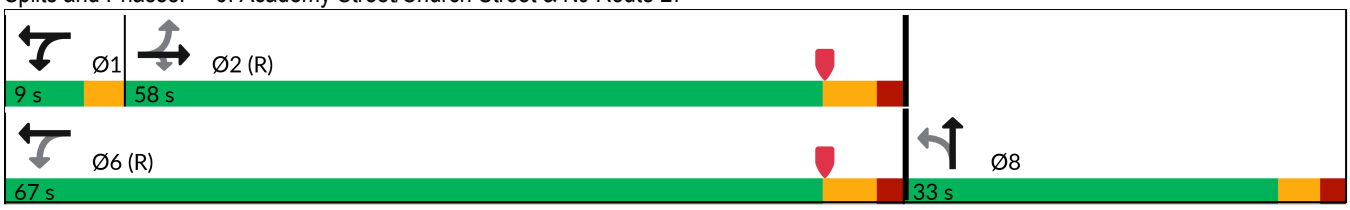
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay (s/veh): 53.6		Intersection LOS: D	
Intersection Capacity Utilization 114.5%		ICU Level of Service H	
Analysis Period (min) 15			

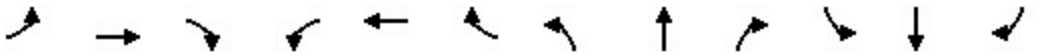
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	463	244	274	549	12	189	61	104	0	0	0
Future Volume (vph)	15	463	244	274	549	12	189	61	104	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.960				
Flt Protected		0.998		0.950				0.974				
Satd. Flow (prot)	0	1891	1658	1834	1907	0	0	1777	0	0	0	0
Flt Permitted		0.977		0.379				0.974				
Satd. Flow (perm)	0	1851	1658	732	1907	0	0	1777	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			257		3							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	487	257	288	578	13	199	64	109	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	257	288	591	0	0	372	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6

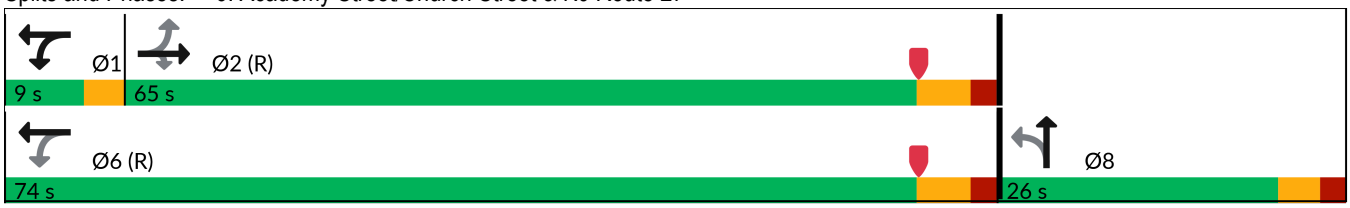
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	59.0	59.0	59.0	6.0			7.0	7.0				
Minimum Split (s)	65.0	65.0	65.0	9.0			12.0	12.0				
Total Split (s)	65.0	65.0	65.0	9.0			26.0	26.0				
Total Split (%)	65.0%	65.0%	65.0%	9.0%			26.0%	26.0%				
Maximum Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	45.0	45.0	45.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		59.0	59.0	71.0	71.0			21.0				
Actuated g/C Ratio		0.59	0.59	0.71	0.71			0.21				
v/c Ratio		0.46	0.24	0.49	0.44			1.00				
Control Delay (s/veh)		13.3	1.7	5.3	4.5			87.0				
Queue Delay		0.0	0.0	0.0	0.3			0.0				
Total Delay (s/veh)		13.3	1.7	5.3	4.7			87.0				
LOS		B	A	A	A			F				
Approach Delay (s/veh)		9.4			4.9			87.0				
Approach LOS		A			A			F				
90th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		258	14	58	144			304				
Fuel Used(gal)		5	1	2	4			23				
CO Emissions (g/hr)		348	76	132	271			1637				
NOx Emissions (g/hr)		68	15	26	53			319				
VOC Emissions (g/hr)		81	18	31	63			379				
Dilemma Vehicles (#)		24	0	0	0			0				
Queue Length 50th (ft)		168	0	34	84			239				
Queue Length 95th (ft)		245	31	m46	m103			#426				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		1092	1083	585	1354			373				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	59.0
Minimum Split (s)	65.0
Total Split (s)	74.0
Total Split (%)	74%
Maximum Green (s)	68.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	45.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	68.0
90th %ile Term Code	Coord
70th %ile Green (s)	68.0
70th %ile Term Code	Coord
50th %ile Green (s)	68.0
50th %ile Term Code	Coord
30th %ile Green (s)	68.0
30th %ile Term Code	Coord
10th %ile Green (s)	68.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	259			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.46	0.24	0.49	0.54			1.00				

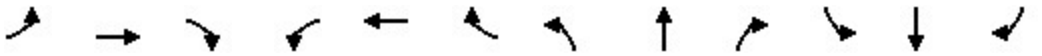
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 110.6%		ICU Level of Service H	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	311	683	315	441	5	299	159	66	0	0	0
Future Volume (vph)	14	311	683	315	441	5	299	159	66	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.983				
Flt Protected		0.998		0.950				0.972				
Satd. Flow (prot)	0	1841	1641	1834	1837	0	0	1796	0	0	0	0
Flt Permitted		0.973		0.479				0.972				
Satd. Flow (perm)	0	1794	1641	925	1837	0	0	1796	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			767		2							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	1%	1%	6%	0%	0%	1%	6%	0%	0%	0%
Adj. Flow (vph)	16	349	767	354	496	6	336	179	74	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	767	354	502	0	0	589	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



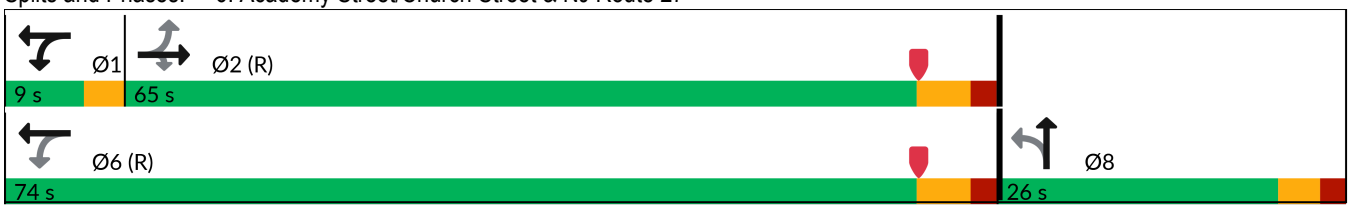
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	59.0	59.0	59.0	6.0			7.0	7.0				
Minimum Split (s)	65.0	65.0	65.0	9.0			12.0	12.0				
Total Split (s)	65.0	65.0	65.0	9.0			26.0	26.0				
Total Split (%)	65.0%	65.0%	65.0%	9.0%			26.0%	26.0%				
Maximum Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	45.0	45.0	45.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		59.0	59.0	71.0	71.0			21.0				
Actuated g/C Ratio		0.59	0.59	0.71	0.71			0.21				
v/c Ratio		0.34	0.60	0.50	0.38			1.56				
Control Delay (s/veh)		11.7	2.9	4.9	4.1			295.7				
Queue Delay		0.0	0.0	0.0	0.0			0.0				
Total Delay (s/veh)		11.7	2.9	4.9	4.1			295.7				
LOS		B	A	A	A			F				
Approach Delay (s/veh)		5.7			4.5			295.7				
Approach LOS		A			A			F				
90th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		159	36	70	114			387				
Fuel Used(gal)		3	3	2	3			57				
CO Emissions (g/hr)		221	222	151	214			3962				
NOx Emissions (g/hr)		43	43	29	42			771				
VOC Emissions (g/hr)		51	51	35	49			918				
Dilemma Vehicles (#)		16	0	0	0			0				
Queue Length 50th (ft)		111	0	43	68			~534				
Queue Length 95th (ft)		165	43	m55	m83			#733				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		1058	1282	711	1304			377				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	59.0
Minimum Split (s)	65.0
Total Split (s)	74.0
Total Split (%)	74%
Maximum Green (s)	68.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	45.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	68.0
90th %ile Term Code	Coord
70th %ile Green (s)	68.0
70th %ile Term Code	Coord
50th %ile Green (s)	68.0
50th %ile Term Code	Coord
30th %ile Green (s)	68.0
30th %ile Term Code	Coord
10th %ile Green (s)	68.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.34	0.60	0.50	0.38			1.56				

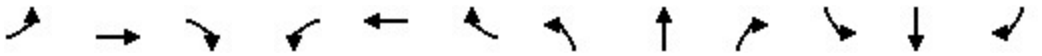
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.56			
Intersection Signal Delay (s/veh): 71.6		Intersection LOS: E	
Intersection Capacity Utilization 113.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	597	524	243	464	5	297	227	69	0	0	0
Future Volume (vph)	46	597	524	243	464	5	297	227	69	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998			0.984				
Flt Protected		0.996		0.950				0.976				
Satd. Flow (prot)	0	1922	1641	1816	1927	0	0	1818	0	0	0	0
Flt Permitted		0.937		0.220				0.976				
Satd. Flow (perm)	0	1808	1641	421	1927	0	0	1818	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			546		1							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	1%	1%	2%	1%	0%	0%	1%	0%	0%	0%	0%
Adj. Flow (vph)	48	622	546	253	483	5	309	236	72	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	670	546	253	488	0	0	617	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



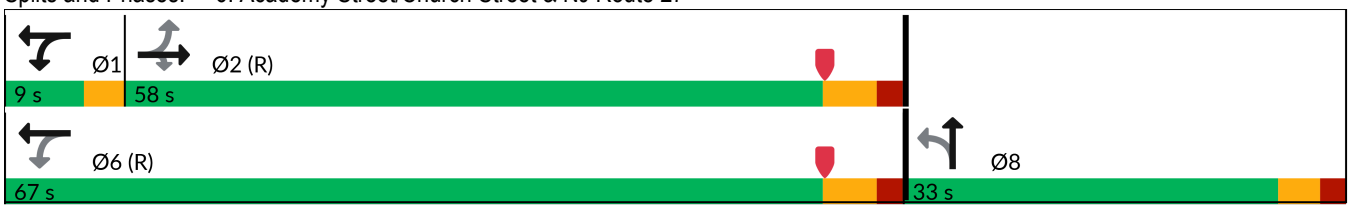
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	52.0	52.0	52.0	6.0			7.0	7.0				
Minimum Split (s)	58.0	58.0	58.0	9.0			12.0	12.0				
Total Split (s)	58.0	58.0	58.0	9.0			33.0	33.0				
Total Split (%)	58.0%	58.0%	58.0%	9.0%			33.0%	33.0%				
Maximum Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	38.0	38.0	38.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		52.0	52.0	64.0	64.0			28.0				
Actuated g/C Ratio		0.52	0.52	0.64	0.64			0.28				
v/c Ratio		0.71	0.49	0.72	0.40			1.21				
Control Delay (s/veh)		23.6	2.8	16.7	6.3			146.0				
Queue Delay		0.0	0.0	0.0	0.0			0.0				
Total Delay (s/veh)		23.6	2.8	16.7	6.3			146.0				
LOS		C	A	B	A			F				
Approach Delay (s/veh)		14.3			9.8			146.0				
Approach LOS		B			A			F				
90th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	52.0	52.0	52.0	6.0			28.0	28.0				
10th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
Stops (vph)		480	31	94	153			480				
Fuel Used(gal)		9	2	2	4			46				
CO Emissions (g/hr)		633	171	168	247			3232				
NOx Emissions (g/hr)		123	33	33	48			629				
VOC Emissions (g/hr)		147	40	39	57			749				
Dilemma Vehicles (#)		32	0	0	0			0				
Queue Length 50th (ft)		311	0	42	94			~484				
Queue Length 95th (ft)		451	49	m61	m114			#696				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		940	1115	353	1233			509				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	52.0
Minimum Split (s)	58.0
Total Split (s)	67.0
Total Split (%)	67%
Maximum Green (s)	61.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	38.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	61.0
90th %ile Term Code	Coord
70th %ile Green (s)	61.0
70th %ile Term Code	Coord
50th %ile Green (s)	61.0
50th %ile Term Code	Coord
30th %ile Green (s)	61.0
30th %ile Term Code	Coord
10th %ile Green (s)	61.0
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	0			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.71	0.49	0.72	0.40			1.21				

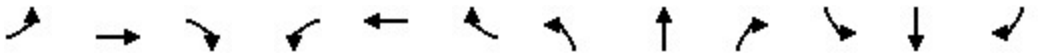
Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay (s/veh): 44.6		Intersection LOS: D	
Intersection Capacity Utilization 112.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	463	219	253	549	12	169	59	89	0	0	0
Future Volume (vph)	15	463	219	253	549	12	169	59	89	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		145	0		0	0		0
Storage Lanes	0		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.997			0.962				
Flt Protected		0.998		0.950				0.974				
Satd. Flow (prot)	0	1891	1658	1834	1907	0	0	1780	0	0	0	0
Flt Permitted		0.977		0.379				0.974				
Satd. Flow (perm)	0	1851	1658	732	1907	0	0	1780	0	0	0	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)			231		3							
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		508			589			1050			583	
Travel Time (s)		9.9			16.1			23.9			13.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	487	231	266	578	13	178	62	94	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	231	266	591	0	0	334	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2				
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru				
Leading Detector (ft)	20	100	20	20	100		20	100				
Trailing Detector (ft)	0	0	0	0	0		0	0				
Detector 1 Position(ft)	0	0	0	0	0		0	0				
Detector 1 Size(ft)	20	6	20	20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA	Perm	custom	NA		Perm	NA				
Protected Phases		2		1	1 6			8				

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6



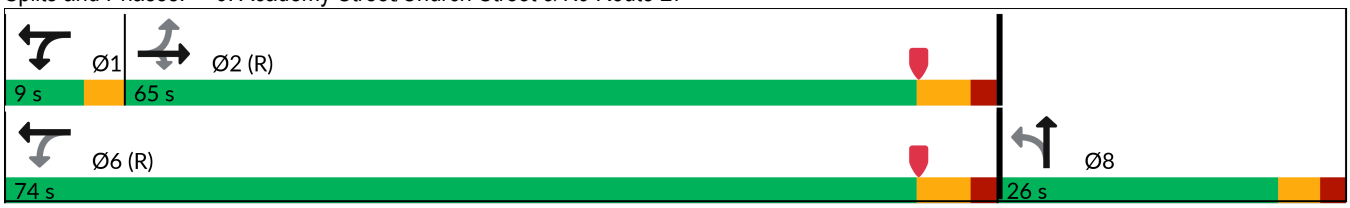
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8					
Detector Phase	2	2	2	1	1 6		8	8				
Switch Phase												
Minimum Initial (s)	59.0	59.0	59.0	6.0			7.0	7.0				
Minimum Split (s)	65.0	65.0	65.0	9.0			12.0	12.0				
Total Split (s)	65.0	65.0	65.0	9.0			26.0	26.0				
Total Split (%)	65.0%	65.0%	65.0%	9.0%			26.0%	26.0%				
Maximum Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
Yellow Time (s)	4.0	4.0	4.0	3.0			3.0	3.0				
All-Red Time (s)	2.0	2.0	2.0	0.0			2.0	2.0				
Lost Time Adjust (s)		0.0	0.0	0.0				0.0				
Total Lost Time (s)		6.0	6.0	3.0				5.0				
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0			2.0	2.0				
Recall Mode	C-Min	C-Min	C-Min	None			None	None				
Walk Time (s)	45.0	45.0	45.0									
Flash Don't Walk (s)	14.0	14.0	14.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		59.0	59.0	71.7	71.7			20.3				
Actuated g/C Ratio		0.59	0.59	0.72	0.72			0.20				
v/c Ratio		0.46	0.22	0.44	0.43			0.93				
Control Delay (s/veh)		13.3	1.7	4.8	4.4			72.3				
Queue Delay		0.0	0.0	0.0	0.2			0.0				
Total Delay (s/veh)		13.3	1.7	4.8	4.6			72.3				
LOS		B	A	A	A			E				
Approach Delay (s/veh)		9.6			4.7			72.3				
Approach LOS		A			A			E				
90th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
90th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
70th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
70th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
50th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
50th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
30th %ile Green (s)	59.0	59.0	59.0	6.0			21.0	21.0				
30th %ile Term Code	Coord	Coord	Coord	Max			Max	Max				
10th %ile Green (s)	59.0	59.0	59.0	9.6			17.4	17.4				
10th %ile Term Code	Coord	Coord	Coord	Max			Gap	Gap				
Stops (vph)		258	13	51	140			281				
Fuel Used(gal)		5	1	2	4			20				
CO Emissions (g/hr)		348	68	120	269			1407				
NOx Emissions (g/hr)		68	13	23	52			274				
VOC Emissions (g/hr)		81	16	28	62			326				
Dilemma Vehicles (#)		24	0	0	0			0				
Queue Length 50th (ft)		168	0	31	86			208				
Queue Length 95th (ft)		245	29	m42	m104			#368				
Internal Link Dist (ft)		428			509			970			503	
Turn Bay Length (ft)												
Base Capacity (vph)		1092	1072	598	1368			373				

Lane Group	Ø6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	59.0
Minimum Split (s)	65.0
Total Split (s)	74.0
Total Split (%)	74%
Maximum Green (s)	68.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.0
Recall Mode	C-Min
Walk Time (s)	45.0
Flash Don't Walk (s)	14.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
90th %ile Green (s)	68.0
90th %ile Term Code	Coord
70th %ile Green (s)	68.0
70th %ile Term Code	Coord
50th %ile Green (s)	68.0
50th %ile Term Code	Coord
30th %ile Green (s)	68.0
30th %ile Term Code	Coord
10th %ile Green (s)	71.6
10th %ile Term Code	Coord
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0	0	252			0				
Spillback Cap Reductn		0	0	0	0			0				
Storage Cap Reductn		0	0	0	0			0				
Reduced v/c Ratio		0.46	0.22	0.44	0.53			0.90				

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 18.3		Intersection LOS: B	
Intersection Capacity Utilization 108.4%		ICU Level of Service G	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Academy Street/Church Street & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	342	6	62	529	40	26	227	29	67	190	198
Future Volume (vph)	21	342	6	62	529	40	26	227	29	67	190	198
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.991			0.986			0.941	
Flt Protected		0.997			0.995			0.995			0.993	
Satd. Flow (prot)	0	2077	0	0	2052	0	0	1771	0	0	1727	0
Flt Permitted		0.950			0.923			0.885			0.834	
Satd. Flow (perm)	0	1979	0	0	1903	0	0	1575	0	0	1450	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		588			1371			1875			956	
Travel Time (s)		16.0			26.7			51.1			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	6%	0%	5%	6%	11%	13%	4%	8%	2%	5%	1%
Adj. Flow (vph)	22	364	6	66	563	43	28	241	31	71	202	211
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	392	0	0	672	0	0	300	0	0	484	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.0			60.0			29.0			29.0	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.33			0.59			0.66			1.15	
Control Delay (s/veh)		7.0			15.0			39.2			126.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		7.0			15.0			39.2			126.7	
LOS		A			B			D			F	
Approach Delay (s/veh)		7.0			15.0			39.2			126.7	
Approach LOS		A			B			D			F	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
Stops (vph)		104			376			243			373	
Fuel Used(gal)		3			11			18			18	
CO Emissions (g/hr)		194			770			1235			1236	
NOx Emissions (g/hr)		38			150			240			241	
VOC Emissions (g/hr)		45			178			286			287	
Dilemma Vehicles (#)		0			32			0			19	
Queue Length 50th (ft)		71			245			167			~365	
Queue Length 95th (ft)		m93			352			262			#561	
Internal Link Dist (ft)		508			1291			1795			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1187			1141			456			420	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.33			0.59			0.66			1.15	

Intersection Summary

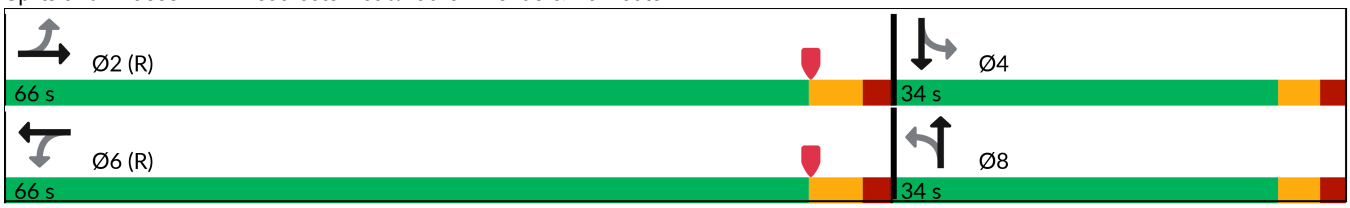
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 46.5		Intersection LOS: D	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			

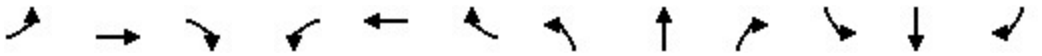
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	626	15	53	488	91	41	287	48	89	173	151
Future Volume (vph)	19	626	15	53	488	91	41	287	48	89	173	151
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.981			0.983			0.951	
Flt Protected		0.999			0.996			0.995			0.989	
Satd. Flow (prot)	0	2180	0	0	2140	0	0	1833	0	0	1745	0
Flt Permitted		0.974			0.901			0.874			0.671	
Satd. Flow (perm)	0	2126	0	0	1936	0	0	1610	0	0	1184	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1371			1875			956	
Travel Time (s)		16.1			26.7			51.1			18.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	5%	0%	4%	2%
Adj. Flow (vph)	20	645	15	55	503	94	42	296	49	92	178	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	680	0	0	652	0	0	387	0	0	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.0			60.0			29.0			29.0	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.53			0.56			0.83			1.24	
Control Delay (s/veh)		8.1			14.4			50.1			164.1	
Queue Delay		0.2			0.0			0.0			0.0	
Total Delay (s/veh)		8.3			14.4			50.1			164.1	
LOS		A			B			D			F	
Approach Delay (s/veh)		8.3			14.4			50.1			164.1	
Approach LOS		A			B			D			F	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
Stops (vph)		158			365			328			326	
Fuel Used(gal)		5			11			24			19	
CO Emissions (g/hr)		350			759			1702			1335	
NOx Emissions (g/hr)		68			148			331			260	
VOC Emissions (g/hr)		81			176			394			309	
Dilemma Vehicles (#)		0			32			0			16	
Queue Length 50th (ft)		95			233			230			~339	
Queue Length 95th (ft)		m172			332			#386			#527	
Internal Link Dist (ft)		509			1291			1795			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1275			1161			466			343	
Starvation Cap Reductn		115			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.56			0.83			1.24	

Intersection Summary

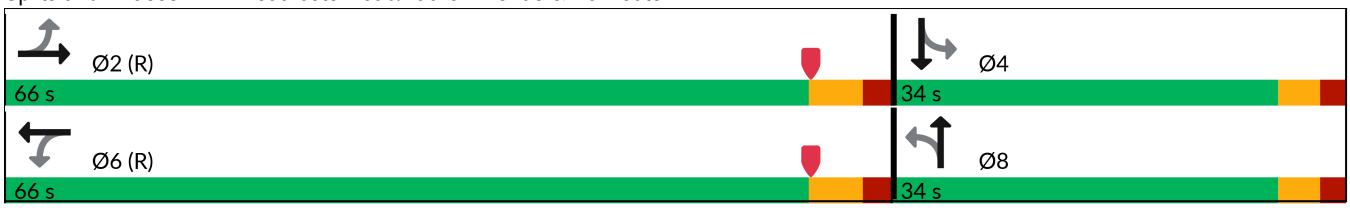
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.24			
Intersection Signal Delay (s/veh): 48.6		Intersection LOS: D	
Intersection Capacity Utilization 104.2%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	466	23	63	567	61	42	110	72	85	140	144
Future Volume (vph)	38	466	23	63	567	61	42	110	72	85	140	144
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.988			0.957			0.947	
Flt Protected		0.996			0.995			0.991			0.989	
Satd. Flow (prot)	0	2145	0	0	2144	0	0	1793	0	0	1773	0
Flt Permitted		0.917			0.907			0.819			0.805	
Satd. Flow (perm)	0	1975	0	0	1954	0	0	1482	0	0	1443	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1371			1876			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	0%	2%	1%	4%	0%	1%	0%	0%	0%	1%
Adj. Flow (vph)	40	491	24	66	597	64	44	116	76	89	147	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	555	0	0	727	0	0	236	0	0	388	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

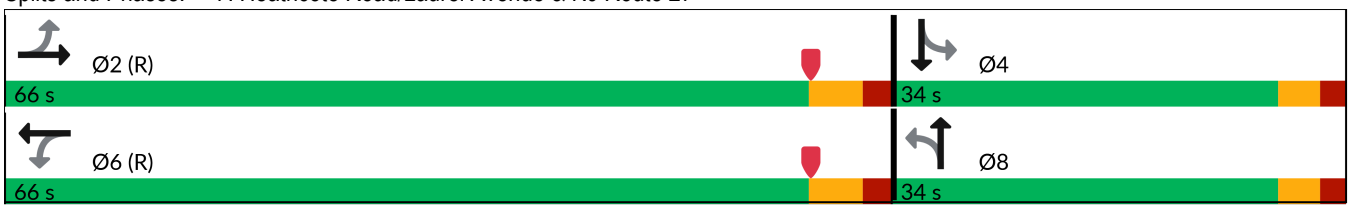
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.7			60.7			28.3			28.3	
Actuated g/C Ratio		0.61			0.61			0.28			0.28	
v/c Ratio		0.46			0.61			0.56			0.95	
Control Delay (s/veh)		7.8			15.3			36.5			70.6	
Queue Delay		0.1			0.0			0.0			0.0	
Total Delay (s/veh)		7.9			15.3			36.5			70.6	
LOS		A			B			D			E	
Approach Delay (s/veh)		7.9			15.3			36.5			70.6	
Approach LOS		A			B			D			E	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	63.7	63.7		63.7	63.7		25.3	25.3		25.3	25.3	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
Stops (vph)		139			419			187			320	
Fuel Used(gal)		4			12			14			10	
CO Emissions (g/hr)		281			849			970			717	
NOx Emissions (g/hr)		55			165			189			139	
VOC Emissions (g/hr)		65			197			225			166	
Dilemma Vehicles (#)		0			35			0			16	
Queue Length 50th (ft)		102			274			127			240	
Queue Length 95th (ft)		130			390			206			#420	
Internal Link Dist (ft)		509			1291			1796			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1200			1186			429			418	
Starvation Cap Reductn		78			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.61			0.55			0.93	

Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay (s/veh): 27.0		Intersection LOS: C	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

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

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	356	6	62	549	40	26	227	29	67	190	216
Future Volume (vph)	21	356	6	62	549	40	26	227	29	67	190	216
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992			0.986			0.938	
Flt Protected		0.997			0.995			0.995			0.993	
Satd. Flow (prot)	0	2077	0	0	2054	0	0	1771	0	0	1722	0
Flt Permitted		0.950			0.923			0.876			0.839	
Satd. Flow (perm)	0	1979	0	0	1905	0	0	1559	0	0	1455	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1371			1877			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	6%	0%	5%	6%	11%	13%	4%	8%	2%	5%	1%
Adj. Flow (vph)	22	379	6	66	584	43	28	241	31	71	202	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	407	0	0	693	0	0	300	0	0	503	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.0			60.0			29.0			29.0	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.34			0.61			0.66			1.19	
Control Delay (s/veh)		7.3			15.4			39.5			142.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		7.3			15.4			39.5			142.2	
LOS		A			B			D			F	
Approach Delay (s/veh)		7.3			15.4			39.5			142.2	
Approach LOS		A			B			D			F	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
Stops (vph)		118			395			246			383	
Fuel Used(gal)		3			11			18			20	
CO Emissions (g/hr)		206			801			1237			1387	
NOx Emissions (g/hr)		40			156			241			270	
VOC Emissions (g/hr)		48			186			287			321	
Dilemma Vehicles (#)		0			33			0			19	
Queue Length 50th (ft)		82			257			168			~390	
Queue Length 95th (ft)		m103			369			263			#588	
Internal Link Dist (ft)		509			1291			1797			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1187			1143			452			421	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.34			0.61			0.66			1.19	

Intersection Summary

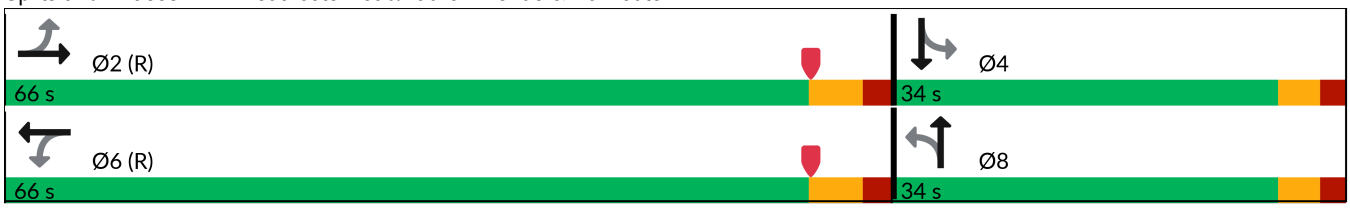
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay (s/veh): 51.0		Intersection LOS: D	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	657	15	53	516	91	41	287	48	89	173	160
Future Volume (vph)	19	657	15	53	516	91	41	287	48	89	173	160
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.981			0.983			0.949	
Flt Protected		0.999			0.996			0.995			0.990	
Satd. Flow (prot)	0	2180	0	0	2140	0	0	1833	0	0	1743	0
Flt Permitted		0.974			0.900			0.870			0.675	
Satd. Flow (perm)	0	2126	0	0	1933	0	0	1602	0	0	1189	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1372			1877			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	5%	0%	4%	2%
Adj. Flow (vph)	20	677	15	55	532	94	42	296	49	92	178	165
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	712	0	0	681	0	0	387	0	0	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.0			60.0			29.0			29.0	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.56			0.59			0.83			1.26	
Control Delay (s/veh)		8.3			15.0			50.5			172.7	
Queue Delay		0.2			0.0			0.0			0.0	
Total Delay (s/veh)		8.5			15.0			50.5			172.7	
LOS		A			B			D			F	
Approach Delay (s/veh)		8.5			15.0			50.5			172.7	
Approach LOS		A			B			D			F	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
Stops (vph)		186			391			328			330	
Fuel Used(gal)		5			12			24			20	
CO Emissions (g/hr)		374			804			1704			1414	
NOx Emissions (g/hr)		73			156			332			275	
VOC Emissions (g/hr)		87			186			395			328	
Dilemma Vehicles (#)		0			33			0			16	
Queue Length 50th (ft)		112			249			231			~350	
Queue Length 95th (ft)		m193			355			#388			#540	
Internal Link Dist (ft)		509			1292			1797			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1275			1159			464			344	
Starvation Cap Reductn		115			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.59			0.83			1.26	

Intersection Summary

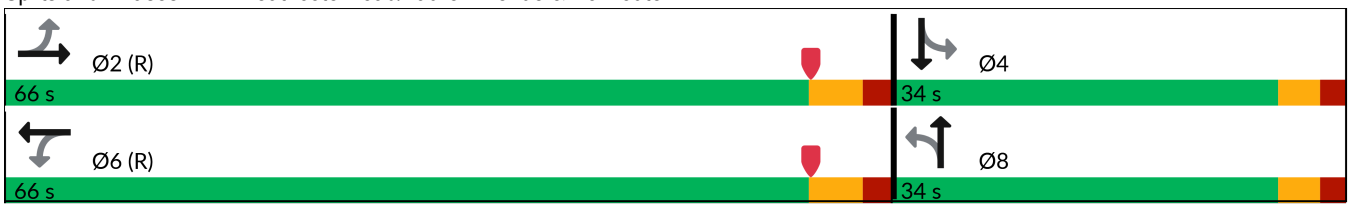
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay (s/veh): 50.1		Intersection LOS: D	
Intersection Capacity Utilization 106.6%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	505	23	63	611	61	42	110	72	85	140	160
Future Volume (vph)	38	505	23	63	611	61	42	110	72	85	140	160
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.989			0.957			0.944	
Flt Protected		0.997			0.996			0.991			0.989	
Satd. Flow (prot)	0	2150	0	0	2148	0	0	1793	0	0	1767	0
Flt Permitted		0.917			0.906			0.812			0.815	
Satd. Flow (perm)	0	1977	0	0	1954	0	0	1469	0	0	1456	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1371			1877			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	0%	2%	1%	4%	0%	1%	0%	0%	0%	1%
Adj. Flow (vph)	40	532	24	66	643	64	44	116	76	89	147	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	596	0	0	773	0	0	236	0	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

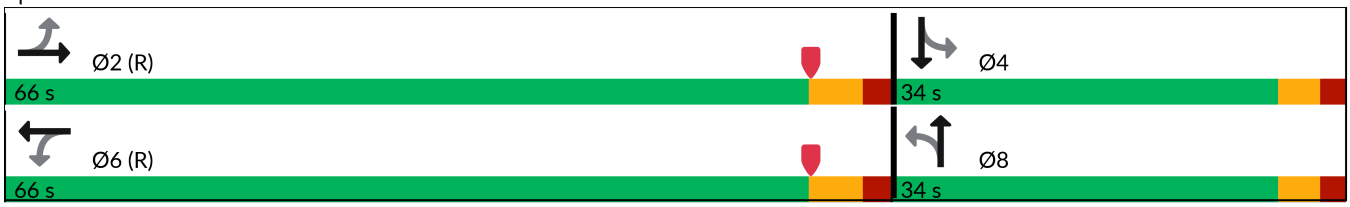
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.3			60.3			28.7			28.7	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.50			0.66			0.56			0.97	
Control Delay (s/veh)		8.5			16.5			36.2			73.1	
Queue Delay		0.1			0.0			0.0			0.0	
Total Delay (s/veh)		8.6			16.5			36.2			73.1	
LOS		A			B			D			E	
Approach Delay (s/veh)		8.6			16.5			36.2			73.1	
Approach LOS		A			B			D			E	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	61.4	61.4		61.4	61.4		27.6	27.6		27.6	27.6	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
Stops (vph)		178			467			188			331	
Fuel Used(gal)		5			13			14			11	
CO Emissions (g/hr)		315			926			969			759	
NOx Emissions (g/hr)		61			180			189			148	
VOC Emissions (g/hr)		73			215			225			176	
Dilemma Vehicles (#)		0			37			0			17	
Queue Length 50th (ft)		130			302			127			252	
Queue Length 95th (ft)		m158			430			207			#441	
Internal Link Dist (ft)		509			1291			1797			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1191			1177			426			422	
Starvation Cap Reductn		79			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.66			0.55			0.96	

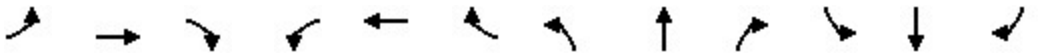
Intersection Summary

Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 27.9		Intersection LOS: C	
Intersection Capacity Utilization 93.2%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	352	6	62	542	40	26	227	29	67	190	208
Future Volume (vph)	21	352	6	62	542	40	26	227	29	67	190	208
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.992			0.986			0.940	
Flt Protected		0.997			0.995			0.995			0.993	
Satd. Flow (prot)	0	2077	0	0	2054	0	0	1771	0	0	1726	0
Flt Permitted		0.950			0.923			0.880			0.836	
Satd. Flow (perm)	0	1979	0	0	1905	0	0	1566	0	0	1453	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1371			1877			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	5%	6%	0%	5%	6%	11%	13%	4%	8%	2%	5%	1%
Adj. Flow (vph)	22	374	6	66	577	43	28	241	31	71	202	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	0	0	686	0	0	300	0	0	494	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.0			60.0			29.0			29.0	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.34			0.60			0.66			1.17	
Control Delay (s/veh)		7.2			15.3			39.4			134.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		7.2			15.3			39.4			134.3	
LOS		A			B			D			F	
Approach Delay (s/veh)		7.2			15.3			39.4			134.3	
Approach LOS		A			B			D			F	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
Stops (vph)		114			388			245			379	
Fuel Used(gal)		3			11			18			19	
CO Emissions (g/hr)		202			790			1236			1310	
NOx Emissions (g/hr)		39			154			241			255	
VOC Emissions (g/hr)		47			183			287			304	
Dilemma Vehicles (#)		0			32			0			19	
Queue Length 50th (ft)		78			253			168			~378	
Queue Length 95th (ft)		m100			363			263			#575	
Internal Link Dist (ft)		509			1291			1797			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1187			1143			454			421	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.34			0.60			0.66			1.17	

Intersection Summary

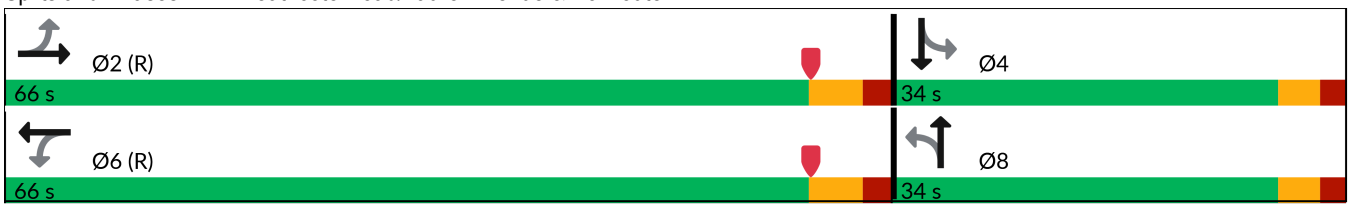
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay (s/veh): 48.6		Intersection LOS: D	
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	645	15	53	506	91	41	287	48	89	173	159
Future Volume (vph)	19	645	15	53	506	91	41	287	48	89	173	159
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.981			0.983			0.949	
Flt Protected		0.999			0.996			0.995			0.990	
Satd. Flow (prot)	0	2180	0	0	2140	0	0	1833	0	0	1743	0
Flt Permitted		0.974			0.901			0.870			0.674	
Satd. Flow (perm)	0	2126	0	0	1936	0	0	1602	0	0	1187	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1372			1877			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	1%	5%	0%	4%	2%
Adj. Flow (vph)	20	665	15	55	522	94	42	296	49	92	178	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	700	0	0	671	0	0	387	0	0	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.0			60.0			29.0			29.0	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.55			0.58			0.83			1.26	
Control Delay (s/veh)		8.2			14.7			50.5			171.6	
Queue Delay		0.2			0.0			0.0			0.0	
Total Delay (s/veh)		8.4			14.7			50.5			171.6	
LOS		A			B			D			F	
Approach Delay (s/veh)		8.4			14.7			50.5			171.6	
Approach LOS		A			B			D			F	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Max	Max		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
Stops (vph)		175			382			328			330	
Fuel Used(gal)		5			11			24			20	
CO Emissions (g/hr)		365			788			1704			1405	
NOx Emissions (g/hr)		71			153			332			273	
VOC Emissions (g/hr)		85			183			395			326	
Dilemma Vehicles (#)		0			33			0			16	
Queue Length 50th (ft)		106			243			231			~349	
Queue Length 95th (ft)		m185			346			#388			#539	
Internal Link Dist (ft)		509			1292			1797			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1275			1161			464			344	
Starvation Cap Reductn		115			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.58			0.83			1.26	

Intersection Summary

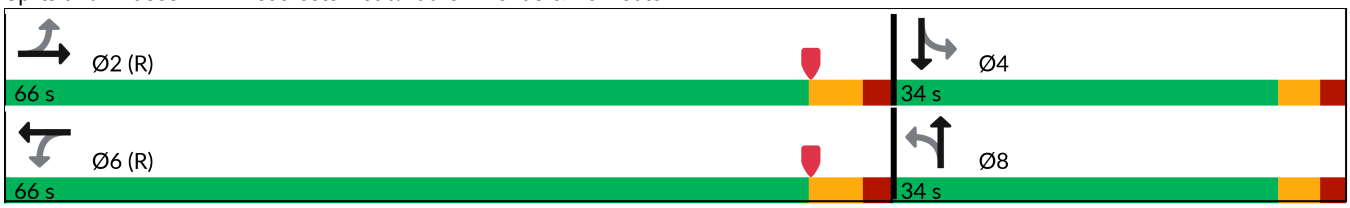
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay (s/veh): 50.1		Intersection LOS: D	
Intersection Capacity Utilization 105.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	490	23	63	593	61	42	110	72	85	140	156
Future Volume (vph)	38	490	23	63	593	61	42	110	72	85	140	156
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	16	12	12	16	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.989			0.957			0.945	
Flt Protected		0.997			0.996			0.991			0.989	
Satd. Flow (prot)	0	2147	0	0	2148	0	0	1793	0	0	1768	0
Flt Permitted		0.917			0.906			0.814			0.812	
Satd. Flow (perm)	0	1975	0	0	1954	0	0	1473	0	0	1452	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			25			35	
Link Distance (ft)		589			1371			1877			956	
Travel Time (s)		16.1			26.7			51.2			18.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	0%	2%	1%	4%	0%	1%	0%	0%	0%	1%
Adj. Flow (vph)	40	516	24	66	624	64	44	116	76	89	147	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	0	0	754	0	0	236	0	0	400	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.82	0.97	0.97	0.82	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	

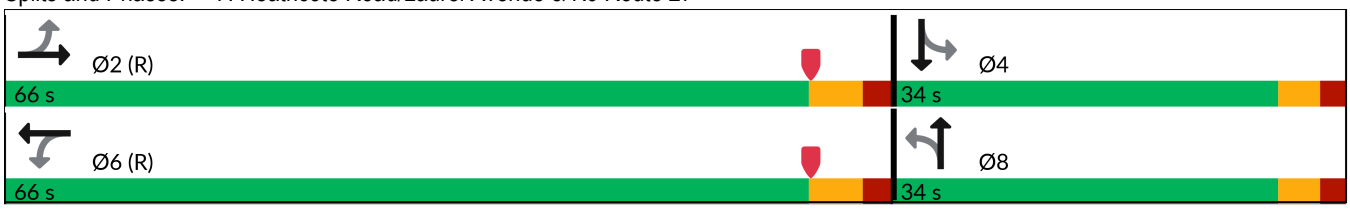
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	60.0	60.0		60.0	60.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	66.0	66.0		66.0	66.0		13.0	13.0		13.0	13.0	
Total Split (s)	66.0	66.0		66.0	66.0		34.0	34.0		34.0	34.0	
Total Split (%)	66.0%	66.0%		66.0%	66.0%		34.0%	34.0%		34.0%	34.0%	
Maximum Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		60.4			60.4			28.6			28.6	
Actuated g/C Ratio		0.60			0.60			0.29			0.29	
v/c Ratio		0.49			0.64			0.56			0.96	
Control Delay (s/veh)		8.2			16.0			36.3			72.5	
Queue Delay		0.1			0.0			0.0			0.0	
Total Delay (s/veh)		8.3			16.0			36.3			72.5	
LOS		A			B			D			E	
Approach Delay (s/veh)		8.3			16.0			36.3			72.5	
Approach LOS		A			B			D			E	
90th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
90th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
70th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
70th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
50th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
50th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
30th %ile Green (s)	60.0	60.0		60.0	60.0		29.0	29.0		29.0	29.0	
30th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Max	Max	
10th %ile Green (s)	62.0	62.0		62.0	62.0		27.0	27.0		27.0	27.0	
10th %ile Term Code	Coord	Coord		Coord	Coord		Hold	Hold		Gap	Gap	
Stops (vph)		162			446			187			327	
Fuel Used(gal)		4			13			14			11	
CO Emissions (g/hr)		301			893			969			747	
NOx Emissions (g/hr)		59			174			189			145	
VOC Emissions (g/hr)		70			207			225			173	
Dilemma Vehicles (#)		0			36			0			17	
Queue Length 50th (ft)		120			290			127			249	
Queue Length 95th (ft)		m149			414			207			#436	
Internal Link Dist (ft)		509			1291			1797			876	
Turn Bay Length (ft)												
Base Capacity (vph)		1193			1180			427			421	
Starvation Cap Reductn		79			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.64			0.55			0.95	

Intersection Summary

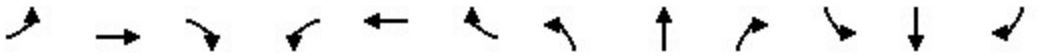
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 100			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow, Master Intersection			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 91.8%		ICU Level of Service F	
Analysis Period (min) 15			

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Heathcote Road/Laurel Avenue & NJ Route 27



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	6	38	41	20	28	9	281	18	10	638	205
Future Volume (vph)	93	6	38	41	20	28	9	281	18	10	638	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.957			0.991			0.964	
Flt Protected		0.967			0.978		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1650	0	1805	1823	0	1805	1813	0
Flt Permitted		0.738			0.820		0.143			0.562		
Satd. Flow (perm)	0	1349	0	0	1383	0	272	1823	0	1068	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			24			6			29	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		876			237			415			370	
Travel Time (s)		13.3			6.5			7.1			6.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	17%	0%	0%	0%	1%	39%	0%	1%	1%
Adj. Flow (vph)	102	7	42	45	22	31	10	309	20	11	701	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	98	0	10	329	0	11	926	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

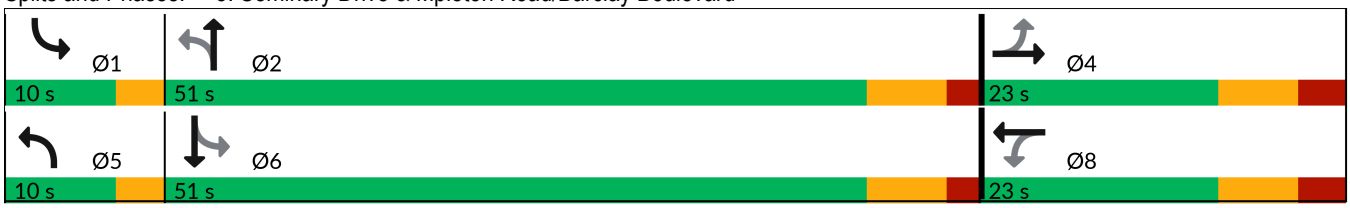


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		11.0			11.0		49.2	44.3		49.2	44.3	
Actuated g/C Ratio		0.15			0.15		0.69	0.62		0.69	0.62	
v/c Ratio		0.67			0.42		0.03	0.29		0.01	0.82	
Control Delay (s/veh)		40.7			27.8		4.3	8.2		4.2	20.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		40.7			27.8		4.3	8.2		4.2	20.0	
LOS		D			C		A	A		A	C	
Approach Delay (s/veh)		40.7			27.8			8.1			19.9	
Approach LOS		D			C			A			B	
90th %ile Green (s)	15.0	15.0		15.0	15.0		5.0	44.0		5.0	44.0	
90th %ile Term Code	Max	Max		Hold	Hold		Min	Max		Min	Max	
70th %ile Green (s)	13.7	13.7		13.7	13.7		0.0	44.0		0.0	44.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
50th %ile Green (s)	11.2	11.2		11.2	11.2		0.0	44.0		0.0	44.0	
50th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
30th %ile Green (s)	8.9	8.9		8.9	8.9		0.0	44.0		0.0	44.0	
30th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
10th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Min	Min		Hold	Hold		Skip	Max		Skip	Max	
Stops (vph)		108			60		4	130		4	558	
Fuel Used(gal)		3			1		0	6		0	41	
CO Emissions (g/hr)		228			64		12	416		30	2874	
NOx Emissions (g/hr)		44			12		2	81		6	559	
VOC Emissions (g/hr)		53			15		3	97		7	666	
Dilemma Vehicles (#)		8			0		0	20		0	56	
Queue Length 50th (ft)		54			29		1	55		1	255	
Queue Length 95th (ft)		123			78		6	140		6	#689	
Internal Link Dist (ft)		796			157			335			290	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		299			309		338	1126		808	1129	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.51			0.32		0.03	0.29		0.01	0.82	

Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 71.8			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 82			
70th %ile Actuated Cycle: 72.7			
50th %ile Actuated Cycle: 70.2			
30th %ile Actuated Cycle: 67.9			
10th %ile Actuated Cycle: 66			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard



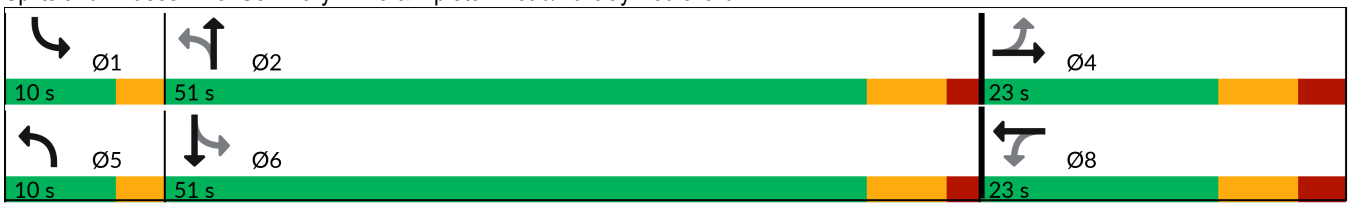
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1	11	23	5	7	12	487	27	15	307	154
Future Volume (vph)	29	1	11	23	5	7	12	487	27	15	307	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.974			0.992			0.950	
Flt Protected		0.966			0.968		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1745	0	1805	1878	0	1805	1787	0
Flt Permitted		0.831			0.813		0.467			0.429		
Satd. Flow (perm)	0	1520	0	0	1465	0	887	1878	0	815	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			5			45	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		876			238			415			371	
Travel Time (s)		13.3			6.5			7.1			6.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	7%	0%	1%	1%
Adj. Flow (vph)	31	1	12	24	5	7	13	518	29	16	327	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	36	0	13	547	0	16	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.5			7.5		50.0	48.5		50.0	48.5	
Actuated g/C Ratio		0.12			0.12		0.81	0.78		0.81	0.78	
v/c Ratio		0.23			0.20		0.02	0.37		0.02	0.35	
Control Delay (s/veh)		25.7			27.2		2.7	6.2		2.7	5.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.7			27.2		2.7	6.2		2.7	5.6	
LOS		C			C		A	A		A	A	
Approach Delay (s/veh)		25.7			27.2			6.2			5.5	
Approach LOS		C			C			A			A	
90th %ile Green (s)	9.2	9.2		9.2	9.2		5.0	44.0		5.0	44.0	
90th %ile Term Code	Gap	Gap		Hold	Hold		Min	Max		Min	Max	
70th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
70th %ile Term Code	Min	Min		Min	Min		Skip	Max		Skip	Max	
50th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Min	Min		Hold	Hold		Skip	Max		Skip	Max	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
Stops (vph)		30			27		4	183		4	150	
Fuel Used(gal)		1			0		0	10		1	20	
CO Emissions (g/hr)		57			25		15	673		43	1374	
NOx Emissions (g/hr)		11			5		3	131		8	267	
VOC Emissions (g/hr)		13			6		3	156		10	318	
Dilemma Vehicles (#)		2			0		0	26		0	24	
Queue Length 50th (ft)		12			11		1	85		1	66	
Queue Length 95th (ft)		43			39		5	216		6	178	
Internal Link Dist (ft)		796			158			335			291	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		385			368		826	1470		775	1407	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.11			0.10		0.02	0.37		0.02	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 62			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.3		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.2			
70th %ile Actuated Cycle: 66			
50th %ile Actuated Cycle: 66			
30th %ile Actuated Cycle: 51			
10th %ile Actuated Cycle: 51			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard



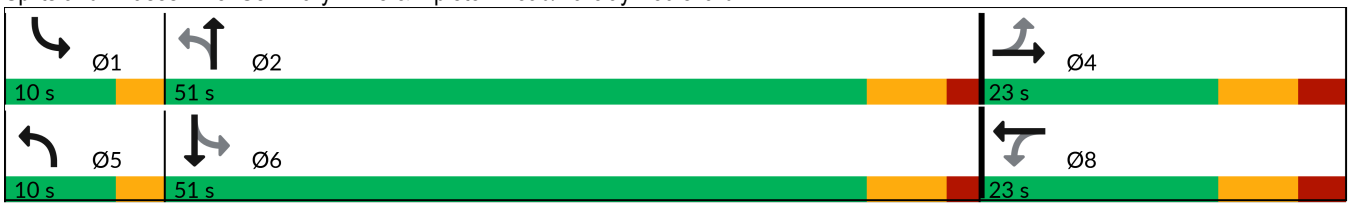
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	6	12	7	9	2	255	23	11	245	144
Future Volume (vph)	11	2	6	12	7	9	2	255	23	11	245	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.958			0.988			0.944	
Flt Protected		0.972			0.978		0.950			0.950		
Satd. Flow (prot)	0	1662	0	0	1780	0	1805	1877	0	1805	1794	0
Flt Permitted							0.524			0.582		
Satd. Flow (perm)	0	1710	0	0	1820	0	996	1877	0	1106	1794	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			8			53	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		876			237			414			370	
Travel Time (s)		13.3			6.5			7.1			6.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	11	2	6	13	7	9	2	266	24	11	255	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	29	0	2	290	0	11	405	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

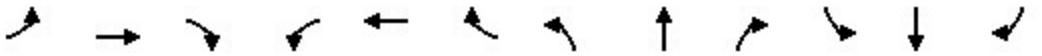
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		11.9			11.9		38.6	43.0		38.6	43.0	
Actuated g/C Ratio		0.24			0.24		0.76	0.85		0.76	0.85	
v/c Ratio		0.05			0.07		0.00	0.18		0.01	0.26	
Control Delay (s/veh)		23.8			22.8		2.0	3.9		2.1	3.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		23.8			22.8		2.0	3.9		2.1	3.9	
LOS		C			C		A	A		A	A	
Approach Delay (s/veh)		23.8			22.8			3.9			3.9	
Approach LOS		C			C			A			A	
90th %ile Green (s)	7.5	7.5		7.5	7.5		5.0	44.0		5.0	44.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Max		Min	Max	
70th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
70th %ile Term Code	Hold	Hold		Min	Min		Skip	Max		Skip	Max	
50th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Hold		Skip	Max	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Skip		Skip	Skip	
Stops (vph)		15			21		1	64		3	88	
Fuel Used(gal)		0			0		0	5		0	16	
CO Emissions (g/hr)		26			19		3	331		32	1121	
NOx Emissions (g/hr)		5			4		1	64		6	218	
VOC Emissions (g/hr)		6			4		1	77		7	260	
Dilemma Vehicles (#)		1			0		0	11		0	15	
Queue Length 50th (ft)		4			5		0	0		0	0	
Queue Length 95th (ft)		25			32		1	95		4	126	
Internal Link Dist (ft)		796			157			334			290	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		693			739		1104	1599		1167	1535	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.03			0.04		0.00	0.18		0.01	0.26	

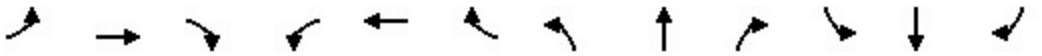
Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 50.5			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay (s/veh): 5.1		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 74.5			
70th %ile Actuated Cycle: 66			
50th %ile Actuated Cycle: 51			
30th %ile Actuated Cycle: 51			
10th %ile Actuated Cycle: 10			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	6	38	54	20	28	9	346	24	10	718	205
Future Volume (vph)	93	6	38	54	20	28	9	346	24	10	718	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.963			0.990			0.967	
Flt Protected		0.967			0.974		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1636	0	1805	1819	0	1805	1819	0
Flt Permitted		0.729			0.801		0.090			0.504		
Satd. Flow (perm)	0	1332	0	0	1345	0	171	1819	0	958	1819	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			20			6			26	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		877			236			415			369	
Travel Time (s)		13.3			6.4			7.1			6.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	17%	0%	0%	0%	1%	39%	0%	1%	1%
Adj. Flow (vph)	102	7	42	59	22	31	10	380	26	11	789	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	112	0	10	406	0	11	1014	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

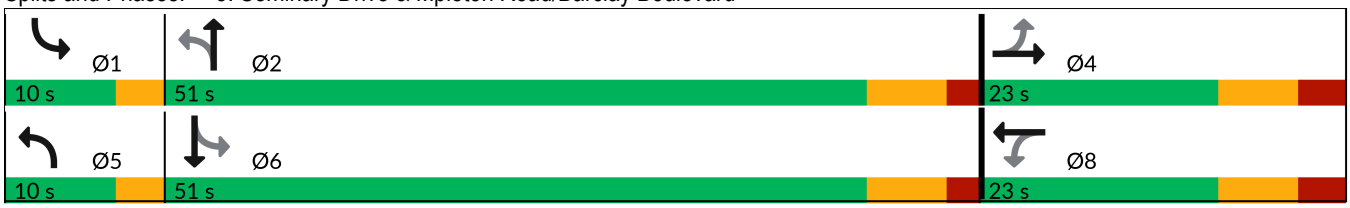


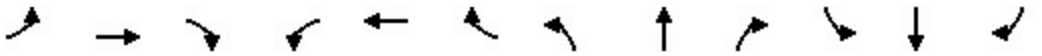
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		10.9			10.9		49.1	44.3		49.1	44.3	
Actuated g/C Ratio		0.15			0.15		0.69	0.62		0.69	0.62	
v/c Ratio		0.69			0.51		0.04	0.36		0.02	0.89	
Control Delay (s/veh)		42.1			32.0		4.4	8.8		4.1	25.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		42.1			32.0		4.4	8.8		4.1	25.6	
LOS		D			C		A	A		A	C	
Approach Delay (s/veh)		42.1			32.0			8.7			25.4	
Approach LOS		D			C			A			C	
90th %ile Green (s)	15.0	15.0		15.0	15.0		5.0	44.0		5.0	44.0	
90th %ile Term Code	Max	Max		Max	Max		Min	Max		Min	Max	
70th %ile Green (s)	13.3	13.3		13.3	13.3		0.0	44.0		0.0	44.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
50th %ile Green (s)	11.0	11.0		11.0	11.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
30th %ile Green (s)	8.7	8.7		8.7	8.7		0.0	44.0		0.0	44.0	
30th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
10th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Min	Min		Hold	Hold		Skip	Max		Skip	Max	
Stops (vph)		110			75		4	171		4	638	
Fuel Used(gal)		3			1		0	6		0	46	
CO Emissions (g/hr)		232			81		9	391		30	3238	
NOx Emissions (g/hr)		45			16		2	76		6	630	
VOC Emissions (g/hr)		54			19		2	91		7	751	
Dilemma Vehicles (#)		8			0		0	25		0	60	
Queue Length 50th (ft)		53			36		1	71		1	308	
Queue Length 95th (ft)		123			91		6	179		6	#792	
Internal Link Dist (ft)		797			156			335			289	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		296			299		278	1126		745	1134	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.51			0.37		0.04	0.36		0.01	0.89	

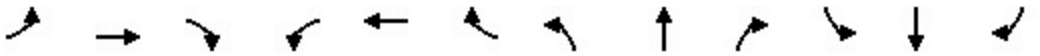
Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 71.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 23.2		Intersection LOS: C	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 82			
70th %ile Actuated Cycle: 72.3			
50th %ile Actuated Cycle: 70			
30th %ile Actuated Cycle: 67.7			
10th %ile Actuated Cycle: 66			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1	11	42	5	7	12	583	49	15	386	154
Future Volume (vph)	29	1	11	42	5	7	12	583	49	15	386	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.983			0.988			0.957	
Flt Protected		0.966			0.962		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1742	0	1805	1867	0	1805	1800	0
Flt Permitted		0.755			0.778		0.409			0.347		
Satd. Flow (perm)	0	1381	0	0	1409	0	777	1867	0	659	1800	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			8			36	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		877			236			416			369	
Travel Time (s)		13.3			6.4			7.1			6.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	7%	0%	1%	1%
Adj. Flow (vph)	31	1	12	45	5	7	13	620	52	16	411	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	57	0	13	672	0	16	575	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

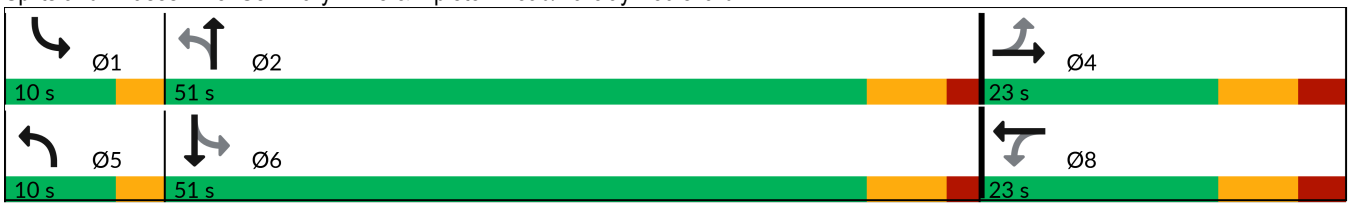


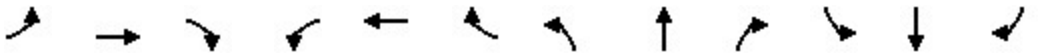
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.0			8.0		50.1	48.6		50.2	48.7	
Actuated g/C Ratio		0.13			0.13		0.80	0.78		0.80	0.78	
v/c Ratio		0.24			0.30		0.02	0.46		0.03	0.41	
Control Delay (s/veh)		25.7			30.1		3.0	7.6		3.0	6.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.7			30.1		3.0	7.6		3.0	6.7	
LOS		C			C		A	A		A	A	
Approach Delay (s/veh)		25.7			30.1			7.5			6.6	
Approach LOS		C			C			A			A	
90th %ile Green (s)	10.9	10.9		10.9	10.9		5.0	44.0		5.1	44.1	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Max		Gap	Hold	
70th %ile Green (s)	8.2	8.2		8.2	8.2		0.0	44.0		0.0	44.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Max		Skip	Max	
50th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Min	Min		Min	Min		Skip	Max		Skip	Max	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
Stops (vph)		30			45		4	260		6	197	
Fuel Used(gal)		1			1		0	9		1	23	
CO Emissions (g/hr)		57			43		11	638		45	1628	
NOx Emissions (g/hr)		11			8		2	124		9	317	
VOC Emissions (g/hr)		13			10		2	148		10	377	
Dilemma Vehicles (#)		2			0		0	32		0	25	
Queue Length 50th (ft)		12			19		1	115		1	86	
Queue Length 95th (ft)		43			56		5	311		6	240	
Internal Link Dist (ft)		797			156			336			289	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		349			352		744	1452		662	1407	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.13			0.16		0.02	0.46		0.02	0.41	

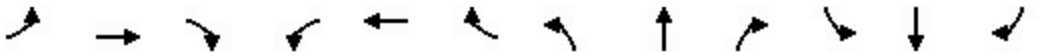
Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 62.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 8.6		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78			
70th %ile Actuated Cycle: 67.2			
50th %ile Actuated Cycle: 66			
30th %ile Actuated Cycle: 51			
10th %ile Actuated Cycle: 51			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	6	45	7	9	2	367	52	11	374	144
Future Volume (vph)	11	2	6	45	7	9	2	367	52	11	374	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.981			0.981			0.958	
Flt Protected		0.972			0.964		0.950			0.950		
Satd. Flow (prot)	0	1662	0	0	1797	0	1805	1864	0	1805	1820	0
Flt Permitted		0.786			0.769		0.432			0.504		
Satd. Flow (perm)	0	1344	0	0	1433	0	821	1864	0	958	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			13			35	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		877			236			415			369	
Travel Time (s)		13.3			6.4			7.1			6.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	11	2	6	47	7	9	2	382	54	11	390	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	63	0	2	436	0	11	540	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

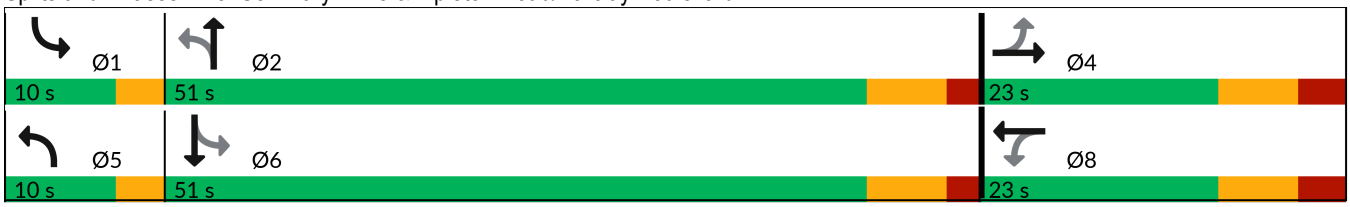


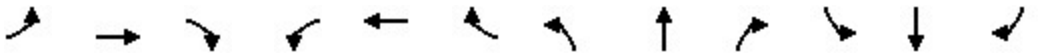
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		8.0			8.0		50.1	48.7		50.1	48.7	
Actuated g/C Ratio		0.13			0.13		0.80	0.78		0.80	0.78	
v/c Ratio		0.11			0.33		0.00	0.30		0.01	0.38	
Control Delay (s/veh)		25.0			30.0		3.0	5.9		3.0	6.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.0			30.0		3.0	5.9		3.0	6.4	
LOS		C			C		A	A		A	A	
Approach Delay (s/veh)		25.0			30.0			5.9			6.3	
Approach LOS		C			C			A			A	
90th %ile Green (s)	10.9	10.9		10.9	10.9		5.0	44.0		5.0	44.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Max		Min	Max	
70th %ile Green (s)	8.2	8.2		8.2	8.2		0.0	44.0		0.0	44.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Max		Skip	Max	
50th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Hold	Hold		Min	Min		Skip	Max		Skip	Max	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
Stops (vph)		15			48		1	140		4	182	
Fuel Used(gal)		0			1		0	6		0	22	
CO Emissions (g/hr)		27			47		2	390		33	1555	
NOx Emissions (g/hr)		5			9		0	76		6	302	
VOC Emissions (g/hr)		6			11		0	90		8	360	
Dilemma Vehicles (#)		1			0		0	22		0	27	
Queue Length 50th (ft)		5			21		0	61		1	78	
Queue Length 95th (ft)		24			60		2	168		5	218	
Internal Link Dist (ft)		797			156			335			289	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		335			359		774	1451		869	1422	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.06			0.18		0.00	0.30		0.01	0.38	

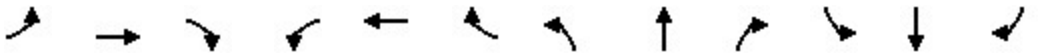
Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 62.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 7.9		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.9			
70th %ile Actuated Cycle: 67.2			
50th %ile Actuated Cycle: 66			
30th %ile Actuated Cycle: 51			
10th %ile Actuated Cycle: 51			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	6	38	50	20	28	9	331	23	10	688	205
Future Volume (vph)	93	6	38	50	20	28	9	331	23	10	688	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.961			0.990			0.966	
Flt Protected		0.967			0.975		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1638	0	1805	1818	0	1805	1817	0
Flt Permitted		0.732			0.806		0.108			0.517		
Satd. Flow (perm)	0	1338	0	0	1354	0	205	1818	0	982	1817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			21			6			27	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		877			236			415			369	
Travel Time (s)		13.3			6.4			7.1			6.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	17%	0%	0%	0%	1%	39%	0%	1%	1%
Adj. Flow (vph)	102	7	42	55	22	31	10	364	25	11	756	225
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	108	0	10	389	0	11	981	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

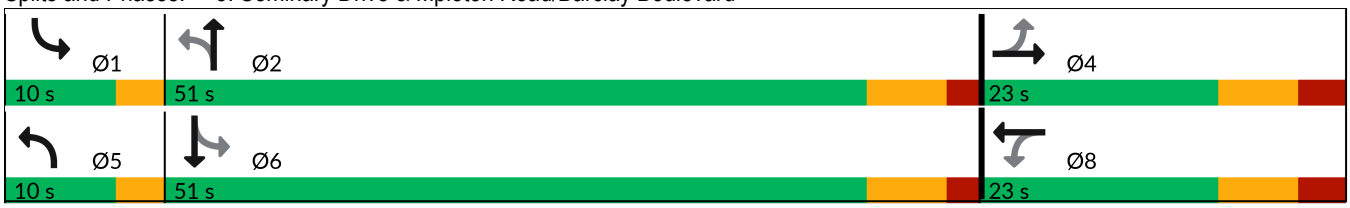


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		10.9			10.9		49.2	44.3		49.2	44.3	
Actuated g/C Ratio		0.15			0.15		0.69	0.62		0.69	0.62	
v/c Ratio		0.68			0.48		0.04	0.35		0.02	0.87	
Control Delay (s/veh)		41.5			30.7		4.4	8.7		4.1	23.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		41.5			30.7		4.4	8.7		4.1	23.2	
LOS		D			C		A	A		A	C	
Approach Delay (s/veh)		41.5			30.7			8.6			22.9	
Approach LOS		D			C			A			C	
90th %ile Green (s)	15.0	15.0		15.0	15.0		5.0	44.0		5.0	44.0	
90th %ile Term Code	Max	Max		Max	Max		Min	Max		Min	Max	
70th %ile Green (s)	13.5	13.5		13.5	13.5		0.0	44.0		0.0	44.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
50th %ile Green (s)	11.1	11.1		11.1	11.1		0.0	44.0		0.0	44.0	
50th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
30th %ile Green (s)	8.8	8.8		8.8	8.8		0.0	44.0		0.0	44.0	
30th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Max		Skip	Max	
10th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Min	Min		Hold	Hold		Skip	Max		Skip	Max	
Stops (vph)		109			69		4	163		4	611	
Fuel Used(gal)		3			1		0	5		0	44	
CO Emissions (g/hr)		230			75		9	374		30	3098	
NOx Emissions (g/hr)		45			15		2	73		6	603	
VOC Emissions (g/hr)		53			17		2	87		7	718	
Dilemma Vehicles (#)		8			0		0	24		0	59	
Queue Length 50th (ft)		53			34		1	68		1	287	
Queue Length 95th (ft)		123			87		6	171		6	#753	
Internal Link Dist (ft)		797			156			335			289	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		297			301		298	1124		758	1132	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

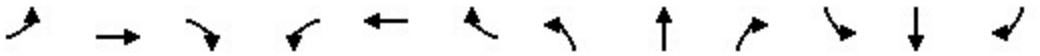
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.51			0.36		0.03	0.35		0.01	0.87	

Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 71.7			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 21.7		Intersection LOS: C	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 82			
70th %ile Actuated Cycle: 72.5			
50th %ile Actuated Cycle: 70.1			
30th %ile Actuated Cycle: 67.8			
10th %ile Actuated Cycle: 66			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1	11	36	5	7	12	549	40	15	366	154
Future Volume (vph)	29	1	11	36	5	7	12	549	40	15	366	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.981			0.990			0.956	
Flt Protected		0.966			0.963		0.950			0.950		
Satd. Flow (prot)	0	1767	0	0	1742	0	1805	1872	0	1805	1798	0
Flt Permitted		0.775			0.800		0.424			0.376		
Satd. Flow (perm)	0	1418	0	0	1447	0	806	1872	0	714	1798	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			7			7			38	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		877			236			416			369	
Travel Time (s)		13.3			6.4			7.1			6.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%	0%	0%	7%	0%	1%	1%
Adj. Flow (vph)	31	1	12	38	5	7	13	584	43	16	389	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	50	0	13	627	0	16	553	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

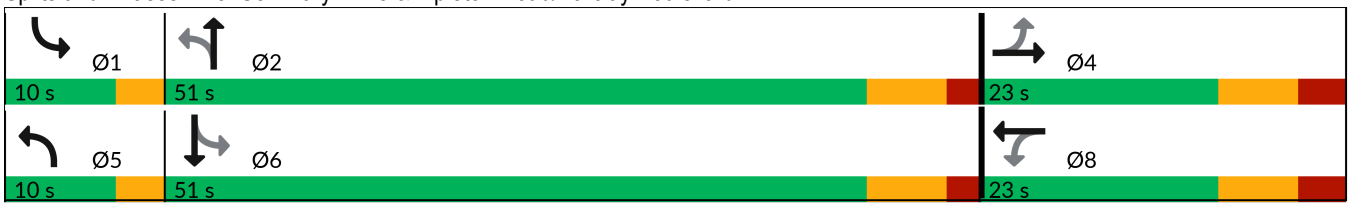


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.8			7.8		50.1	48.6		50.1	48.6	
Actuated g/C Ratio		0.13			0.13		0.80	0.78		0.80	0.78	
v/c Ratio		0.23			0.27		0.02	0.43		0.02	0.39	
Control Delay (s/veh)		25.8			29.1		2.9	7.1		2.9	6.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.8			29.1		2.9	7.1		2.9	6.3	
LOS		C			C		A	A		A	A	
Approach Delay (s/veh)		25.8			29.1			7.0			6.2	
Approach LOS		C			C			A			A	
90th %ile Green (s)	10.2	10.2		10.2	10.2		5.0	44.0		5.1	44.1	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Max		Gap	Hold	
70th %ile Green (s)	7.7	7.7		7.7	7.7		0.0	44.0		0.0	44.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Max		Skip	Max	
50th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Min	Min		Min	Min		Skip	Max		Skip	Max	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
Stops (vph)		30			39		4	228		5	184	
Fuel Used(gal)		1			1		0	8		1	22	
CO Emissions (g/hr)		57			37		11	580		44	1561	
NOx Emissions (g/hr)		11			7		2	113		9	304	
VOC Emissions (g/hr)		13			8		2	134		10	362	
Dilemma Vehicles (#)		2			0		0	30		0	24	
Queue Length 50th (ft)		12			16		1	103		1	81	
Queue Length 95th (ft)		43			50		5	272		6	220	
Internal Link Dist (ft)		797			156			336			289	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		359			362		766	1460		702	1410	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

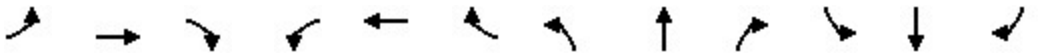
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.12			0.14		0.02	0.43		0.02	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 62.4			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 8.1		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 77.3			
70th %ile Actuated Cycle: 66.7			
50th %ile Actuated Cycle: 66			
30th %ile Actuated Cycle: 51			
10th %ile Actuated Cycle: 51			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	2	6	31	7	9	2	329	40	11	327	144
Future Volume (vph)	11	2	6	31	7	9	2	329	40	11	327	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.975			0.984			0.954	
Flt Protected		0.972			0.968		0.950			0.950		
Satd. Flow (prot)	0	1662	0	0	1793	0	1805	1870	0	1805	1813	0
Flt Permitted		0.794			0.794		0.467			0.534		
Satd. Flow (perm)	0	1358	0	0	1471	0	887	1870	0	1015	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			9			11			40	
Link Speed (mph)		45			25			40			40	
Link Distance (ft)		877			236			415			369	
Travel Time (s)		13.3			6.4			7.1			6.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	11	2	6	32	7	9	2	343	42	11	341	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	0	0	48	0	2	385	0	11	491	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	

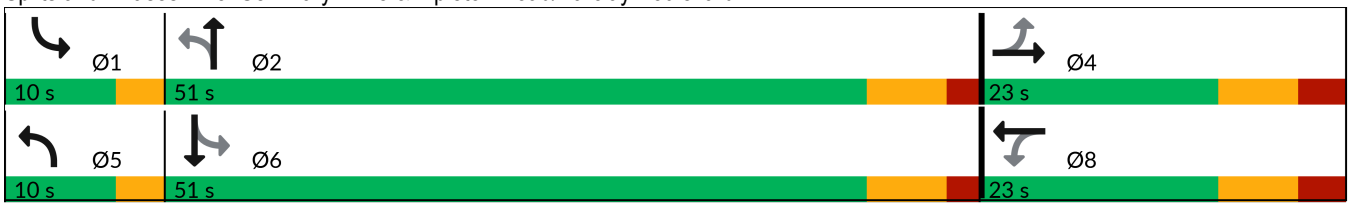


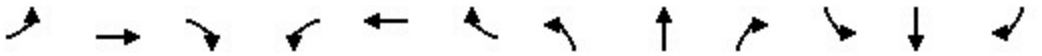
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	44.0		5.0	44.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		8.0	51.0		8.0	51.0	
Total Split (s)	23.0	23.0		23.0	23.0		10.0	51.0		10.0	51.0	
Total Split (%)	27.4%	27.4%		27.4%	27.4%		11.9%	60.7%		11.9%	60.7%	
Maximum Green (s)	15.0	15.0		15.0	15.0		7.0	44.0		7.0	44.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	5.0		3.0	5.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		8.0			8.0		3.0	7.0		3.0	7.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)		7.6			7.6		50.0	48.5		50.0	48.5	
Actuated g/C Ratio		0.12			0.12		0.81	0.78		0.81	0.78	
v/c Ratio		0.11			0.26		0.00	0.26		0.01	0.34	
Control Delay (s/veh)		25.5			28.1		2.5	5.4		2.7	5.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.5			28.1		2.5	5.4		2.7	5.7	
LOS		C			C		A	A		A	A	
Approach Delay (s/veh)		25.5			28.1			5.4			5.6	
Approach LOS		C			C			A			A	
90th %ile Green (s)	9.4	9.4		9.4	9.4		5.0	44.0		5.0	44.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Min	Max		Min	Max	
70th %ile Green (s)	7.2	7.2		7.2	7.2		0.0	44.0		0.0	44.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Max		Skip	Max	
50th %ile Green (s)	7.0	7.0		7.0	7.0		0.0	44.0		0.0	44.0	
50th %ile Term Code	Hold	Hold		Min	Min		Skip	Max		Skip	Max	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Max		Skip	Max	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	44.0		0.0	44.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Hold		Skip	Max	
Stops (vph)		15			36		1	117		4	153	
Fuel Used(gal)		0			0		0	5		0	20	
CO Emissions (g/hr)		27			34		2	337		33	1400	
NOx Emissions (g/hr)		5			7		0	66		6	272	
VOC Emissions (g/hr)		6			8		0	78		8	325	
Dilemma Vehicles (#)		1			0		0	20		0	25	
Queue Length 50th (ft)		5			15		0	52		1	67	
Queue Length 95th (ft)		24			47		2	138		4	180	
Internal Link Dist (ft)		797			156			335			289	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		340			371		825	1463		914	1425	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.06			0.13		0.00	0.26		0.01	0.34	

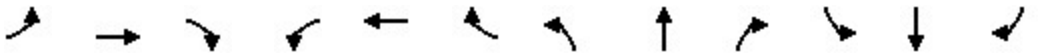
Intersection Summary			
Area Type:	Other		
Cycle Length: 84			
Actuated Cycle Length: 62.1			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay (s/veh): 7.0		Intersection LOS: A	
Intersection Capacity Utilization 55.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 76.4			
70th %ile Actuated Cycle: 66.2			
50th %ile Actuated Cycle: 66			
30th %ile Actuated Cycle: 51			
10th %ile Actuated Cycle: 51			

Splits and Phases: 8: Seminary Drive & Mpleton Road/Barclay Boulevard





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	531	6	1	1327	327	9	2	3	152	0	98
Future Volume (vph)	36	531	6	1	1327	327	9	2	3	152	0	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.971				0.850
Flt Protected	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	1788	0	1603	1603	1615
Flt Permitted	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	1788	0	1603	1603	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			245		3				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		612			1998			444			663	
Travel Time (s)		8.3			27.2			8.6			11.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	38	559	6	1	1397	344	9	2	3	160	0	103
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	38	559	6	1	1397	344	0	14	0	80	80	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	L NA	Left	R NA	L NA	L NA	R NA	L NA	Left	R NA
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

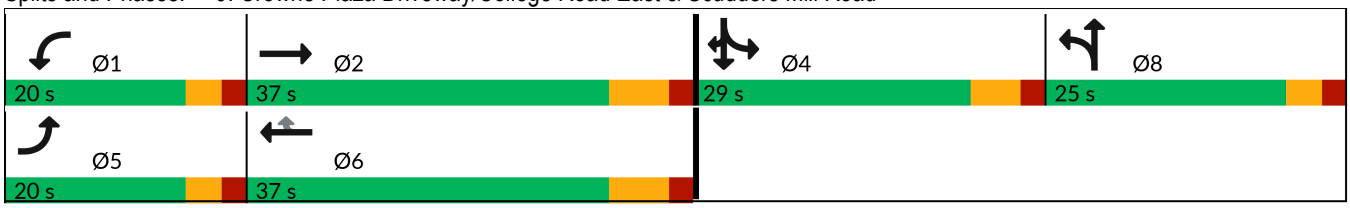


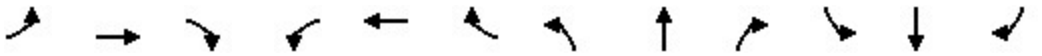
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	6.6	34.5	59.1	6.2	32.1	32.1		6.2		7.8	7.8	7.8
Actuated g/C Ratio	0.11	0.58	1.00	0.10	0.54	0.54		0.10		0.13	0.13	0.13
v/c Ratio	0.19	0.28	0.00	0.01	0.73	0.35		0.07		0.38	0.38	0.31
Control Delay (s/veh)	30.0	8.5	0.0	30.0	17.0	5.2		27.4		31.2	31.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	30.0	8.5	0.0	30.0	17.0	5.2		27.4		31.2	31.2	5.8
LOS	C	A	A	C	B	A		C		C	C	A
Approach Delay (s/veh)		9.8			14.6			27.4			21.3	
Approach LOS		A			B			C			C	
90th %ile Green (s)	8.1	32.1		6.0	30.0	30.0	6.2	6.2		11.5	11.5	11.5
90th %ile Term Code	Gap	Hold		Min	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	6.4	41.4		0.0	30.0	30.0	0.0	0.0		8.6	8.6	8.6
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		7.4	7.4	7.4
50th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
30th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Min	Min	Min
10th %ile Green (s)	0.0	35.4		0.0	35.4	35.4	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Skip	Dwell		Skip	Dwell	Dwell	Skip	Skip		Min	Min	Min
Stops (vph)	33	244	0	3	842	67		14		66	66	10
Fuel Used(gal)	1	11	0	0	34	6		0		4	4	4
CO Emissions (g/hr)	79	745	5	5	2399	386		15		284	284	279
NOx Emissions (g/hr)	15	145	1	1	467	75		3		55	55	54
VOC Emissions (g/hr)	18	173	1	1	556	89		4		66	66	65
Dilemma Vehicles (#)	0	41	0	0	109	0		1		0	5	0
Queue Length 50th (ft)	10	35	0	0	121	11		3		23	23	0
Queue Length 95th (ft)	46	140	0	5	#524	93		22		80	80	25
Internal Link Dist (ft)		532			1918			364			583	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	472	2009	1615	472	1921	980		625		642	642	730
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.08	0.28	0.00	0.00	0.73	0.35		0.02		0.12	0.12	0.14

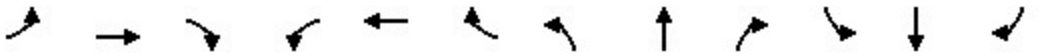
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 59.1			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 14.3		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 78.8			
70th %ile Actuated Cycle: 63			
50th %ile Actuated Cycle: 50.4			
30th %ile Actuated Cycle: 49			
10th %ile Actuated Cycle: 54.4			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	1215	5	13	690	145	5	2	9	347	3	59
Future Volume (vph)	73	1215	5	13	690	145	5	2	9	347	3	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.924				0.850
Flt Protected	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1599	0	1729	0	1698	1703	1583
Flt Permitted	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1599	0	1729	0	1698	1703	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			149		9				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		612			1998			444			663	
Travel Time (s)		8.3			27.2			8.6			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	75	1253	5	13	711	149	5	2	9	358	3	61
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	75	1253	5	13	711	149	0	16	0	179	182	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	L NA	Left	R NA	L NA	L NA	R NA	L NA	Left	R NA
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

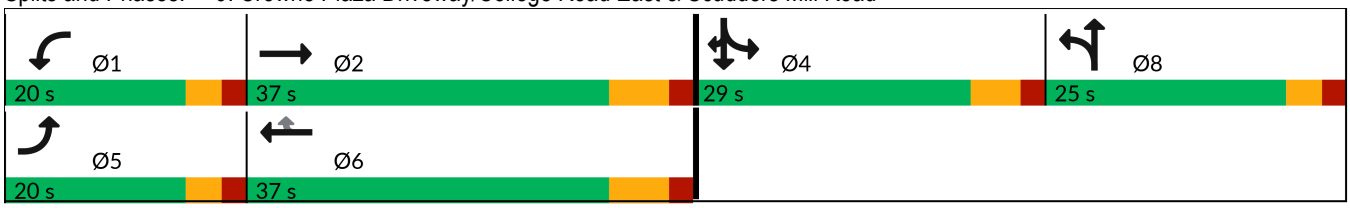


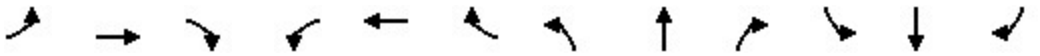
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	8.0	39.6	68.8	6.3	31.2	31.2		6.3		12.3	12.3	12.3
Actuated g/C Ratio	0.12	0.58	1.00	0.09	0.45	0.45		0.09		0.18	0.18	0.18
v/c Ratio	0.36	0.61	0.00	0.08	0.44	0.19		0.10		0.59	0.60	0.15
Control Delay (s/veh)	36.7	14.4	0.0	36.2	17.0	4.4		26.8		36.2	36.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	36.7	14.4	0.0	36.2	17.0	4.4		26.8		36.2	36.5	0.8
LOS	D	B	A	D	B	A		C		D	D	A
Approach Delay (s/veh)		15.6			15.1			26.8			31.2	
Approach LOS		B			B			C			C	
90th %ile Green (s)	11.5	35.0		6.5	30.0	30.0	6.4	6.4		20.1	20.1	20.1
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	9.2	44.2		0.0	30.0	30.0	0.0	0.0		15.2	15.2	15.2
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	7.3	42.3		0.0	30.0	30.0	0.0	0.0		11.5	11.5	11.5
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	6.2	41.2		0.0	30.0	30.0	0.0	0.0		9.7	9.7	9.7
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.8	6.8	6.8
10th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
Stops (vph)	64	701	0	15	453	18		12		147	149	0
Fuel Used(gal)	2	28	0	0	18	2		0		9	10	2
CO Emissions (g/hr)	164	1960	4	34	1264	157		16		659	671	159
NOx Emissions (g/hr)	32	381	1	7	246	30		3		128	130	31
VOC Emissions (g/hr)	38	454	1	8	293	36		4		153	155	37
Dilemma Vehicles (#)	0	74	0	0	49	0		1		0	9	0
Queue Length 50th (ft)	29	130	0	5	100	0		3		72	73	0
Queue Length 95th (ft)	83	#490	0	25	237	40		24		163	166	0
Internal Link Dist (ft)		532			1918			364			583	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	408	2055	1615	408	1619	805		528		589	591	640
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.18	0.61	0.00	0.03	0.44	0.19		0.03		0.30	0.31	0.10

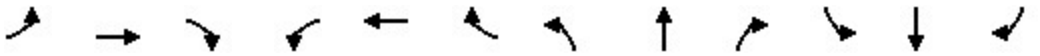
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 68.8			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay (s/veh): 18.0		Intersection LOS: B	
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 91			
70th %ile Actuated Cycle: 72.4			
50th %ile Actuated Cycle: 66.8			
30th %ile Actuated Cycle: 63.9			
10th %ile Actuated Cycle: 49.8			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	665	14	10	619	80	23	5	12	95	2	14
Future Volume (vph)	3	665	14	10	619	80	23	5	12	95	2	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	25			25			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.960				0.850
Flt Protected	0.950			0.950				0.972		0.950	0.954	
Satd. Flow (prot)	1805	3574	1509	1805	3574	1583	0	1732	0	1681	1690	1615
Flt Permitted	0.950			0.950				0.972		0.950	0.954	
Satd. Flow (perm)	1805	3574	1509	1805	3574	1583	0	1732	0	1681	1690	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			128		12				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		613			1998			442			664	
Travel Time (s)		8.4			27.2			8.6			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	7%	0%	1%	2%	4%	0%	0%	2%	0%	0%
Adj. Flow (vph)	3	686	14	10	638	82	24	5	12	98	2	14
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	3	686	14	10	638	82	0	41	0	50	50	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	custom	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

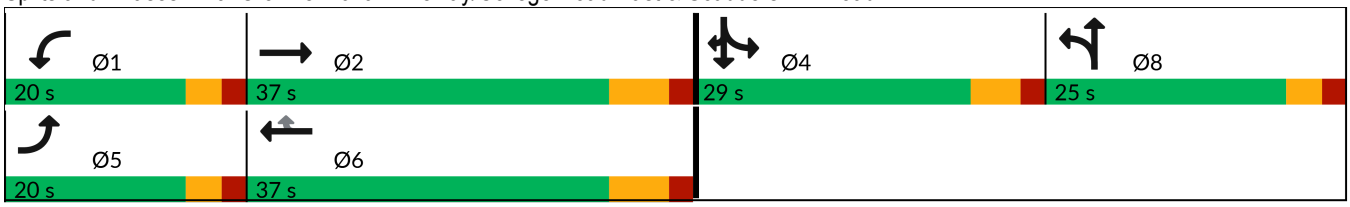


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6	8					
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	6.2	35.7	57.4	6.2	35.7	35.7		6.5		6.9	6.9	6.9
Actuated g/C Ratio	0.11	0.62	1.00	0.11	0.62	0.62		0.11		0.12	0.12	0.12
v/c Ratio	0.02	0.31	0.01	0.05	0.29	0.08		0.20		0.25	0.25	0.04
Control Delay (s/veh)	29.0	9.5	0.0	28.9	9.3	1.4		23.9		29.3	29.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	29.0	9.5	0.0	28.9	9.3	1.4		23.9		29.3	29.3	0.3
LOS	C	A	A	C	A	A		C		C	C	A
Approach Delay (s/veh)		9.4			8.7			23.9			25.7	
Approach LOS		A			A			C			C	
90th %ile Green (s)	6.0	30.0		6.0	30.0	30.0	7.8	7.8		9.0	9.0	9.0
90th %ile Term Code	Min	Max		Min	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	6.1	6.1		7.0	7.0	7.0
70th %ile Term Code	Skip	Max		Skip	Max	Max	Gap	Gap		Gap	Gap	Gap
50th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.2	6.2	6.2
50th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
30th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Min	Min	Min
10th %ile Green (s)	0.0	45.0		0.0	45.0	45.0	0.0	0.0		0.0	0.0	0.0
10th %ile Term Code	Skip	Dwell		Skip	Dwell	Dwell	Skip	Skip		Skip	Skip	Skip
Stops (vph)	5	324	0	13	296	4		30		43	43	0
Fuel Used(gal)	0	14	0	0	14	1		1		3	3	1
CO Emissions (g/hr)	9	962	11	27	948	77		38		179	179	38
NOx Emissions (g/hr)	2	187	2	5	184	15		7		35	35	7
VOC Emissions (g/hr)	2	223	3	6	220	18		9		41	41	9
Dilemma Vehicles (#)	0	50	0	0	47	0		2		0	3	0
Queue Length 50th (ft)	1	41	0	3	37	0		8		13	13	0
Queue Length 95th (ft)	9	171	0	19	157	11		41		55	55	0
Internal Link Dist (ft)		533			1918			362			584	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	484	2222	1509	484	2222	1032		628		692	696	746
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

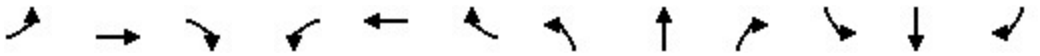
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.01	0.31	0.01	0.02	0.29	0.08		0.07		0.07	0.07	0.02

Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 57.4			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.31			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 75.8			
70th %ile Actuated Cycle: 61.1			
50th %ile Actuated Cycle: 49.2			
30th %ile Actuated Cycle: 49			
10th %ile Actuated Cycle: 52			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	531	6	1	1327	455	9	2	3	251	0	104
Future Volume (vph)	39	531	6	1	1327	455	9	2	3	251	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.971				0.850
Flt Protected	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	1788	0	1603	1603	1615
Flt Permitted	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	1788	0	1603	1603	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			342		3				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		613			1998			442			664	
Travel Time (s)		8.4			27.2			8.6			11.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	41	559	6	1	1397	479	9	2	3	264	0	109
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	41	559	6	1	1397	479	0	14	0	132	132	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	L NA	Left	R NA	L NA	L NA	R NA	L NA	Left	R NA
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

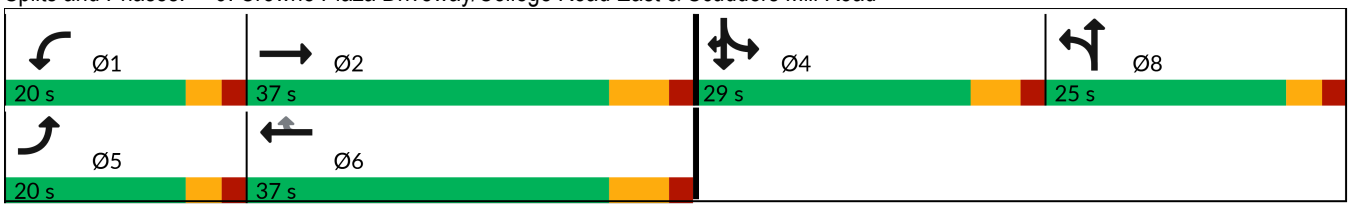


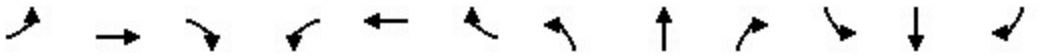
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	6.8	35.9	62.5	6.2	31.2	31.2		6.3		9.7	9.7	9.7
Actuated g/C Ratio	0.11	0.57	1.00	0.10	0.50	0.50		0.10		0.16	0.16	0.16
v/c Ratio	0.21	0.28	0.00	0.01	0.79	0.49		0.08		0.53	0.53	0.30
Control Delay (s/veh)	32.8	9.4	0.0	33.0	21.3	6.8		29.7		34.9	34.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.8	9.4	0.0	33.0	21.3	6.8		29.7		34.9	34.9	5.9
LOS	C	A	A	C	C	A		C		C	C	A
Approach Delay (s/veh)		10.9			17.6			29.7			26.4	
Approach LOS		B			B			C			C	
90th %ile Green (s)	8.6	32.6		6.0	30.0	30.0	6.3	6.3		15.6	15.6	15.6
90th %ile Term Code	Gap	Hold		Min	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	6.7	41.7		0.0	30.0	30.0	0.0	0.0		11.2	11.2	11.2
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	6.0	41.0		0.0	30.0	30.0	0.0	0.0		9.6	9.6	9.6
50th %ile Term Code	Min	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		7.4	7.4	7.4
30th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Min	Min	Min
Stops (vph)	36	250	0	3	915	106		14		106	106	11
Fuel Used(gal)	1	11	0	0	37	8		0		7	7	4
CO Emissions (g/hr)	88	759	5	5	2559	561		16		471	471	296
NOx Emissions (g/hr)	17	148	1	1	498	109		3		92	92	58
VOC Emissions (g/hr)	20	176	1	1	593	130		4		109	109	69
Dilemma Vehicles (#)	0	37	0	0	102	0		1		0	7	0
Queue Length 50th (ft)	15	40	0	0	233	29		4		50	50	0
Queue Length 95th (ft)	50	152	0	6	#573	143		23		121	121	28
Internal Link Dist (ft)		533			1918			362			584	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	450	1977	1615	450	1765	968		596		612	612	702
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.09	0.28	0.00	0.00	0.79	0.49		0.02		0.22	0.22	0.16

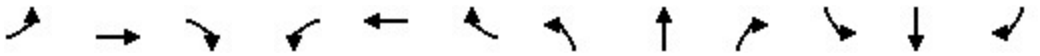
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 62.5			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 17.4		Intersection LOS: B	
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 83.5			
70th %ile Actuated Cycle: 65.9			
50th %ile Actuated Cycle: 63.6			
30th %ile Actuated Cycle: 50.4			
10th %ile Actuated Cycle: 49			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1215	5	13	690	236	5	2	9	474	3	62
Future Volume (vph)	77	1215	5	13	690	236	5	2	9	474	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.924				0.850
Flt Protected	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1599	0	1729	0	1698	1703	1583
Flt Permitted	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1599	0	1729	0	1698	1703	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			243		9				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		611			1998			443			663	
Travel Time (s)		8.3			27.2			8.6			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	79	1253	5	13	711	243	5	2	9	489	3	64
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	79	1253	5	13	711	243	0	16	0	244	248	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	L NA	Left	R NA	L NA	L NA	R NA	L NA	Left	R NA
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

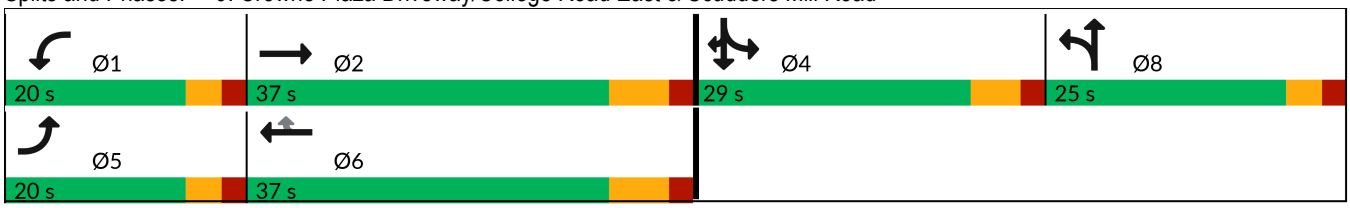


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	8.2	39.8	72.3	6.3	31.2	31.2		6.3		15.5	15.5	15.5
Actuated g/C Ratio	0.11	0.55	1.00	0.09	0.43	0.43		0.09		0.21	0.21	0.21
v/c Ratio	0.38	0.64	0.00	0.08	0.46	0.29		0.10		0.67	0.68	0.14
Control Delay (s/veh)	39.2	16.4	0.0	38.3	19.0	4.2		28.1		37.4	37.8	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	39.2	16.4	0.0	38.3	19.0	4.2		28.1		37.4	37.8	0.7
LOS	D	B	A	D	B	A		C		D	D	A
Approach Delay (s/veh)		17.7			15.6			28.1			33.3	
Approach LOS		B			B			C			C	
90th %ile Green (s)	11.8	35.3		6.5	30.0	30.0	6.4	6.4		23.0	23.0	23.0
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	9.7	44.7		0.0	30.0	30.0	0.0	0.0		20.8	20.8	20.8
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	7.7	42.7		0.0	30.0	30.0	0.0	0.0		14.8	14.8	14.8
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	6.4	41.4		0.0	30.0	30.0	0.0	0.0		12.4	12.4	12.4
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		8.5	8.5	8.5
10th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
Stops (vph)	67	738	0	15	473	25		12		202	205	0
Fuel Used(gal)	3	29	0	0	19	4		0		13	13	2
CO Emissions (g/hr)	176	2033	4	35	1306	250		16		903	919	167
NOx Emissions (g/hr)	34	396	1	7	254	49		3		176	179	33
VOC Emissions (g/hr)	41	471	1	8	303	58		4		209	213	39
Dilemma Vehicles (#)	0	70	0	0	47	0		1		0	13	0
Queue Length 50th (ft)	33	154	0	5	112	0		3		103	105	0
Queue Length 95th (ft)	88	#516	0	26	249	52		24		220	223	0
Internal Link Dist (ft)		531			1918			363			583	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	389	1967	1615	389	1542	828		503		561	563	616
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

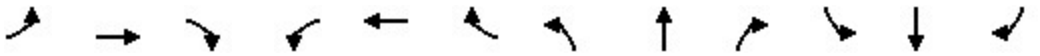
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.20	0.64	0.00	0.03	0.46	0.29		0.03		0.43	0.44	0.10

Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 72.3			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 20.0		Intersection LOS: C	
Intersection Capacity Utilization 73.5%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 94.2			
70th %ile Actuated Cycle: 78.5			
50th %ile Actuated Cycle: 70.5			
30th %ile Actuated Cycle: 66.8			
10th %ile Actuated Cycle: 51.5			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	665	14	10	619	224	23	5	12	219	2	18
Future Volume (vph)	8	665	14	10	619	224	23	5	12	219	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.960				0.850
Flt Protected	0.950			0.950				0.972		0.950	0.953	
Satd. Flow (prot)	1805	3574	1509	1805	3574	1583	0	1732	0	1681	1687	1615
Flt Permitted	0.950			0.950				0.972		0.950	0.953	
Satd. Flow (perm)	1805	3574	1509	1805	3574	1583	0	1732	0	1681	1687	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			231		12				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		613			1998			442			664	
Travel Time (s)		8.4			27.2			8.6			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	7%	0%	1%	2%	4%	0%	0%	2%	0%	0%
Adj. Flow (vph)	8	686	14	10	638	231	24	5	12	226	2	19
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	8	686	14	10	638	231	0	41	0	113	115	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	custom	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

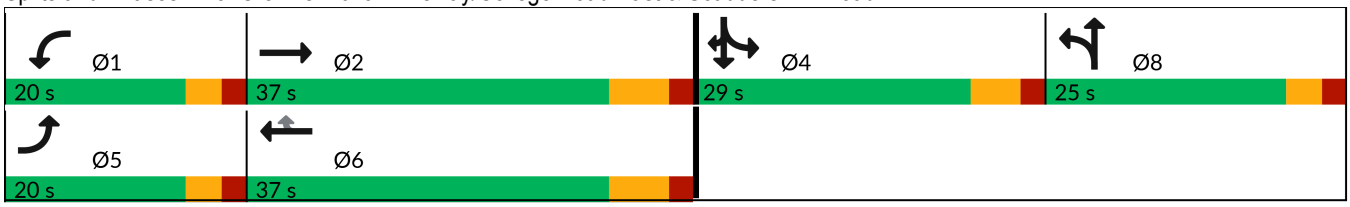


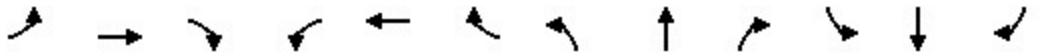
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6	8					
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	6.2	31.1	61.3	6.2	31.1	31.1		6.6		8.8	8.8	8.8
Actuated g/C Ratio	0.10	0.51	1.00	0.10	0.51	0.51		0.11		0.14	0.14	0.14
v/c Ratio	0.04	0.38	0.01	0.05	0.35	0.25		0.21		0.47	0.48	0.05
Control Delay (s/veh)	31.6	12.6	0.0	31.7	12.4	3.2		26.1		33.3	33.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	31.6	12.6	0.0	31.7	12.4	3.2		26.1		33.3	33.5	0.3
LOS	C	B	A	C	B	A		C		C	C	A
Approach Delay (s/veh)		12.5			10.2			26.1			30.9	
Approach LOS		B			B			C			C	
90th %ile Green (s)	6.0	30.0		6.0	30.0	30.0	8.1	8.1		13.6	13.6	13.6
90th %ile Term Code	Min	Max		Min	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	6.3	6.3		9.9	9.9	9.9
70th %ile Term Code	Skip	Max		Skip	Max	Max	Gap	Gap		Gap	Gap	Gap
50th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	6.0	6.0		8.6	8.6	8.6
50th %ile Term Code	Skip	Max		Skip	Max	Max	Min	Min		Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.8	6.8	6.8
30th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Min	Min	Min
Stops (vph)	10	387	0	13	354	23		29		93	95	0
Fuel Used(gal)	0	15	0	0	15	3		1		6	6	1
CO Emissions (g/hr)	21	1061	11	27	1037	233		39		412	420	49
NOx Emissions (g/hr)	4	206	2	5	202	45		8		80	82	9
VOC Emissions (g/hr)	5	246	3	6	240	54		9		96	97	11
Dilemma Vehicles (#)	0	54	0	0	50	0		2		0	6	0
Queue Length 50th (ft)	3	82	0	4	75	0		10		42	43	0
Queue Length 95th (ft)	17	190	0	20	174	43		43		105	107	0
Internal Link Dist (ft)		533			1918			362			584	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	457	1810	1509	457	1810	915		592		653	655	711
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.38	0.01	0.02	0.35	0.25		0.07		0.17	0.18	0.03

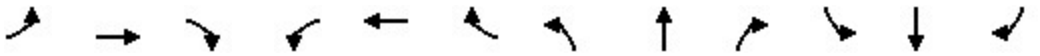
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 61.3			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 14.1		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 80.7			
70th %ile Actuated Cycle: 64.2			
50th %ile Actuated Cycle: 62.6			
30th %ile Actuated Cycle: 49.8			
10th %ile Actuated Cycle: 49			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	531	6	1	1327	400	9	2	3	228	0	102
Future Volume (vph)	38	531	6	1	1327	400	9	2	3	228	0	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.971				0.850
Flt Protected	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (prot)	1805	3438	1615	1805	3539	1599	0	1788	0	1603	1603	1615
Flt Permitted	0.950			0.950				0.969		0.950	0.950	
Satd. Flow (perm)	1805	3438	1615	1805	3539	1599	0	1788	0	1603	1603	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			300		3				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		613			1998			442			664	
Travel Time (s)		8.4			27.2			8.6			11.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	5%	0%	0%	2%	1%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	40	559	6	1	1397	421	9	2	3	240	0	107
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	40	559	6	1	1397	421	0	14	0	120	120	107
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	L NA	Left	R NA	L NA	L NA	R NA	L NA	Left	R NA
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

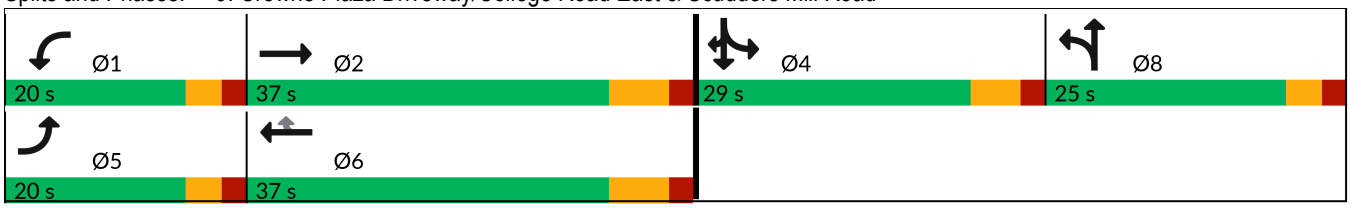


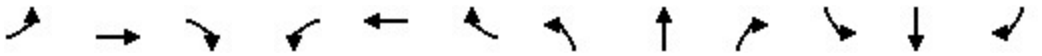
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	6.7	33.7	59.7	6.2	31.2	31.2		6.3		9.3	9.3	9.3
Actuated g/C Ratio	0.11	0.56	1.00	0.10	0.52	0.52		0.11		0.16	0.16	0.16
v/c Ratio	0.20	0.29	0.00	0.01	0.76	0.43		0.07		0.48	0.48	0.29
Control Delay (s/veh)	31.2	9.4	0.0	32.0	18.7	6.0		28.6		32.3	32.3	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	31.2	9.4	0.0	32.0	18.7	6.0		28.6		32.3	32.3	5.6
LOS	C	A	A	C	B	A		C		C	C	A
Approach Delay (s/veh)		10.7			15.8			28.6			24.1	
Approach LOS		B			B			C			C	
90th %ile Green (s)	8.4	32.4		6.0	30.0	30.0	6.2	6.2		14.6	14.6	14.6
90th %ile Term Code	Gap	Hold		Min	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	6.6	41.6		0.0	30.0	30.0	0.0	0.0		10.6	10.6	10.6
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		9.1	9.1	9.1
50th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		7.1	7.1	7.1
30th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Min	Min	Min
Stops (vph)	36	256	0	3	863	86		14		96	96	10
Fuel Used(gal)	1	11	0	0	35	7		0		6	6	4
CO Emissions (g/hr)	85	765	5	5	2455	480		16		425	425	290
NOx Emissions (g/hr)	17	149	1	1	478	93		3		83	83	56
VOC Emissions (g/hr)	20	177	1	1	569	111		4		99	99	67
Dilemma Vehicles (#)	0	41	0	0	107	0		1		0	7	0
Queue Length 50th (ft)	11	39	0	0	136	15		3		34	34	0
Queue Length 95th (ft)	49	149	0	5	#559	121		23		111	111	27
Internal Link Dist (ft)		533			1918			362			584	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	471	1938	1615	471	1848	978		624		641	641	729
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.08	0.29	0.00	0.00	0.76	0.43		0.02		0.19	0.19	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 59.7			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 15.8		Intersection LOS: B	
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 82.2			
70th %ile Actuated Cycle: 65.2			
50th %ile Actuated Cycle: 52.1			
30th %ile Actuated Cycle: 50.1			
10th %ile Actuated Cycle: 49			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





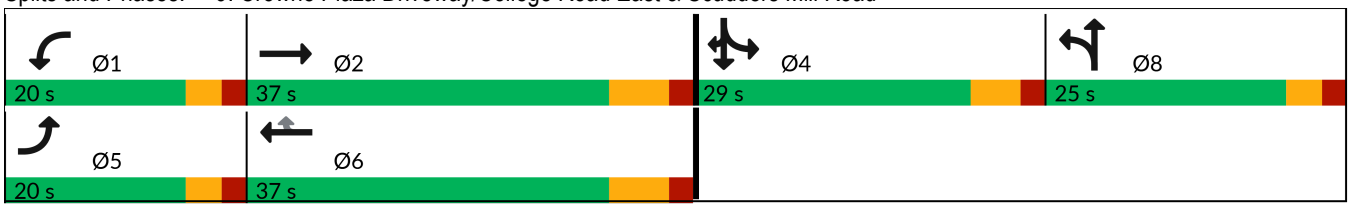
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	1215	5	13	690	215	5	2	9	430	3	62
Future Volume (vph)	76	1215	5	13	690	215	5	2	9	430	3	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.924				0.850
Flt Protected	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (prot)	1805	3574	1615	1805	3574	1599	0	1729	0	1698	1703	1583
Flt Permitted	0.950			0.950				0.985		0.950	0.953	
Satd. Flow (perm)	1805	3574	1615	1805	3574	1599	0	1729	0	1698	1703	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			222		9				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		611			1998			443			663	
Travel Time (s)		8.3			27.2			8.6			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	0%	0%	1%	1%	0%	0%	0%	1%	0%	2%
Adj. Flow (vph)	78	1253	5	13	711	222	5	2	9	443	3	64
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	78	1253	5	13	711	222	0	16	0	221	225	64
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	L NA	Left	Right	L NA	Left	R NA	L NA	L NA	R NA	L NA	Left	R NA
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

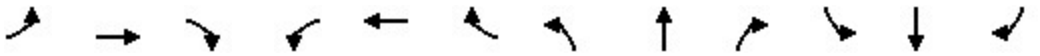
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6						
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	8.2	39.8	71.0	6.3	31.2	31.2		6.3		14.2	14.2	14.2
Actuated g/C Ratio	0.12	0.56	1.00	0.09	0.44	0.44		0.09		0.20	0.20	0.20
v/c Ratio	0.38	0.63	0.00	0.08	0.45	0.27		0.10		0.65	0.66	0.15
Control Delay (s/veh)	38.3	15.7	0.0	37.7	18.3	4.2		28.0		37.1	37.5	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	38.3	15.7	0.0	37.7	18.3	4.2		28.0		37.1	37.5	0.7
LOS	D	B	A	D	B	A		C		D	D	A
Approach Delay (s/veh)		17.0			15.3			28.0			32.7	
Approach LOS		B			B			C			C	
90th %ile Green (s)	11.7	35.2		6.5	30.0	30.0	6.4	6.4		23.0	23.0	23.0
90th %ile Term Code	Gap	Hold		Gap	Max	Max	Gap	Gap		Max	Max	Max
70th %ile Green (s)	9.5	44.5		0.0	30.0	30.0	0.0	0.0		18.0	18.0	18.0
70th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
50th %ile Green (s)	7.6	42.6		0.0	30.0	30.0	0.0	0.0		13.5	13.5	13.5
50th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	6.4	41.4		0.0	30.0	30.0	0.0	0.0		11.3	11.3	11.3
30th %ile Term Code	Gap	Hold		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		7.7	7.7	7.7
10th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
Stops (vph)	67	719	0	15	465	23		12		180	184	0
Fuel Used(gal)	2	29	0	0	18	3		0		12	12	2
CO Emissions (g/hr)	173	2001	4	35	1290	228		16		813	829	168
NOx Emissions (g/hr)	34	389	1	7	251	44		3		158	161	33
VOC Emissions (g/hr)	40	464	1	8	299	53		4		188	192	39
Dilemma Vehicles (#)	0	72	0	0	48	0		1		0	12	0
Queue Length 50th (ft)	31	144	0	5	107	0		3		92	93	0
Queue Length 95th (ft)	88	#516	0	26	249	50		24		198	202	0
Internal Link Dist (ft)		531			1918			363			583	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	396	2002	1615	396	1571	827		513		572	574	625
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.20	0.63	0.00	0.03	0.45	0.27		0.03		0.39	0.39	0.10

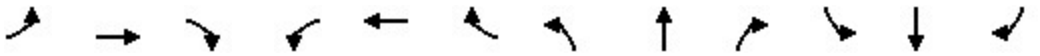
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 71			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 19.3		Intersection LOS: B	
Intersection Capacity Utilization 72.2%		ICU Level of Service C	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 94.1			
70th %ile Actuated Cycle: 75.5			
50th %ile Actuated Cycle: 69.1			
30th %ile Actuated Cycle: 65.7			
10th %ile Actuated Cycle: 50.7			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	665	14	10	619	176	23	5	12	184	2	18
Future Volume (vph)	7	665	14	10	619	176	23	5	12	184	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		170	75		270	0		0	100		0
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	100			50			25			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850		0.960				0.850
Flt Protected	0.950			0.950				0.972		0.950	0.953	
Satd. Flow (prot)	1805	3574	1509	1805	3574	1583	0	1732	0	1681	1687	1615
Flt Permitted	0.950			0.950				0.972		0.950	0.953	
Satd. Flow (perm)	1805	3574	1509	1805	3574	1583	0	1732	0	1681	1687	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			197			181		12				138
Link Speed (mph)		50			50			35			40	
Link Distance (ft)		613			1998			442			664	
Travel Time (s)		8.4			27.2			8.6			11.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	1%	7%	0%	1%	2%	4%	0%	0%	2%	0%	0%
Adj. Flow (vph)	7	686	14	10	638	181	24	5	12	190	2	19
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	7	686	14	10	638	181	0	41	0	97	95	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			17			11			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Free	Prot	NA	Perm	custom	NA		Split	NA	Prot
Protected Phases	5	2		1	6		8	8		4	4	4

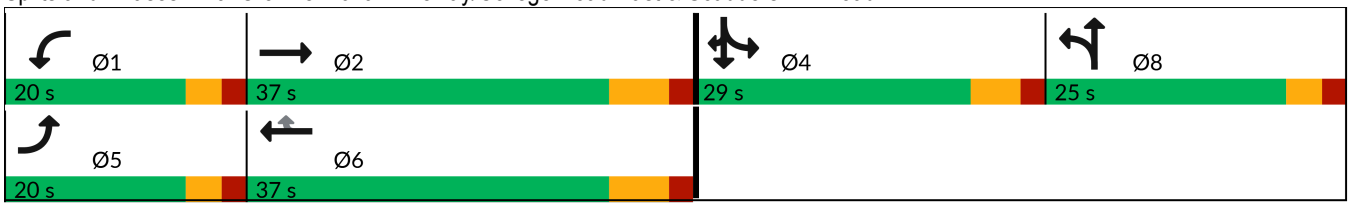


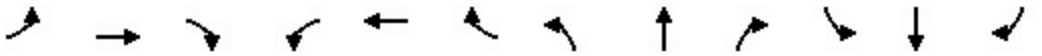
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			Free			6	8					
Detector Phase	5	2		1	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	6.0	30.0		6.0	30.0	30.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.0	37.0		11.0	37.0	37.0	11.0	11.0		12.0	12.0	12.0
Total Split (s)	20.0	37.0		20.0	37.0	37.0	25.0	25.0		29.0	29.0	29.0
Total Split (%)	18.0%	33.3%		18.0%	33.3%	33.3%	22.5%	22.5%		26.1%	26.1%	26.1%
Maximum Green (s)	15.0	30.0		15.0	30.0	30.0	20.0	20.0		23.0	23.0	23.0
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	3.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0	7.0		5.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
Act Effct Green (s)	6.2	33.6	61.1	6.2	33.6	33.6		6.5		8.3	8.3	8.3
Actuated g/C Ratio	0.10	0.55	1.00	0.10	0.55	0.55		0.11		0.14	0.14	0.14
v/c Ratio	0.04	0.35	0.01	0.05	0.33	0.19		0.21		0.43	0.41	0.06
Control Delay (s/veh)	30.3	10.9	0.0	30.3	10.7	3.2		25.0		31.6	31.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay (s/veh)	30.3	10.9	0.0	30.3	10.7	3.2		25.0		31.6	31.3	0.3
LOS	C	B	A	C	B	A		C		C	C	A
Approach Delay (s/veh)		10.9			9.3			25.0			28.6	
Approach LOS		B			A			C			C	
90th %ile Green (s)	6.0	30.0		6.0	30.0	30.0	8.0	8.0		12.3	12.3	12.3
90th %ile Term Code	Min	Max		Min	Max	Max	Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	6.2	6.2		9.1	9.1	9.1
70th %ile Term Code	Skip	Max		Skip	Max	Max	Gap	Gap		Gap	Gap	Gap
50th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		7.9	7.9	7.9
50th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0		6.4	6.4	6.4
30th %ile Term Code	Skip	Max		Skip	Max	Max	Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	0.0	43.7		0.0	43.7	43.7	0.0	0.0		6.0	6.0	6.0
10th %ile Term Code	Skip	Dwell		Skip	Dwell	Dwell	Skip	Skip		Min	Min	Min
Stops (vph)	9	359	0	13	330	19		29		79	78	0
Fuel Used(gal)	0	15	0	0	14	3		1		5	5	1
CO Emissions (g/hr)	18	1015	11	27	997	184		38		349	342	49
NOx Emissions (g/hr)	4	198	2	5	194	36		7		68	67	9
VOC Emissions (g/hr)	4	235	3	6	231	43		9		81	79	11
Dilemma Vehicles (#)	0	55	0	0	51	0		2		0	6	0
Queue Length 50th (ft)	2	46	0	3	42	0		8		27	27	0
Queue Length 95th (ft)	15	184	0	20	170	38		43		92	91	0
Internal Link Dist (ft)		533			1918			362			584	
Turn Bay Length (ft)	165		170	75		270				100		
Base Capacity (vph)	456	1962	1509	456	1962	951		591		651	653	710
Starvation Cap Reductn	0	0	0	0	0	0		0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.35	0.01	0.02	0.33	0.19		0.07		0.15	0.15	0.03

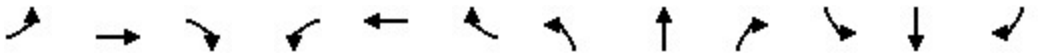
Intersection Summary			
Area Type:	Other		
Cycle Length: 111			
Actuated Cycle Length: 61.1			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 12.6		Intersection LOS: B	
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 79.3			
70th %ile Actuated Cycle: 63.3			
50th %ile Actuated Cycle: 50.9			
30th %ile Actuated Cycle: 49.4			
10th %ile Actuated Cycle: 62.7			

Splits and Phases: 9: Crowne Plaza Driveway/College Road East & Scudders Mill Road





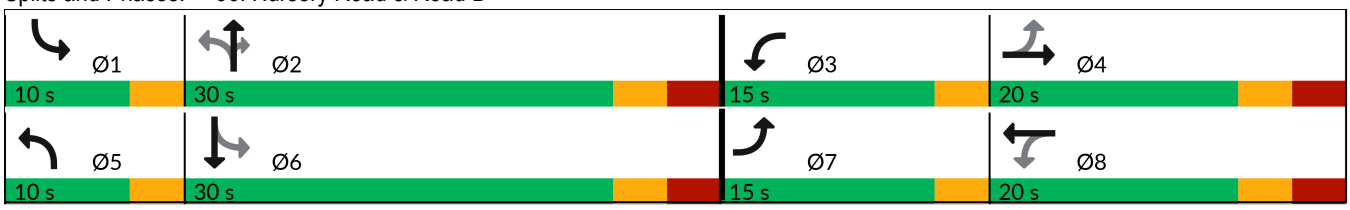
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	4	83	106	13	0	45	53	197	1	66	0
Future Volume (vph)	1	4	83	106	13	0	45	53	197	1	66	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	75		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	40			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.856							0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1626	0	1805	1900	0	1805	1900	1615	1805	1900	0
Flt Permitted	0.976			0.588			0.654			0.719		
Satd. Flow (perm)	1854	1626	0	1117	1900	0	1243	1900	1615	1366	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90							214			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		443			537			583			208	
Travel Time (s)		8.6			10.5			11.4			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	4	90	115	14	0	49	58	214	1	72	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	94	0	115	14	0	49	58	214	1	72	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		

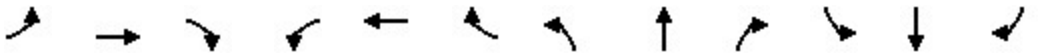


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	11.0		8.0	11.0		8.0	24.0	24.0	8.0	24.0	
Total Split (s)	15.0	20.0		15.0	20.0		10.0	30.0	30.0	10.0	30.0	
Total Split (%)	20.0%	26.7%		20.0%	26.7%		13.3%	40.0%	40.0%	13.3%	40.0%	
Maximum Green (s)	12.0	14.0		12.0	14.0		7.0	24.0	24.0	7.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0	6.0	3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Act Effct Green (s)	10.0	5.9		12.4	9.7		19.3	18.6	18.6	18.3	17.0	
Actuated g/C Ratio	0.30	0.17		0.37	0.29		0.57	0.55	0.55	0.54	0.50	
v/c Ratio	0.00	0.26		0.21	0.03		0.06	0.06	0.22	0.00	0.08	
Control Delay (s/veh)	7.0	8.0		8.0	12.0		7.7	12.3	3.8	8.0	14.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.0	8.0		8.0	12.0		7.7	12.3	3.8	8.0	14.9	
LOS	A	A		A	B		A	B	A	A	B	
Approach Delay (s/veh)		8.0			8.4			5.9			14.8	
Approach LOS		A			A			A			B	
90th %ile Green (s)	5.0	7.2		8.0	10.2		6.5	9.6	9.6	5.0	8.1	
90th %ile Term Code	Min	Gap		Gap	Hold		Gap	Hold	Hold	Min	Gap	
70th %ile Green (s)	0.0	5.5		6.8	15.3		6.0	15.7	15.7	0.0	6.7	
70th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Hold	Hold	Skip	Gap	
50th %ile Green (s)	0.0	5.0		5.5	13.5		0.0	5.9	5.9	0.0	5.9	
50th %ile Term Code	Skip	Min		Gap	Hold		Skip	Hold	Hold	Skip	Gap	
30th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	14.7	14.7	0.0	14.7	
30th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell	Dwell	Skip	Dwell	
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	20.0	20.0	0.0	20.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Dwell	Dwell	Skip	Dwell	
Stops (vph)	2	27		55	12		27	39	34	2	53	
Fuel Used(gal)	0	1		1	0		0	1	1	0	1	
CO Emissions (g/hr)	1	43		70	12		32	45	86	1	62	
NOx Emissions (g/hr)	0	8		14	2		6	9	17	0	12	
VOC Emissions (g/hr)	0	10		16	3		8	11	20	0	14	
Dilemma Vehicles (#)	0	8		0	1		0	4	0	0	5	
Queue Length 50th (ft)	0	1		8	1		6	8	0	0	10	
Queue Length 95th (ft)	2	31		40	14		21	36	42	2	45	
Internal Link Dist (ft)		363			457			503			128	
Turn Bay Length (ft)	120			120			75			100		
Base Capacity (vph)	885	790		813	877		840	1424	1264	862	1424	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.00	0.12		0.14	0.02		0.06	0.04	0.17	0.00	0.05	

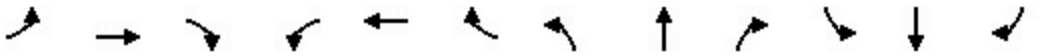
Intersection Summary		
Area Type:	Other	
Cycle Length: 75		
Actuated Cycle Length: 33.8		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.26		
Intersection Signal Delay (s/veh): 7.8		Intersection LOS: A
Intersection Capacity Utilization 35.0%		ICU Level of Service A
Analysis Period (min) 15		
90th %ile Actuated Cycle: 47.8		
70th %ile Actuated Cycle: 43		
50th %ile Actuated Cycle: 31.4		
30th %ile Actuated Cycle: 20.7		
10th %ile Actuated Cycle: 26		

Splits and Phases: 36: Nursery Road & Road D





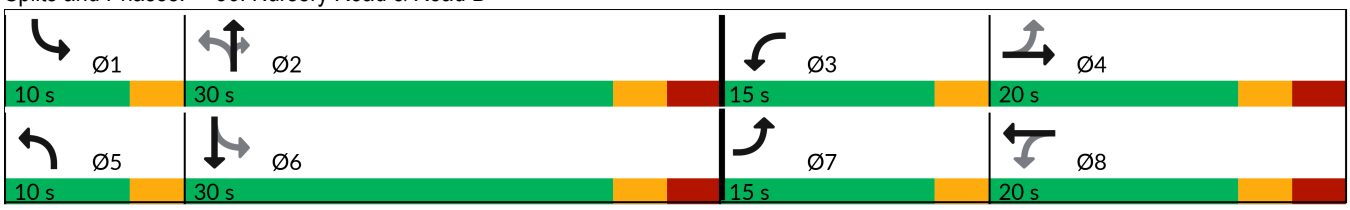
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	81	276	6	0	65	110	216	1	98	0
Future Volume (vph)	1	8	81	276	6	0	65	110	216	1	98	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	75		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	40			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.864							0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1642	0	1805	1900	0	1805	1900	1615	1805	1900	0
Flt Permitted				0.667			0.556			0.680		
Satd. Flow (perm)	1900	1642	0	1267	1900	0	1056	1900	1615	1292	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88							235			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		443			537			583			208	
Travel Time (s)		8.6			10.5			11.4			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	9	88	300	7	0	71	120	235	1	107	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	97	0	300	7	0	71	120	235	1	107	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		

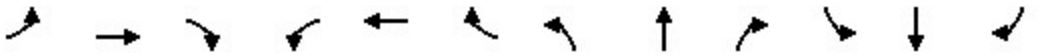


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	11.0		8.0	11.0		8.0	24.0	24.0	8.0	24.0	
Total Split (s)	15.0	20.0		15.0	20.0		10.0	30.0	30.0	10.0	30.0	
Total Split (%)	20.0%	26.7%		20.0%	26.7%		13.3%	40.0%	40.0%	13.3%	40.0%	
Maximum Green (s)	12.0	14.0		12.0	14.0		7.0	24.0	24.0	7.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0	6.0	3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Act Effct Green (s)	10.0	6.1		16.2	11.7		17.4	13.0	13.0	15.3	9.6	
Actuated g/C Ratio	0.25	0.15		0.40	0.29		0.43	0.32	0.32	0.38	0.24	
v/c Ratio	0.00	0.30		0.47	0.01		0.12	0.20	0.35	0.00	0.24	
Control Delay (s/veh)	8.0	9.9		11.2	12.3		9.4	14.3	4.7	9.0	19.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	8.0	9.9		11.2	12.3		9.4	14.3	4.7	9.0	19.3	
LOS	A	A		B	B		A	B	A	A	B	
Approach Delay (s/veh)		9.9			11.2			8.2			19.2	
Approach LOS		A			B			A			B	
90th %ile Green (s)	5.0	7.8		12.0	14.8		7.0	12.1	12.1	5.0	10.1	
90th %ile Term Code	Min	Gap		Max	Hold		Max	Hold	Hold	Min	Gap	
70th %ile Green (s)	0.0	5.9		11.3	20.2		6.9	18.1	18.1	0.0	8.2	
70th %ile Term Code	Skip	Gap		Gap	Hold		Gap	Hold	Hold	Skip	Gap	
50th %ile Green (s)	0.0	5.0		9.4	17.4		5.9	15.8	15.8	0.0	6.9	
50th %ile Term Code	Skip	Min		Gap	Hold		Gap	Hold	Hold	Skip	Gap	
30th %ile Green (s)	0.0	0.0		8.0	5.0		0.0	5.9	5.9	0.0	5.9	
30th %ile Term Code	Skip	Skip		Hold	Hold		Skip	Hold	Hold	Skip	Gap	
10th %ile Green (s)	0.0	0.0		8.0	5.0		0.0	12.4	12.4	0.0	12.4	
10th %ile Term Code	Skip	Skip		Hold	Hold		Skip	Dwell	Dwell	Skip	Dwell	
Stops (vph)	2	28		161	7		37	75	33	2	79	
Fuel Used(gal)	0	1		3	0		1	1	1	0	1	
CO Emissions (g/hr)	1	47		204	6		47	94	95	1	99	
NOx Emissions (g/hr)	0	9		40	1		9	18	19	0	19	
VOC Emissions (g/hr)	0	11		47	1		11	22	22	0	23	
Dilemma Vehicles (#)	0	7		0	0		0	9	0	0	8	
Queue Length 50th (ft)	0	2		47	1		11	21	0	0	26	
Queue Length 95th (ft)	2	36		104	9		32	70	45	2	67	
Internal Link Dist (ft)		363			457			503			128	
Turn Bay Length (ft)	120			120			75			100		
Base Capacity (vph)	806	688		764	814		598	1239	1135	619	1239	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.00	0.14		0.39	0.01		0.12	0.10	0.21	0.00	0.09	

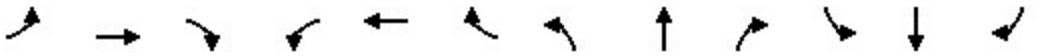
Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 40.5			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 54.9			
70th %ile Actuated Cycle: 50.3			
50th %ile Actuated Cycle: 45.2			
30th %ile Actuated Cycle: 22.9			
10th %ile Actuated Cycle: 29.4			

Splits and Phases: 36: Nursery Road & Road D





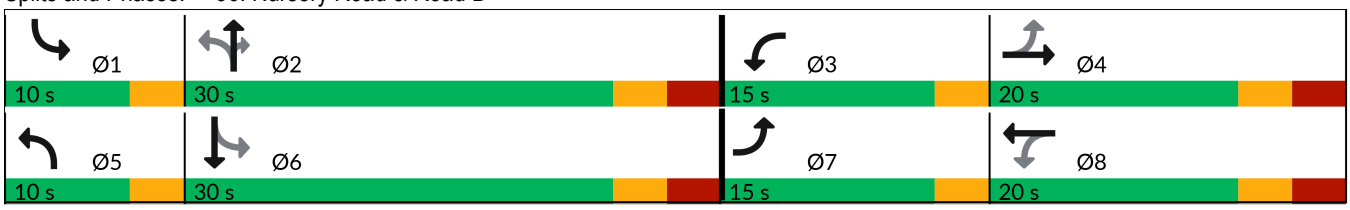
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	9	124	283	9	0	111	154	310	1	141	0
Future Volume (vph)	1	9	124	283	9	0	111	154	310	1	141	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	75		0	100		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	40			40			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.860							0.850			
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1634	0	1805	1900	0	1805	1900	1615	1805	1900	0
Flt Permitted	0.784			0.494			0.522			0.651		
Satd. Flow (perm)	1490	1634	0	939	1900	0	992	1900	1615	1237	1900	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		135							337			
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		443			537			583			208	
Travel Time (s)		8.6			10.5			11.4			4.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	10	135	308	10	0	121	167	337	1	153	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	145	0	308	10	0	121	167	337	1	153	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			20			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	8.0	11.0		8.0	11.0		8.0	24.0	24.0	8.0	24.0	
Total Split (s)	15.0	20.0		15.0	20.0		10.0	30.0	30.0	10.0	30.0	
Total Split (%)	20.0%	26.7%		20.0%	26.7%		13.3%	40.0%	40.0%	13.3%	40.0%	
Maximum Green (s)	12.0	14.0		12.0	14.0		7.0	24.0	24.0	7.0	24.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	0.0	3.0		0.0	3.0		0.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0	6.0	3.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None		None	Min	Min	None	Min	
Act Effct Green (s)	12.1	6.3		19.3	14.8		19.9	15.5	15.5	16.6	9.7	
Actuated g/C Ratio	0.26	0.14		0.42	0.32		0.43	0.34	0.34	0.36	0.21	
v/c Ratio	0.00	0.43		0.52	0.02		0.22	0.26	0.44	0.00	0.38	
Control Delay (s/veh)	9.0	10.4		13.0	13.0		10.4	15.0	4.5	9.0	22.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	9.0	10.4		13.0	13.0		10.4	15.0	4.5	9.0	22.2	
LOS	A	B		B	B		B	B	A	A	C	
Approach Delay (s/veh)		10.4			13.0			8.4			22.1	
Approach LOS		B			B			A			C	
90th %ile Green (s)	5.0	8.9		12.0	15.9		7.0	14.4	14.4	5.0	12.4	
90th %ile Term Code	Min	Gap		Max	Hold		Max	Hold	Hold	Min	Gap	
70th %ile Green (s)	0.0	6.3		11.9	21.2		7.0	19.8	19.8	0.0	9.8	
70th %ile Term Code	Skip	Gap		Gap	Hold		Max	Hold	Hold	Skip	Gap	
50th %ile Green (s)	0.0	5.0		10.0	18.0		7.0	18.2	18.2	0.0	8.2	
50th %ile Term Code	Skip	Min		Gap	Hold		Max	Hold	Hold	Skip	Gap	
30th %ile Green (s)	0.0	5.0		8.4	16.4		6.1	16.0	16.0	0.0	6.9	
30th %ile Term Code	Skip	Min		Gap	Hold		Gap	Hold	Hold	Skip	Gap	
10th %ile Green (s)	0.0	0.0		8.0	5.0		0.0	8.4	8.4	0.0	8.4	
10th %ile Term Code	Skip	Skip		Hold	Hold		Skip	Dwell	Dwell	Skip	Dwell	
Stops (vph)	2	35		172	9		61	104	41	2	115	
Fuel Used(gal)	0	1		3	0		1	2	2	0	2	
CO Emissions (g/hr)	1	68		220	9		81	133	133	1	149	
NOx Emissions (g/hr)	0	13		43	2		16	26	26	0	29	
VOC Emissions (g/hr)	0	16		51	2		19	31	31	0	34	
Dilemma Vehicles (#)	0	9		0	1		0	11	0	0	10	
Queue Length 50th (ft)	0	3		55	2		19	30	0	0	39	
Queue Length 95th (ft)	2	45		116	12		51	94	53	2	92	
Internal Link Dist (ft)		363			457			503			128	
Turn Bay Length (ft)	120			120			75			100		
Base Capacity (vph)	726	632		671	747		564	1082	1064	580	1082	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.00	0.23		0.46	0.01		0.21	0.15	0.32	0.00	0.14	

Intersection Summary		
Area Type:	Other	
Cycle Length: 75		
Actuated Cycle Length: 45.9		
Natural Cycle: 55		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.52		
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B
Intersection Capacity Utilization 54.1%		ICU Level of Service A
Analysis Period (min) 15		
90th %ile Actuated Cycle: 58.3		
70th %ile Actuated Cycle: 53		
50th %ile Actuated Cycle: 48.2		
30th %ile Actuated Cycle: 44.4		
10th %ile Actuated Cycle: 25.4		

Splits and Phases: 36: Nursery Road & Road D



Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	50	199	0	243	14	53	346
Future Vol, veh/h	50	199	0	243	14	53	346
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	2	0	2	1
Mvmt Flow	58	231	0	283	16	62	402

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	615	149	402	0	0	299	0
Stage 1	291	-	-	-	-	-	-
Stage 2	324	-	-	-	-	-	-
Critical Hdwy	6.8	6.94	6.4	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	2.5	-	-	2.22	-
Pot Cap-1 Maneuver	428	870	807	-	-	1259	-
Stage 1	739	-	-	-	-	-	-
Stage 2	711	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	407	870	807	-	-	1259	-
Mov Cap-2 Maneuver	407	-	-	-	-	-	-
Stage 1	739	-	-	-	-	-	-
Stage 2	676	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.57	0	1.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	807	-	-	407	870	1259	-
HCM Lane V/C Ratio	-	-	-	0.143	0.266	0.049	-
HCM Control Delay (s/veh)	0	-	-	15.3	10.6	8	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.1	0.2	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	21	71	0	290	52	146	249
Future Vol, veh/h	21	71	0	290	52	146	249
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	5	0	0	0	0	2	1
Mvmt Flow	24	80	0	326	58	164	280

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	823	192	280	0	0	384	0
Stage 1	355	-	-	-	-	-	-
Stage 2	468	-	-	-	-	-	-
Critical Hdwy	6.9	6.9	6.4	-	-	4.14	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.5	-	-	2.22	-
Pot Cap-1 Maneuver	306	823	964	-	-	1171	-
Stage 1	672	-	-	-	-	-	-
Stage 2	588	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	263	823	964	-	-	1171	-
Mov Cap-2 Maneuver	263	-	-	-	-	-	-
Stage 1	672	-	-	-	-	-	-
Stage 2	506	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.17	0	3.17
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	964	-	-	263	823	1171	-
HCM Lane V/C Ratio	-	-	-	0.09	0.097	0.14	-
HCM Control Delay (s/veh)	0	-	-	20	9.8	8.6	-
HCM Lane LOS	A	-	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.5	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	12	48	0	88	3	33	103
Future Vol, veh/h	12	48	0	88	3	33	103
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	0	3	2
Mvmt Flow	14	55	0	100	3	38	117

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	235	52	117	0	0	103	0
Stage 1	102	-	-	-	-	-	-
Stage 2	134	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	-	-	4.16	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	-	-	2.23	-
Pot Cap-1 Maneuver	738	1012	1218	-	-	1479	-
Stage 1	917	-	-	-	-	-	-
Stage 2	884	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	719	1012	1218	-	-	1479	-
Mov Cap-2 Maneuver	719	-	-	-	-	-	-
Stage 1	917	-	-	-	-	-	-
Stage 2	862	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.03	0	1.82
HCM LOS	A		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	1218	-	-	719	1012	1479	-
HCM Lane V/C Ratio	-	-	-	0.019	0.054	0.025	-
HCM Control Delay (s/veh)	0	-	-	10.1	8.8	7.5	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.1	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	50	213	0	373	14	61	451
Future Vol, veh/h	50	213	0	373	14	61	451
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	2	0	2	1
Mvmt Flow	58	248	0	434	16	71	524

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	846	225	524	0	0	450	0
Stage 1	442	-	-	-	-	-	-
Stage 2	404	-	-	-	-	-	-
Critical Hdwy	6.8	6.94	6.4	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	2.5	-	-	2.22	-
Pot Cap-1 Maneuver	305	778	676	-	-	1107	-
Stage 1	621	-	-	-	-	-	-
Stage 2	649	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	286	778	676	-	-	1107	-
Mov Cap-2 Maneuver	286	-	-	-	-	-	-
Stage 1	621	-	-	-	-	-	-
Stage 2	607	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.49	0	1.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	676	-	-	286	778	1107	-
HCM Lane V/C Ratio	-	-	-	0.203	0.318	0.064	-
HCM Control Delay (s/veh)	0	-	-	20.8	11.8	8.5	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	1.4	0.2	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	21	97	0	385	52	173	378
Future Vol, veh/h	21	97	0	385	52	173	378
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	5	0	0	0	0	2	1
Mvmt Flow	24	109	0	433	58	194	425

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1063	246	425	0	0	491	0
Stage 1	462	-	-	-	-	-	-
Stage 2	601	-	-	-	-	-	-
Critical Hdwy	6.9	6.9	6.4	-	-	4.14	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.5	-	-	2.22	-
Pot Cap-1 Maneuver	213	761	781	-	-	1069	-
Stage 1	592	-	-	-	-	-	-
Stage 2	502	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	175	761	781	-	-	1069	-
Mov Cap-2 Maneuver	175	-	-	-	-	-	-
Stage 1	592	-	-	-	-	-	-
Stage 2	411	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.78	0	2.86
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	781	-	-	175	761	1069	-
HCM Lane V/C Ratio	-	-	-	0.135	0.143	0.182	-
HCM Control Delay (s/veh)	0	-	-	28.8	10.5	9.1	-
HCM Lane LOS	A	-	-	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.5	0.7	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	12	92	0	237	3	72	232
Future Vol, veh/h	12	92	0	237	3	72	232
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	0	3	2
Mvmt Flow	14	105	0	269	3	82	264

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	566	136	264	0	0	273	0
Stage 1	271	-	-	-	-	-	-
Stage 2	295	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	-	-	4.16	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	-	-	2.23	-
Pot Cap-1 Maneuver	459	894	986	-	-	1280	-
Stage 1	756	-	-	-	-	-	-
Stage 2	735	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	430	894	986	-	-	1280	-
Mov Cap-2 Maneuver	430	-	-	-	-	-	-
Stage 1	756	-	-	-	-	-	-
Stage 2	688	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.03	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	986	-	-	430	894	1280	-
HCM Lane V/C Ratio	-	-	-	0.032	0.117	0.064	-
HCM Control Delay (s/veh)	0	-	-	13.7	9.6	8	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.2	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	50	209	0	317	14	59	426
Future Vol, veh/h	50	209	0	317	14	59	426
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	2	0	2	1
Mvmt Flow	58	243	0	369	16	69	495

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	762	192	495	0	0	385	0
Stage 1	377	-	-	-	-	-	-
Stage 2	385	-	-	-	-	-	-
Critical Hdwy	6.8	6.94	6.4	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.32	2.5	-	-	2.22	-
Pot Cap-1 Maneuver	345	817	705	-	-	1170	-
Stage 1	669	-	-	-	-	-	-
Stage 2	663	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	325	817	705	-	-	1170	-
Mov Cap-2 Maneuver	325	-	-	-	-	-	-
Stage 1	669	-	-	-	-	-	-
Stage 2	624	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.66	0	1.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	705	-	-	325	817	1170	-
HCM Lane V/C Ratio	-	-	-	0.179	0.298	0.059	-
HCM Control Delay (s/veh)	0	-	-	18.5	11.3	8.3	-
HCM Lane LOS	A	-	-	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1.2	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	21	89	0	363	52	162	334
Future Vol, veh/h	21	89	0	363	52	162	334
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	5	0	0	0	0	2	1
Mvmt Flow	24	100	0	408	58	182	375

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	989	233	375	0	0	466	0
Stage 1	437	-	-	-	-	-	-
Stage 2	552	-	-	-	-	-	-
Critical Hdwy	6.9	6.9	6.4	-	-	4.14	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	2.5	-	-	2.22	-
Pot Cap-1 Maneuver	239	775	839	-	-	1091	-
Stage 1	610	-	-	-	-	-	-
Stage 2	532	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	199	775	839	-	-	1091	-
Mov Cap-2 Maneuver	199	-	-	-	-	-	-
Stage 1	610	-	-	-	-	-	-
Stage 2	444	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.23	0	2.93
HCM LOS	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	839	-	-	199	775	1091	-
HCM Lane V/C Ratio	-	-	-	0.119	0.129	0.167	-
HCM Control Delay (s/veh)	0	-	-	25.5	10.3	9	-
HCM Lane LOS	A	-	-	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0.6	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	12	74	0	188	3	56	196
Future Vol, veh/h	12	74	0	188	3	56	196
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	0	100	-	-	125	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	0	3	2
Mvmt Flow	14	84	0	214	3	64	223

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	454	109	223	0	0	217	0
Stage 1	215	-	-	-	-	-	-
Stage 2	239	-	-	-	-	-	-
Critical Hdwy	6.8	6.9	6.4	-	-	4.16	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.5	-	-	2.23	-
Pot Cap-1 Maneuver	540	931	1046	-	-	1343	-
Stage 1	806	-	-	-	-	-	-
Stage 2	785	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	514	931	1046	-	-	1343	-
Mov Cap-2 Maneuver	514	-	-	-	-	-	-
Stage 1	806	-	-	-	-	-	-
Stage 2	747	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.66	0	1.74
HCM LOS	A		

Minor Lane/Major Mvmt	NBU	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	1046	-	-	514	931	1343	-
HCM Lane V/C Ratio	-	-	-	0.027	0.09	0.047	-
HCM Control Delay (s/veh)	0	-	-	12.2	9.3	7.8	-
HCM Lane LOS	A	-	-	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↰	↱		↔			↰	↱
Traffic Vol, veh/h	32	698	10	20	522	25	10	0	20	50	0	54
Future Vol, veh/h	32	698	10	20	522	25	10	0	20	50	0	54
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	-	-	-	-	-	0	-	-	-	-	-	100
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	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	35	759	11	22	567	27	11	0	22	54	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	595	0	0	770	0	0	1445	1472	764	1439	1450	567
Stage 1	-	-	-	-	-	-	834	834	-	611	611	-
Stage 2	-	-	-	-	-	-	611	638	-	828	839	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	992	-	-	854	-	-	111	128	407	112	132	527
Stage 1	-	-	-	-	-	-	366	386	-	485	488	-
Stage 2	-	-	-	-	-	-	485	474	-	368	384	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	854	-	-	89	116	407	96	119	527
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	116	-	96	119	-
Stage 1	-	-	-	-	-	-	343	362	-	466	469	-
Stage 2	-	-	-	-	-	-	414	456	-	327	360	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.38	0.33	28.48	46.83
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	186	78	-	-	66	-	-	96	527
HCM Lane V/C Ratio	0.176	0.035	-	-	0.025	-	-	0.569	0.111
HCM Control Delay (s/veh)	28.5	8.8	0	-	9.3	0	-	83.7	12.7
HCM Lane LOS	D	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	2.6	0.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	376	10	20	601	38	10	0	20	16	0	49
Future Vol, veh/h	54	376	10	20	601	38	10	0	20	16	0	49
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	-	-	-	-	-	0	-	-	-	-	-	100
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	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	59	409	11	22	653	41	11	0	22	17	0	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	695	0	0	420	0	0	1228	1270	414	1223	1234	653
Stage 1	-	-	-	-	-	-	532	532	-	697	697	-
Stage 2	-	-	-	-	-	-	697	738	-	526	537	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	910	-	-	1150	-	-	156	170	642	158	178	471
Stage 1	-	-	-	-	-	-	535	529	-	435	446	-
Stage 2	-	-	-	-	-	-	435	427	-	539	526	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	910	-	-	1150	-	-	123	151	642	135	158	471
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	151	-	135	158	-
Stage 1	-	-	-	-	-	-	490	485	-	421	432	-
Stage 2	-	-	-	-	-	-	374	414	-	477	482	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.13	0.25	20.36	19.01
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	267	220	-	-	58	-	-	135	471
HCM Lane V/C Ratio	0.122	0.064	-	-	0.019	-	-	0.129	0.113
HCM Control Delay (s/veh)	20.4	9.2	0	-	8.2	0	-	35.5	13.6
HCM Lane LOS	C	A	A	-	A	A	-	E	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	0.4	0.4

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	301	10	20	315	59	10	0	20	31	0	76
Future Vol, veh/h	89	301	10	20	315	59	10	0	20	31	0	76
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	-	-	-	-	-	0	-	-	-	-	-	100
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	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	97	327	11	22	342	64	11	0	22	34	0	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	407	0	0	338	0	0	912	976	333	907	917	342
Stage 1	-	-	-	-	-	-	526	526	-	386	386	-
Stage 2	-	-	-	-	-	-	386	450	-	521	532	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1163	-	-	1232	-	-	257	253	714	259	274	705
Stage 1	-	-	-	-	-	-	539	532	-	642	614	-
Stage 2	-	-	-	-	-	-	642	575	-	542	529	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1163	-	-	1232	-	-	199	222	714	220	240	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	222	-	220	240	-
Stage 1	-	-	-	-	-	-	484	477	-	627	600	-
Stage 2	-	-	-	-	-	-	553	562	-	472	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.86	0.4	15.27	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	383	398	-	-	107	-	-	220	705
HCM Lane V/C Ratio	0.085	0.083	-	-	0.018	-	-	0.153	0.117
HCM Control Delay (s/veh)	15.3	8.4	0	-	8	0	-	24.3	10.8
HCM Lane LOS	C	A	A	-	A	A	-	C	B
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0.1	-	-	0.5	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	671	10	20	518	21	10	0	20	21	0	42
Future Vol, veh/h	24	671	10	20	518	21	10	0	20	21	0	42
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	100	-	-	100	-	0	-	-	-	-	-	100
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	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	26	729	11	22	563	23	11	0	22	23	0	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	586	0	0	740	0	0	1393	1416	735	1388	1399	563
Stage 1	-	-	-	-	-	-	787	787	-	607	607	-
Stage 2	-	-	-	-	-	-	607	629	-	782	792	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	999	-	-	876	-	-	120	139	423	121	142	530
Stage 1	-	-	-	-	-	-	388	406	-	487	490	-
Stage 2	-	-	-	-	-	-	487	478	-	391	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	999	-	-	876	-	-	104	132	423	109	135	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	132	-	109	135	-
Stage 1	-	-	-	-	-	-	378	395	-	475	478	-
Stage 2	-	-	-	-	-	-	434	466	-	361	393	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.3	0.33	25.31	23.77
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	210	999	-	-	876	-	-	109	530
HCM Lane V/C Ratio	0.156	0.026	-	-	0.025	-	-	0.209	0.086
HCM Control Delay (s/veh)	25.3	8.7	-	-	9.2	-	-	46.4	12.4
HCM Lane LOS	D	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.7	0.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	360	10	20	571	39	10	0	20	9	0	38
Future Vol, veh/h	43	360	10	20	571	39	10	0	20	9	0	38
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	100	-	-	100	-	0	-	-	-	-	-	100
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	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	47	391	11	22	621	42	11	0	22	10	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	663	0	0	402	0	0	1154	1197	397	1149	1160	621
Stage 1	-	-	-	-	-	-	490	490	-	664	664	-
Stage 2	-	-	-	-	-	-	664	707	-	485	496	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	935	-	-	1167	-	-	176	188	657	177	197	491
Stage 1	-	-	-	-	-	-	563	552	-	453	461	-
Stage 2	-	-	-	-	-	-	453	441	-	567	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	935	-	-	1167	-	-	150	175	657	160	184	491
Mov Cap-2 Maneuver	-	-	-	-	-	-	150	175	-	160	184	-
Stage 1	-	-	-	-	-	-	535	524	-	445	453	-
Stage 2	-	-	-	-	-	-	407	433	-	521	521	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.94	0.26	18.02	16.07
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	309	935	-	-	1167	-	-	160	491
HCM Lane V/C Ratio	0.106	0.05	-	-	0.019	-	-	0.061	0.084
HCM Control Delay (s/veh)	18	9.1	-	-	8.1	-	-	29	13
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-	-	0.2	0.3

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	56	272	10	20	287	45	10	0	20	15	0	54
Future Vol, veh/h	56	272	10	20	287	45	10	0	20	15	0	54
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	100	-	-	100	-	0	-	-	-	-	-	100
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	1	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	61	296	11	22	312	49	11	0	22	16	0	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	361	0	0	307	0	0	778	827	301	773	784	312
Stage 1	-	-	-	-	-	-	423	423	-	355	355	-
Stage 2	-	-	-	-	-	-	355	404	-	417	428	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	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	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1209	-	-	1266	-	-	316	309	743	319	327	733
Stage 1	-	-	-	-	-	-	613	591	-	666	633	-
Stage 2	-	-	-	-	-	-	666	602	-	617	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1209	-	-	1266	-	-	271	288	743	289	306	733
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	288	-	289	306	-
Stage 1	-	-	-	-	-	-	582	561	-	655	622	-
Stage 2	-	-	-	-	-	-	602	592	-	569	558	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.35	0.45	13.22	12.05
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	470	1209	-	-	1266	-	-	289	733
HCM Lane V/C Ratio	0.069	0.05	-	-	0.017	-	-	0.056	0.08
HCM Control Delay (s/veh)	13.2	8.1	-	-	7.9	-	-	18.2	10.3
HCM Lane LOS	B	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0.1	-	-	0.2	0.3

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	22	22	0	0	24	7	24	1	21	0
Future Vol, veh/h	1	0	22	22	0	0	24	7	24	1	21	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	24	24	0	0	26	8	26	1	23	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	85	111	23	98	98	21	23	0	0	34	0	0
Stage 1	25	25	-	73	73	-	-	-	-	-	-	-
Stage 2	60	86	-	25	25	-	-	-	-	-	-	-
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	907	783	1060	889	796	1063	1606	-	-	1591	-	-
Stage 1	998	878	-	942	838	-	-	-	-	-	-	-
Stage 2	957	828	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	891	769	1060	854	782	1063	1606	-	-	1591	-	-
Mov Cap-2 Maneuver	891	769	-	854	782	-	-	-	-	-	-	-
Stage 1	997	878	-	926	824	-	-	-	-	-	-	-
Stage 2	941	814	-	975	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.51	9.34	3.18	0.33
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	680	-	-	1051	854	82	-	-
HCM Lane V/C Ratio	0.016	-	-	0.024	0.028	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.5	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	44	44	0	0	49	13	49	1	10	0
Future Vol, veh/h	1	0	44	44	0	0	49	13	49	1	10	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	48	48	0	0	53	14	53	1	11	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	134	187	11	160	160	41	11	0	0	67	0	0
Stage 1	13	13	-	147	147	-	-	-	-	-	-	-
Stage 2	121	174	-	13	13	-	-	-	-	-	-	-
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	843	711	1076	810	736	1036	1622	-	-	1547	-	-
Stage 1	1012	889	-	860	779	-	-	-	-	-	-	-
Stage 2	889	759	-	1012	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	813	686	1076	747	710	1036	1622	-	-	1547	-	-
Mov Cap-2 Maneuver	813	686	-	747	710	-	-	-	-	-	-	-
Stage 1	1012	888	-	831	752	-	-	-	-	-	-	-
Stage 2	858	733	-	967	888	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.53	10.15	3.22	0.67
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	686	-	-	1068	747	164	-	-
HCM Lane V/C Ratio	0.033	-	-	0.046	0.064	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.5	10.2	7.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	63	63	0	0	70	15	70	1	15	0
Future Vol, veh/h	1	0	63	63	0	0	70	15	70	1	15	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	68	68	0	0	76	16	76	1	16	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	187	263	16	225	225	54	16	0	0	92	0	0
Stage 1	18	18	-	207	207	-	-	-	-	-	-	-
Stage 2	168	245	-	18	18	-	-	-	-	-	-	-
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	778	646	1069	735	678	1018	1614	-	-	1515	-	-
Stage 1	1006	884	-	800	735	-	-	-	-	-	-	-
Stage 2	838	707	-	1006	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	738	613	1069	653	643	1018	1614	-	-	1515	-	-
Mov Cap-2 Maneuver	738	613	-	653	643	-	-	-	-	-	-	-
Stage 1	1005	883	-	760	698	-	-	-	-	-	-	-
Stage 2	796	672	-	941	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.63	11.16	3.32	0.46
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	698	-	-	1061	653	113	-	-
HCM Lane V/C Ratio	0.047	-	-	0.066	0.105	0.001	-	-
HCM Control Delay (s/veh)	7.3	0	-	8.6	11.2	7.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-

Intersection	
Intersection Delay, s/veh	2.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	11	11	8	0
Demand Flow Rate, veh/h	11	11	8	0
Vehicles Circulating, veh/h	11	4	0	15
Vehicles Exiting, veh/h	4	4	22	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	11	11	8	0
Cap Entry Lane, veh/h	1364	1374	1380	1359
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	11	11	8	0
Cap Entry, veh/h	1364	1374	1380	1359
V/C Ratio	0.008	0.008	0.006	0.000
Control Delay, s/veh	2.7	2.7	2.7	2.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	2.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	5	5	16	0
Demand Flow Rate, veh/h	5	5	16	0
Vehicles Circulating, veh/h	5	8	0	13
Vehicles Exiting, veh/h	8	8	10	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	5	5	16	0
Cap Entry Lane, veh/h	1373	1369	1380	1362
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	5	5	16	0
Cap Entry, veh/h	1373	1369	1380	1362
V/C Ratio	0.004	0.004	0.012	0.000
Control Delay, s/veh	2.7	2.7	2.7	2.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

Intersection	
Intersection Delay, s/veh	2.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	9	9	18	0
Demand Flow Rate, veh/h	9	9	18	0
Vehicles Circulating, veh/h	9	9	0	18
Vehicles Exiting, veh/h	9	9	18	0
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	2.7	2.7	2.7	0.0
Approach LOS	A	A	A	-

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
A (Intercept)	1380	1380	1380	1380
B (Slope)	1.02e-3	1.02e-3	1.02e-3	1.02e-3
Entry Flow, veh/h	9	9	18	0
Cap Entry Lane, veh/h	1367	1367	1380	1355
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	9	9	18	0
Cap Entry, veh/h	1367	1367	1380	1355
V/C Ratio	0.007	0.007	0.013	0.000
Control Delay, s/veh	2.7	2.7	2.7	2.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	0

APPENDIX E
SIGNAL WARRANT REPORT

Warrants Summary Report

1: Research Way and College Road East - 2029 Projected

Intersection Information

	Major Street	Minor Street
Street Name	College Road E	Research Way
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	40	35

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	1 Hours met (8 required)
Condition A and B Me	No	3 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	1 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
AWSC Warrant, Multiway Stop Application		
	No	
Condition A Met?	No	
Condition B Met?	No	
Condition C Met?	No	

Warrant 1: Eight-hour Vehicular Volume

1: Research Way and College Road East - 2029 Projected

Intersection Information

Major Street Name:	College Road E
Major Street Direction:	NB/SB
Minor Street Direction:	WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	1 Hours met (8 required)
Condition B Met?	No	3 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
07:00 to 08:00	**495**		**176**		No	No	Yes	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
08:00 to 09:00	**868**		**271**		Yes*	No	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				
09:00 to 10:00	**544**		**175**		No	No	Yes	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Research Way and College Road East - 2029 Projected

10:00 to 11:00	**273**		**105**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
11:00 to 12:00	**291**		**89**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
12:00 to 13:00	**449**		**97**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
13:00 to 14:00	**382**		**112**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
14:00 to 15:00	**381**		**78**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	No				

Warrant 1: Eight-hour Vehicular Volume

1: Research Way and College Road East - 2029 Projected

15:00 to 16:00	**549**		**64**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	No				
16:00 to 17:00	**806**		**95**		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				
17:00 to 18:00	**882**		**117**		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				

Warrant 2: Four-hour Vehicular Volume

1: Research Way and College Road East - 2029 Projected

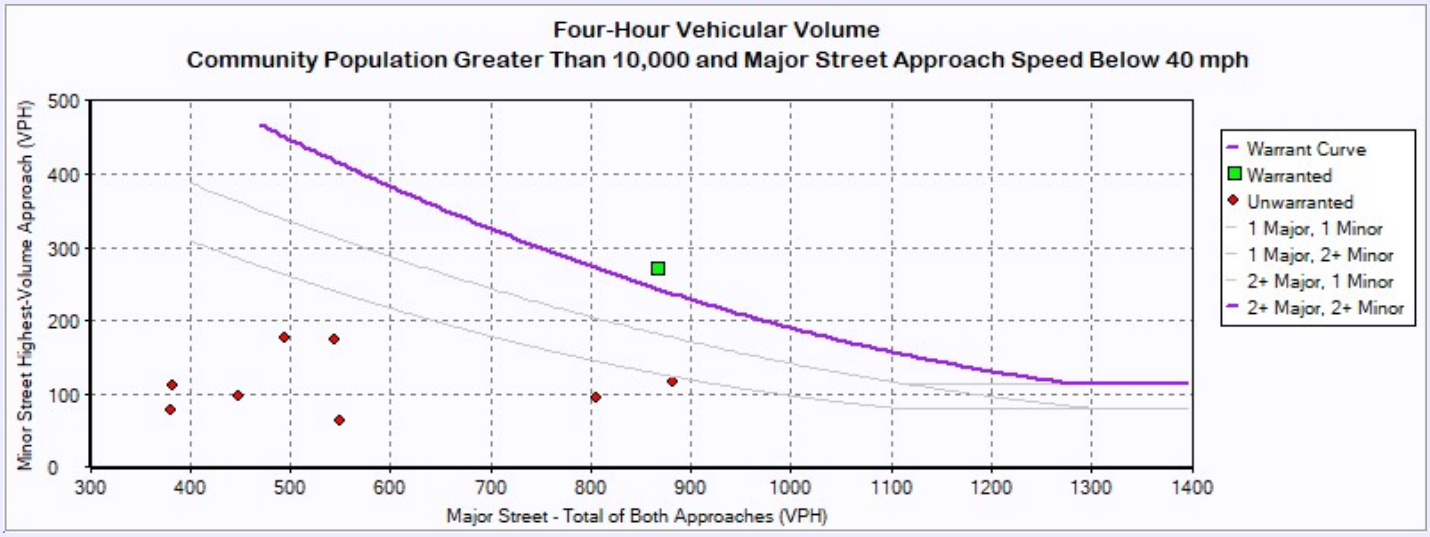
Intersection Information

	Major Street	Minor Street
Street Name	College Road E	Research Way
Direction	NB/SB	WB
Number of Lanes	2	2
Approch Speed	40	35

Warrant 2 Met? **No**

Details:

Notes	1 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Research Way and College Road East - 2029 Projected

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	495	176
08:00:00 - 09:00:00	868	271
09:00:00 - 10:00:00	544	175
10:00:00 - 11:00:00	273	105
11:00:00 - 12:00:00	291	89
12:00:00 - 13:00:00	449	97
13:00:00 - 14:00:00	382	112
14:00:00 - 15:00:00	381	78
15:00:00 - 16:00:00	549	64
16:00:00 - 17:00:00	806	95
17:00:00 - 18:00:00	882	117
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
08:00:00 - 09:00:00	868.00	271.00

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Research Way and College Road East - 2029 Projected

Intersection Information

	Major Street	Minor Street
Street Name	College Road E	Research Way
Direction	NB/SB	WB
Number of Lanes	2	2
Approch Speed	40	35

Warrant 3 Met? **No**

Details

Low Population? No

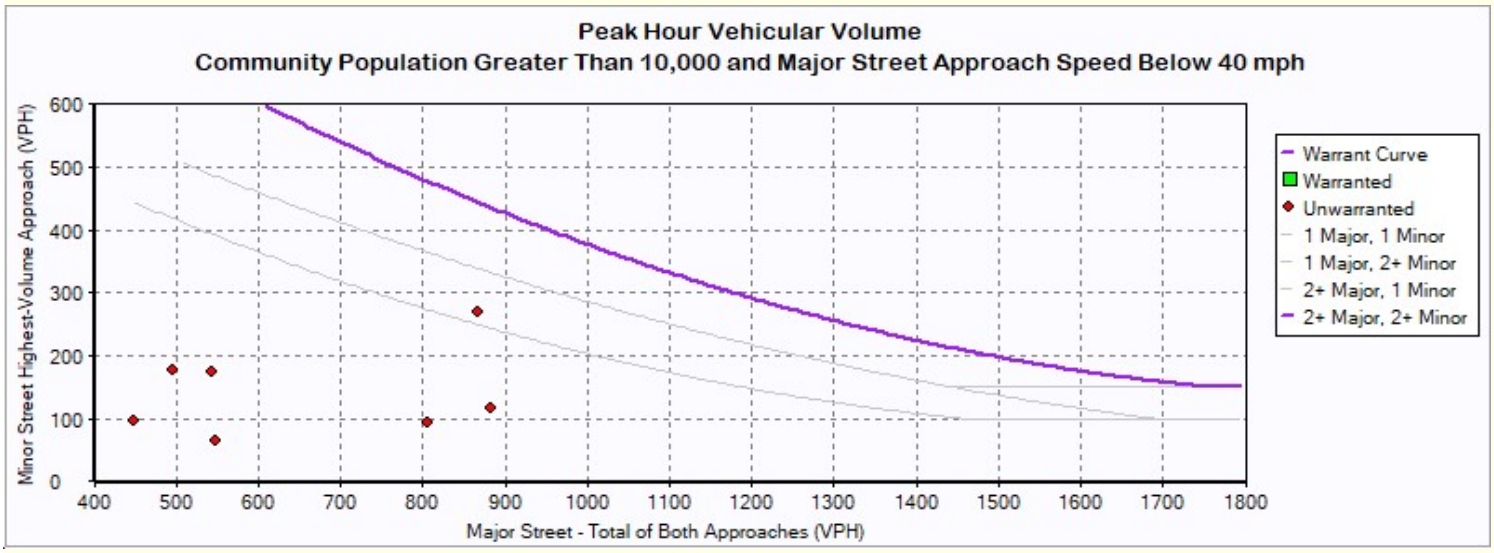
Condition A Met? No

Notes 0 Hours met (1 required)

Condition B Met? No

Notes 0 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Research Way and College Road East - 2029 Projected

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:00	495	176
8:00	868	271
9:00	544	175
10:00	273	105
11:00	291	89
12:00	449	97
13:00	382	112
14:00	381	78
15:00	549	64
16:00	806	95
17:00	882	117

Warrants Summary Report

1: Research Way and College Road East - 2029 Build

Intersection Information

	Major Street	Minor Street
Street Name	College Road E	Research Way
Direction	NB/SB	WB
Number of Lanes	2	2
Approach Speed	40	35

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	3 Hours met (8 required)
Condition A and B Me	No	3 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	2 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
AWSC Warrant, Multiway Stop Application		
	No	
Condition A Met?	No	
Condition B Met?	No	
Condition C Met?	No	

Warrant 1: Eight-hour Vehicular Volume

1: Research Way and College Road East - 2029 Build

Intersection Information

Major Street Name:	College Road E
Major Street Direction:	NB/SB
Minor Street Direction:	WB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	3 Hours met (8 required)
Condition B Met?	No	3 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
07:00 to 08:00	**654**		**184**		No	No	Yes	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
08:00 to 09:00	**1,031**		**282**		Yes*	Yes*	Yes*	Yes*
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	Yes				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				
09:00 to 10:00	**691**		**194**		No	No	Yes	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	Yes				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Research Way and College Road East - 2029 Build

10:00 to 11:00	**450**		**132**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	No	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
11:00 to 12:00	**514**		**122**		No	No	No	No
Condition A	Volume >= 100% column (600)?	No	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
12:00 to 13:00	**701**		**134**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
13:00 to 14:00	**623**		**145**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				
14:00 to 15:00	**626**		**108**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	No	**Volume >= 80% column (80)?**	Yes				

Warrant 1: Eight-hour Vehicular Volume

1: Research Way and College Road East - 2029 Build

15:00 to 16:00	**809**		**95**		No	No	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	No	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				
16:00 to 17:00	**1,104**		**128**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				
17:00 to 18:00	**1,207**		**151**		No	Yes*	No	Yes
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (100)?**	Yes				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	Yes				

Warrant 2: Four-hour Vehicular Volume

1: Research Way and College Road East - 2029 Build

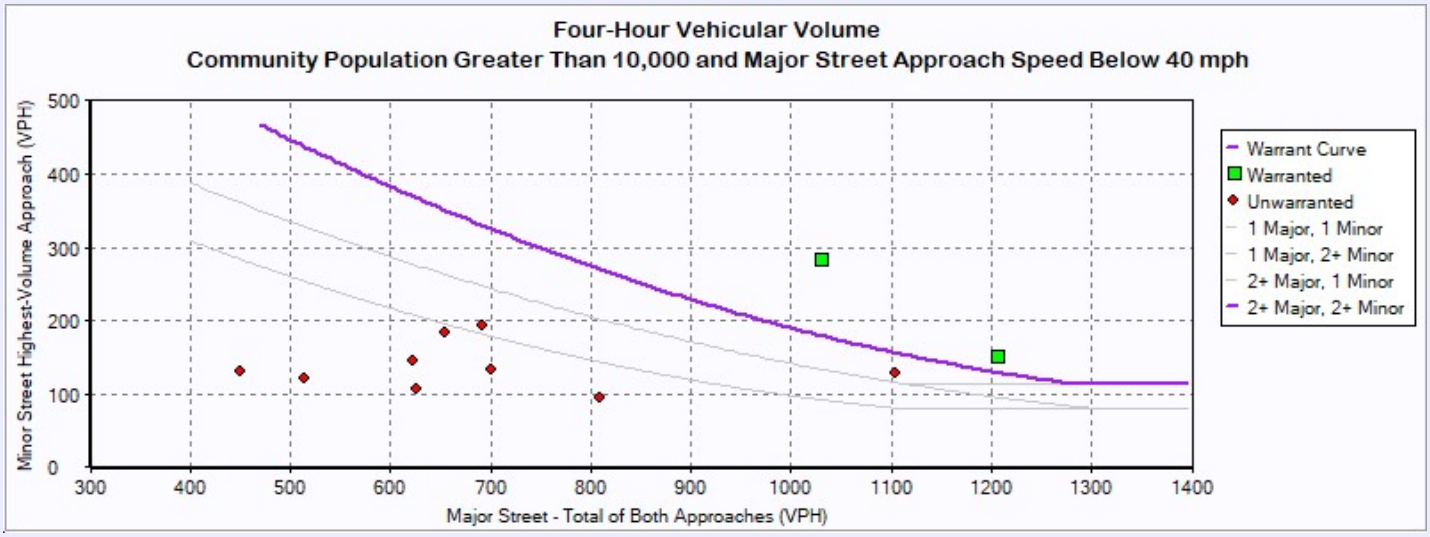
Intersection Information

	Major Street	Minor Street
Street Name	College Road E	Research Way
Direction	NB/SB	WB
Number of Lanes	2	2
Approch Speed	40	35

Warrant 2 Met? **No**

Details:

Notes	2 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Research Way and College Road East - 2029 Build

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	654	184
08:00:00 - 09:00:00	1,031	282
09:00:00 - 10:00:00	691	194
10:00:00 - 11:00:00	450	132
11:00:00 - 12:00:00	514	122
12:00:00 - 13:00:00	701	134
13:00:00 - 14:00:00	623	145
14:00:00 - 15:00:00	626	108
15:00:00 - 16:00:00	809	95
16:00:00 - 17:00:00	1,104	128
17:00:00 - 18:00:00	1,207	151
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
08:00:00 - 09:00:00	1,031.00	282.00
17:00:00 - 18:00:00	1,207.00	151.00

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Research Way and College Road East - 2029 Build

Intersection Information

	Major Street	Minor Street
Street Name	College Road E	Research Way
Direction	NB/SB	WB
Number of Lanes	2	2
Approch Speed	40	35

Warrant 3 Met? **No**

Details

Low Population? No

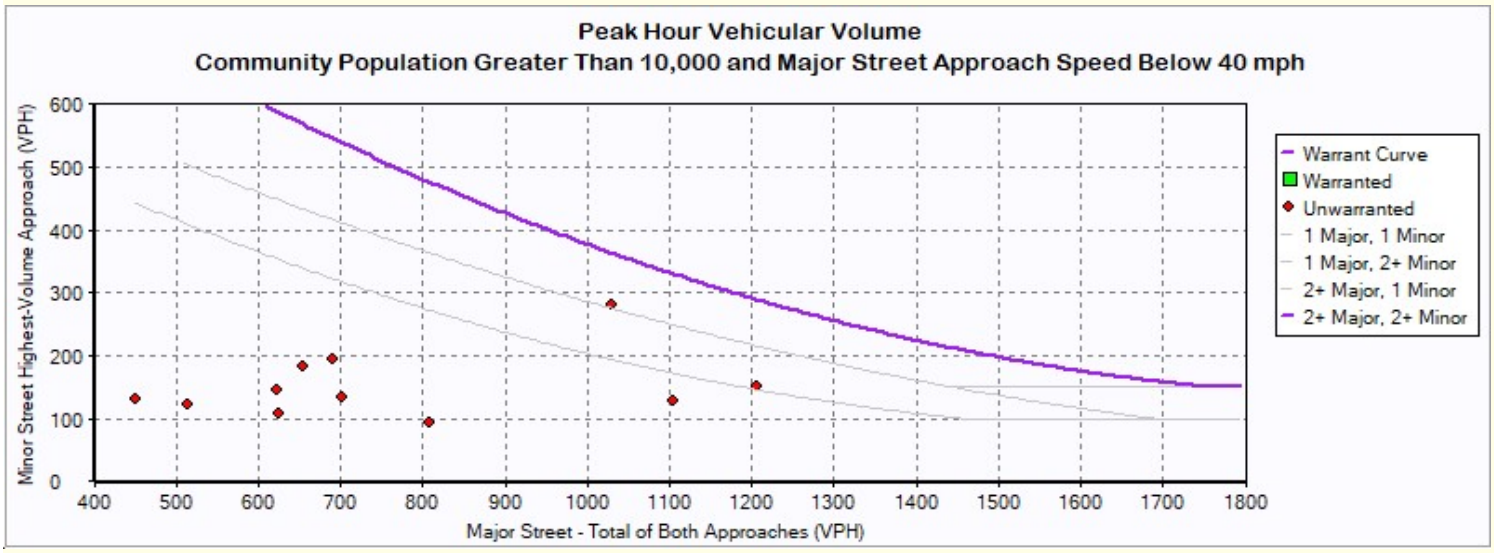
Condition A Met? No

Notes 0 Hours met (1 required)

Condition B Met? No

Notes 0 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Research Way and College Road East - 2029 Build

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:00	654	184
8:00	1,031	282
9:00	691	194
10:00	450	132
11:00	514	122
12:00	701	134
13:00	623	145
14:00	626	108
15:00	809	95
16:00	1,104	128
17:00	1,207	151

Warrants Summary Report

1: Seminary Dr & Western St / Evergreen Dr

Intersection Information

	Major Street	Minor Street
Street Name	Seminary Drive	Western Drive
Direction	EB/WB	NB/SB
Number of Lanes	2	2
Approach Speed	40	30

Warrant	Met?	Notes
Warrant 1, Eight-Hour Vehicular Volume		
	No	
Condition A or B Met	No	0 Hours met (8 required)
Condition A and B Me	No	0 Hours met (8 required)
Warrant 2, Four-Hour Vehicular Volume		
	No	0 Hours met (4 required)
Warrant 3, Peak Hour		
	No	
Condition A Met?	No	0 Hours met (1 required)
Condition B Met?	No	0 Hours met (1 required)
AWSC Warrant, Multiway Stop Application		
	No	
Condition A Met?	No	
Condition B Met?	No	
Condition C Met?	No	

Warrant 1: Eight-hour Vehicular Volume

1: Seminary Dr & Western St / Evergreen Dr

Intersection Information

Major Street Name:	Seminary Drive
Major Street Direction:	EB/WB
Minor Street Direction:	NB/SB

WARRANT 1 MET? **No**

Details:

Condition A Met?	No	0 Hours met (8 required)
Condition B Met?	No	0 Hours met (8 required)

Hour	Major Street Vehicles (Total of Both Approaches)		High Volume Minor Approach Vehicles		100% Standard Met? Cond. A OR Cond. B		80% Standard Met? Cond. A AND Cond. B	
					Condition A 100% Column	Condition B 100% Column	Condition A 80% Column	Condition B 80% Column
07:30 to 08:30	**1,264**		**63**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	No				
16:45 to 17:45	**1,043**		**47**		No	No	No	No
Condition A	Volume >= 100% column (600)?	Yes	Volume >= 100% column (900)?	No				
	Volume >= 80% column (480)?	Yes	Volume >= 80% column (720)?	No				
Condition B	**Volume >= 100% column (900)?**	Yes	**Volume >= 100% column (100)?**	No				
	Volume >= 80% column (720)?	Yes	**Volume >= 80% column (80)?**	No				

Warrant 2: Four-hour Vehicular Volume

1: Seminary Dr & Western St / Evergreen Dr

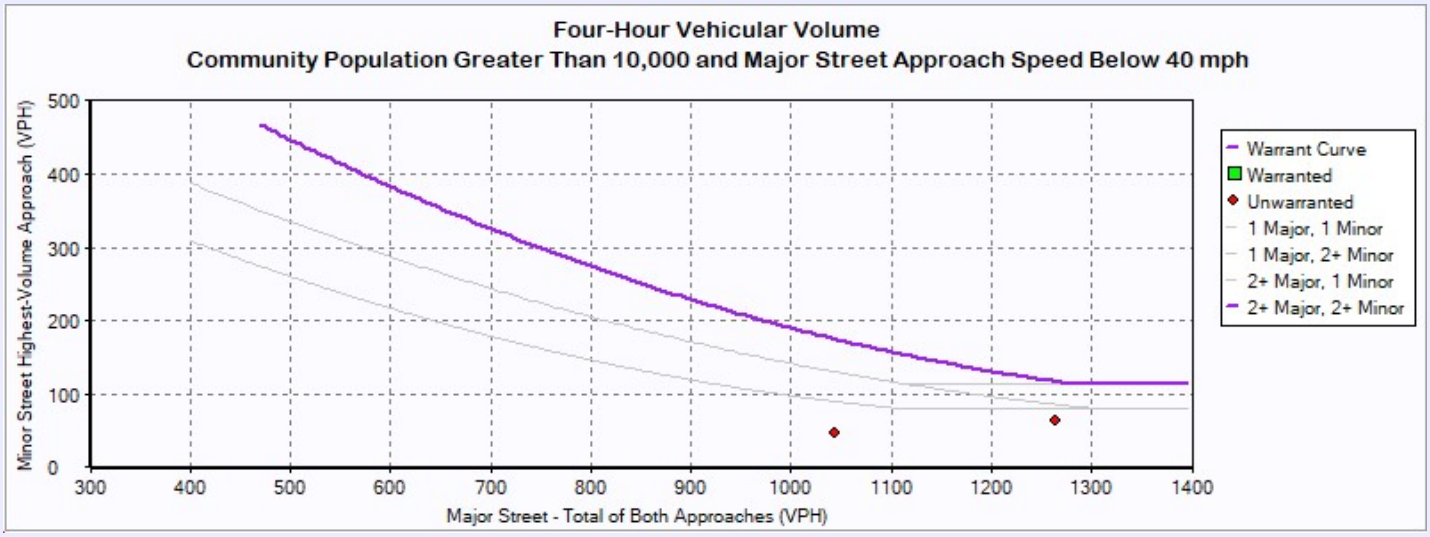
Intersection Information

	Major Street	Minor Street
Street Name	Seminary Drive	Western Drive
Direction	EB/WB	NB/SB
Number of Lanes	2	2
Approch Speed	40	30

Warrant 2 Met? **No**

Details:

Notes	0 Hours met (4 required)
Low population	No



Warrant 2: Four-hour Vehicular Volume

1: Seminary Dr & Western St / Evergreen Dr

Hourly Volumes

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
00:00:00 - 01:00:00	0	0
01:00:00 - 02:00:00	0	0
02:00:00 - 03:00:00	0	0
03:00:00 - 04:00:00	0	0
04:00:00 - 05:00:00	0	0
05:00:00 - 06:00:00	0	0
06:00:00 - 07:00:00	0	0
07:00:00 - 08:00:00	1,264	63
08:00:00 - 09:00:00	0	0
09:00:00 - 10:00:00	0	0
10:00:00 - 11:00:00	0	0
11:00:00 - 12:00:00	0	0
12:00:00 - 13:00:00	0	0
13:00:00 - 14:00:00	0	0
14:00:00 - 15:00:00	0	0
15:00:00 - 16:00:00	0	0
16:00:00 - 17:00:00	1,043	47
17:00:00 - 18:00:00	0	0
18:00:00 - 19:00:00	0	0
19:00:00 - 20:00:00	0	0
20:00:00 - 21:00:00	0	0
21:00:00 - 22:00:00	0	0
22:00:00 - 23:00:00	0	0

23:00:00 - 00:00:00	0	0

Warranted Hours

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)

Note: Only data of hours warranted is represented in the above table.

Warrant 3: Peak Hour

1: Seminary Dr & Western St / Evergreen Dr

Intersection Information

	Major Street	Minor Street
Street Name	Seminary Drive	Western Drive
Direction	EB/WB	NB/SB
Number of Lanes	2	2
Approch Speed	40	30

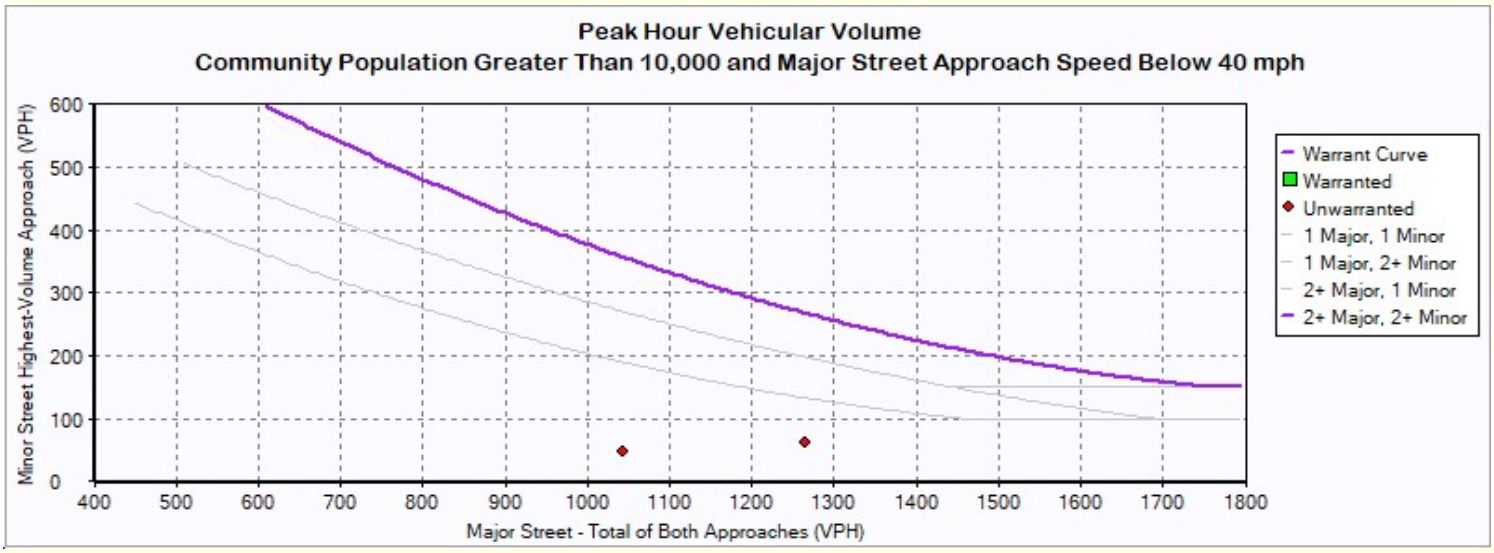
Warrant 3 Met? No

Details

Low Population? No

Condition A Met	No	**Condition B Met**	No
Notes	0 Hours met (1 required)	**Notes**	0 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Not Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Seminary Dr & Western St / Evergreen Dr

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
7:30	1,264	63
16:45	1,043	47