Bright View Engineering
Moving you forward

Traffic Impact Study
Technical Appendix

Proposed Warehouse Development
Block 701, Lot 2.01
Chesterfield Township
Block 1, Lot 5.02
Mansfield Township
Burlington County, New Jersey

April 27, 2021

Prepared For
Active Acquisitions OY LLC

Prepared By
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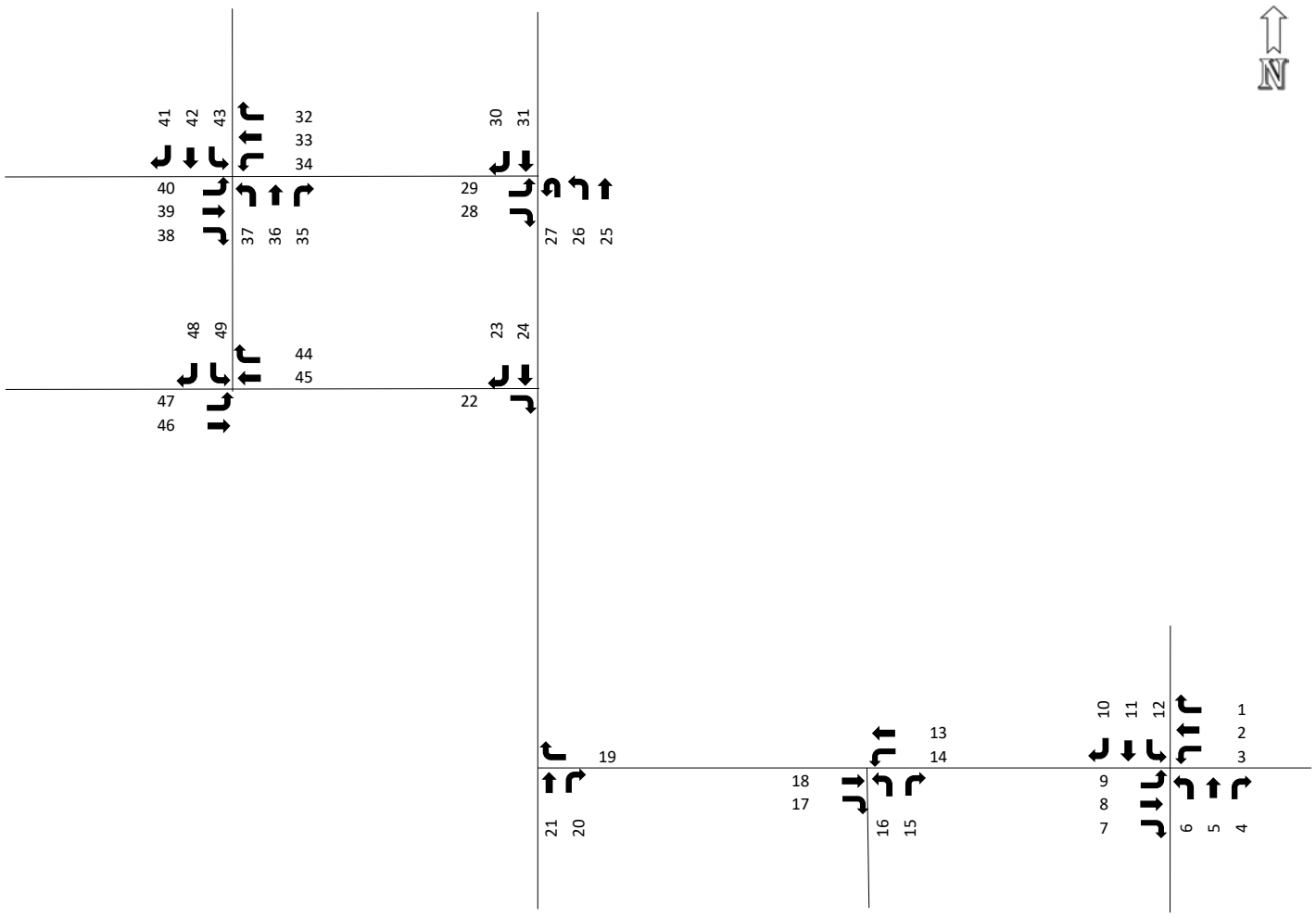
Project No.: 203112

Old York Road - Proposed Warehouse Development

Movement Key



Bright View Engineering
Moving you forward

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Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	MTMC - 0700-0800 (203112)
Location	GEORGETOWN RD & OLD YORK RD
Performed By	CBP
Date	MONDAY, SEPTEMBER 21, 2020

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
592	
% Bank 1	% Bank 2
#DIV/0!	#DIV/0!
% Bank 3	% Bank 4
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	EB - OLD YORK RD							WB - OLD YORK ROAD							SB - GEORGETOWN RD							NB - GEORGETOWN RD							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
07:00 AM	0	1	1	2	0	0	4	0	6	16	25	0	0	47	0	8	75	5	0	0	88	0	1	13	0	0	0	14	153	0
07:15 AM	0	0	4	2	0	0	6	0	4	4	19	0	0	27	0	8	58	8	0	0	74	0	3	41	1	0	0	45	152	0
07:30 AM	0	0	4	1	0	0	5	0	3	25	16	0	0	44	0	5	70	6	0	0	81	0	2	31	1	0	0	34	164	0
07:45 AM	0	2	5	2	0	0	9	0	1	15	12	0	0	28	0	5	41	5	0	0	51	0	1	29	5	0	0	35	123	0

Vehicle Movement Summary

Movement / Details	EB - OLD YORK RD							WB - OLD YORK ROAD							SB - GEORGETOWN RD							NB - GEORGETOWN RD							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	3	14	7	0	0	24	0	14	60	72	0	0	146	0	26	244	24	0	0	294	0	7	114	7	0	0	128	592	0
PHF	-	0.38	0.70	0.88	-	-	0.67	-	0.58	0.60	0.72	-	-	0.78	-	0.81	0.81	0.75	-	-	0.84	-	0.58	0.70	0.35	-	-	0.71	0.90	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**EB - OLD YORK RD**						**WB - OLD YORK ROAD**						**SB - GEORGETOWN RD**						**NB - GEORGETOWN RD**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
07:00 AM	0	1	1	2	0	0	0	6	16	25	0	0	0	8	75	5	0	0	0	1	13	0	0	0
07:15 AM	0	0	4	2	0	0	0	4	4	19	0	0	0	8	58	8	0	0	0	3	41	1	0	0
07:30 AM	0	0	4	1	0	0	0	3	25	16	0	0	0	5	70	6	0	0	0	2	31	1	0	0
07:45 AM	0	2	5	2	0	0	0	1	15	12	0	0	0	5	41	5	0	0	0	1	29	5	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	MTMC - 0415-0515 (203112)
Location	GEORGETOWN RD & OLD YORK RD
Performed By	CBP
Date	MONDAY, SEPTEMBER 21, 2020

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
698	
% Bank 1	% Bank 2
#DIV/0!	#DIV/0!
% Bank 3	% Bank 4
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	EB - OLD YORK RD							WB - OLD YORK ROAD							SB - GEORGETOWN RD							NB - GEORGETOWN RD							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
04:15 PM	0	1	10	4	0	0	15	0	3	7	12	0	0	22	0	17	63	6	0	0	86	0	2	34	3	0	0	39	162	0
04:30 PM	0	0	10	3	0	0	13	0	5	6	13	0	0	24	0	10	64	8	0	0	82	0	3	70	7	0	0	80	199	0
04:45 PM	0	0	8	4	0	0	12	0	3	11	16	0	0	30	0	18	52	12	0	0	82	0	2	61	7	0	0	70	194	0
05:00 PM	0	1	13	1	0	0	15	0	4	6	11	0	0	21	0	8	48	6	0	0	62	0	2	40	3	0	0	45	143	0

Vehicle Movement Summary

Movement / Details	EB - OLD YORK RD							WB - OLD YORK ROAD							SB - GEORGETOWN RD							NB - GEORGETOWN RD							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	2	41	12	0	0	55	0	15	30	52	0	0	97	0	53	227	32	0	0	312	0	9	205	20	0	0	234	698	0
PHF	-	0.50	0.79	0.75	-	-	0.92	-	0.75	0.68	0.81	-	-	0.81	-	0.74	0.89	0.67	-	-	0.91	-	0.75	0.73	0.71	-	-	0.73	0.88	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**EB - OLD YORK RD**						**WB - OLD YORK ROAD**						**SB - GEORGETOWN RD**						**NB - GEORGETOWN RD**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
04:15 PM	0	1	10	4	0	0	0	3	7	12	0	0	0	17	63	6	0	0	0	2	34	3	0	0
04:30 PM	0	0	10	3	0	0	0	5	6	13	0	0	0	10	64	8	0	0	0	3	70	7	0	0
04:45 PM	0	0	8	4	0	0	0	3	11	16	0	0	0	18	52	12	0	0	0	2	61	7	0	0
05:00 PM	0	1	13	1	0	0	0	4	6	11	0	0	0	8	48	6	0	0	0	2	40	3	0	0

Bank 1																
Time Period	**EB - HAMILTON ST**				**WB - HAMILTON ST**				**NB - BRUEN ST**				**SB - BRUEN ST**			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	**MTMC - 0700-0800 (203112)**
Location	**RISING SUN RD & CONNECTOR RD**
Performed By	**CBP**
Date	**FRIDAY, SEPTEMBER 18, 2020**

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
882	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	NB - RISING SUN RD							SB - RISING SUN RD							EB - CONNECTOR RD							WB - CONNECTOR RD							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
07:00 AM	0	1	5	11	0	0	17	0	62	38	5	0	0	105	0	6	1	1	0	0	8	0	7	2	75	0	0	84	214	0
07:15 AM	0	1	6	12	0	0	19	0	53	41	9	0	0	103	0	8	2	0	0	0	10	0	9	3	94	0	0	106	238	0
07:30 AM	0	0	3	9	0	0	12	0	51	36	2	0	0	89	0	1	2	1	0	0	4	0	10	3	77	0	0	90	195	0
07:45 AM	0	2	8	8	0	0	18	0	67	32	5	0	0	104	0	3	0	2	0	0	5	0	11	2	95	0	0	108	235	0

Vehicle Movement Summary

Movement / Details	NB - RISING SUN RD							SB - RISING SUN RD							EB - CONNECTOR RD							WB - CONNECTOR RD							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	4	22	40	0	0	66	0	233	147	21	0	0	401	0	18	5	4	0	0	27	0	37	10	341	0	0	388	882	0
PHF	-	0.50	0.69	0.83	-	-	0.87	-	0.87	0.90	0.58	-	-	0.95	-	0.56	0.63	0.50	-	-	0.68	-	0.84	0.83	0.90	-	-	0.90	0.93	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**NB - RISING SUN RD**						**SB - RISING SUN RD**						**EB - CONNECTOR RD**						**WB - CONNECTOR RD**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
07:00 AM	0	1	5	11	0	0	0	62	38	5	0	0	0	6	1	1	0	0	0	7	2	75	0	0
07:15 AM	0	1	6	12	0	0	0	53	41	9	0	0	0	8	2	0	0	0	0	9	3	94	0	0
07:30 AM	0	0	3	9	0	0	0	51	36	2	0	0	0	1	2	1	0	0	0	10	3	77	0	0
07:45 AM	0	2	8	8	0	0	0	67	32	5	0	0	0	3	0	2	0	0	0	11	2	95	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	**MTMC - 0415-0515 (203112)**
Location	**RISING SUN RD & CONNECTOR RD**
Performed By	**CBP**
Date	**FRIDAY, SEPTEMBER 18, 2020**

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
994	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
2	

Peak Hour Data

Time Period	NB - RISING SUN RD							SB - RISING SUN RD							EB - CONNECTOR RD							WB - CONNECTOR RD							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
04:15 PM	0	0	16	12	0	0	28	0	56	34	3	0	0	93	0	3	0	0	0	0	3	0	8	2	113	0	0	123	247	0
04:30 PM	0	0	16	17	0	0	33	0	75	29	12	0	0	116	0	12	1	0	0	0	13	0	5	2	95	0	1	102	264	1
04:45 PM	0	1	10	21	0	0	32	0	51	36	3	0	0	90	0	1	2	2	0	0	5	0	4	0	101	0	0	105	232	0
05:00 PM	0	0	24	15	0	0	39	0	59	21	6	0	0	86	0	8	0	1	0	0	9	0	5	0	112	1	0	117	251	1

Vehicle Movement Summary

Movement / Details	NB - RISING SUN RD							SB - RISING SUN RD							EB - CONNECTOR RD							WB - CONNECTOR RD							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	1	66	65	0	0	132	0	241	120	24	0	0	385	0	24	3	3	0	0	30	0	22	4	421	1	1	447	994	2
PHF	-	0.25	0.69	0.77	-	-	0.85	-	0.80	0.83	0.50	-	-	0.83	-	0.50	0.38	0.38	-	-	0.58	-	0.69	0.50	0.93	##	##	0.91	0.94	0.50
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**NB - RISING SUN RD**						**SB - RISING SUN RD**						**EB - CONNECTOR RD**						**WB - CONNECTOR RD**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
04:15 PM	0	0	16	12	0	0	0	56	34	3	0	0	0	3	0	0	0	0	0	8	2	113	0	0
04:30 PM	0	0	16	17	0	0	0	75	29	12	0	0	0	12	1	0	0	0	0	5	2	95	0	1
04:45 PM	0	1	10	21	0	0	0	51	36	3	0	0	0	1	2	2	0	0	0	4	0	101	0	0
05:00 PM	0	0	24	15	0	0	0	59	21	6	0	0	0	8	0	1	0	0	0	5	0	112	1	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	MTMC - 0700-0800 (203112)
Location	RISING SUN RD & OLD YORK RD
Performed By	CBP
Date	THURSDAY, SEPTEMBER 17, 2020

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
162	
% Bank 1	% Bank 2
#DIV/0!	#DIV/0!
% Bank 3	% Bank 4
#DIV/0!	#DIV/0!
Pedestrians Volume	
6	

Peak Hour Data

Time Period	EB - RISING SUN RD							NB - OLD YORK RD							SB - OLD YORK RD							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
07:00 AM	0	24	0	10	1	1	34	0	3	2	0	0	0	5	0	0	1	4	1	1	5	0	0	0	0	0	0	0	44	4
07:15 AM	0	18	0	6	0	0	24	0	2	1	0	0	0	3	0	0	2	7	0	0	9	0	0	0	0	0	0	0	36	0
07:30 AM	0	28	0	2	0	0	30	0	1	0	0	0	0	1	0	0	0	9	0	0	9	0	0	0	0	0	0	0	40	0
07:45 AM	0	29	0	4	0	2	33	0	1	1	0	0	0	2	0	0	1	6	0	0	7	0	0	0	0	0	0	0	42	2

Vehicle Movement Summary

Movement / Details	EB - RISING SUN RD							NB - OLD YORK RD							SB - OLD YORK RD							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	99	0	22	1	3	121	0	7	4	0	0	0	11	0	0	4	26	1	1	30	0	0	0	0	0	0	0	162	6
PHF	-	0.85	-	0.55	##	##	0.89	-	0.58	0.50	-	-	-	0.55	-	-	0.50	0.72	0.25	0.25	0.83	-	-	-	-	-	-	-	0.92	0.38
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**EB - RISING SUN RD**						**NB - OLD YORK RD**						**SB - OLD YORK RD**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
07:00 AM	0	24	0	10	1	1	0	3	2	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0
07:15 AM	0	18	0	6	0	0	0	2	1	0	0	0	0	0	2	7	0	0	0	0	0	0	0	0
07:30 AM	0	28	0	2	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
07:45 AM	0	29	0	4	0	2	0	1	1	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	MTMC - 0415-0515 (203112)
Location	RISING SUN RD & OLD YORK RD
Performed By	CBP
Date	THURSDAY, SEPTEMBER 17, 2020

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
144	
% Bank 1	% Bank 2
#DIV/0!	#DIV/0!
% Bank 3	% Bank 4
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	EB - RISING SUN RD							NB - OLD YORK RD							SB - OLD YORK RD							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
04:15 PM	0	32	0	0	0	0	32	0	0	1	0	0	0	1	0	0	0	9	0	0	9	0	0	0	0	0	0	0	42	0
04:30 PM	0	30	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	44	0
04:45 PM	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	27	0
05:00 PM	0	19	0	1	0	0	20	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	31	0

Vehicle Movement Summary

Movement / Details	EB - RISING SUN RD							NB - OLD YORK RD							SB - OLD YORK RD							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	96	0	1	0	0	97	0	0	1	0	0	0	1	0	0	0	46	0	0	46	0	0	0	0	0	0	0	144	0
PHF	-	0.75	-	0.25	-	-	0.76	-	-	0.25	-	-	-	0.25	-	-	-	0.82	-	-	0.82	-	-	-	-	-	-	-	0.82	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**EB - RISING SUN RD**						**NB - OLD YORK RD**						**SB - OLD YORK RD**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
04:15 PM	0	32	0	0	0	0	0	0	1	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
04:30 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
04:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0
05:00 PM	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary

Count Name
MTMC - 0700-0800 (203112)
Location
US-206 & CONNECTOR RD
Performed By
CBP
Date
FRIDAY, SEPTEMBER 18, 2020

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
2453	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	SB - US-206							NB - US-206							EB - CONNECTOR RD							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
07:00 AM	0	0	188	63	0	0	251	9	34	250	0	0	0	293	0	64	0	2	0	0	66	0	0	0	0	0	0	0	610	0
07:15 AM	0	0	197	71	0	0	268	3	32	259	0	0	0	294	0	64	0	1	0	0	65	0	0	0	0	0	0	0	627	0
07:30 AM	0	0	152	59	0	0	211	5	35	269	0	0	0	309	0	68	0	1	0	0	69	0	0	0	0	0	0	0	589	0
07:45 AM	0	0	140	89	0	0	229	4	36	274	0	0	0	314	0	82	0	2	0	0	84	0	0	0	0	0	0	0	627	0

Vehicle Movement Summary

Movement / Details	SB - US-206							NB - US-206							EB - CONNECTOR RD							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	677	282	0	0	959	21	137	1052	0	0	0	###	0	278	0	6	0	0	284	0	0	0	0	0	0	0	2453	0
PHF	-	-	0.86	0.79	-	-	0.89	0.58	0.95	0.96	-	-	-	0.96	-	0.85	-	0.75	-	-	0.85	-	-	-	-	-	-	-	0.98	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**SB - US-206**						**NB - US-206**						**EB - CONNECTOR RD**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
07:00 AM	0	0	188	63	0	0	9	34	250	0	0	0	0	64	0	2	0	0	0	0	0	0	0	0
07:15 AM	0	0	197	71	0	0	3	32	259	0	0	0	0	64	0	1	0	0	0	0	0	0	0	0
07:30 AM	0	0	152	59	0	0	5	35	269	0	0	0	0	68	0	1	0	0	0	0	0	0	0	0
07:45 AM	0	0	140	89	0	0	4	36	274	0	0	0	0	82	0	2	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	MTMC - 0415-0515 (203112)
Location	US-206 & CONNECTOR RD
Performed By	CBP
Date	SATURDAY, SEPTEMBER 19, 2020

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
2959	
% Bank 1	% Bank 2
#DIV/0!	#DIV/0!
% Bank 3	% Bank 4
#DIV/0!	#DIV/0!
Pedestrians Volume	
1	

Peak Hour Data

Time Period	SB - US-206							NB - US-206							EB - CONNECTOR RD							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
04:15 PM	0	0	252	81	0	0	333	8	52	281	0	0	0	341	0	78	0	1	0	0	79	0	0	0	0	0	0	0	753	0
04:30 PM	0	0	294	77	0	0	371	7	47	270	0	0	0	324	0	74	0	4	0	0	78	0	0	0	0	0	0	0	773	0
04:45 PM	0	0	248	64	0	0	312	11	43	225	0	0	0	279	0	82	0	2	0	0	84	0	0	0	0	0	0	0	675	0
05:00 PM	0	0	283	79	0	0	362	12	55	266	0	0	1	333	0	62	0	1	0	0	63	0	0	0	0	0	0	0	758	1

Vehicle Movement Summary

Movement / Details	SB - US-206							NB - US-206							EB - CONNECTOR RD							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	1077	301	0	0	###	38	197	1042	0	0	1	###	0	296	0	8	0	0	304	0	0	0	0	0	0	0	2959	1
PHF	-	-	0.92	0.93	-	-	0.93	0.79	0.90	0.93	-	-	##	0.94	-	0.90	-	0.50	-	-	0.90	-	-	-	-	-	-	-	0.96	0.25
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**SB - US-206**						**NB - US-206**						**EB - CONNECTOR RD**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
04:15 PM	0	0	252	81	0	0	8	52	281	0	0	0	0	78	0	1	0	0	0	0	0	0	0	0
04:30 PM	0	0	294	77	0	0	7	47	270	0	0	0	0	74	0	4	0	0	0	0	0	0	0	0
04:45 PM	0	0	248	64	0	0	11	43	225	0	0	0	0	82	0	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	283	79	0	0	12	55	266	0	0	1	0	62	0	1	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	**MTMC - 0700-0900 (203112)**
Location	**US-206 N & OLD YORK RD**
Performed By	**CBP**
Date	**THURSDAY, SEPTEMBER 17, 2020**

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
1208	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	NB - US-206 N							WB - OLD YORK RD							-							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
07:00 AM	0	0	255	5	0	0	260	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	279	0
07:15 AM	0	0	301	5	0	0	306	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	318	0
07:30 AM	0	0	265	6	0	0	271	0	0	0	26	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297	0
07:45 AM	0	0	283	12	0	0	295	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	314	0

Vehicle Movement Summary

Movement / Details	NB - US-206 N							WB - OLD YORK RD							-							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	1104	28	0	0	###	0	0	0	76	0	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1208	0
PHF	-	-	0.92	0.58	-	-	0.92	-	-	-	0.73	-	-	0.73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.95	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**NB - US-206 N**						**WB - OLD YORK RD**						**-**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
07:00 AM	0	0	255	5	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	301	5	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	265	6	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	283	12	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	240	12	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	**MTMC - 0400-0600 (203112)**
Location	**US-206 N & OLD YORK RD**
Performed By	**CBP**
Date	**THURSDAY, SEPTEMBER 17, 2020**

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
1279	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
1	

Peak Hour Data

Time Period	NB - US-206 N							WB - OLD YORK RD							-							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
04:15 PM	0	0	319	12	0	0	331	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346	0
04:30 PM	0	0	290	13	0	0	303	0	0	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	321	0
04:45 PM	0	0	267	12	0	0	279	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	296	0
05:00 PM	0	0	289	14	0	0	303	0	0	0	13	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	316	1

Vehicle Movement Summary

Movement / Details	NB - US-206 N							WB - OLD YORK RD							-							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	1165	51	0	0	###	0	0	0	63	1	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1279	1
PHF	-	-	0.91	0.91	-	-	0.92	-	-	-	0.88	##	-	0.88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.92	0.25
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**NB - US-206 N**						**WB - OLD YORK RD**						**-**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
04:00 PM	0	0	260	11	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	319	12	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	290	13	0	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	267	12	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	289	14	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary

Count Name	Location	Performed By	Date
MTMC - 0700-0800 (203112)	**US-206 S & OLD YORK RD**	**CBP**	**FRIDAY, SEPTEMBER 18, 2020**

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
668	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	SB - US-206 S							EB - OLD YORK RD							-							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
07:00 AM	0	0	158	3	0	0	161	0	0	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	183	0
07:15 AM	0	0	138	3	0	0	141	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	0
07:30 AM	0	0	138	4	0	0	142	0	0	0	25	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	167	0
07:45 AM	0	0	124	5	0	0	129	0	0	0	29	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	0

Vehicle Movement Summary

Movement / Details	SB - US-206 S							EB - OLD YORK RD							-							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	558	15	0	0	573	0	0	0	95	0	0	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	668	0
PHF	-	-	0.88	0.75	-	-	0.89	-	-	-	0.82	-	-	0.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.91	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**SB - US-206 S**						**EB - OLD YORK RD**						**-**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
07:00 AM	0	0	158	3	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	138	3	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	138	4	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	124	5	0	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Turning Movement Count Report

BRIGHT VIEW ENGINEERING

Study Information

Study Summary	
Count Name	**MTMC - 0415-0515 (203112)**
Location	**US-206 S & OLD YORK RD**
Performed By	**CBP**
Date	**FRIDAY, SEPTEMBER 18, 2020**

Notes

U = U Turn L = Left Turn T = Thru R = Right Turn
P1 = Pedestrian Direction 1 P2 = Pedestrian Direction 2
Veh = Total Vehicles for Approach

Peak Hour Volume	
1072	
% Bank 1	**% Bank 2**
#DIV/0!	#DIV/0!
% Bank 3	**% Bank 4**
#DIV/0!	#DIV/0!
Pedestrians Volume	
0	

Peak Hour Data

Time Period	SB - US-206 S							EB - OLD YORK RD							-							-							Total Vehicles	Total Pedestrians
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh		
04:15 PM	0	0	253	3	0	0	256	0	0	0	32	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	288	0
04:30 PM	0	0	307	8	0	0	315	0	0	0	40	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355	0
04:45 PM	0	0	186	1	0	0	187	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	0
05:00 PM	0	0	208	3	0	0	211	0	0	0	17	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	228	0

Vehicle Movement Summary

Movement / Details	SB - US-206 S							EB - OLD YORK RD							-							-							Entire Intersection	
	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	U	L	T	R	P1	P2	Veh	Vehicles	Pedestrians
Movement Volume	0	0	954	15	0	0	969	0	0	0	103	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1072	0
PHF	-	-	0.78	0.47	-	-	0.77	-	-	-	0.64	-	-	0.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.75	-
% Bank 1	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%					
% Bank 2	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%					
% Bank 3	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%					
% Bank 4	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%					

Combined																								
Time Period	**SB - US-206 S**						**EB - OLD YORK RD**						**-**						**-**					
	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2	U	L	T	R	P1	P2
04:15 PM	0	0	253	3	0	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	307	8	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	186	1	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	208	3	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0

New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 05/23/2017 to 05/26/2017

Site names:	7-4-217,Disabled American Veterans Highway-33.9,00000206__	Seasonal Factor Grp:	rg3_3R
County:	BURLINGTON	Daily Factor Grp:	rg3_3R
Funct Class:	Rural Principal Arterial - Other	Axle Factor Grp:	rg3_3R
Location:	Bet CO 660 Old York Road and CO 660 Old York Road	Growth Factor Grp:	rg3_3R

	Sun, May 21, 2017			Mon, May 22, 2017			Tue, May 23, 2017			Wed, May 24, 2017			Thu, May 25, 2017			Fri, May 26, 2017			Sat, May 27, 2017		
	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S	Road	N	S
00:00										205	110	95	272	129	143	255	107	148			
01:00										138	63	75	163	60	103	132	61	71			
02:00										108	49	59	136	76	60	147	71	76			
03:00										162	100	62	172	101	71	157	102	55			
04:00										315	219	96	314	222	92	289	211	78			
05:00										970	701	269	834	577	257	835	596	239			
06:00										2,087	1,254	833	1,837	1,148	689	1,624	1,034	590			
07:00										2,973	1,841	1,132	2,739	1,769	970	2,483	1,533	950			
08:00										2,815	1,617	1,198	2,446	1,705	741						
09:00										2,201	1,074	1,127	1,850	1,130	720						
10:00										1,808	964	844	1,710	957	753						
11:00							1,608	882	726	1,819	1,027	792	1,822	989	833						
12:00							1,745	913	832	2,097	1,214	883	2,051	1,108	943						
13:00							1,823	946	877	2,229	1,294	935	1,926	972	954						
14:00							2,208	1,093	1,115	2,431	1,428	1,003	2,195	1,116	1,079						
15:00							2,537	1,205	1,332	2,739	1,428	1,311	2,517	1,179	1,338						
16:00							2,882	1,297	1,585	2,953	1,438	1,515	2,816	1,364	1,452						
17:00							2,654	1,140	1,514	2,779	1,208	1,571	2,614	1,131	1,483						
18:00							1,864	838	1,026	1,883	855	1,028	1,920	795	1,125						
19:00							1,315	566	749	1,406	600	806	1,411	581	830						
20:00							953	398	555	1,129	466	663	1,105	450	655						
21:00							758	294	464	899	384	515	943	378	565						
22:00							532	193	339	723	367	356	551	217	334						
23:00							361	133	228	410	181	229	360	158	202						
Total							21,240	9,898	11,342	37,279	19,882	17,397	34,704	18,312	16,392	5,922	3,715	2,207			
AM Peak Vol										2,973	1,841	1,208	2,739	1,812	1,020						
AM Peak Fct										.933	.924	.947	.938	.926	.927						
AM Peak Hr							:	:	:	7: 00	7: 00	8: 15	7: 00	7: 15	6: 45						
PM Peak Vol							2,937	1,298	1,639	2,993	1,480	1,592	2,913	1,413	1,549						
PM Peak Fct							.99	.957	.964	.968	.918	.95	.889	.822	.98						
PM Peak Hr							16: 15	16: 15	16: 15	16: 15	13: 45	16: 30	16: 15	15: 45	16: 30						
Seasonal Fct							.963	.963	.963	.963	.963	.963	.963	.963	.963	.963	.963	.963			
Daily Fct							1.020	1.020	1.020	1.031	1.031	1.031	.973	.973	.973	.936	.936	.936			
Axle Fct							.466	.466	.466	.466	.466	.466	.466	.466	.466	.466	.466	.466			
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

Created 06/25/2018 3:03 PM

ROAD AADT 31,672 NDIR AADT 15,030 PDIR AADT 16,642

Land Use: 150
Warehousing

Description

A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.

Additional Data

Time-of-day distribution data for this land use are presented in Appendix A. For the 13 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:30 a.m. and 12:30 p.m. and 3:00 and 4:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Connecticut, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, and Texas.

Source Numbers

184, 331, 406, 411, 443, 579, 583, 596, 598, 611, 619, 642, 752, 869, 875, 876, 914, 940

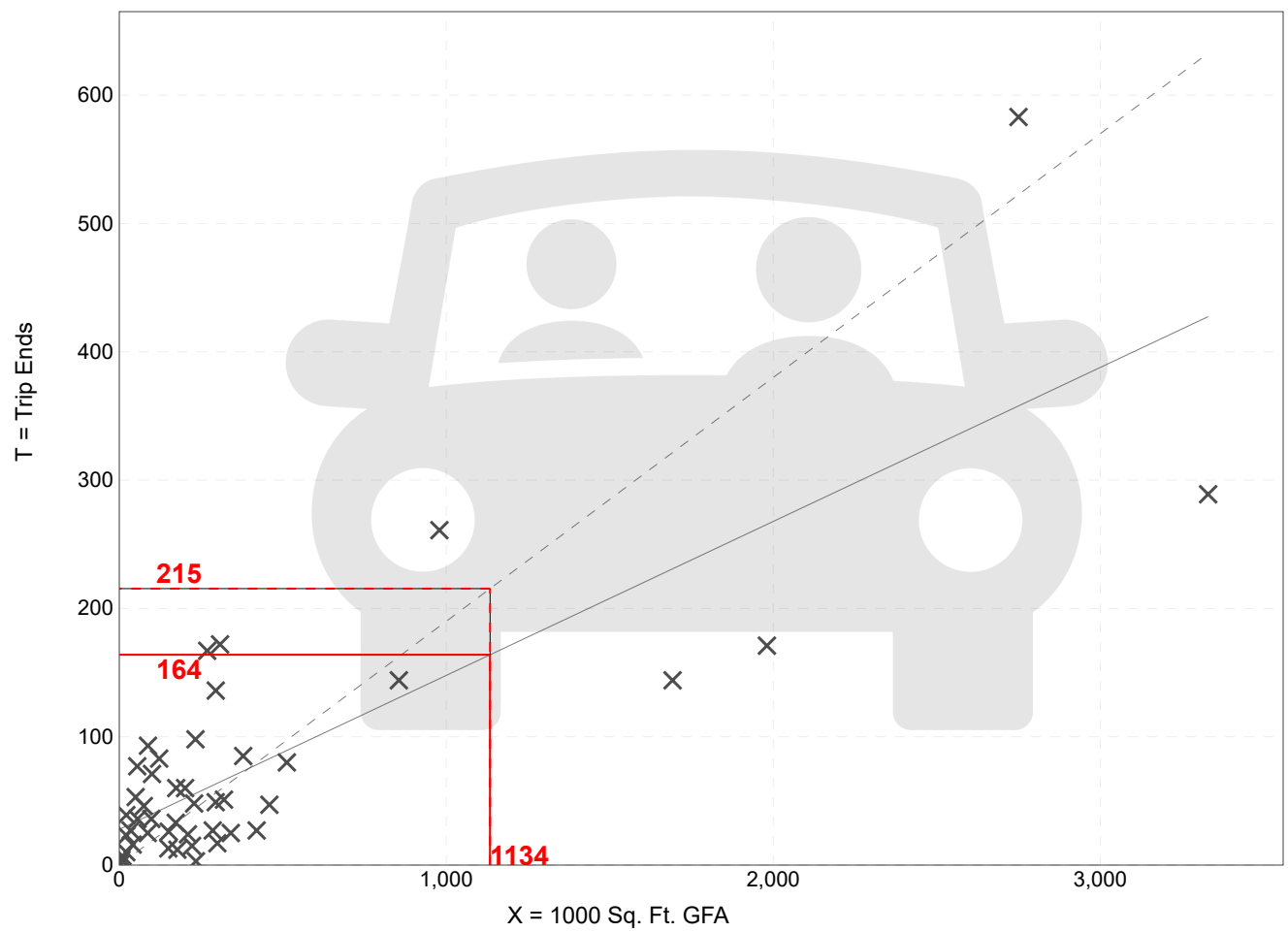
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	47
Avg. 1000 Sq. Ft. GFA:	400
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.01 - 1.80	0.18

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.12(X) + 27.82 **R^2= 0.65**

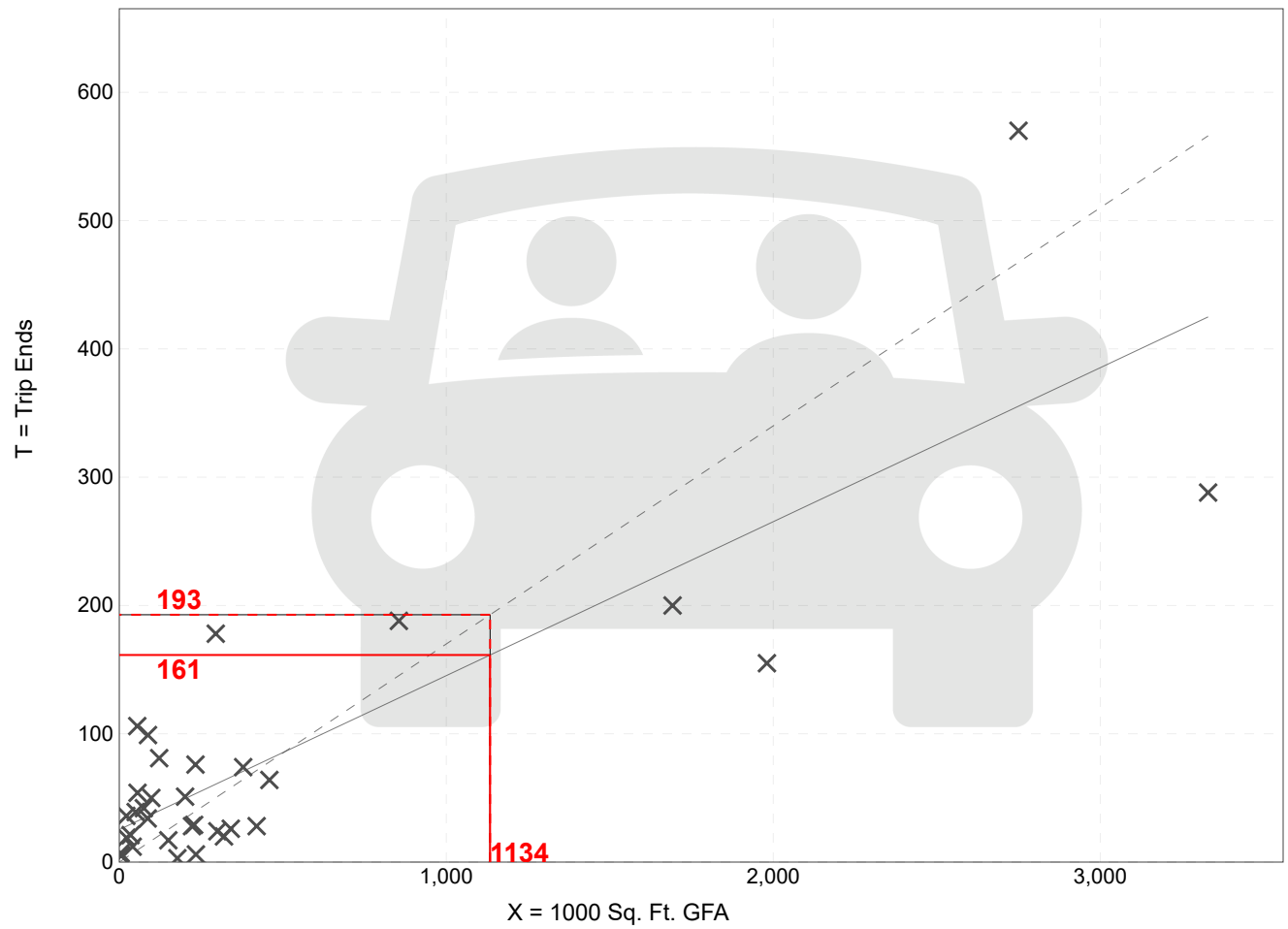
Warehousing
(150)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	34
Avg. 1000 Sq. Ft. GFA:	451
Directional Distribution:	77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.20

Data Plot and Equation



Study Site **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.12(X) + 25.32 **R^2= 0.69**

Warehousing
(150)

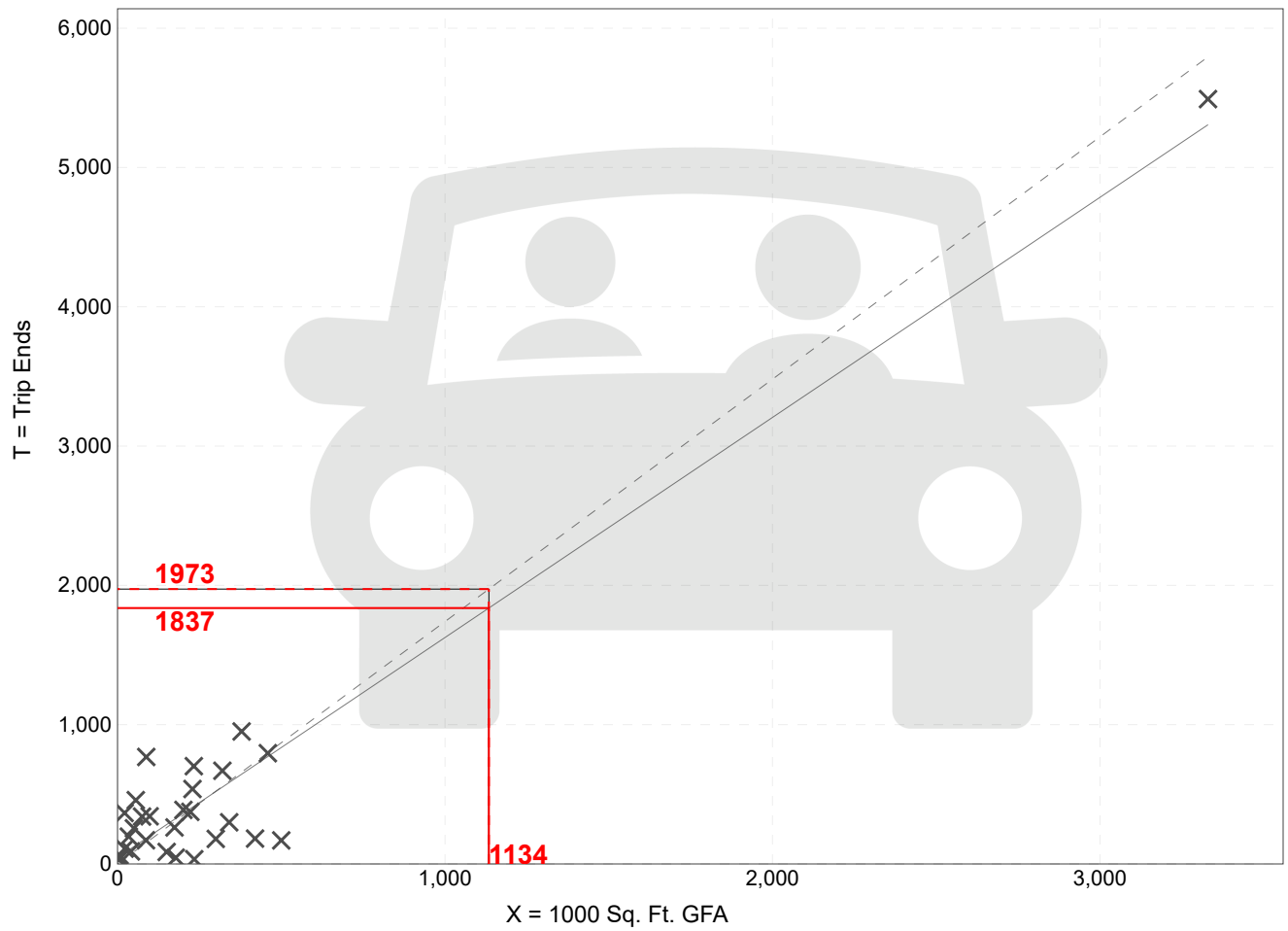
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. 1000 Sq. Ft. GFA: 285
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.74	0.15 - 16.93	1.55

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - **Average Rate**

Fitted Curve Equation: T = 1.58(X) + 45.54 **R^2= 0.93**

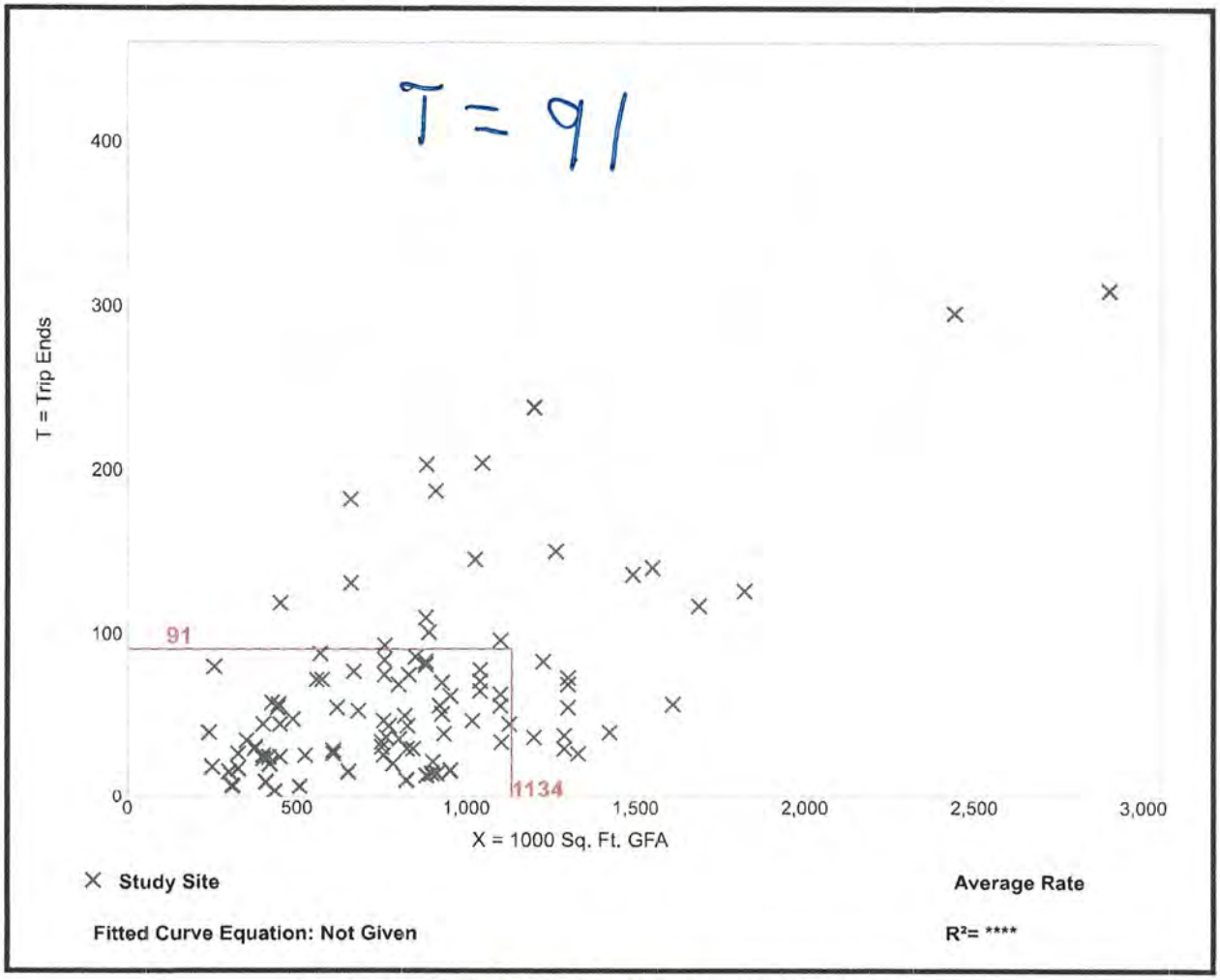
High-Cube Transload and Short-Term Storage Warehouse
(154)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 102
Avg. 1000 Sq. Ft. GFA: 846
Directional Distribution: 77% entering, 23% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.08	0.01 - 0.31	0.05

Data Plot and Equation



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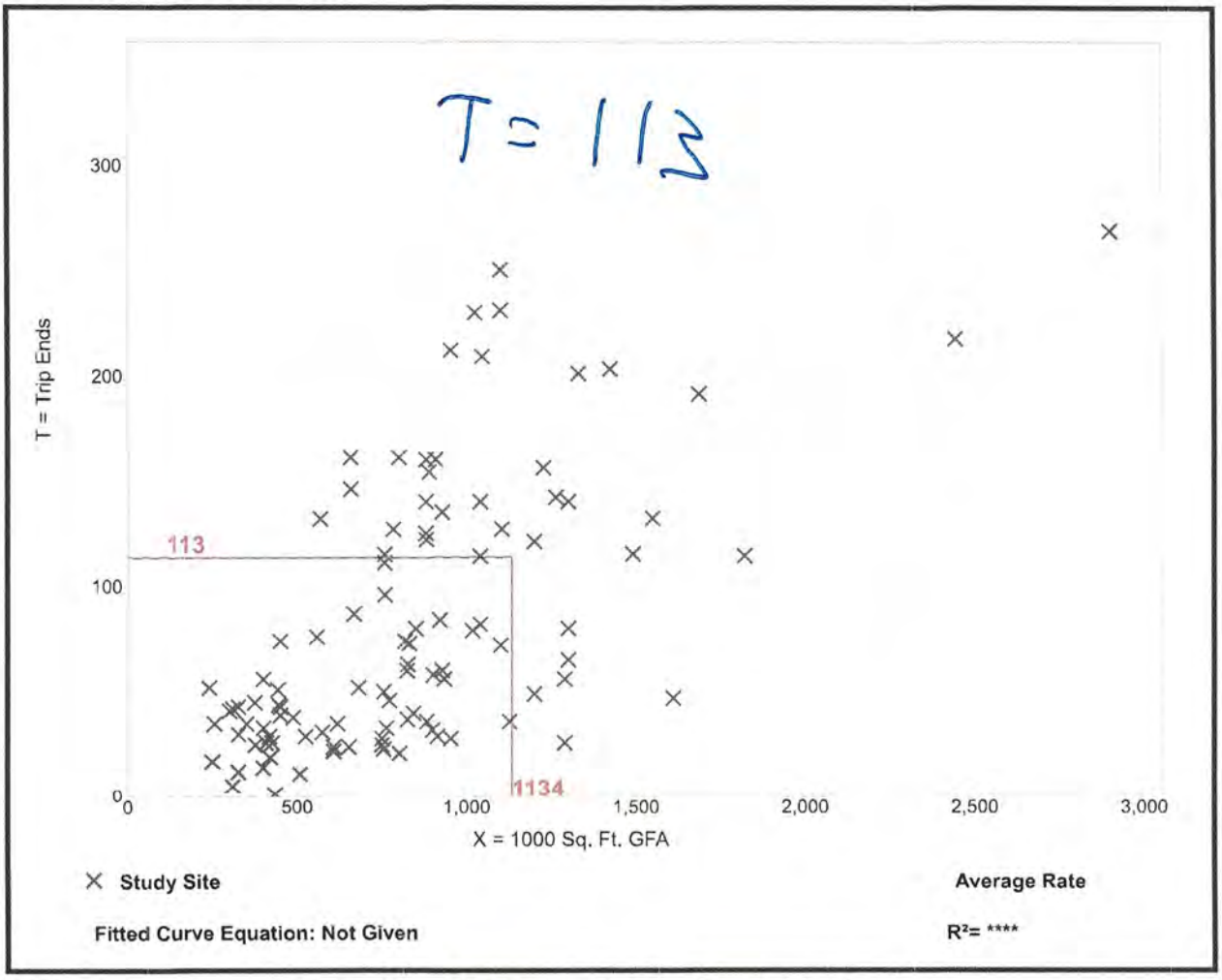
High-Cube Transload and Short-Term Storage Warehouse
(154)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 103
Avg. 1000 Sq. Ft. GFA: 840
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.25	0.06

Data Plot and Equation



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High-Cube Transload and Short-Term Storage Warehouse
(154)

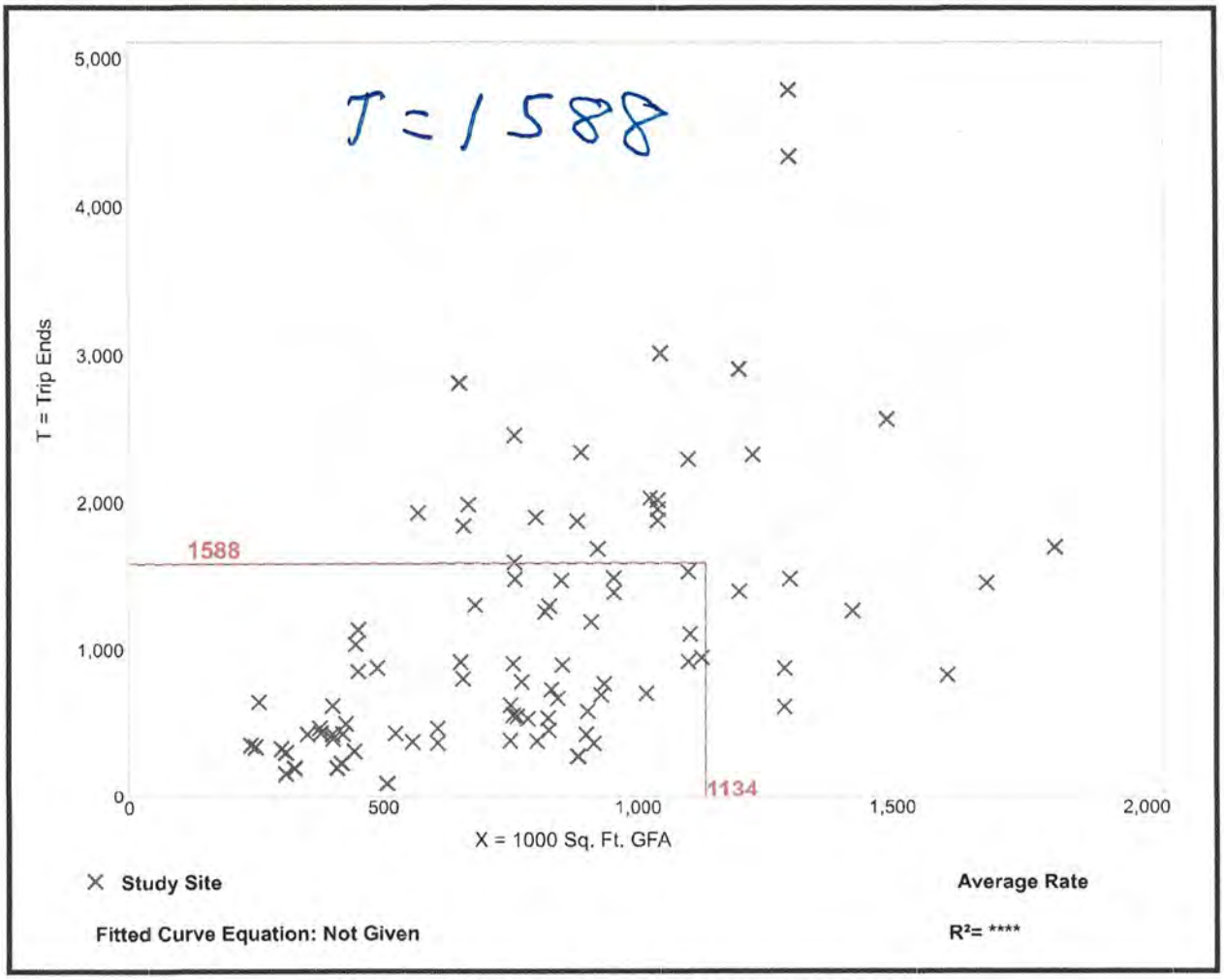
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 91
Avg. 1000 Sq. Ft. GFA: 798
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.40	0.20 - 4.32	0.86

Data Plot and Equation



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High-Cube Cold Storage Warehouse
(157)

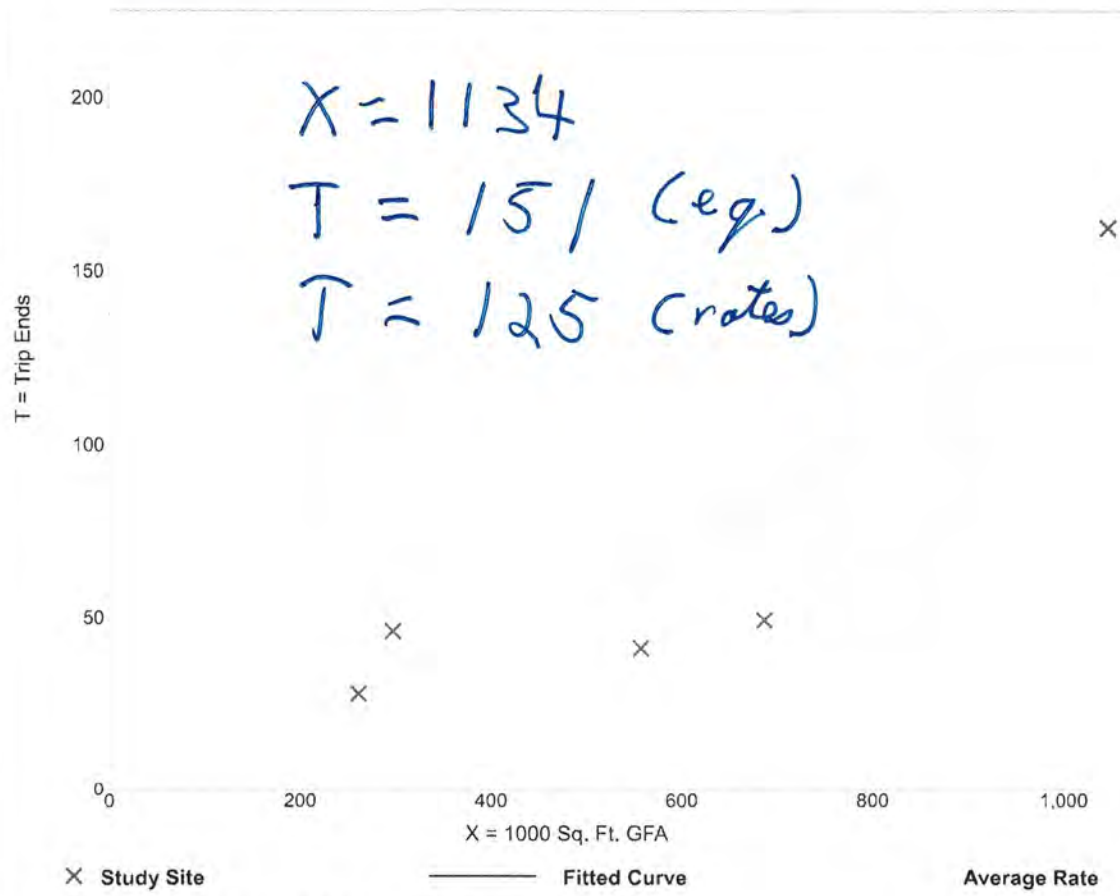
Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	5
Avg. 1000 Sq. Ft. GFA:	569
Directional Distribution:	Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.07 - 0.15	0.04

Data Plot and Equation

Caution – Small Sample Size



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.15(X) - 19.75 **R^2= 0.76**

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High-Cube Cold Storage Warehouse
(157)

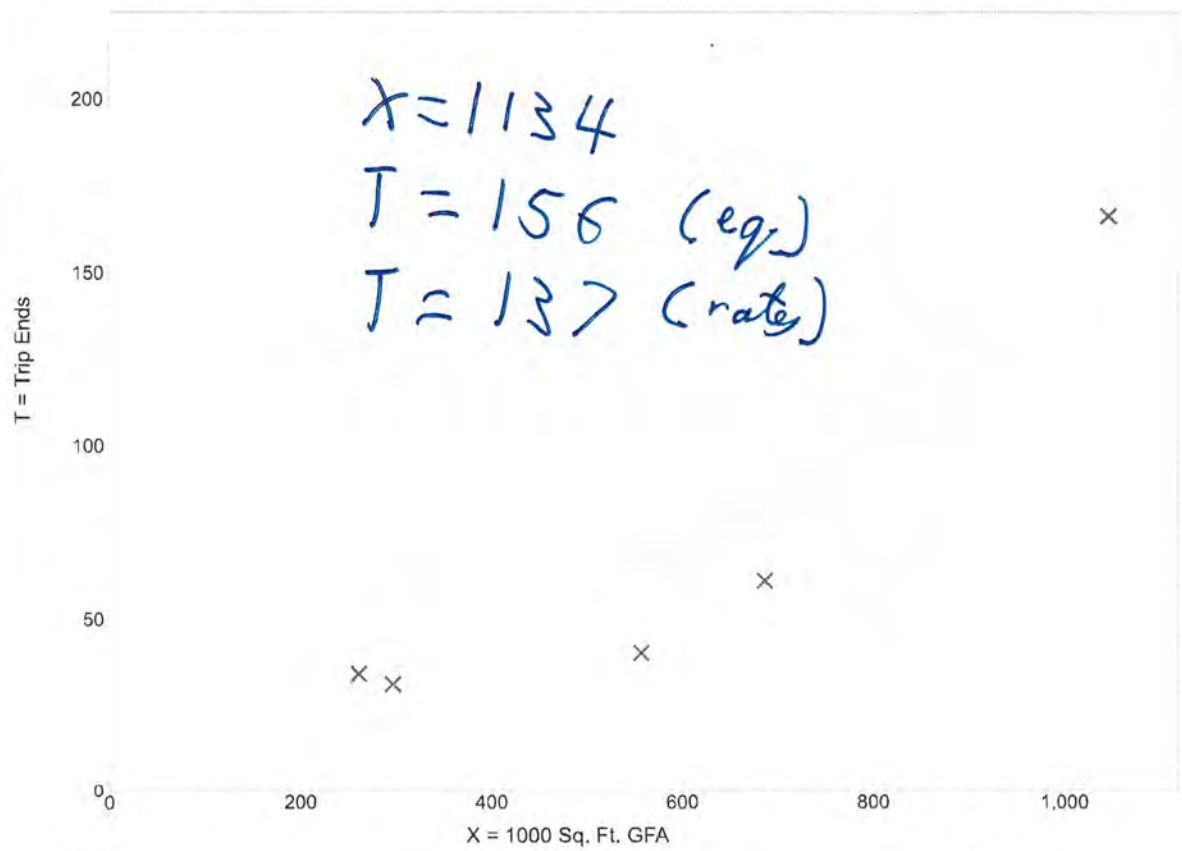
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.12	0.07 - 0.16	0.04

Data Plot and Equation

Caution – Small Sample Size



× **Study Site** ——— **Fitted Curve** **Average Rate**

Fitted Curve Equation: T = 0.16(X) - 26.24 **R^2= 0.84**

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High-Cube Cold Storage Warehouse
(157)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.12	1.18 - 2.85	0.73

Data Plot and Equation

Caution – Small Sample Size

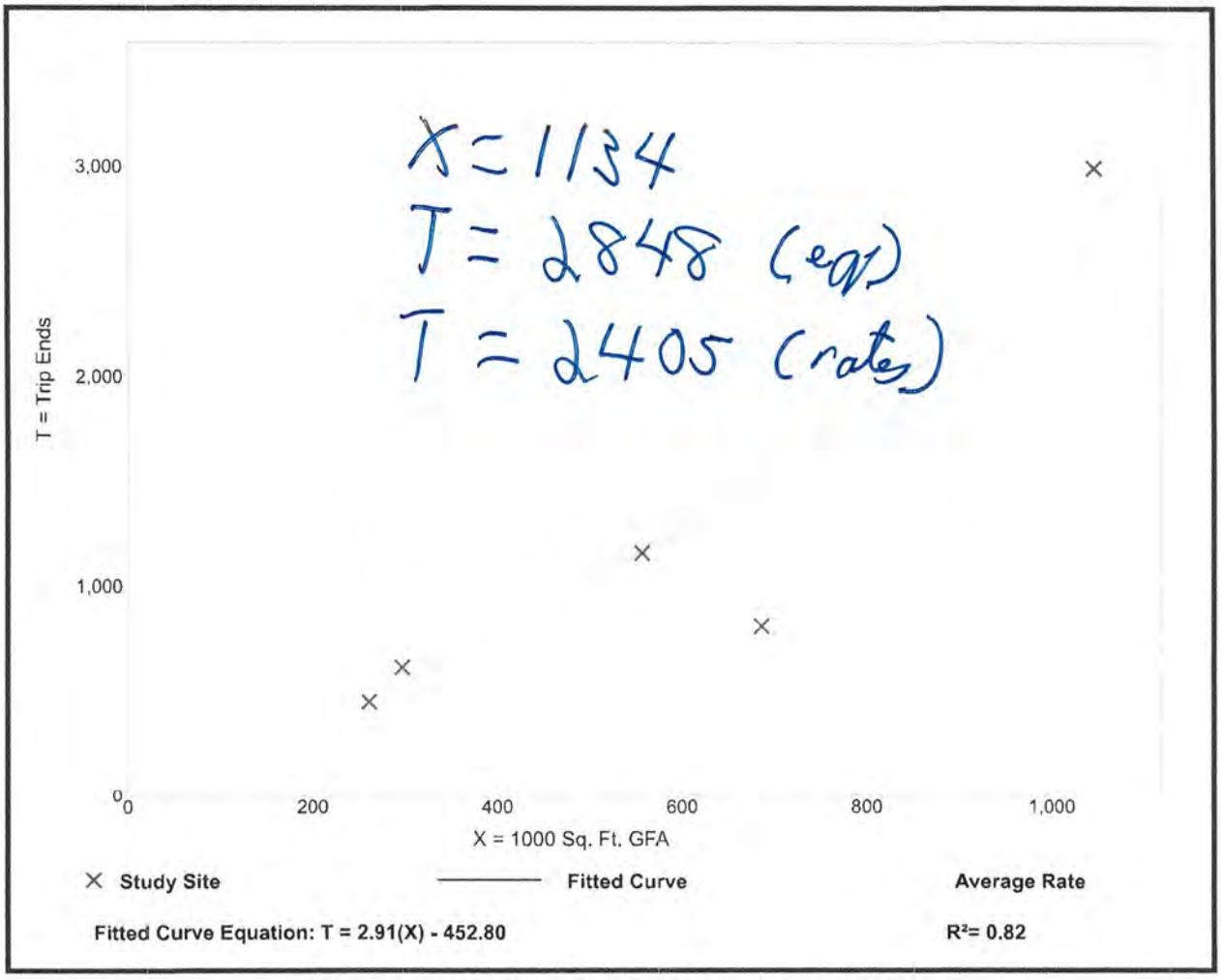

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Table 4. Residence MCD/County to Workplace MCD/County Commuting Flows for the United States and Puerto Rico Sorted by Workplace Geography: 5-Year ACS, 2011-2015

For more information on sampling and estimation methods, confidentiality protection, and sampling and nonsampling errors, see <http://www2.census.gov/programs-

Universe: Workers 16 years and over.

Commuting flows are sorted by place of work state, place of work county, and place of work minor civil division.

Residence						Place of Work						Commuting Flow																			
State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	County Name	Minor Civil Division Name	State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	County Name	Minor Civil Division Name	Workers in Commuting Flow	Margin of Error		Route to Site (per Google Maps)	A	B	C	D	E	F	G	H	I	J	K	L	M	N
10	003		Delaware	New Castle County		034	005	43290	New Jersey	Burlington County	Mansfield township	3	14	L	NB on NJTPK												3		
34	001	00100	New Jersey	Atlantic County	Absecon city	034	005	12670	New Jersey	Burlington County	Chesterfield township	5	13	K	NB on US 206											5			
34	001	29280	New Jersey	Atlantic County	Hamilton township	034	005	43290	New Jersey	Burlington County	Mansfield township	26	43	K	NB on US 206											26			
34	001	29430	New Jersey	Atlantic County	Hammonton town	034	005	43290	New Jersey	Burlington County	Mansfield township	25	39	K	NB on US 206											25			
34	003	30420	New Jersey	Bergen County	Hasbrouck Heights borough	034	005	06700	New Jersey	Burlington County	Bordentown township	18	29	L	NB on NJTPK												18		
34	003	52320	New Jersey	Bergen County	North Arlington borough	034	005	06700	New Jersey	Burlington County	Bordentown township	7	10	L	NB on NJTPK												7		
34	005	05740	New Jersey	Burlington County	Beverly city	034	005	43290	New Jersey	Burlington County	Mansfield township	14	15	M	NB on I 295													14	
34	005	06670	New Jersey	Burlington County	Bordentown city	034	005	06700	New Jersey	Burlington County	Bordentown township	99	59	N	SB on Georgetown Rd (CR 545)														99
34	005	06670	New Jersey	Burlington County	Bordentown city	034	005	12670	New Jersey	Burlington County	Chesterfield township	5	8	N	SB on Georgetown Rd (CR 545)														5
34	005	06670	New Jersey	Burlington County	Bordentown city	034	005	43290	New Jersey	Burlington County	Mansfield township	46	45	N	SB on Georgetown Rd (CR 545)														46
34	005	06700	New Jersey	Burlington County	Bordentown township	034	005	06700	New Jersey	Burlington County	Bordentown township	562	164	C	SB on US 130			562											
34	005	06700	New Jersey	Burlington County	Bordentown township	034	005	12670	New Jersey	Burlington County	Chesterfield township	37	37	C	SB on US 130			37											
34	005	06700	New Jersey	Burlington County	Bordentown township	034	005	43290	New Jersey	Burlington County	Mansfield township	49	41	C	SB on US 130			49											
34	005	08920	New Jersey	Burlington County	Burlington city	034	005	06700	New Jersey	Burlington County	Bordentown township	25	33	M	NB on I 295													25	
34	005	08920	New Jersey	Burlington County	Burlington city	034	005	12670	New Jersey	Burlington County	Chesterfield township	9	12	M	NB on I 295													9	
34	005	08920	New Jersey	Burlington County	Burlington city	034	005	43290	New Jersey	Burlington County	Mansfield township	4	7	M	NB on I 295													4	
34	005	08950	New Jersey	Burlington County	Burlington township	034	005	06700	New Jersey	Burlington County	Bordentown township	107	75	M	NB on I 295													107	
34	005	08950	New Jersey	Burlington County	Burlington township	034	005	12670	New Jersey	Burlington County	Chesterfield township	23	42	M	NB on I 295													23	
34	005	08950	New Jersey	Burlington County	Burlington township	034	005	43290	New Jersey	Burlington County	Mansfield township	9	15	M	NB on I 295													9	
34	005	12670	New Jersey	Burlington County	Chesterfield township	034	005	06700	New Jersey	Burlington County	Bordentown township	76	72	G	WB on Old York Road							76							
34	005	12670	New Jersey	Burlington County	Chesterfield township	034	005	12670	New Jersey	Burlington County	Chesterfield township	507	134	G	WB on Old York Road							507							
34	005	12670	New Jersey	Burlington County	Chesterfield township	034	005	43290	New Jersey	Burlington County	Mansfield township	10	15	G	WB on Old York Road							10							
34	005	12940	New Jersey	Burlington County	Cinnaminson township	034	005	06700	New Jersey	Burlington County	Bordentown township	20	16	M	NB on I 295													20	
34	005	12940	New Jersey	Burlington County	Cinnaminson township	034	005	43290	New Jersey	Burlington County	Mansfield township	15	20	M	NB on I 295													15	
34	005	17080	New Jersey	Burlington County	Delanco township	034	005	06700	New Jersey	Burlington County	Bordentown township	35	28	M	NB on I 295													35	
34	005	17440	New Jersey	Burlington County	Delran township	034	005	06700	New Jersey	Burlington County	Bordentown township	11	15	M	NB on I 295													11	
34	005	17440	New Jersey	Burlington County	Delran township	034	005	43290	New Jersey	Burlington County	Mansfield township	9	17	M	NB on I 295													9	
34	005	18790	New Jersey	Burlington County	Eastampton township	034	005	06700	New Jersey	Burlington County	Bordentown township	14	27	K	NB on US 206											14			
34	005	18790	New Jersey	Burlington County	Eastampton township	034	005	43290	New Jersey	Burlington County	Mansfield township	27	31	K	NB on US 206											27			
34	005	20050	New Jersey	Burlington County	Edgewater Park township	034	005	06700	New Jersey	Burlington County	Bordentown township	65	94	M	NB on I 295													65	
34	005	20050	New Jersey	Burlington County	Edgewater Park township	034	005	12670	New Jersey	Burlington County	Chesterfield township	42	50	M	NB on I 295													42	
34	005	20050	New Jersey	Burlington County	Edgewater Park township	034	005	43290	New Jersey	Burlington County	Mansfield township	42	51	M	NB on I 295													42	
34	005	22110	New Jersey	Burlington County	Evesham township	034	005	06700	New Jersey	Burlington County	Bordentown township	19	23	M	NB on I 295													19	
34	005	22110	New Jersey	Burlington County	Evesham township	034	005	12670	New Jersey	Burlington County	Chesterfield township	10	17	M	NB on I 295													10	
34	005	22110	New Jersey	Burlington County	Evesham township	034	005	43290	New Jersey	Burlington County	Mansfield township	33	31	M	NB on I 295													33	
34	005	23250	New Jersey	Burlington County	Fieldsboro borough	034	005	06700	New Jersey	Burlington County	Bordentown township	5	6	C	SB on US 130			5											
34	005	23250	New Jersey	Burlington County	Fieldsboro borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	3	5	C	SB on US 130			3											
34	005	23250	New Jersey	Burlington County	Fieldsboro borough	034	005	43290	New Jersey	Burlington County	Mansfield township	3	5	C	SB on US 130			3											
34	005	23850	New Jersey	Burlington County	Florence township	034	005	06700	New Jersey	Burlington County	Bordentown township	227	89	C	SB on US 130			227											
34	005	23850	New Jersey	Burlington County	Florence township	034	005	12670	New Jersey	Burlington County	Chesterfield township	14	18	C	SB on US 130			14											
34	005	23850	New Jersey	Burlington County	Florence township	034	005	43290	New Jersey	Burlington County	Mansfield township	89	41	C	SB on US 130			89											
34	005	42060	New Jersey	Burlington County	Lumberton township	034	005	06700	New Jersey	Burlington County	Bordentown township	6	12	K	NB on US 206											6			
34	005	42060	New Jersey	Burlington County	Lumberton township	034	005	12670	New Jersey	Burlington County	Chesterfield township	20	30	K	NB on US 206											20			
34	005	42060	New Jersey	Burlington County	Lumberton township	034	005	43290	New Jersey	Burlington County	Mansfield township	10	16	K	NB on US 206											10			
34	005	43290	New Jersey	Burlington County	Mansfield township	034	005	06700	New Jersey	Burlington County	Bordentown township	44	49	K	NB on US 206											44			
34	005	43290	New Jersey	Burlington County	Mansfield township	034	005	43290	New Jersey	Burlington County	Mansfield township	320	118	K	NB on US 206											320			
34	005	43740	New Jersey	Burlington County	Maple Shade township	034	005	06700	New Jersey	Burlington County	Bordentown township	11	18	M	NB on I 295													11	
34	005	45210	New Jersey	Burlington County	Medford Lakes borough	034	005	06700	New Jersey	Burlington County	Bordentown township	36	38	K	NB on US 206											36			
34	005	45210	New Jersey	Burlington County	Medford Lakes borough	034	005	43290	New Jersey	Burlington County	Mansfield township	22	25	K	NB on US 206											22			
34	005	45120	New Jersey	Burlington County	Medford township	034	005	06700	New Jersey	Burlington County	Bordentown township	69	45	K	NB on US 206											69			
34	005	45120	New Jersey	Burlington County	Medford township	034	005	43290	New Jersey	Burlington County	Mansfield township	69	74	K	NB on US 206											69			
34	005	47880	New Jersey	Burlington County	Moorestown township	034	005	43290	New Jersey	Burlington County	Mansfield township	7	10	M	NB on I 295													7	
34	005	48900	New Jersey	Burlington County	Mount Holly township	034	005	06700	New Jersey	Burlington County	Bordentown township	26	26	K	NB on US 206											26			
34	005	48900	New Jersey	Burlington County	Mount Holly township	034	005	12670	New Jersey	Burlington County	Chesterfield township	6	11	K	NB on US 206											6			
34	005	48900	New Jersey	Burlington County	Mount Holly township	034	005	43290	New Jersey	Burlington County	Mansfield township	9	18	K	NB on US 206											9			
34	005	49020	New Jersey	Burlington County	Mount Laurel township	034	005	06700	New Jersey	Burlington County	Bordentown township	58	48	M	NB on I 295													58	
34	005	49020	New Jersey	Burlington County	Mount Laurel township	034	005	12670	New Jersey	Burlington County	Chesterfield township	20	18	M	NB on I 295													20	
34	005	49020	New Jersey	Burlington County	Mount Laurel township	034	005	43290	New Jersey	Burlington County	Mansfield township	96	61	M	NB on I 295													96	
34	005	51510	New Jersey	Burlington County	New Hanover township	034	005	06700	New Jersey	Burlington County	Bordentown township	9	8	I	NB on Bordentown Georgetown Rd (CR 545)									9					
34	005	51510	New Jersey	Burlington County	New Hanover township	034	005	12670	New Jersey	Burlington County	Chesterfield township	3	4	I	NB on Bordentown Georgetown Rd (CR 545)									3					
34	005	51510	New Jersey	Burlington County	New Hanover township	034	005	43290	New Jersey	Burlington County	Mansfield township	4	6	I	NB on Bordentown Georgetown Rd (CR 545)									4					
34	005	53070	New Jersey	Burlington County	North Hanover township	034	005	06700	New Jersey	Burlington County	Bordentown township	32	25	I	NB on Bordentown Georgetown Rd (CR 545)									32					
34	005	53070	New Jersey	Burlington County	North Hanover township	034	005	43290	New Jersey	Burlington County	Mansfield township	83	83	I	NB on Bordentown Georgetown Rd (CR 545)									83					
34	005	55800	New Jersey	Burlington County	Palmyra borough	034	005	06700	New Jersey	Burlington County	Bordentown township	7	12	L	NB on NJTPK												7		
34	005	57480	New Jersey	Burlington County	Pemberton borough	034	005	06700	New Jersey	Burlington County	Bordentown township	15	15	K	NB on US 206											15			
34	005	57480	New Jersey	Burlington County	Pemberton borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	3	5	K	NB on US 206											3			
34	005	57480	New Jersey	Burlington County	Pemberton borough	034	005	43290	New Jersey	Burlington County	Mansfield township	16	16	K	NB on US 206											16			
34	005	57510	New Jersey	Burlington County	Pemberton township	034	005	06700	New Jersey	Burlington County	Bordentown township	212	92	J	NB on NJ 68										212				
34	005	57510	New Jersey	Burlington County	Pemberton township	034	005	12670	New Jersey	Burlington County	Chesterfield township	58	50	J	NB on NJ 68										58				
34	005	57510	New Jersey	Burlington County	Pemberton township	034	005	43290	New Jersey	Burlington County	Mansfield township	96	87	J	NB on NJ 68										96				
34	005	63510	New Jersey	Burlington County	Riverside township	034	005	06700	New Jersey	Burlington County	Bordentown township	59	73	M	NB on I 295													59	
34	005	63510	New Jersey	Burlington County	Riverside township	034	005	12670	New Jersey	Burlington County	Chesterfield township	21	25	M	NB on I 295													21	
34	005	63510	New Jersey	Burlington County	Riverside township	034	005	43290	New Jersey	Burlington County	Mansfield township	31	40	M	NB on I 295													31	
34	005	66810	New Jersey	Burlington County	Shamong township	034	005	06700	New Jersey	Burlington County	Bordentown township	13	22	K	NB on US 206											13			
34	005	66810	New Jersey	Burlington County	Shamong township	034	005	43290	New Jersey	Burlington County	Mansfield township	16	26	K	NB on US 206											16			
34	005	68610	New Jersey	Burlington County	Southampton township	034	005	06700	New Jersey	Burlington County	Bordentown township	38	29	K	NB on US 206											38			
34	005	68610	New Jersey	Burlington County	Southampton township	034	005	12670	New Jersey	Burlington County	Chesterfield township	14	14	K	NB on US 206											14			
34	005	68610	New Jersey	Burlington County	Southampton township	034	005	43290	New Jersey	Burlington County	Mansfield township	5	7	K	NB on US 206											5			
34	005	69990	New Jersey	Burlington County	Springfield township	034	005	06700	New Jersey	Burlington County	Bordentown township	33	25	K	NB on US 206											33			
34	005	69990	New Jersey	Burlington County	Springfield township	034	005	12670	New Jersey	Burlington County	Chesterfield township	10	11	K	NB on US 206											10			
34	005	69990	New Jersey	Burlington County	Springfield township	034	005	43290	New Jersey	Burlington County	Mansfield township	47	24	K	NB on US 206											47			
34	005	72060	New Jersey	Burlington County	Tabernacle township	034	005	06700	New Jersey	Burlington County	Bordentown township	10	18	K	NB on US 206											10			
34	005	72060	New Jersey	Burlington County	Tabernacle township	034	005	43290	New Jersey	Burlington County	Mansfield township	14	22	K	NB on US 206											14			
34	005	78200	New Jersey	Burlington County	Westampton township	034	005	06700	New Jersey	Burlington County	Bordentown township	11	20	K	NB on US 206											11			
34	005	78200	New Jersey	Burlington County	Westampton township	034	005	43290	New Jersey	Burlington County	Mansfield township	39	62	K	NB on US 206											39			
34	005	81440	New Jersey	Burlington County	Willingboro township	034	005	06700	New Jersey	Burlington County	Bordentown township	99	62	M	NB on I 295													99	
34	005	81440	New Jersey	Burlington County	Willingboro township	034	005	12670	New Jersey	Burlington County	Chesterfield township	19	24	M	NB on I 295													19	
34	005	81440	New Jersey	Burlington County	Willingboro township	034	005	43290	New Jersey	Burlington County	Mansfield township	21	26	M	NB on I 295													21	
34	005	82420	New Jersey	Burlington County	Woodland township	034	005	06700	New Jersey	Burlington County	Bordentown township	3	5	K	NB on US 206											3			
34	005	82420	New Jersey	Burlington County	Woodland township	034	005	43290	New Jersey	Burlington County	Mansfield township	8	13	K	NB on US 206											8			
34	005	82960	New Jersey	Burlington County	Wrightstown borough	034	005	06700	New Jersey	Burlington County	Bordentown township	10	10	I	NB on Bordentown Georgetown Rd (CR 545)									10					
34	005	82960	New Jersey	Burlington County	Wrightstown borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	4	8	I	NB on Bordentown Georgetown Rd (CR 545)									4					
34	005	82960	New Jersey	Burlington County	Wrightstown borough	034	005	43290	New Jersey	Burlington County	Mansfield township	13	15	I	NB on Bordentown Georgetown Rd (CR 545)									13					
34	007	02200	New Jersey	Camden County	Audubon borough	034	005	43290	New Jersey	Burlington County	Mansfield township	12	21	M	NB on I 295													12	
34	007	08170	New Jersey	Camden County	Brooklawn borough	034	005	43290	New Jersey	Burlington County	Mansfield township	3	4	M	NB on I 295													3	
34	007	10000	New Jersey	Camden County	Camden city	034	005	06700	New Jersey	Burlington County	Bordentown township	53	47	M	NB on I 295													53	
34	007	10000	New Jersey	Camden County	Camden city	034	005	12670	New Jersey	Burlington County	Chesterfield township	95	143	M	NB on I 295													95	
34	007	10000	New Jersey	Camden County	Camden city	034	005	43290	New Jersey	Burlington County	Mansfield township	30	47	M	NB on I 295													30	
34	007	12280	New Jersey	Camden County	Cherry Hill township	034	005	06700	New Jersey	Burlington County	Bordentown township	44	39	M	NB on I 295													44	
34	007	12280	New Jersey	Camden County	Cherry Hill township	034	005	12670	New Jersey	Burlington County	Chesterfield township	63	85	M	NB on I 295													63	
34	007	14260	New Jersey	Camden County	Collingswood borough	034	005	06700	New Jersey	Burlington County	Bordentown township	9	16	M	NB on I 295													9	
34	007	26070	New Jersey	Camden County	Gibbsboro borough	034	005	06700	New Jersey	Burlington County	Bordentown township	5	8	M	NB on I 295													5	
34	007	26070	New Jersey	Camden County	Gibbsboro borough	034	005	43290	New Jersey	Burlington County	Mansfield township	3	4	M	NB on I 295													3	
34	007	26760	New Jersey	Camden County	Gloucester township	034	005	12670	New Jersey	Burlington County	Chesterfield township	7	14	M	NB on I 295													7	
34	007	28800	New Jersey	Camden County	Haddon Heights borough	034	005	06700	New Jersey	Burlington County	Bordentown township	4	6	M	NB on I 295													4	
34	007	28740	New Jersey	Camden County	Haddon township	034	005	12670	New Jersey	Burlington County	Chesterfield township	9	15	M	NB on I 295													9	
34	007	40440	New Jersey	Camden County	Lindenwold borough	034	005	43290	New Jersey	Burlington County	Mansfield township	5	8	M	NB on I 295													5	
34	007	57660	New Jersey	Camden County	Pennsauken township	034	005	06700	New Jersey	Burlington County	Bordentown township	75	63	M	NB on I 295													75	
34	007	57660	New Jersey	Camden County	Pennsauken township	034	005	12670	New Jersey	Burlington County	Chesterfield township	5	8	M	NB on I 295													5	
34	007	68340	New Jersey	Camden County	Somerdale borough	034	005	06700	New Jersey	Burlington County	Bordentown township	6	8	M	NB on I 295													6	
34	007	76220	New Jersey	Camden County	Voorhees township	034	005	12670	New Jersey	Burlington County	Chesterfield township	7	10	M	NB on I 295													7	
34	007	77630	New Jersey	Camden County	Waterford township	034	005	43290	New Jersey	Burlington County	Mansfield township	24	34	M	NB on I 295													24	
34	007	81740	New Jersey	Camden County	Winslow township	034	005	06700	New Jersey	Burlington County	Bordentown township	6	12	K	NB on US 206											6			
34	007	81740	New Jersey	Camden County	Winslow township	034	005	12670	New Jersey	Burlington County	Chesterfield township	11	18	K	NB on US 206											11			
34	007	81740	New Jersey	Camden County	Winslow township	034	005	43290	New Jersey	Burlington County	Mansfield township	9	13	K	NB on US 206											9			
34	013	34450	New Jersey	Essex County	Irvington township	034	005	06700	New Jersey	Burlington County	Bordentown township	9	14	D	SB on NJTPK				9										
34	015	17710	New Jersey	Gloucester County	Deptford township	034	005	06700	New Jersey	Burlington County	Bordentown township	10	17	M	NB on I 295													10	
34	015	21060	New Jersey	Gloucester County	Elk township	034	005	12670	New Jersey	Burlington County	Chesterfield township	9	14	M	NB on I 295													9	
34	015	24840	New Jersey	Gloucester County	Franklin township	034	005	43290	New Jersey	Burlington County	Mansfield township	6	10	M	NB on I 295													6	
34	015	47250	New Jersey	Gloucester County	Monroe township	034	005	12670	New Jersey	Burlington County	Chesterfield township	16	26	M	NB on I 295													16	
34	015	57150	New Jersey	Gloucester County	Paulsboro borough	034	005	06700	New Jersey	Burlington County	Bordentown township	12	21	M	NB on I 295													12	
34	015	77180	New Jersey	Gloucester County	Washington township	034	005	43290	New Jersey	Burlington County	Mansfield township	4	8	M	NB on I 295													4	
34	015	82180	New Jersey	Gloucester County	Woodbury Heights borough	034	005	06700	New Jersey	Burlington County	Bordentown township	15	23	M	NB on I 295													15	
34	015	82180	New Jersey	Gloucester County	Woodbury Heights borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	3	5	M	NB on I 295													3	
34	019	74420	New Jersey	Hunterdon County	Union township	034	005	06700	New Jersey	Burlington County	Bordentown township	7	12	B	SB on I 295		7												
34	021	19780	New Jersey	Mercer County	East Windsor township	034	005	06700	New Jersey	Burlington County	Bordentown township	24	39	C	SB on US 130			24											
34	021	19780	New Jersey	Mercer County	East Windsor township	034	005	43290	New Jersey	Burlington County	Mansfield township	62	94	C	SB on US 130			62											
34	021	22185	New Jersey	Mercer County	Ewing township	034	005	06700	New Jersey	Burlington County	Bordentown township	17	23	C	SB on US 130			17											
34	021	22185	New Jersey	Mercer County	Ewing township	034	005	43290	New Jersey	Burlington County	Mansfield township	14	24	C	SB on US 130			14											
34	021	29310	New Jersey	Mercer County	Hamilton township	034	005	06700	New Jersey	Burlington County	Bordentown township	384	141	C	SB on US 130			384											
34	021	29310	New Jersey	Mercer County	Hamilton township	034	005	12670	New Jersey	Burlington County	Chesterfield township	11	17	C	SB on US 130			11											
34	021	29310	New Jersey	Mercer County	Hamilton township	034	005	43290	New Jersey	Burlington County	Mansfield township	28	21	C	SB on US 130			28											
34	021	31620	New Jersey	Mercer County	Hightstown borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	21	35	D	SB on NJTPK				21										
34	021	39510	New Jersey	Mercer County	Lawrence township	034	005	06700	New Jersey	Burlington County	Bordentown township	22	43	B	SB on I 295		22												
34	021	39510	New Jersey	Mercer County	Lawrence township	034	005	12670	New Jersey	Burlington County	Chesterfield township	9	14	B	SB on I 295		9												
34	021	39510	New Jersey	Mercer County	Lawrence township	034	005	43290	New Jersey	Burlington County	Mansfield township	17	27	B	SB on I 295		17												
34	021	74000	New Jersey	Mercer County	Trenton city	034	005	06700	New Jersey	Burlington County	Bordentown township	216	122	C	SB on US 130			216											
34	021	74000	New Jersey	Mercer County	Trenton city	034	005	43290	New Jersey	Burlington County	Mansfield township	54	74	C	SB on US 130			54											
34	023	20230	New Jersey	Middlesex County	Edison township	034	005	12670	New Jersey	Burlington County	Chesterfield township	7	11	D	SB on NJTPK				7										
34	023	34890	New Jersey	Middlesex County	Jamesburg borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	12	19	D	SB on NJTPK				12										
34	023	45690	New Jersey	Middlesex County	Metuchen borough	034	005	43290	New Jersey	Burlington County	Mansfield township	9	15	D	SB on NJTPK				9										
34	023	59280	New Jersey	Middlesex County	Plainsboro township	034	005	12670	New Jersey	Burlington County	Chesterfield township	19	30	D	SB on NJTPK				19										
34	023	82000	New Jersey	Middlesex County	Woodbridge township	034	005	06700	New Jersey	Burlington County	Bordentown township	10	15	D	SB on NJTPK				10										
34	023	82000	New Jersey	Middlesex County	Woodbridge township	034	005	12670	New Jersey	Burlington County	Chesterfield township	6	9	D	SB on NJTPK				6										
34	025	00760	New Jersey	Monmouth County	Allentown borough	034	005	06700	New Jersey	Burlington County	Bordentown township	7	7	G	WB on Old York Road							7							
34	025	36810	New Jersey	Monmouth County	Keyport borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	18	19	D	SB on NJTPK				18										
34	025	41310	New Jersey	Monmouth County	Long Branch city	034	005	12670	New Jersey	Burlington County	Chesterfield township	35	46	D	SB on NJTPK				35										
34	025	42990	New Jersey	Monmouth County	Manalapan township	034	005	06700	New Jersey	Burlington County	Bordentown township	22	27	D	SB on NJTPK				22										
34	025	44070	New Jersey	Monmouth County	Marlboro township	034	005	06700	New Jersey	Burlington County	Bordentown township	12	20	D	SB on NJTPK				12										
34	025	64410	New Jersey	Monmouth County	Roosevelt borough	034	005	06700	New Jersey	Burlington County	Bordentown township	2	4	D	SB on NJTPK				2										
34	025	64410	New Jersey	Monmouth County	Roosevelt borough	034	005	12670	New Jersey	Burlington County	Chesterfield township	2	5	D	SB on NJTPK				2										
34	025	74900	New Jersey	Monmouth County	Upper Freehold township	034	005	06700	New Jersey	Burl

Bordentown
Bordentown Twp Office
Fenton Lane Park
Bank of America (with Drive-thru ATM)
McDonald's
Fieldsboro
Delaware River
Fed Estates
Wawa
Petro Stopping Center
Wendy's
Crystal Lake Park
Old York Country Club
Manheim New Jersey
Paradise Organic Farms
CBJ Farms
Google
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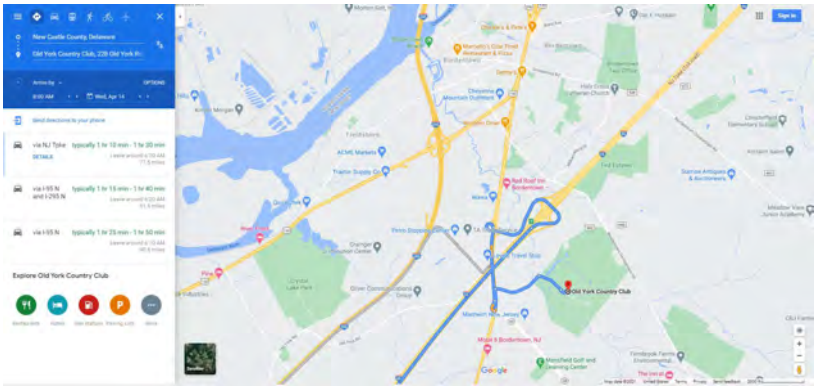
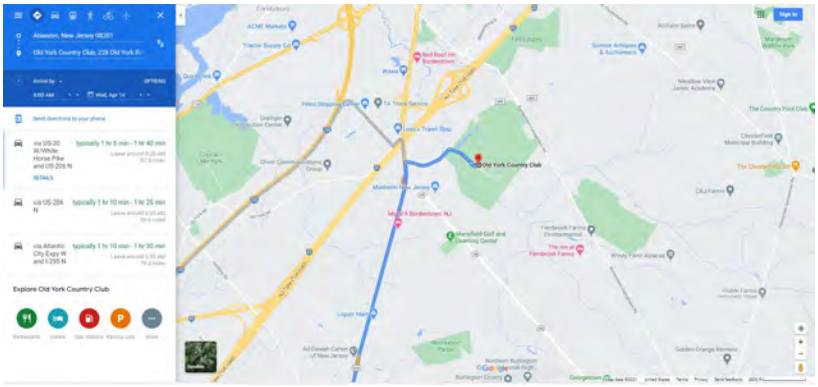
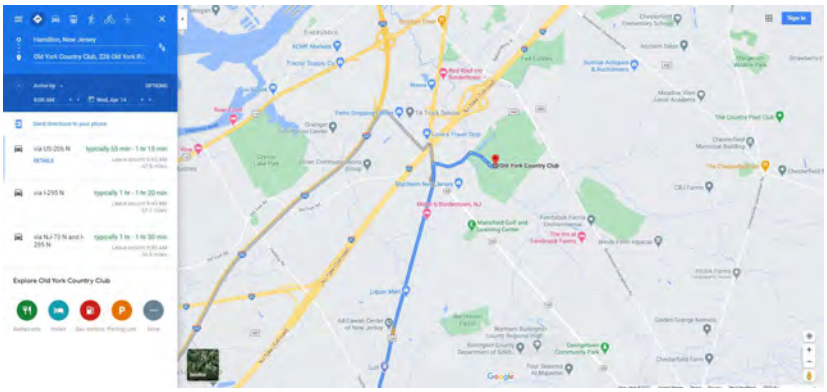


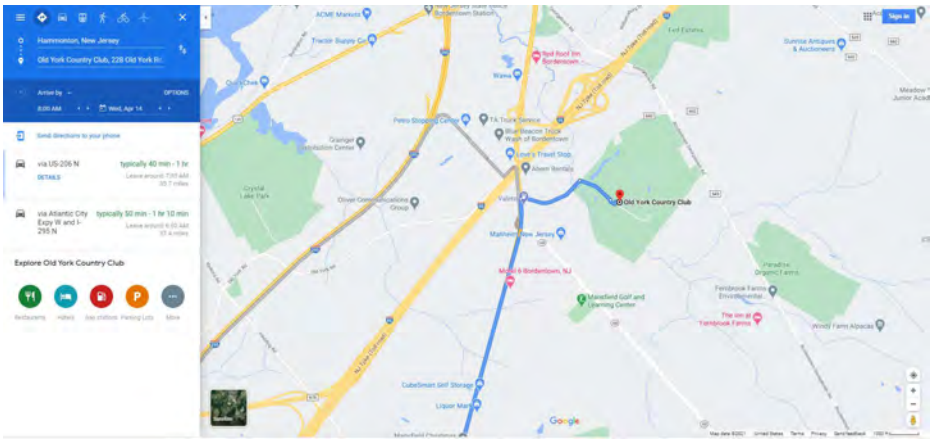
New Castle County, Delaware – L



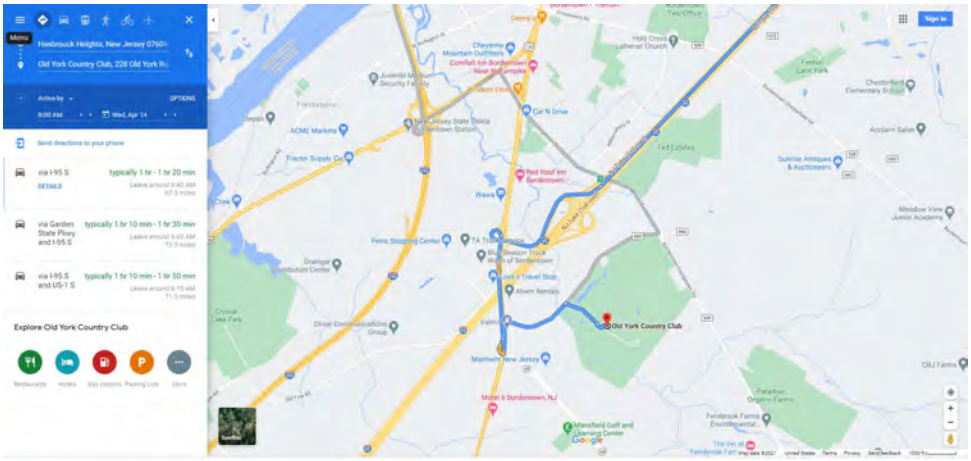
Absecon City, Atlantic County, NJ– K



Hamilton Township, Atlantic County, NJ -K

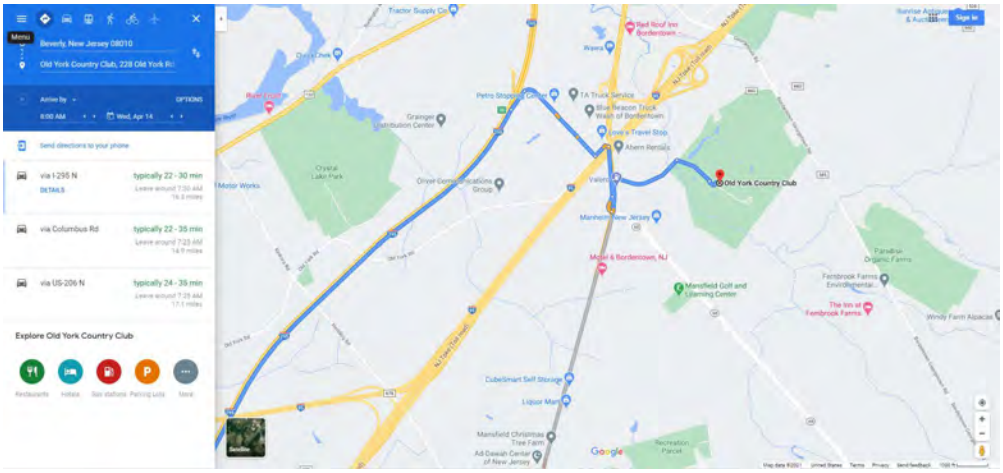


Hammonton, Atlantic County, NJ – K

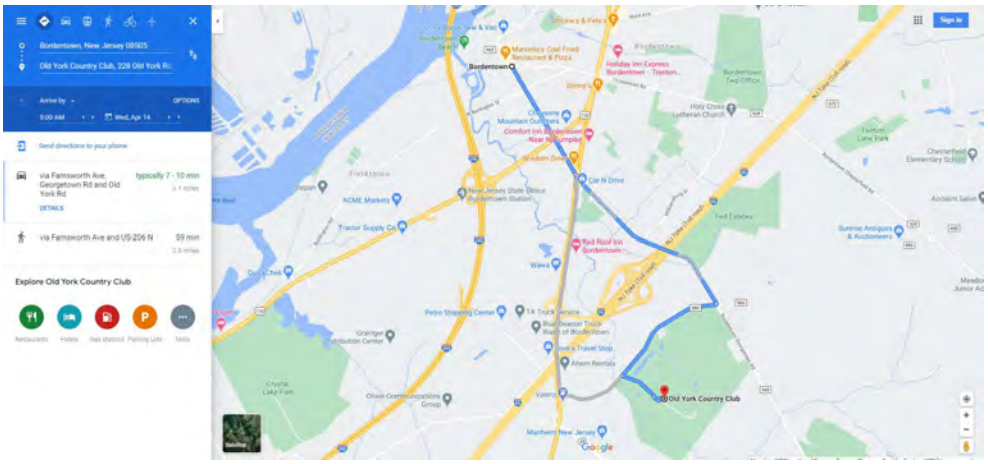


Hasbrouck Heights, Bergen County, NJ – L

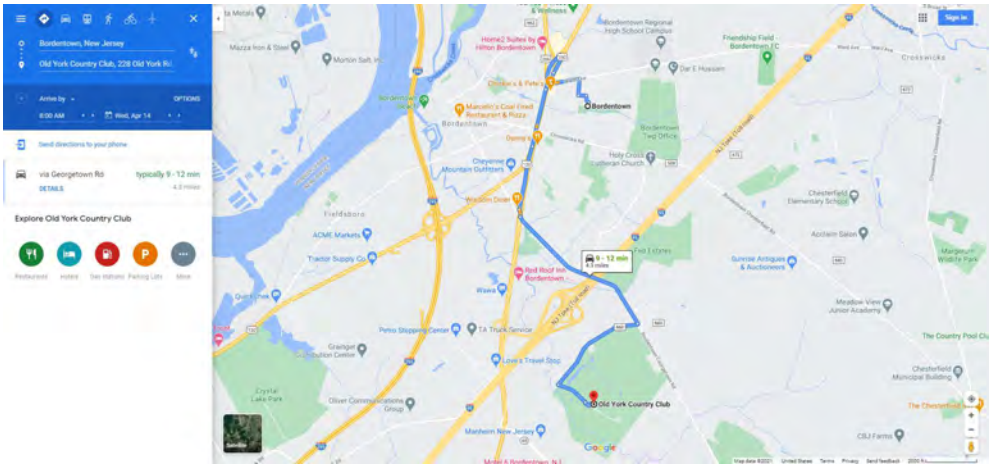
North Arlington, Bergen County, NJ – L



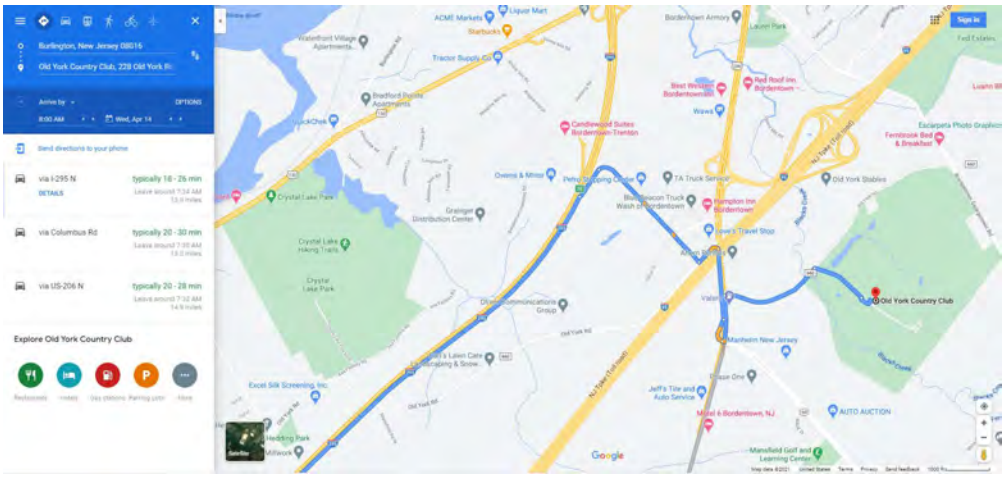
Beverly City, Burlington County, NJ -M



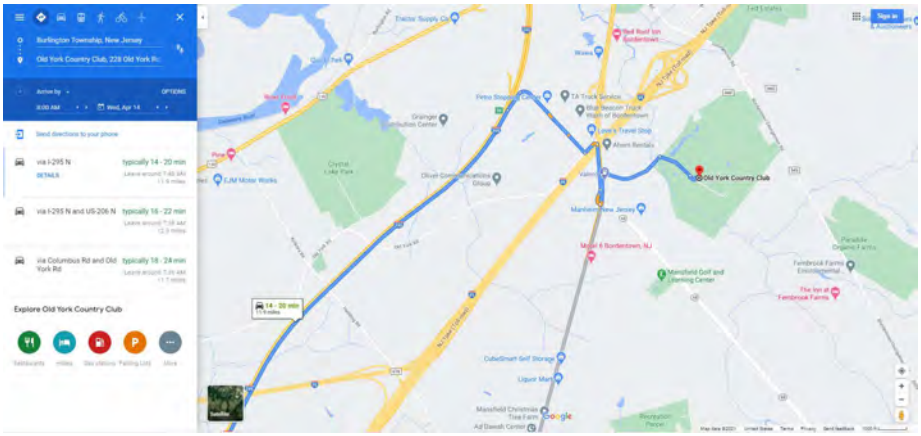
Bordentown City, Burlington County, NJ – N



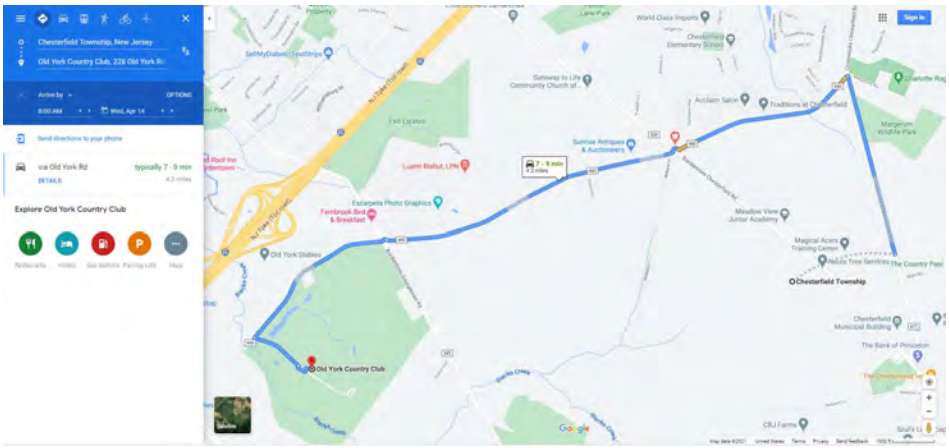
Bordentown Township, Burlington County, NJ – C



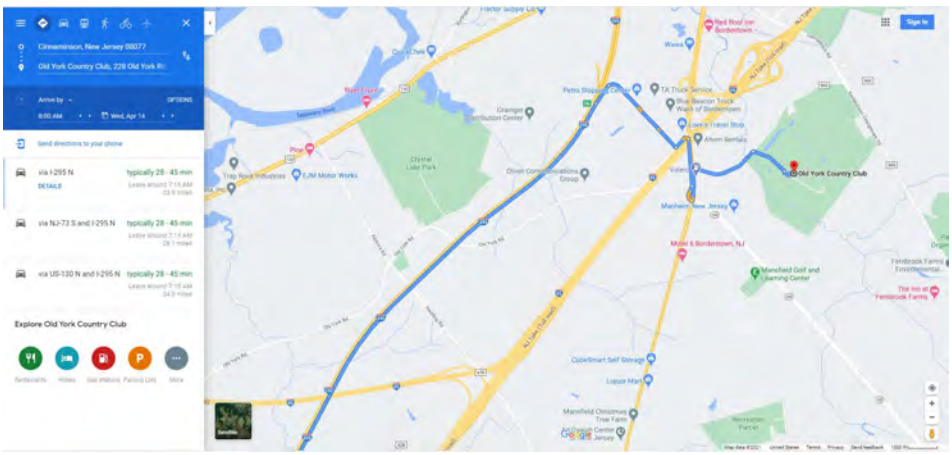
Burlington City, Burlington County, NJ – M



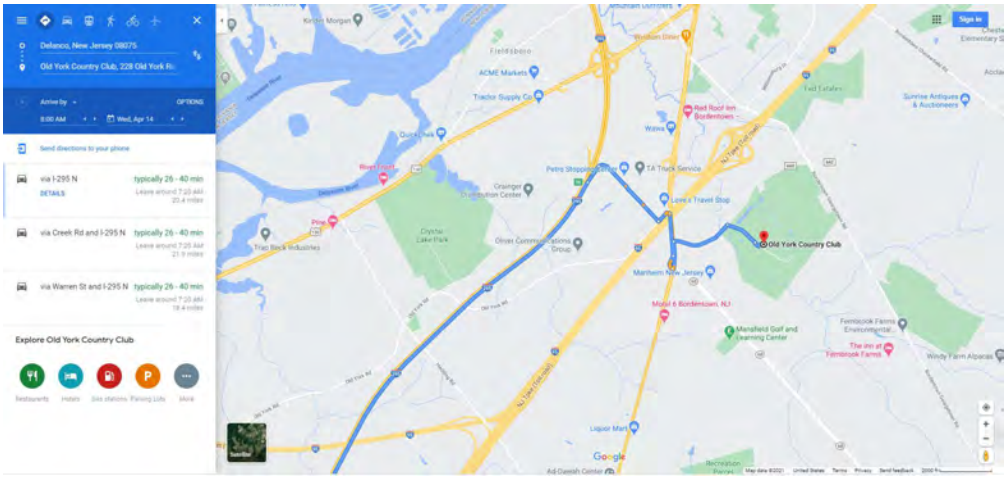
Burlington Township, Burlington County, NJ – M



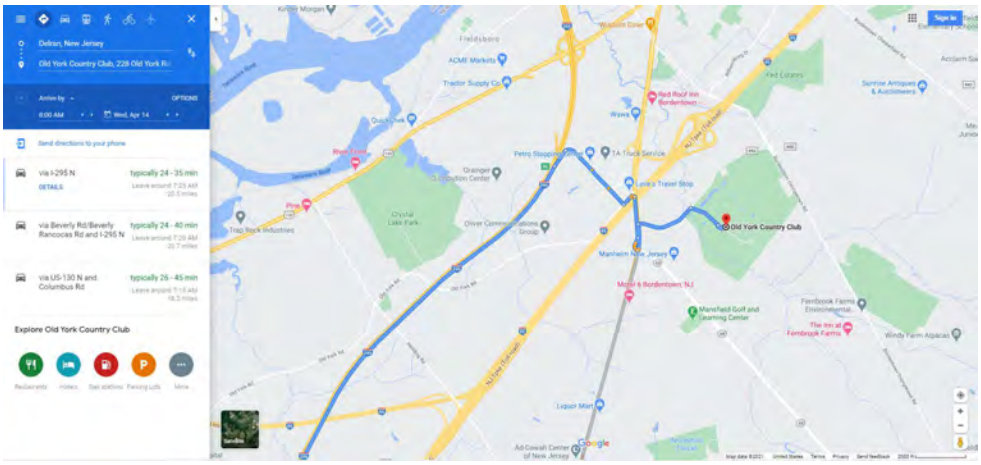
Chesterfield Township, Burlington County, NJ -G



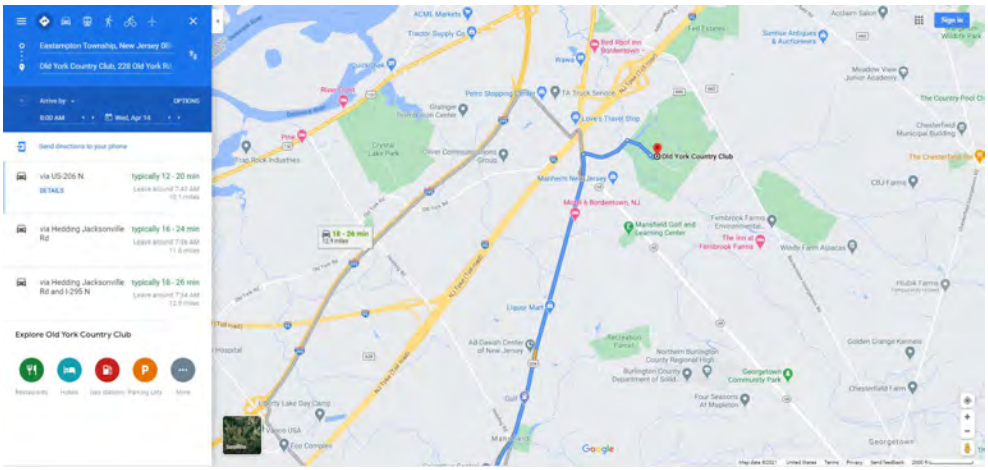
Cinnaminson Township, Burlington County, NJ – M



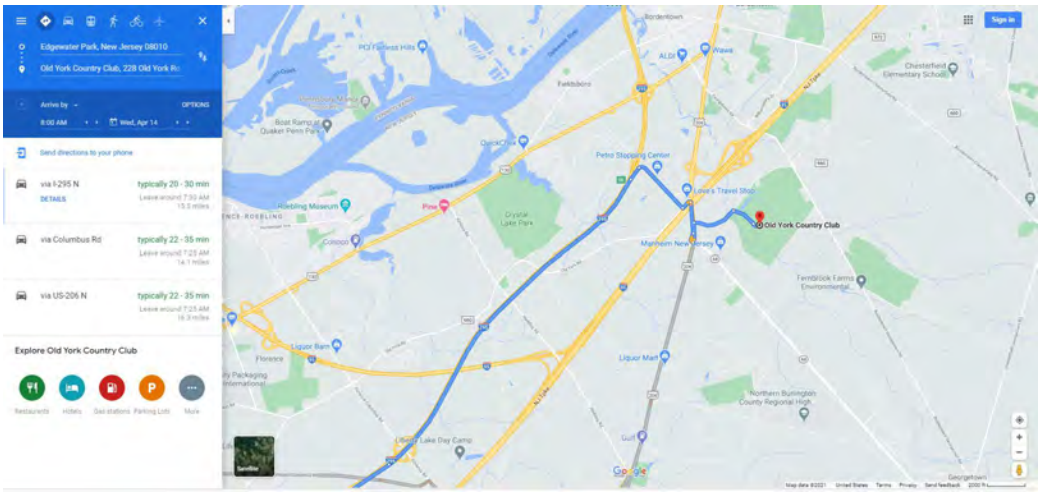
Delanco Township, Burlington County, NJ – M



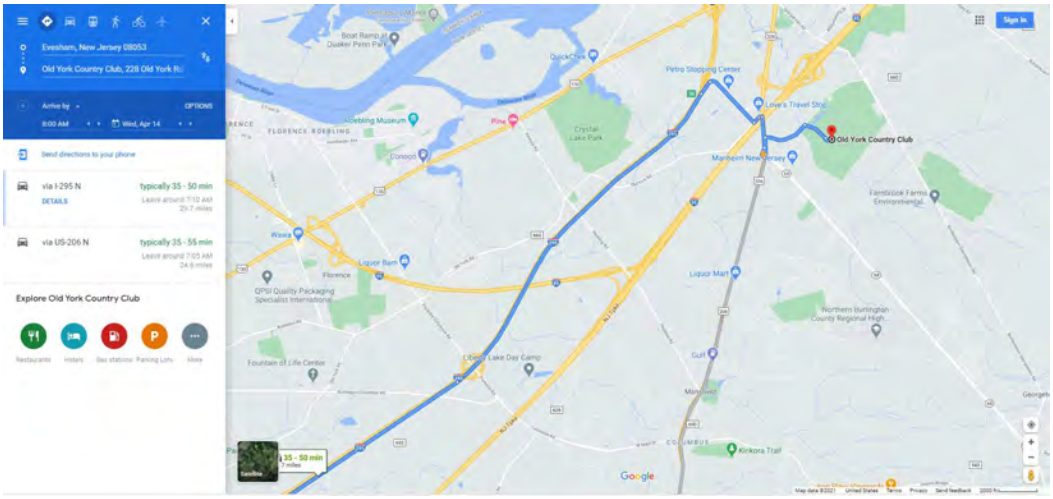
Delran Township, Burlington County, NJ – M



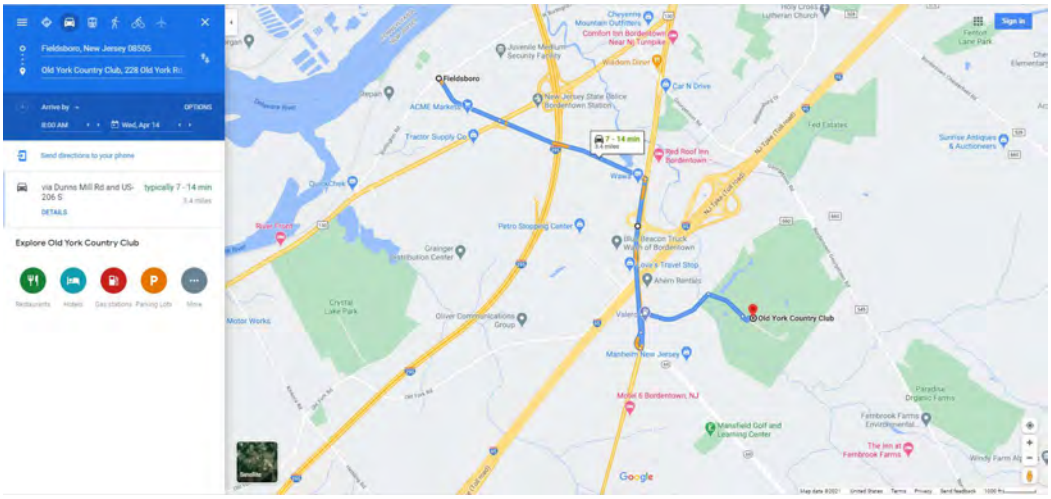
Eastampton Township, Burlington County, NJ – K



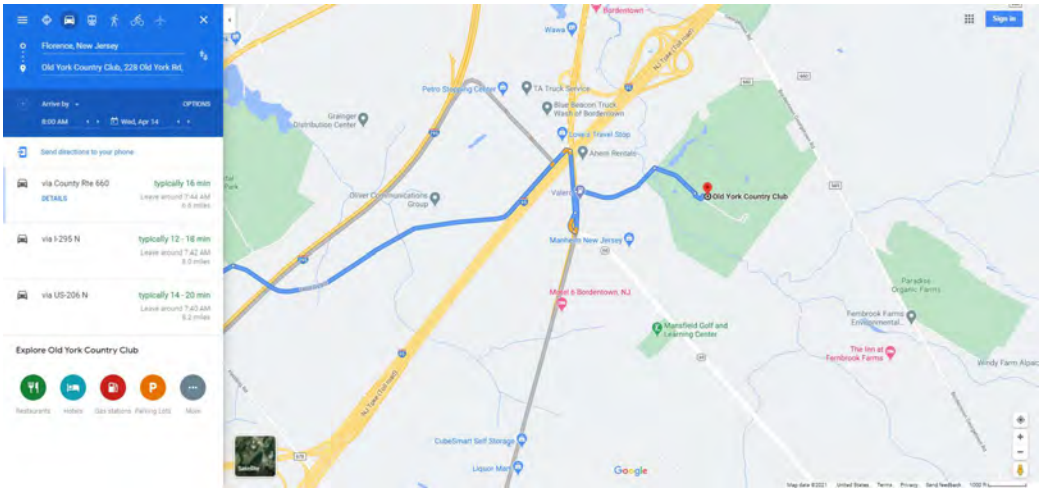
Edgewater park Township, Burlington County, NJ -



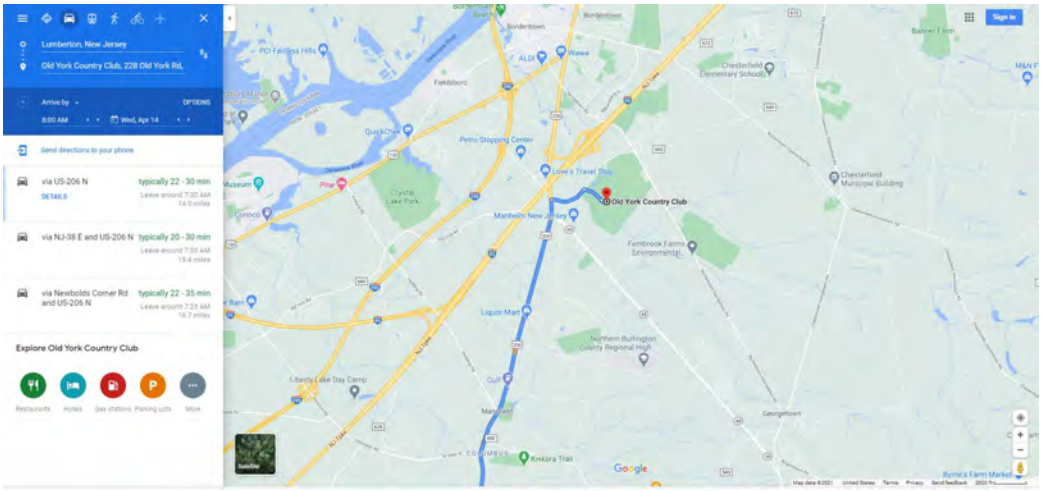
Evesham Township, Burlington county, Nj – M



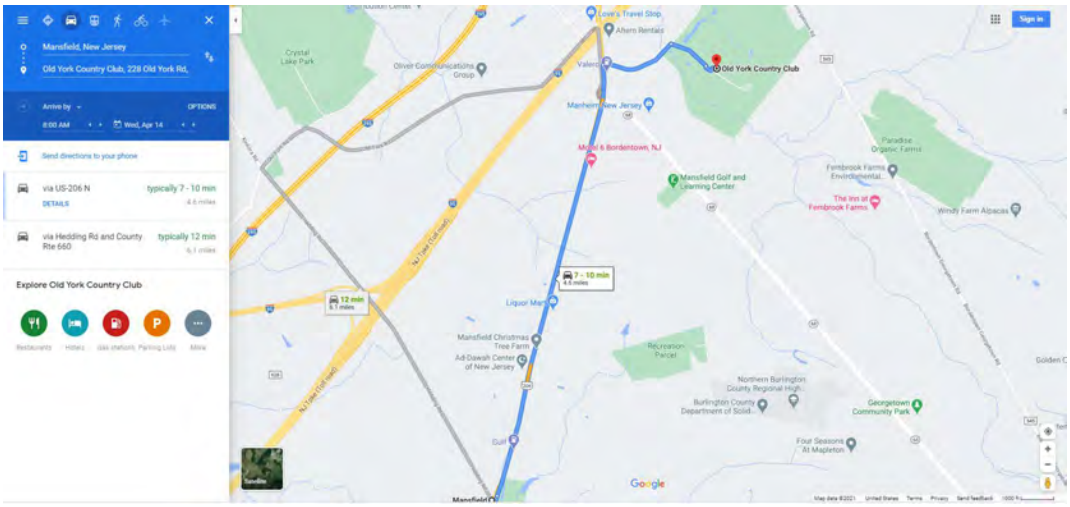
Fieldsboro, Burlington County, NJ – C



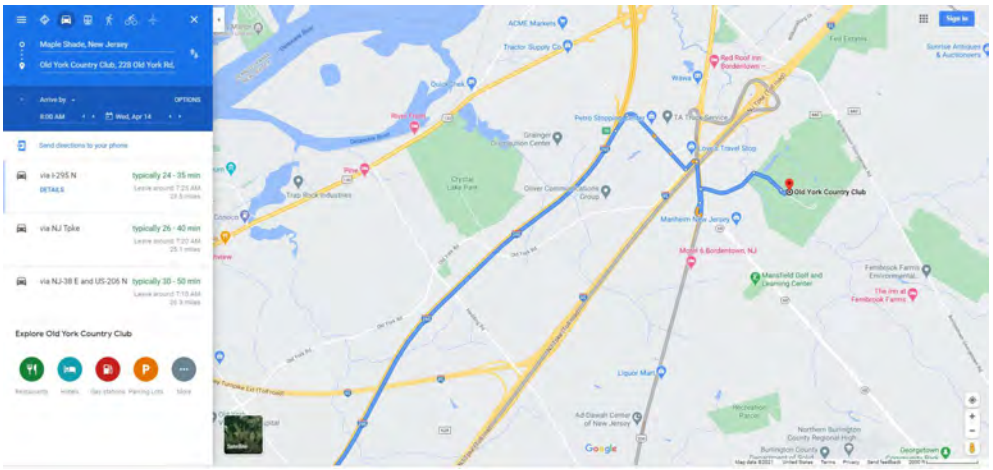
Florence Township, Burlington County, NJ – C



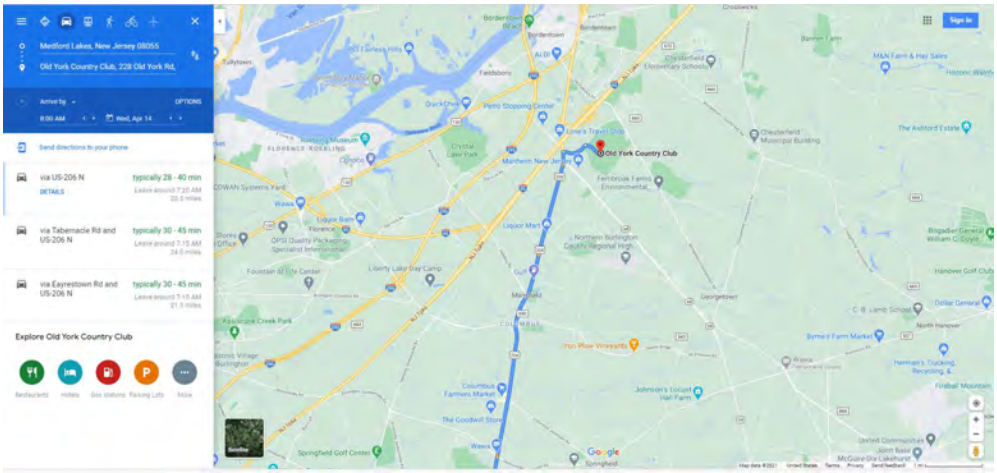
Lumberton Township, Burlington County, NJ – K



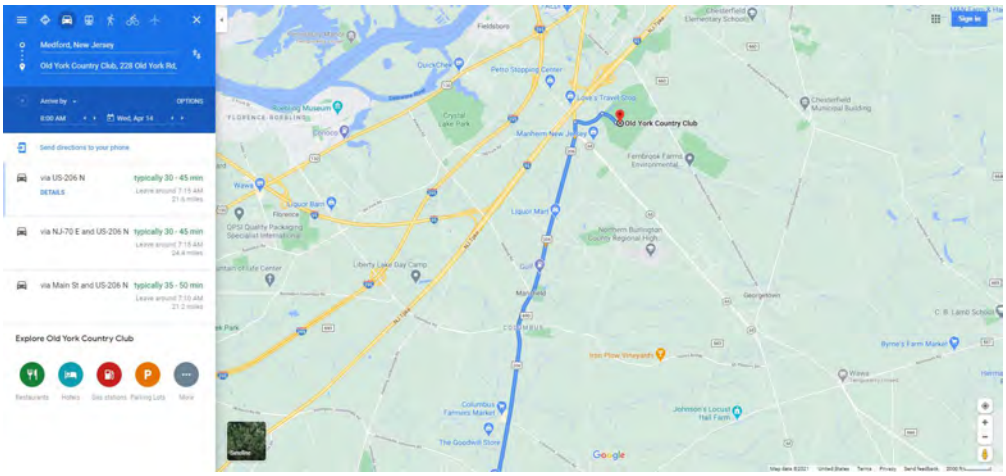
Mansfield Township, Burlington County, NJ – K



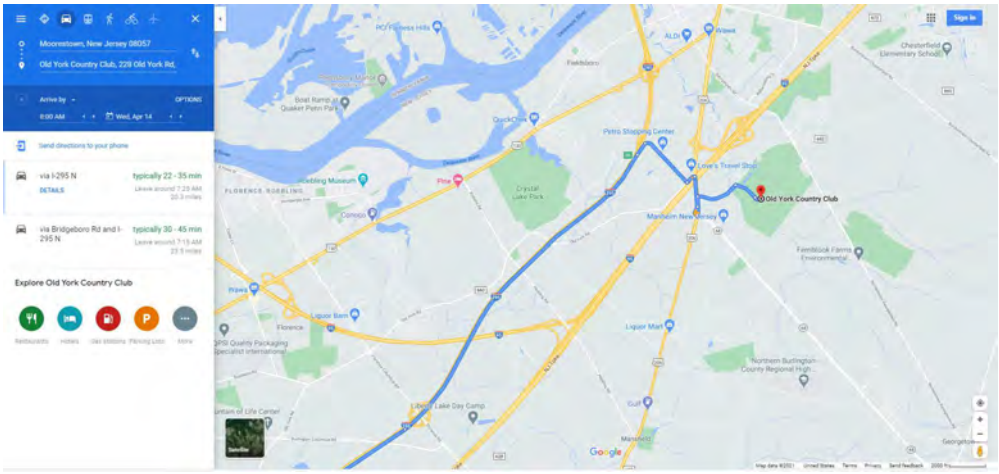
Maple Shade Township, Burlington County, NJ – M



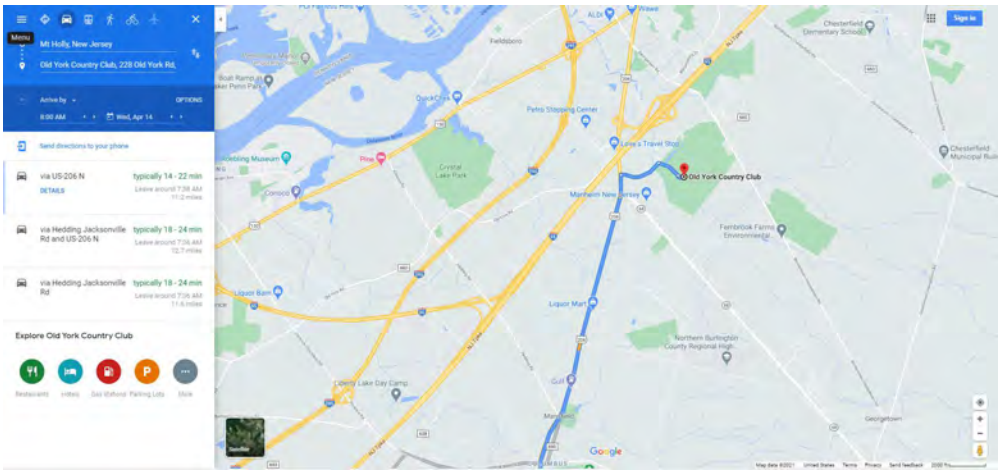
Medford Lakes, Burlington County, NJ – K



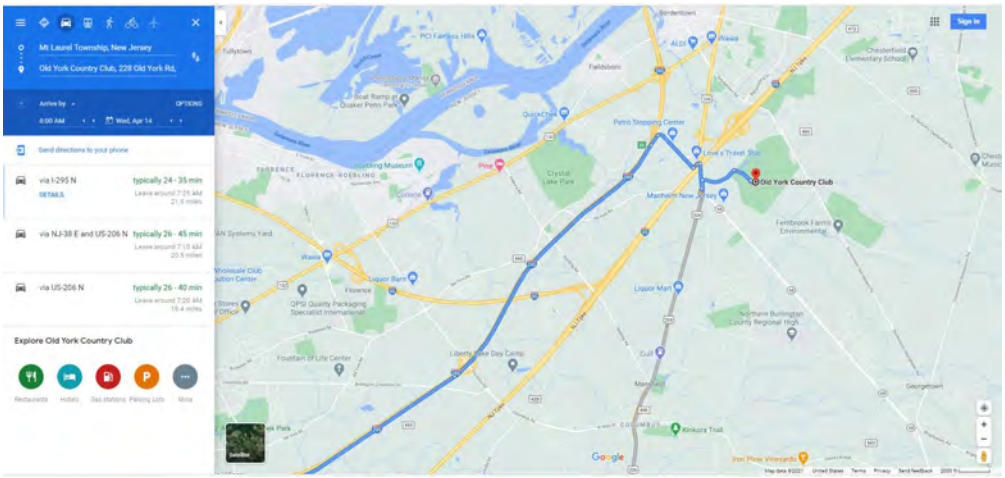
Medford Township, Burlington County, NJ – K



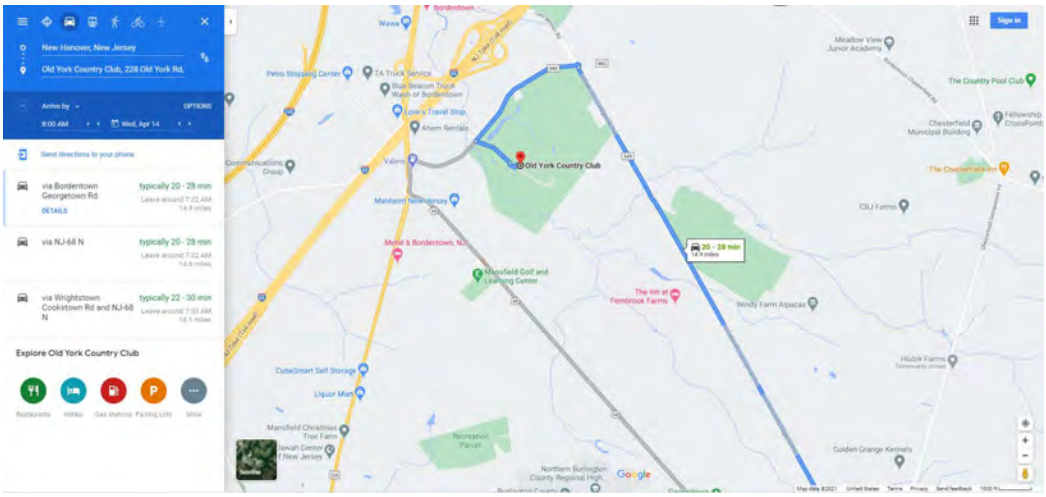
Moorestown township, Burlington County, NJ – M



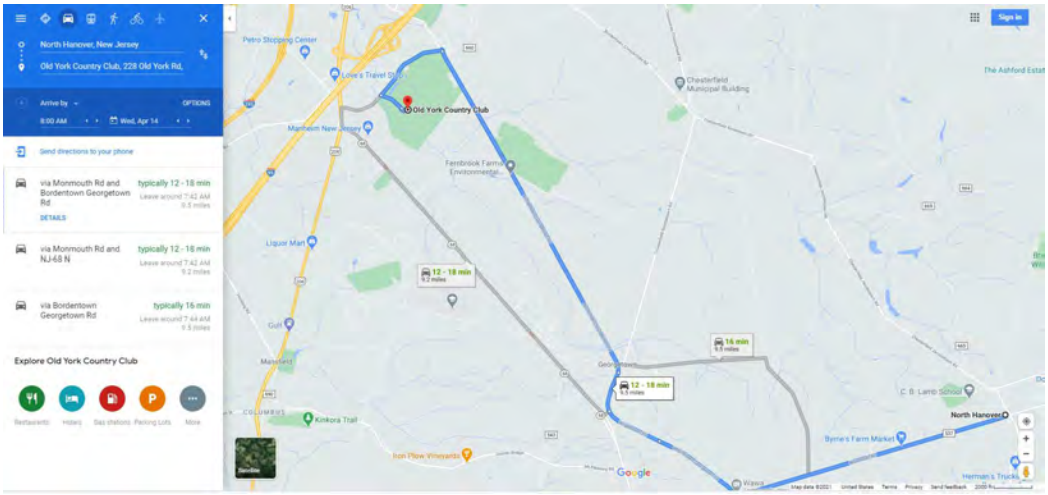
Mount Holly Township, Burlington County, NJ – K



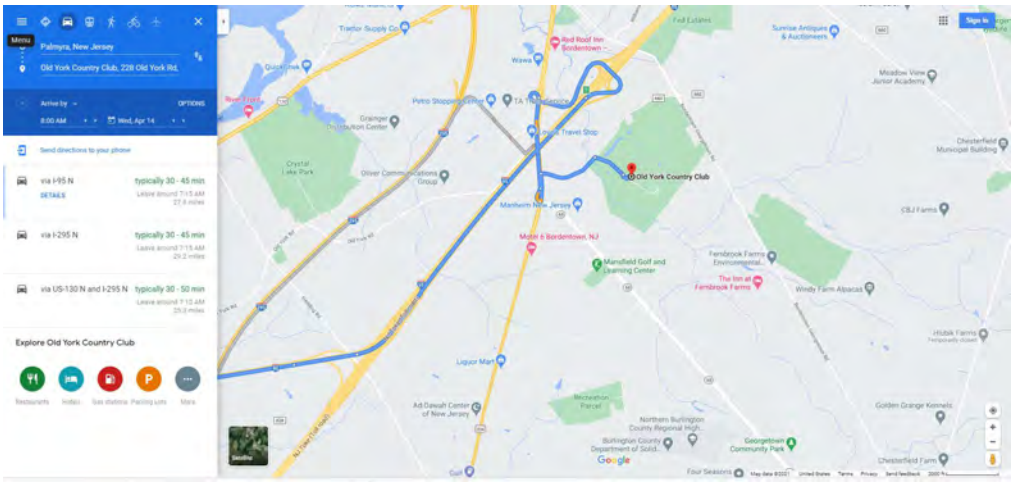
Mount Laurel Township, Burlington County, NJ – M



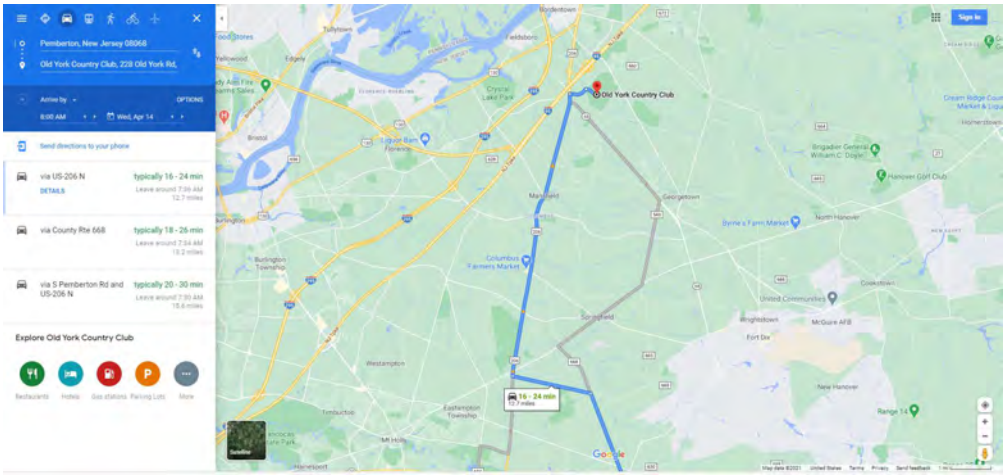
New Hanover Township, Burlington County, NJ -I



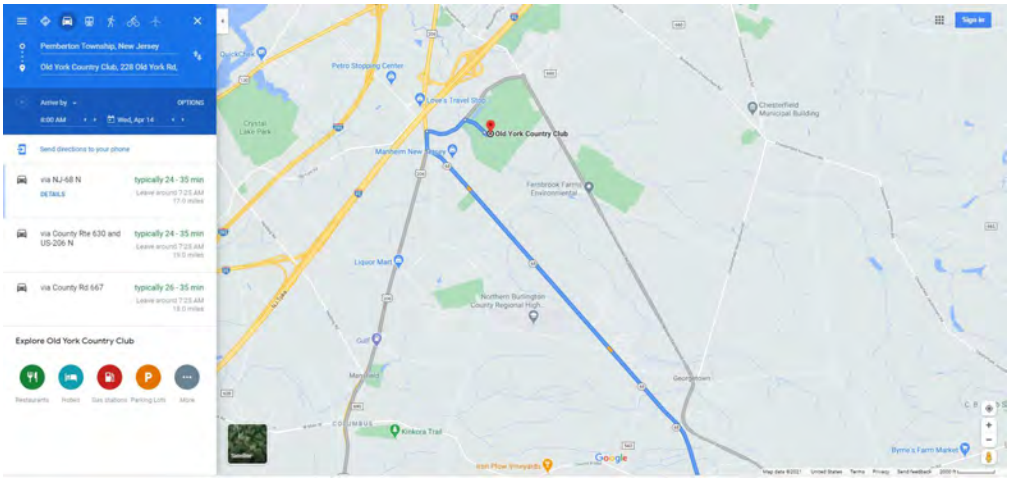
North Hanover Township, Burlington County, NJ – I



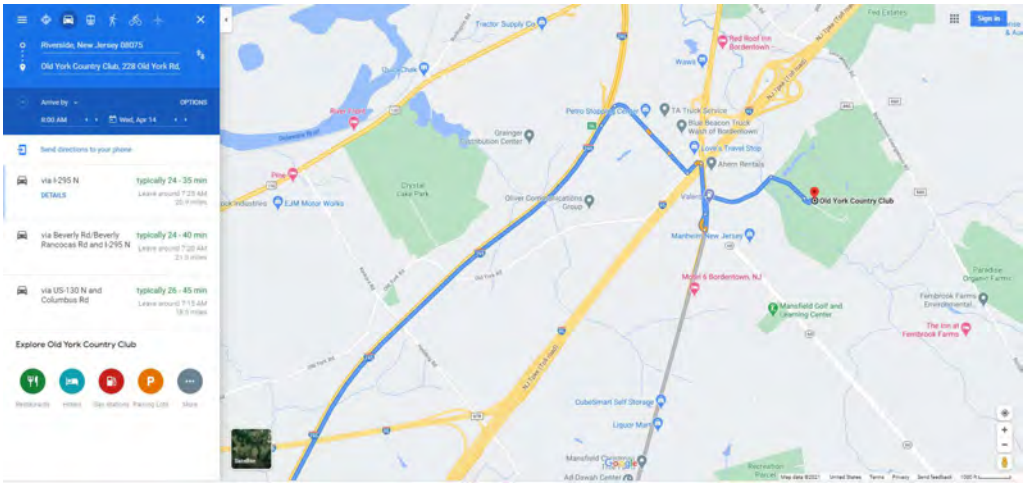
Palmyra, Burlington County, NJ – L



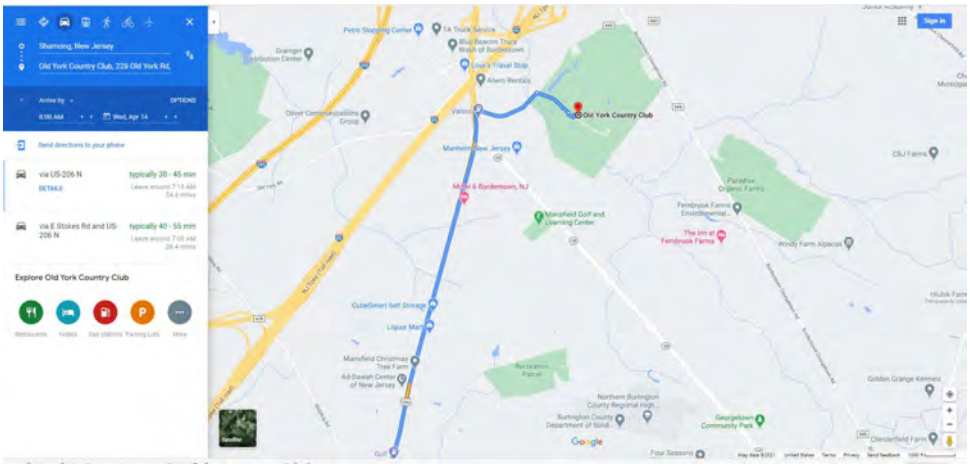
Pemberton Borough, Burlington County, NJ – K



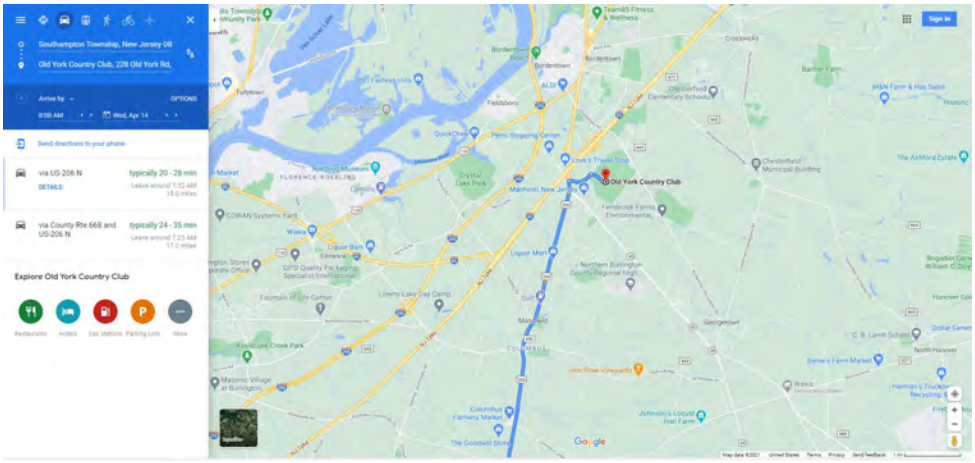
Pemberton Township, Burlington County, NJ – J



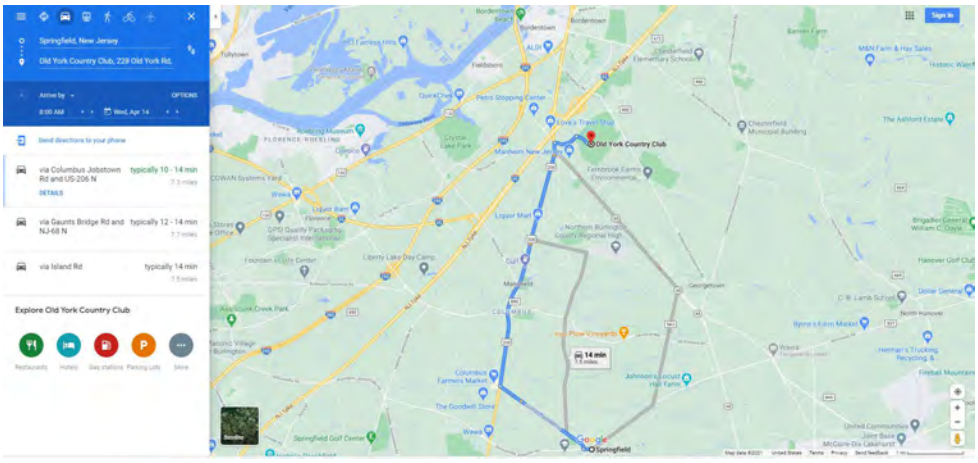
Riverside Township, Burlington County, NJ – M



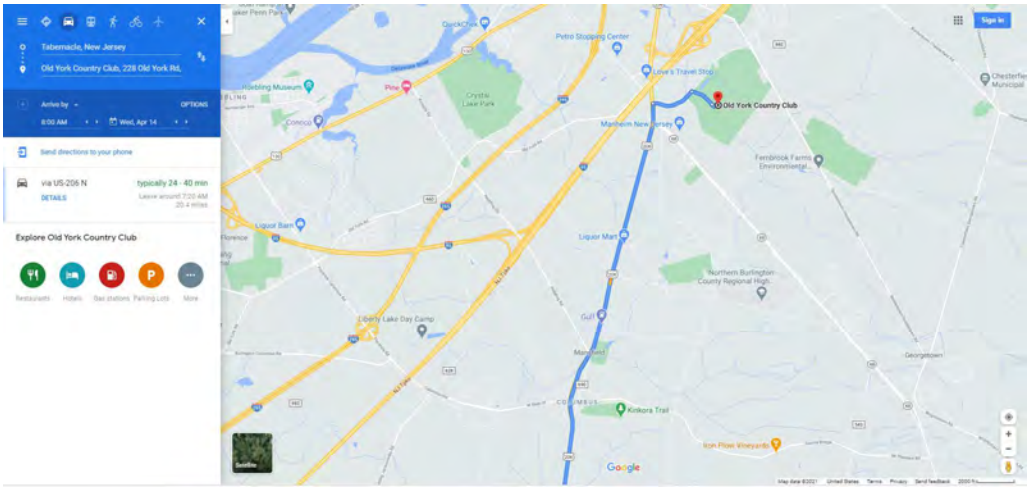
Shamong Township, Burlington County, NJ – K



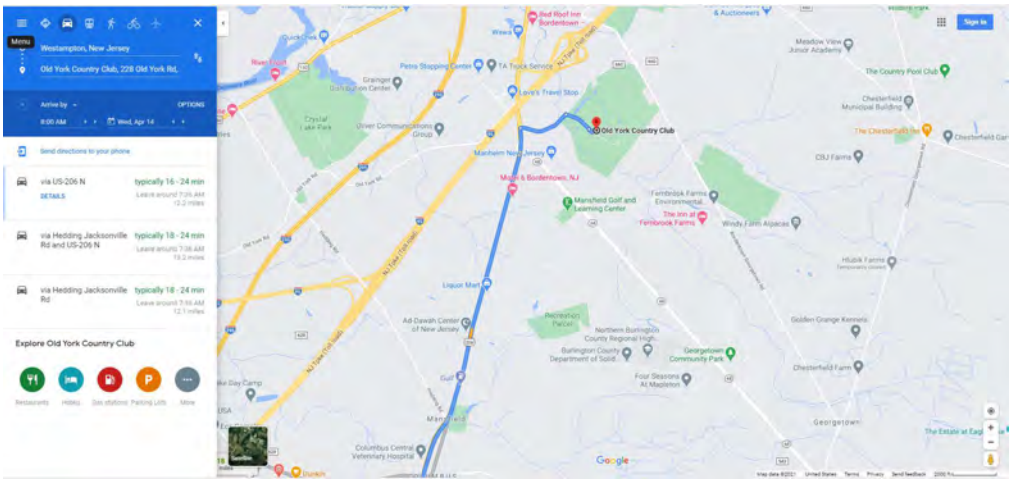
Southampton Township, Burlington County, NJ – K



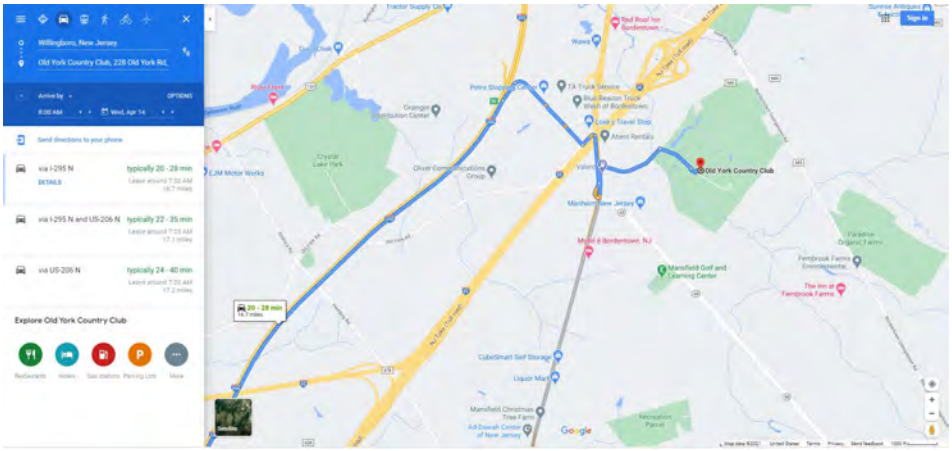
Springfield Township, Burlington County, NJ – K



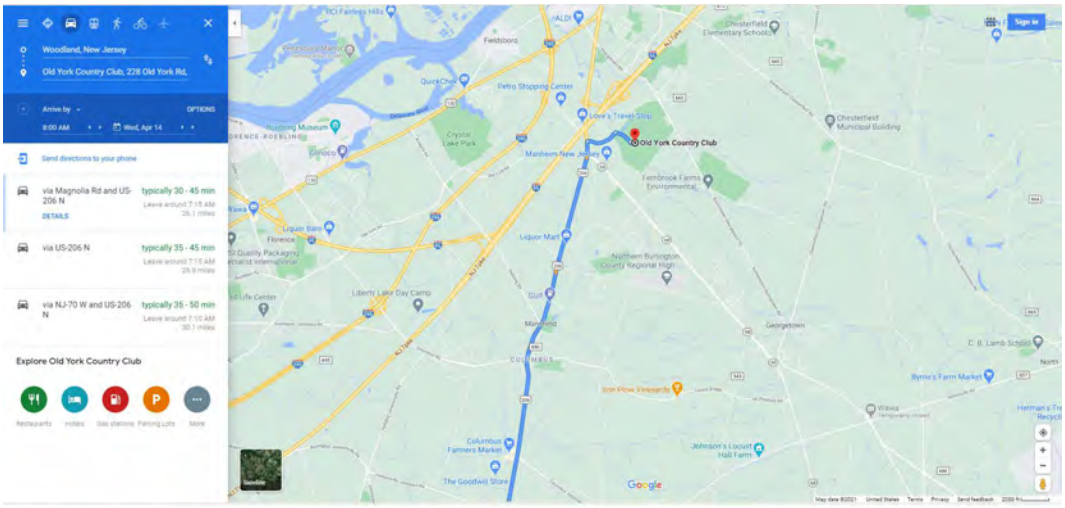
Tabernacle Township, Burlington County, NJ – K



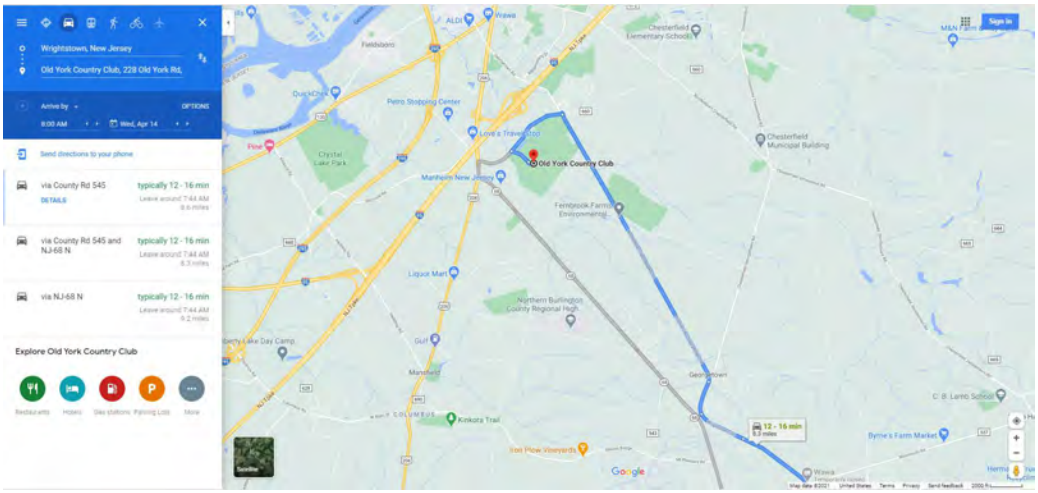
Westampton Township, Burlington County, NJ – K



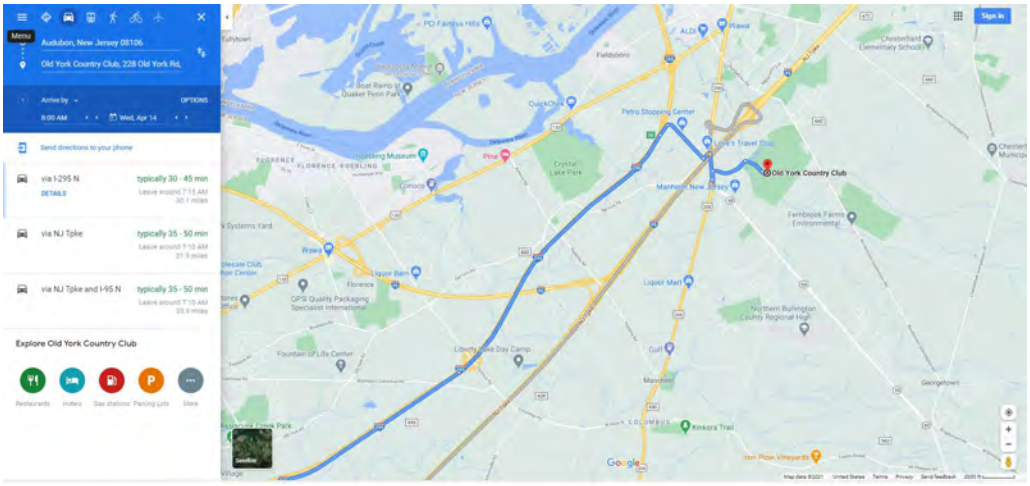
Willingboro Township, Burlington County, NJ- M



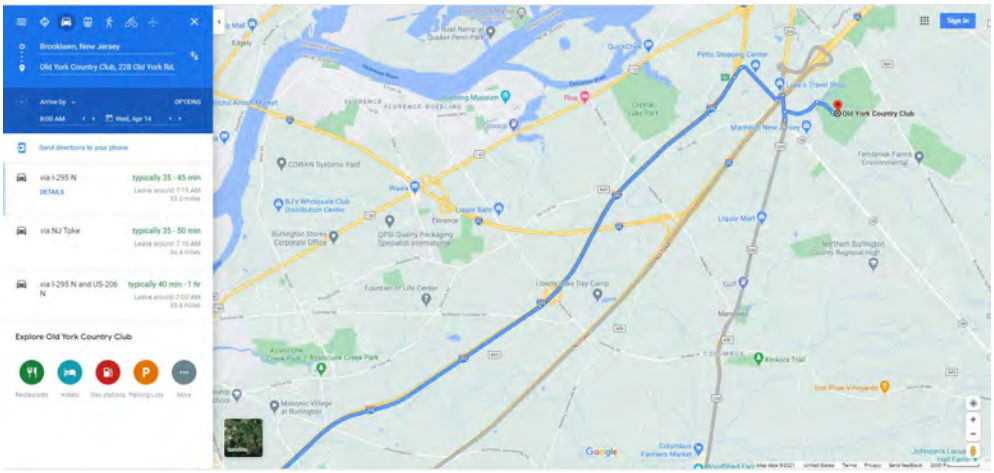
Woodland Township, Burlington County, NJ – K



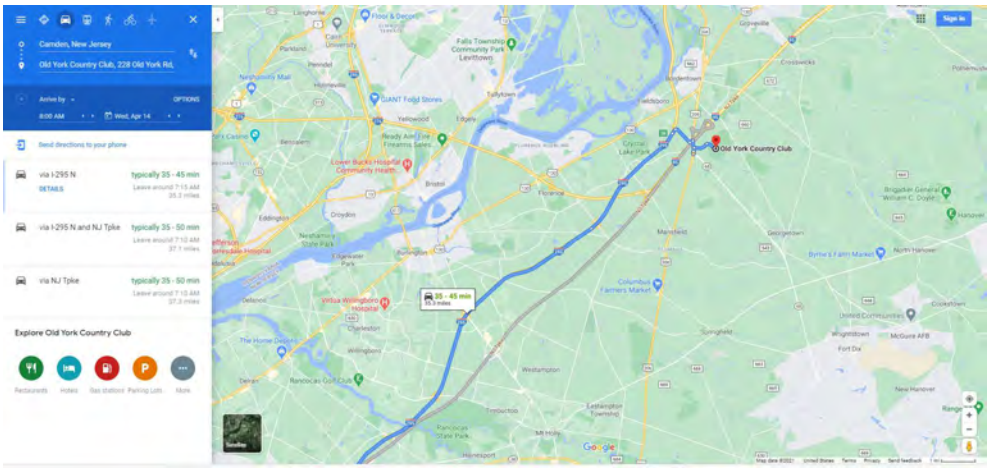
Wrightstown. Burlington County, NJ – I



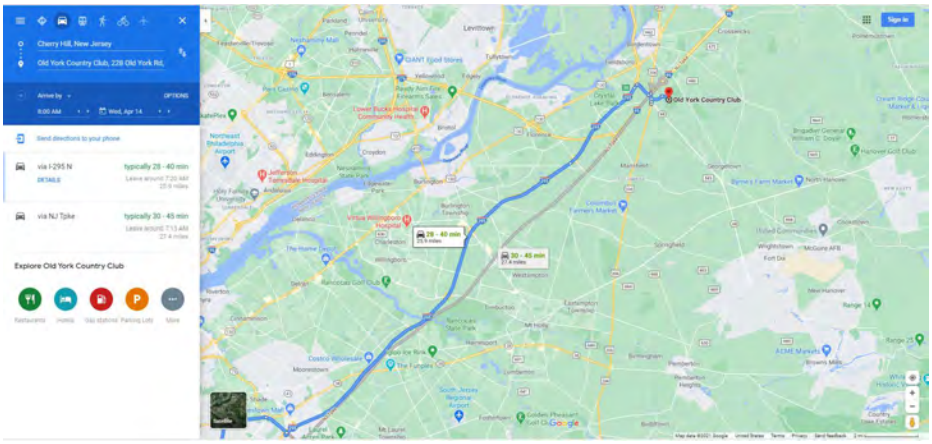
Audubon, Camden County, NJ – M



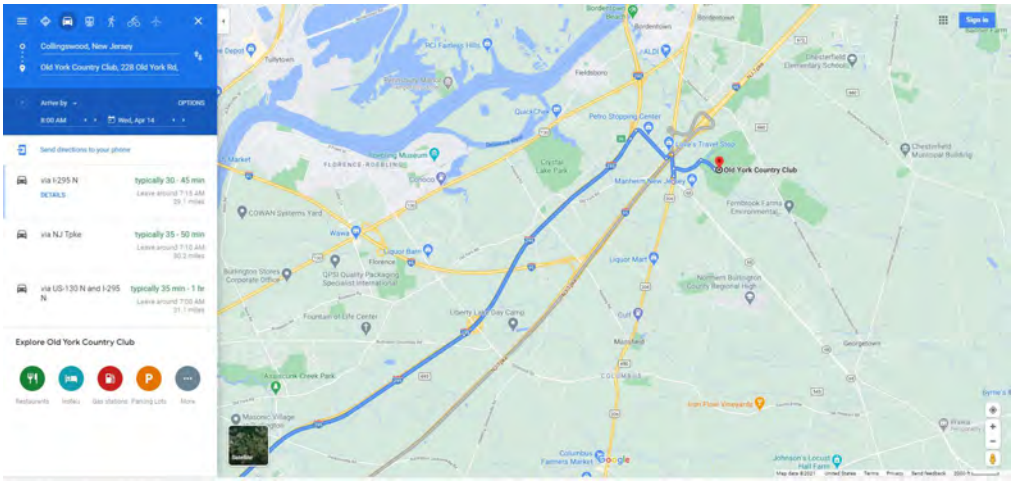
Brooklawn, Camden County, NJ - M



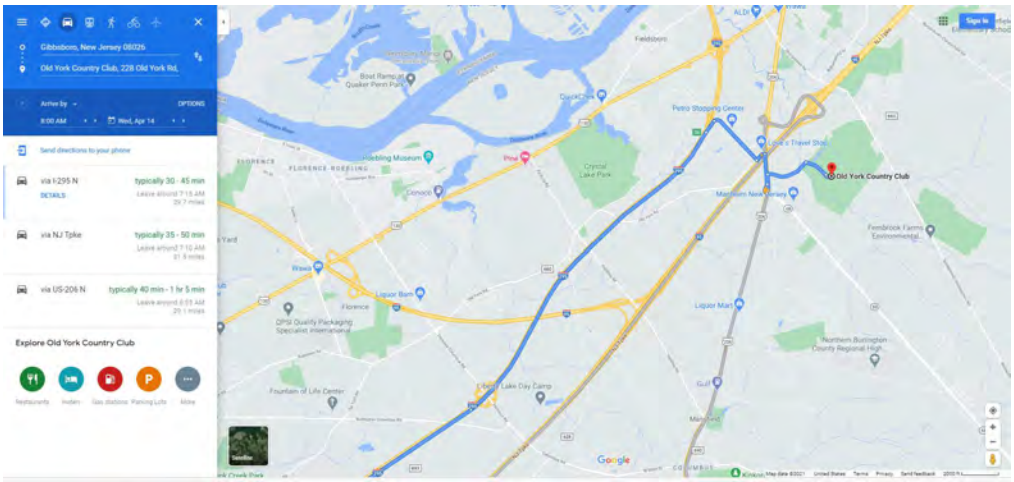
Camden City, Camden County, NJ-M



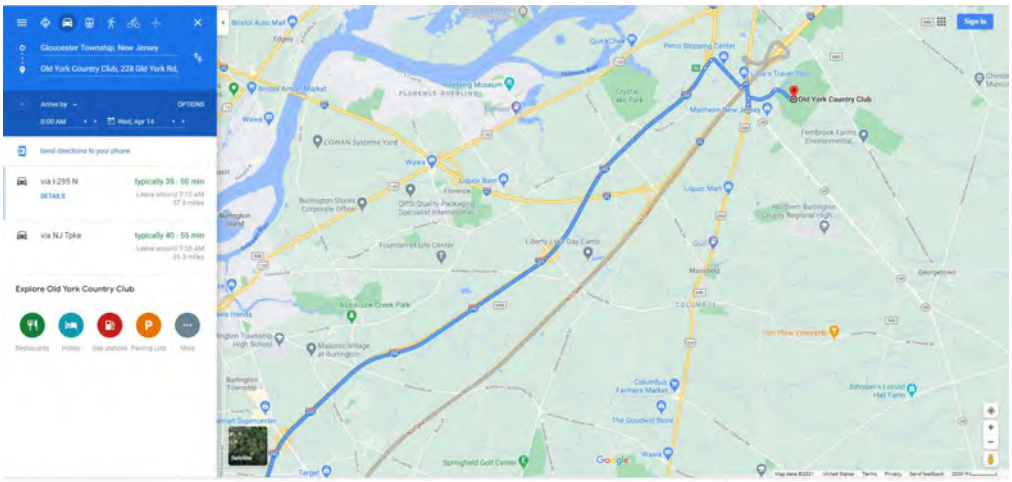
Cherry Hill Township, Camden County, NJ – M



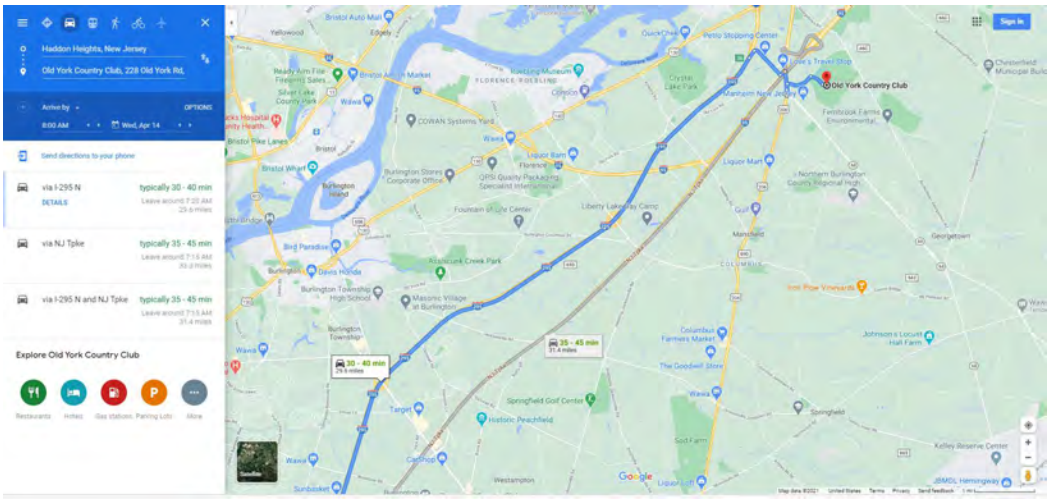
Collingswood, Camden County, NJ – M



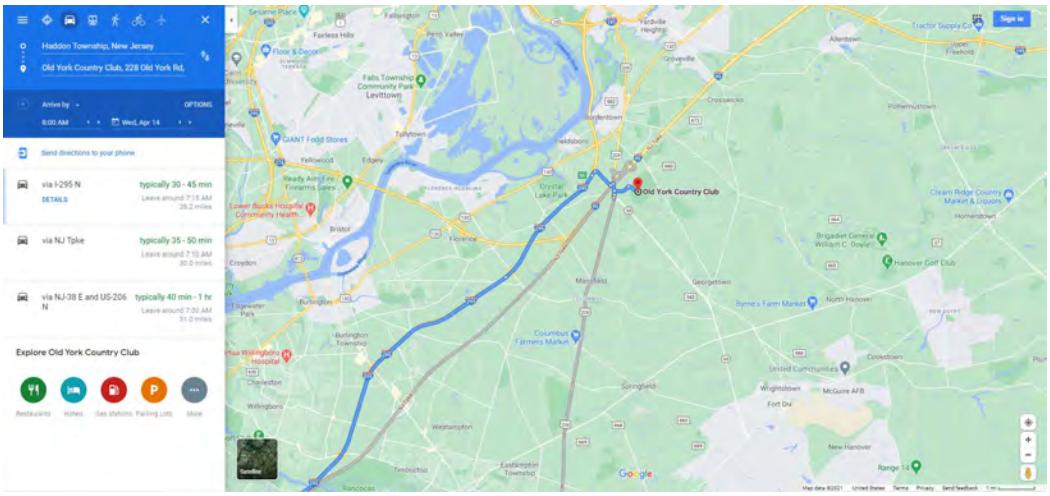
Gibbsboro, Camden County, NJ – M



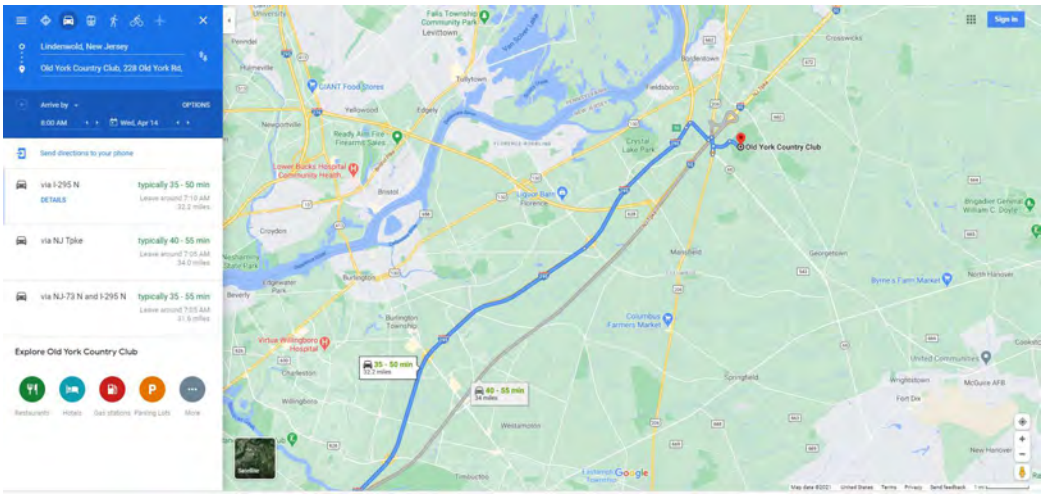
Gloucester Township, Camden County, NJ



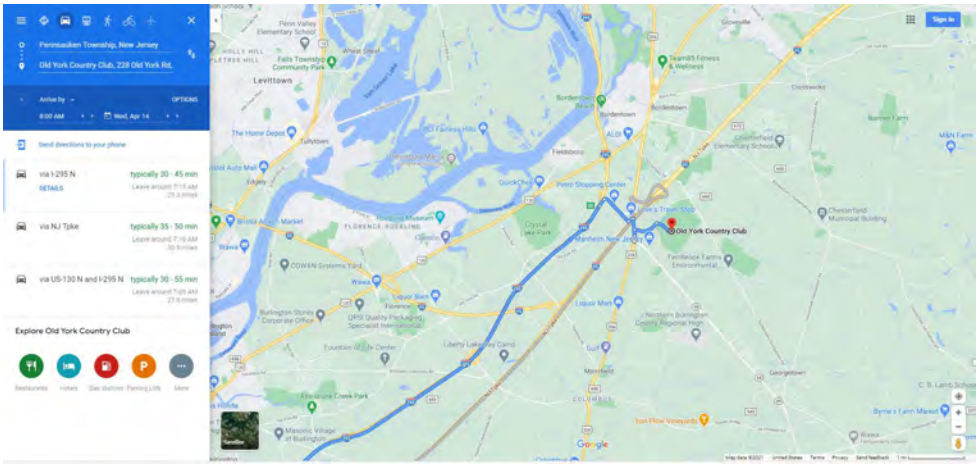
Haddon Heights, Camden county, NJ - M



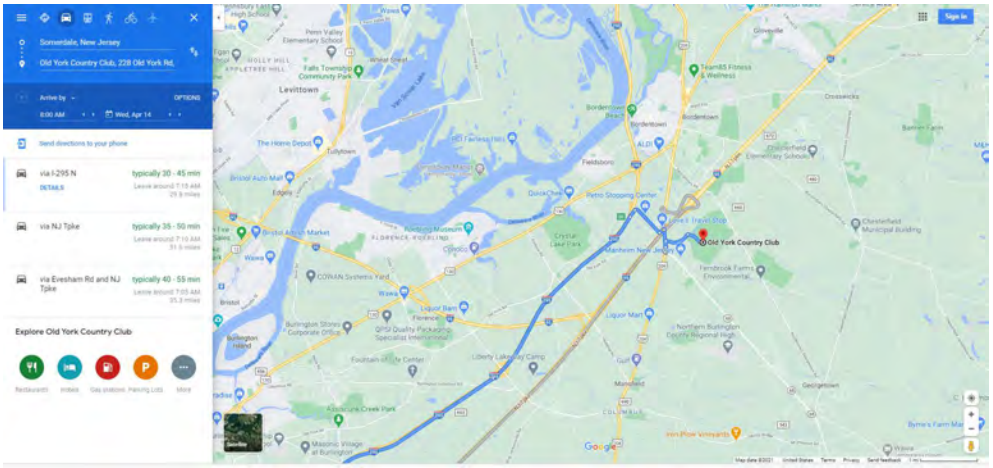
Haddon Township, Camden County, NJ – M



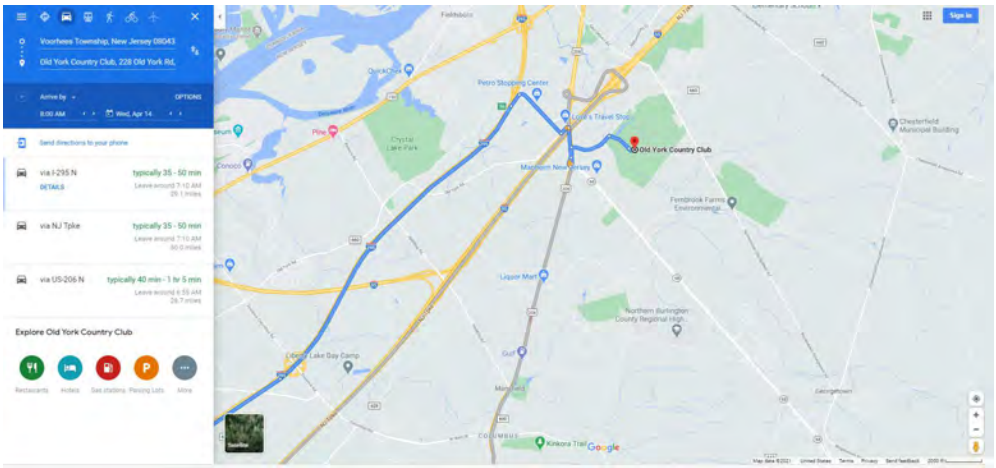
Lindenwold, Camden County, NJ – M



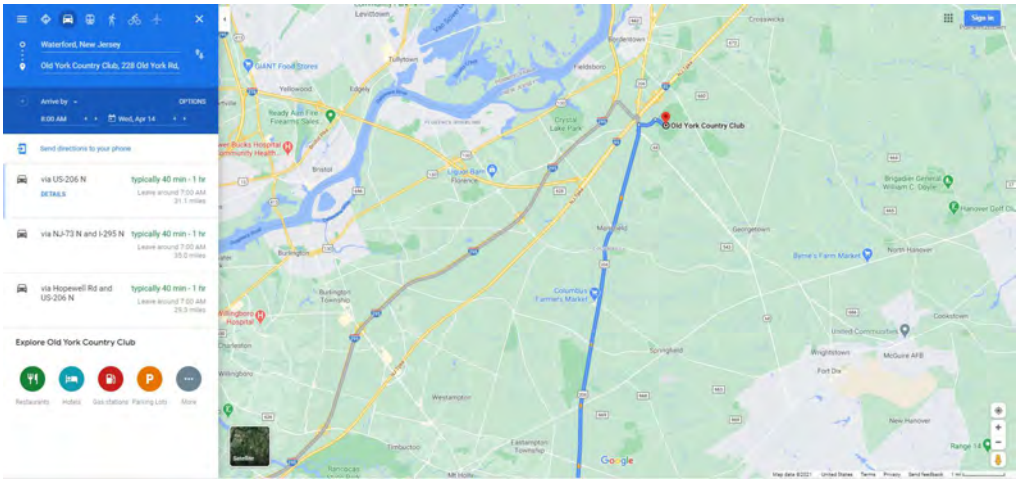
Pennsauken Township, Camden County, NJ – M



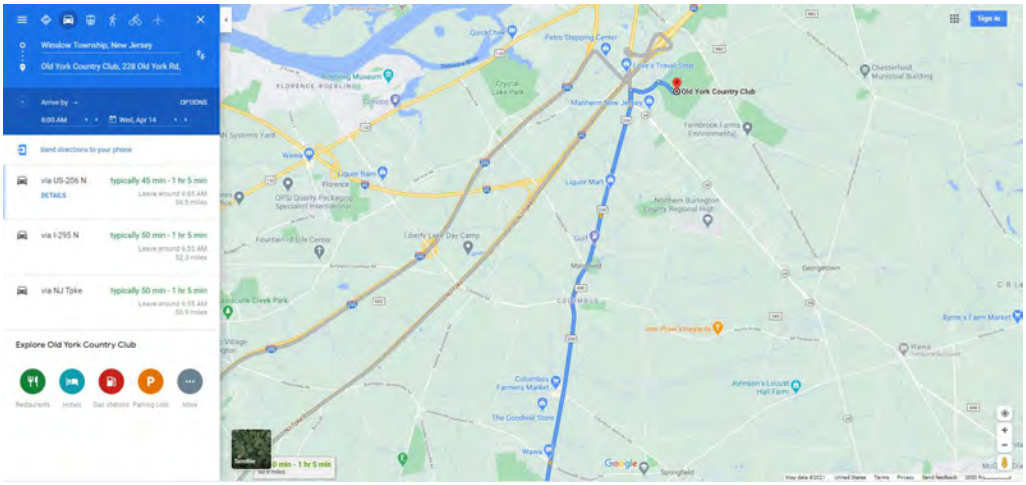
Somerdale, Camden County, NJ – M



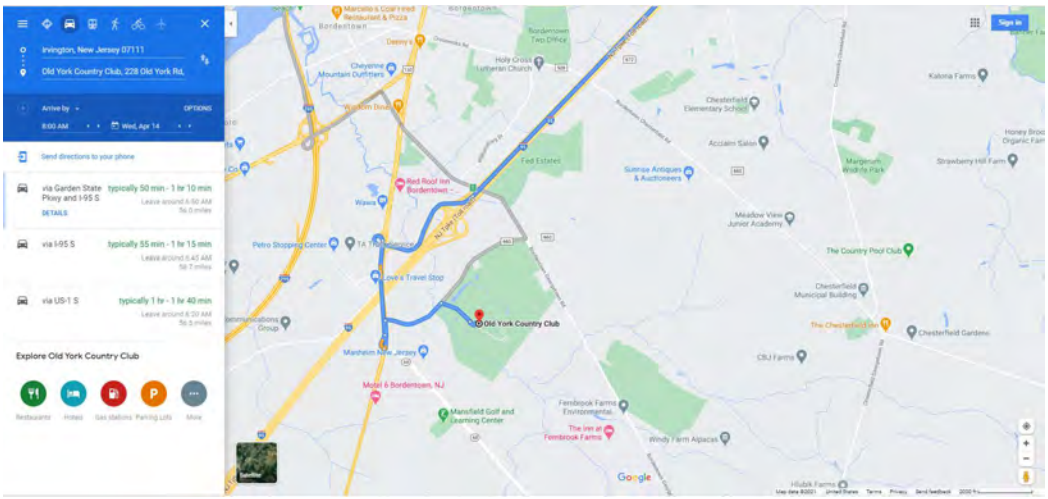
Voorhees Township, Camden County, NJ – M



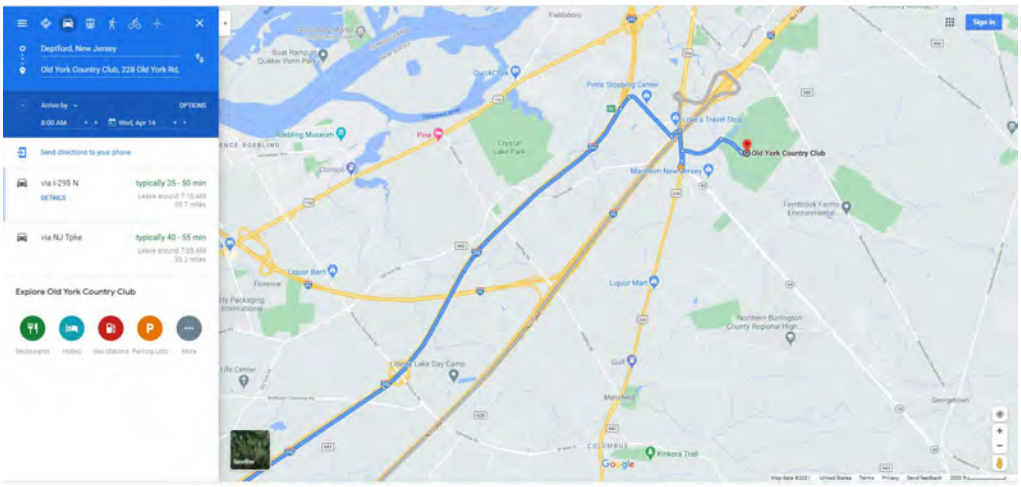
Waterford Township, Camden county, NJ – K



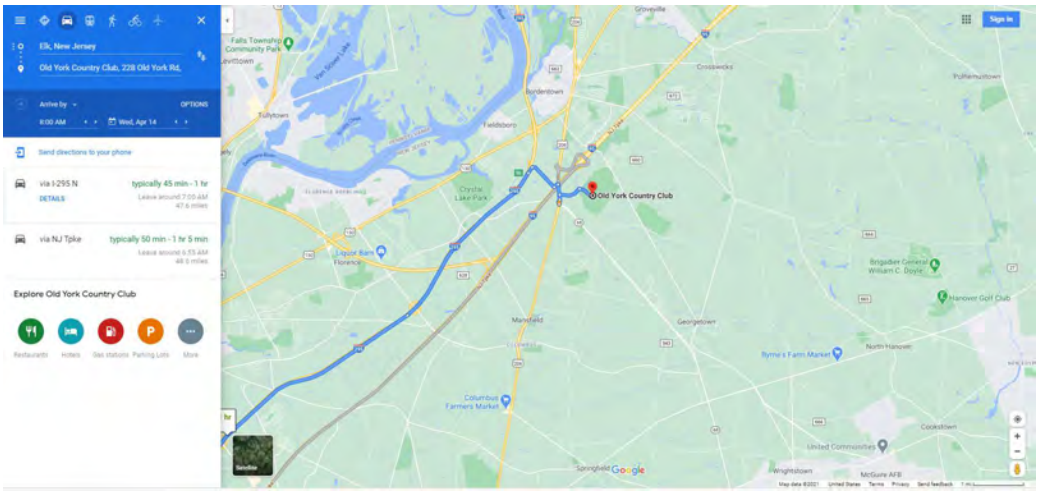
Winslow Township, Camden County, NJ – K



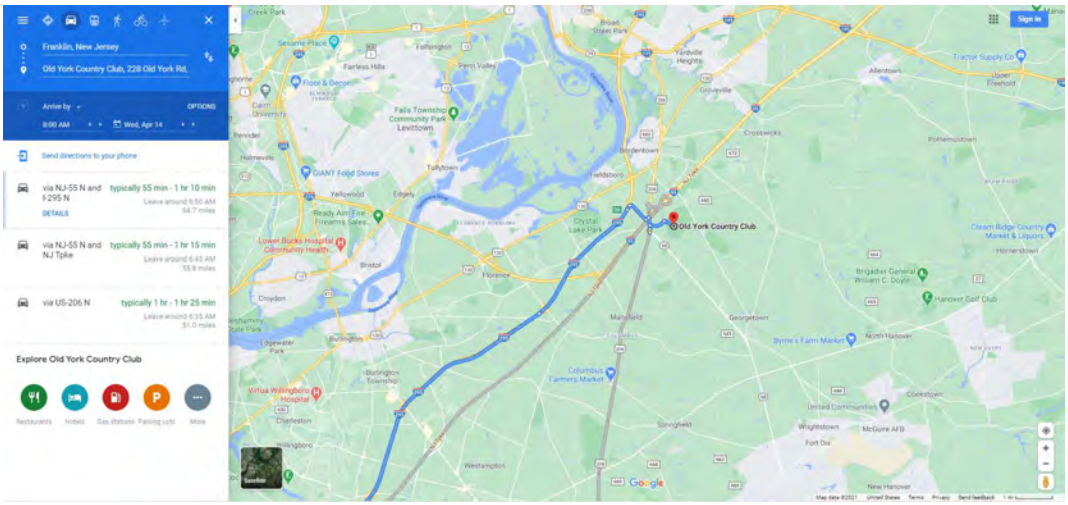
Irvington Township, Essex County, NJ –



Deptford, Gloucester County, NJ – M



Elk Township, Gloucester County, NJ – M



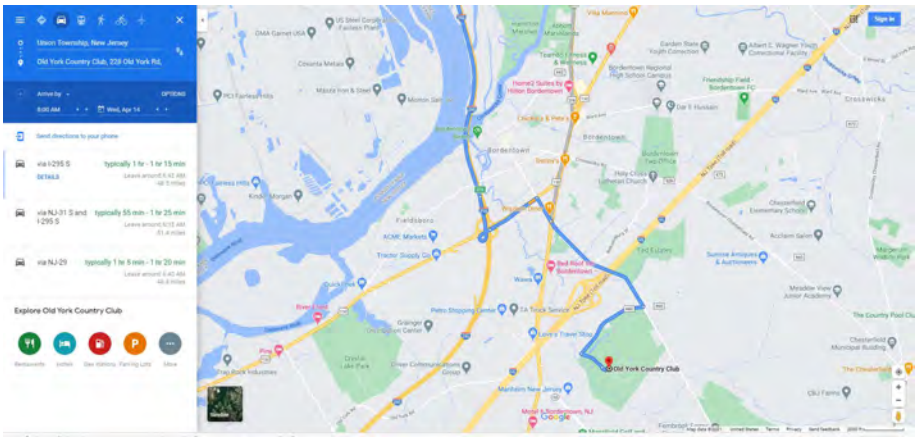
Franklin Township, Gloucester County, NJ – M

Monroe Township, Gloucester County, NJ -M

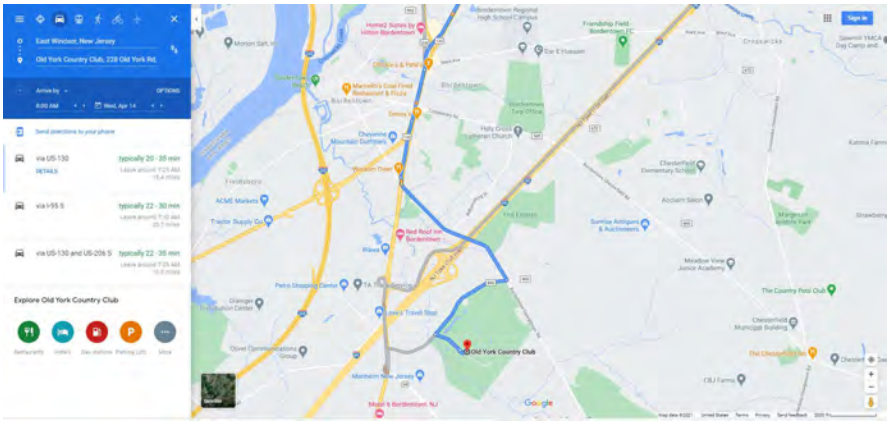
Paulsboro borough, Gloucester County, NJ – M

Washington, Gloucester County, NJ – M

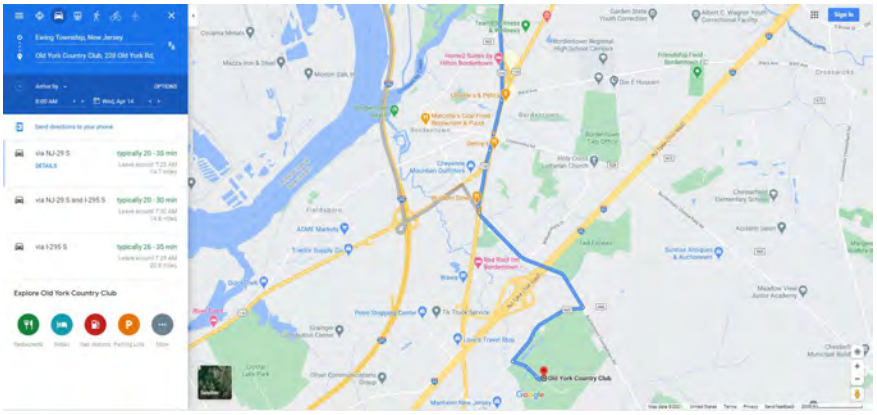
Woodbury Heights, Gloucester County, NJ – M



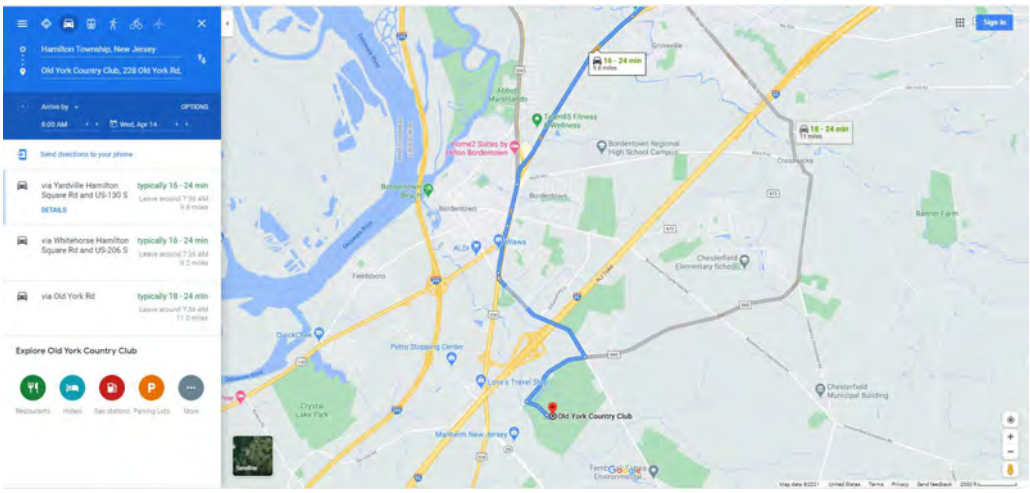
Union Township, Hunterdon County, NJ – B



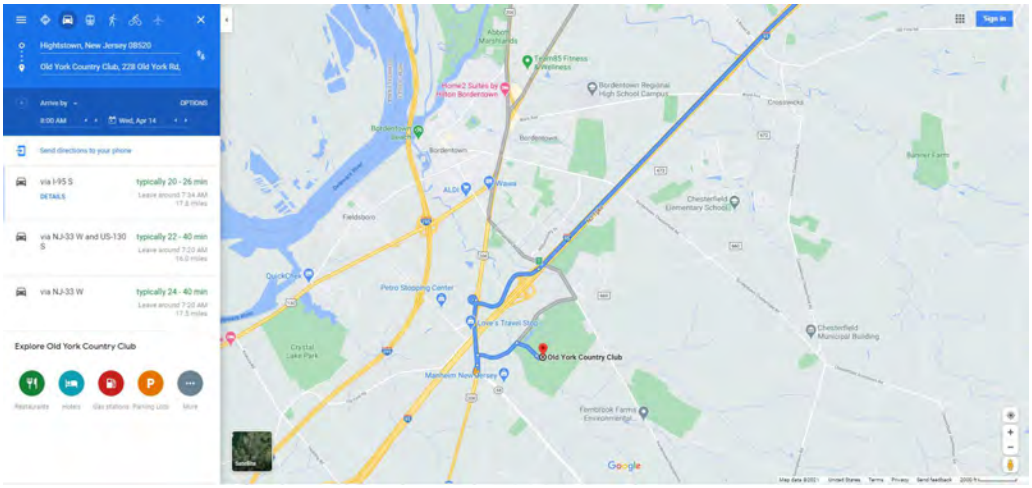
East Windsor, Mercer County, NJ – C



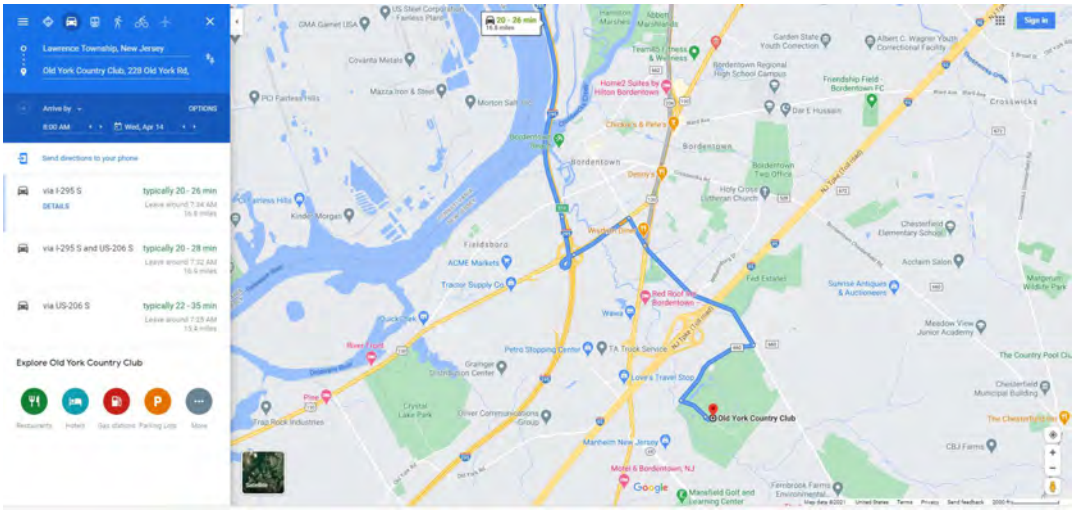
Ewing Township, Mercer County, NJ – C



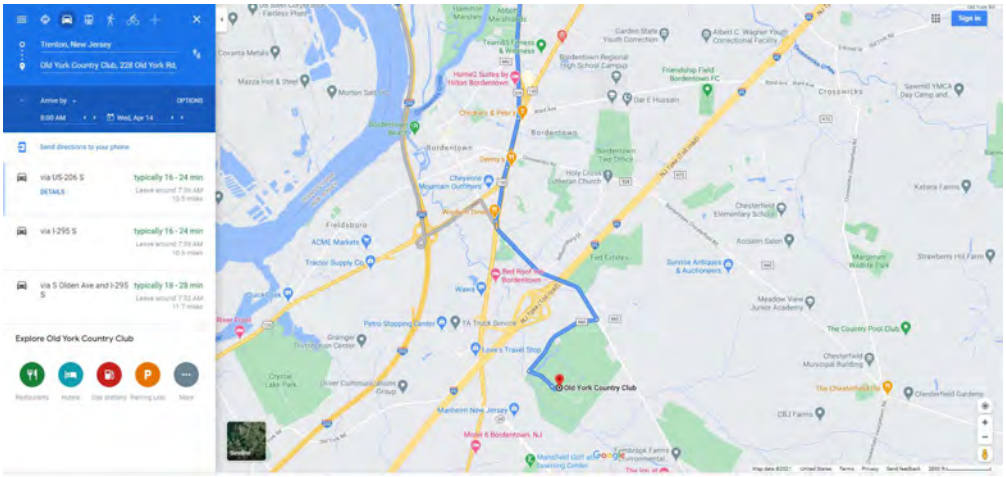
Hamilton, Mercer County, Nj – C



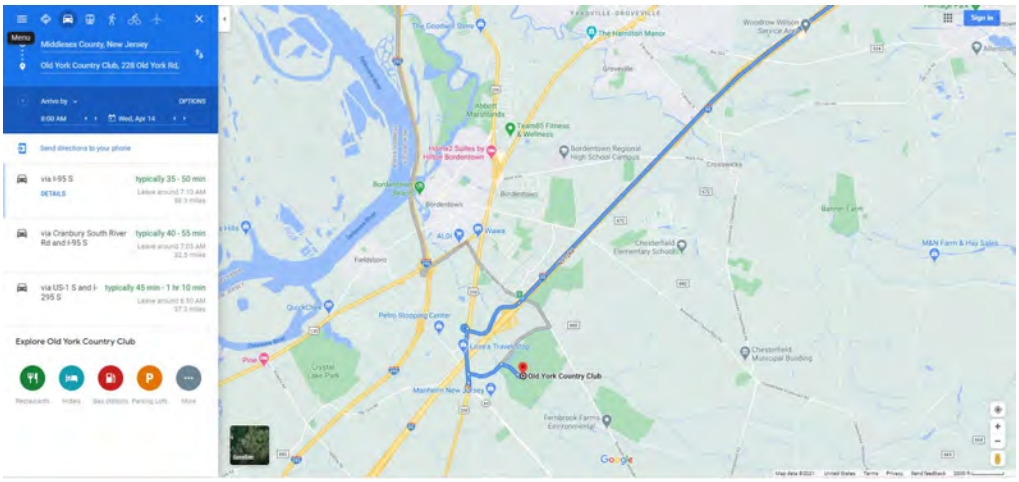
Highstown, Mercer County, NJ -D



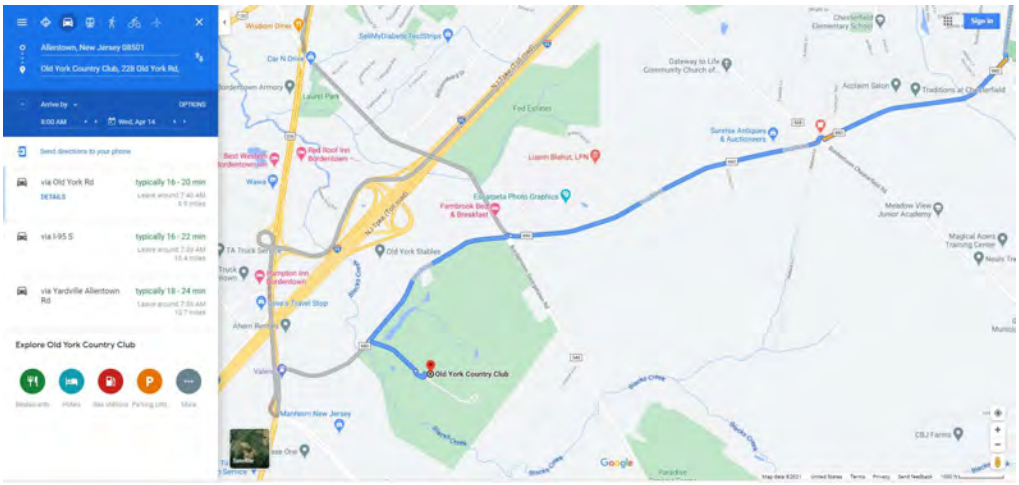
Lawerence, Mercer Township, NJ - B



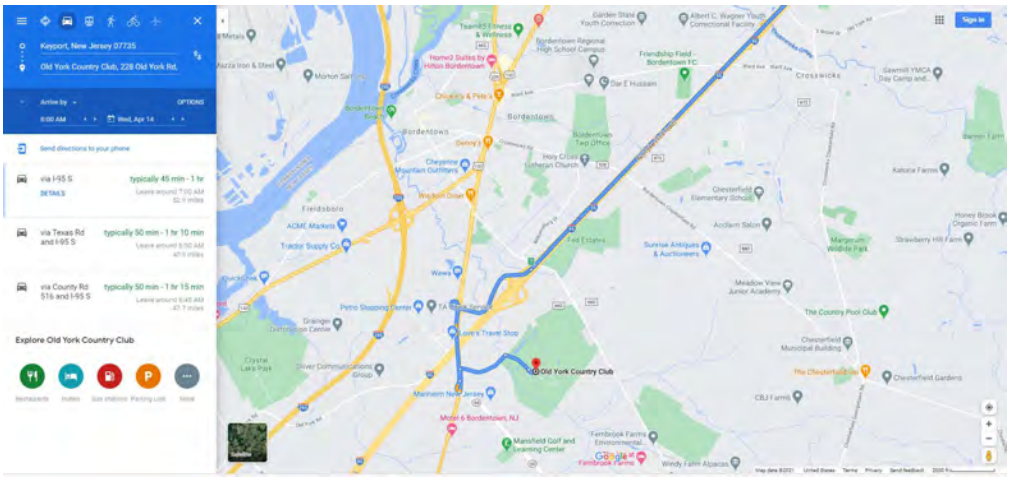
Trenton City, Mercer County, NJ – C



Middlesex County, NJ – D



Allentown, Monmouth County, NJ –



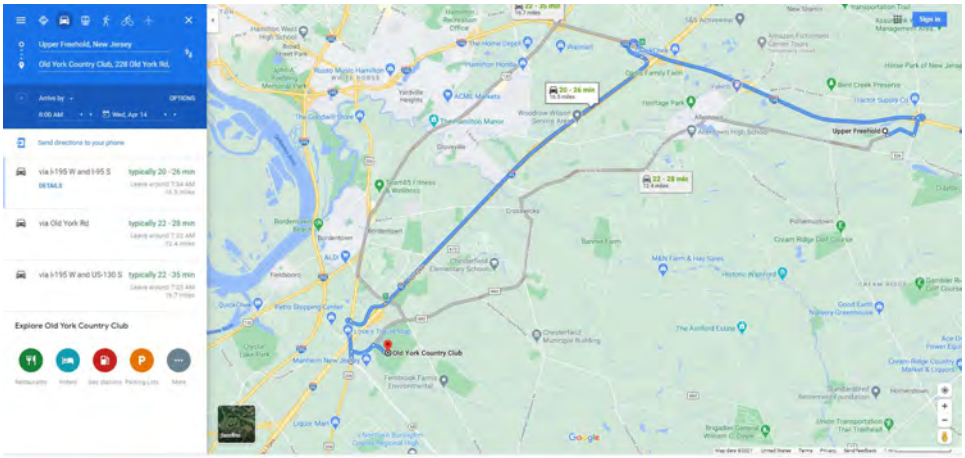
Keyport, Monmouth County, NJ – D

Long Branch Monmouth, NJ – D

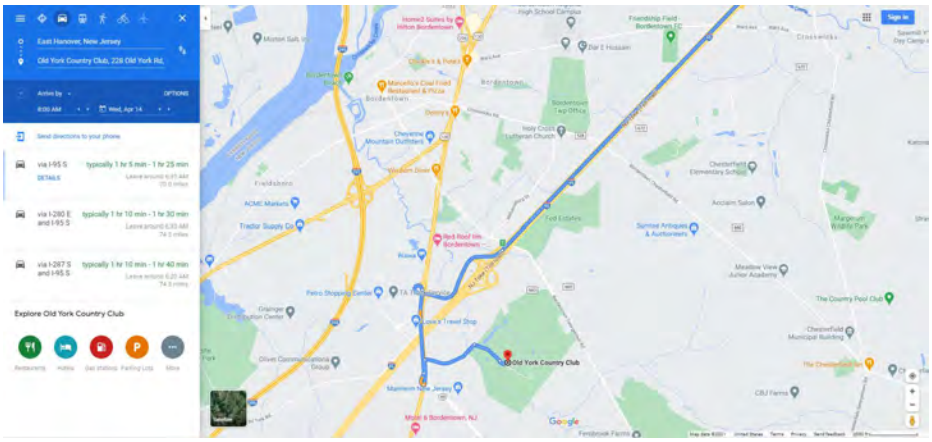
Manalapan, Monmouth County, NJ – D

Marlboro, Monmouth County, NJ – D

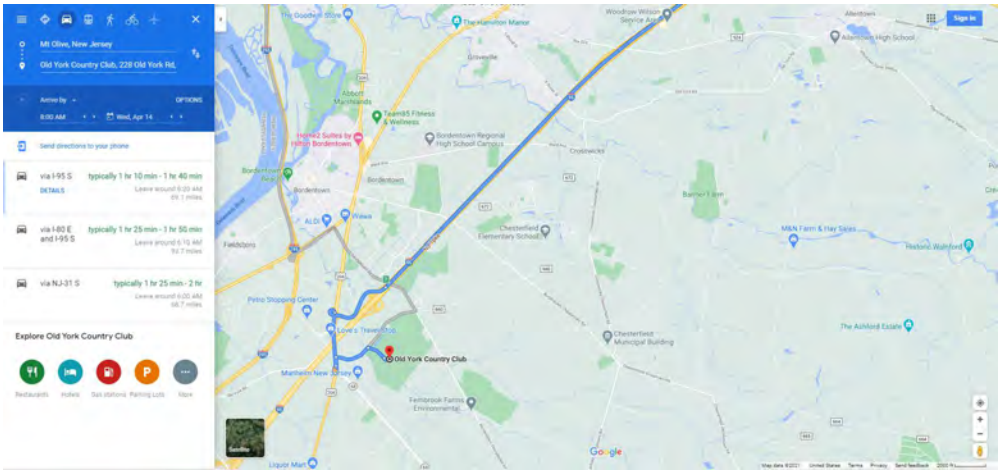
Roosevelt, Monmouth County, nj – D



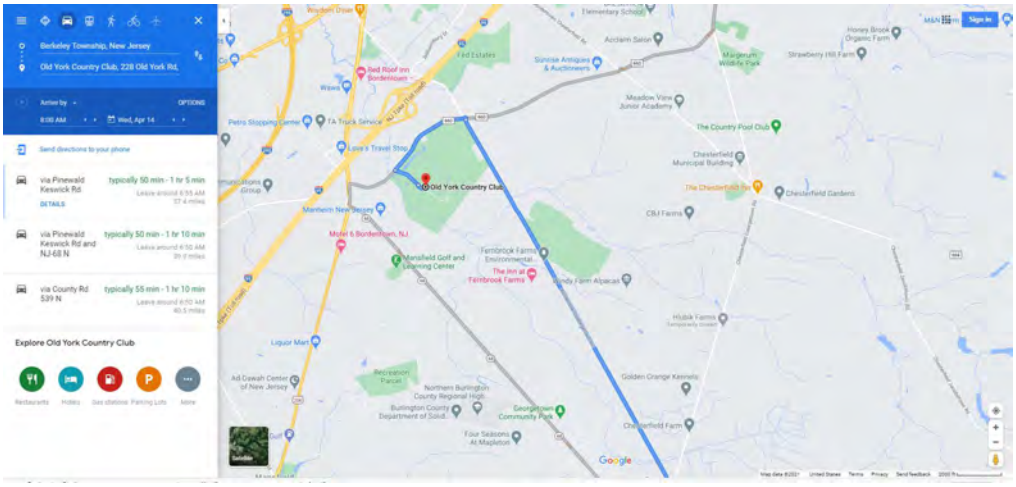
Upper Freehold, Monmouth County, NJ – D



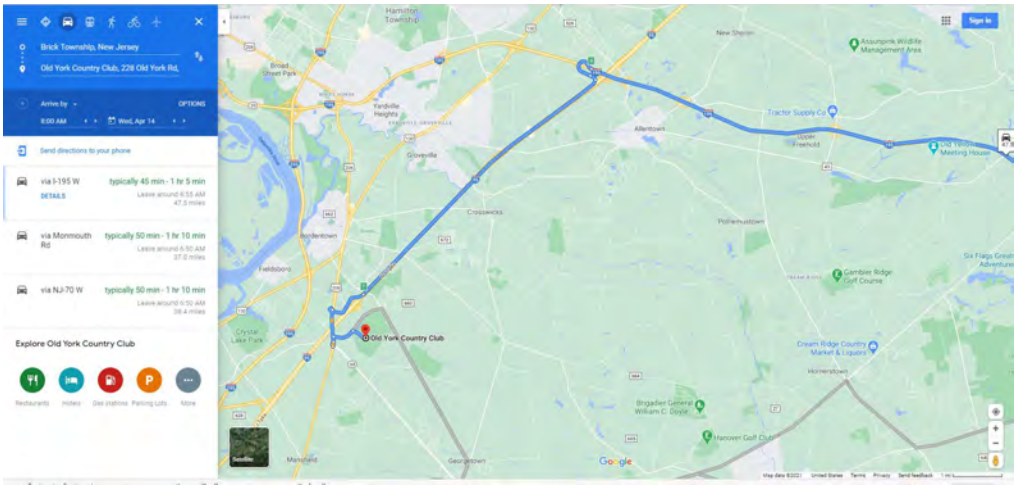
East Hanover, Morris County, NJ – D



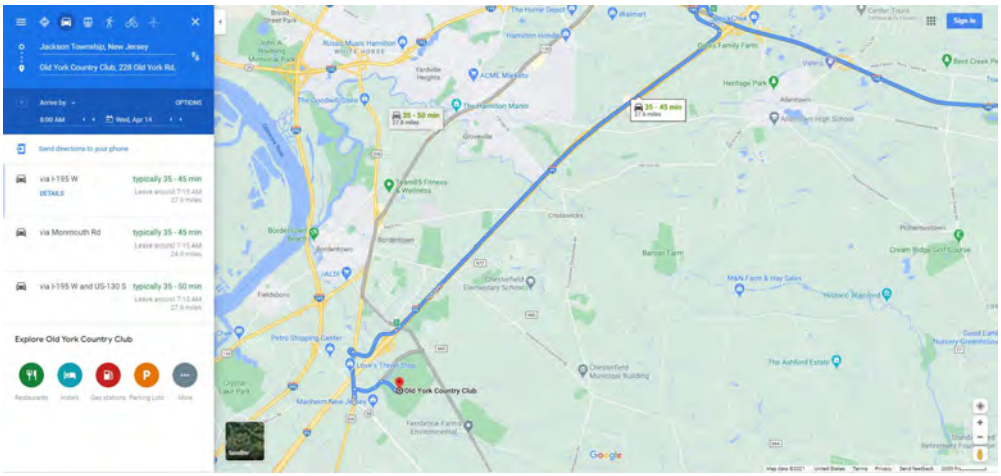
Mount Olive, Morris County, NJ – D



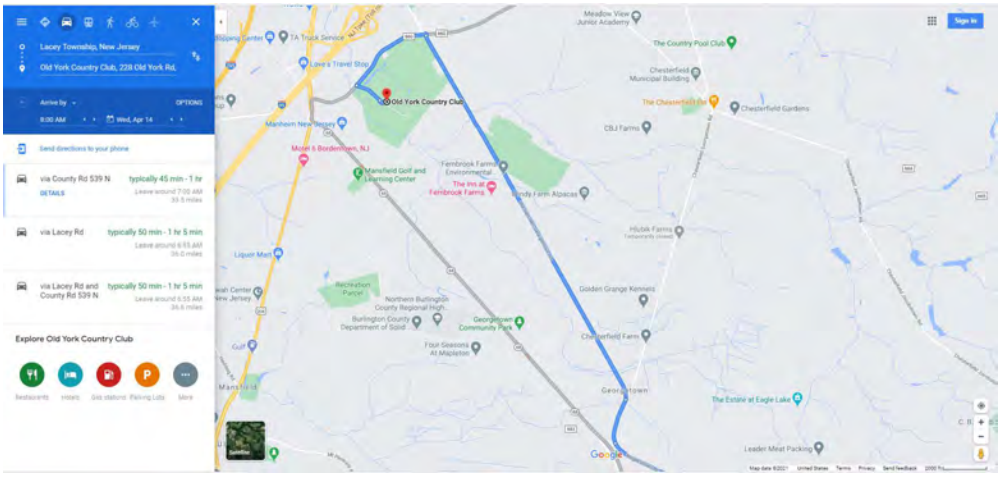
Berkley Township, Ocean County. NJ – I



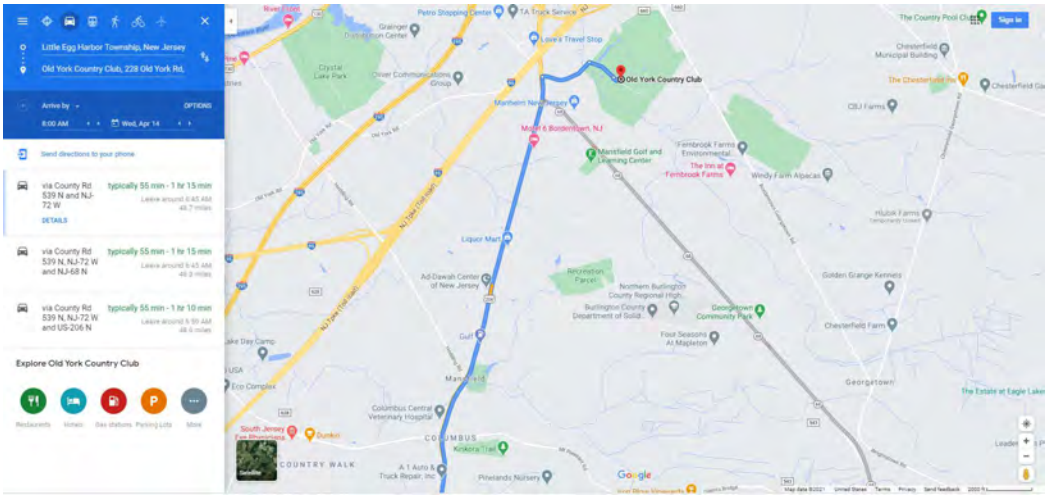
Brick Township, Ocean County, NJ – D



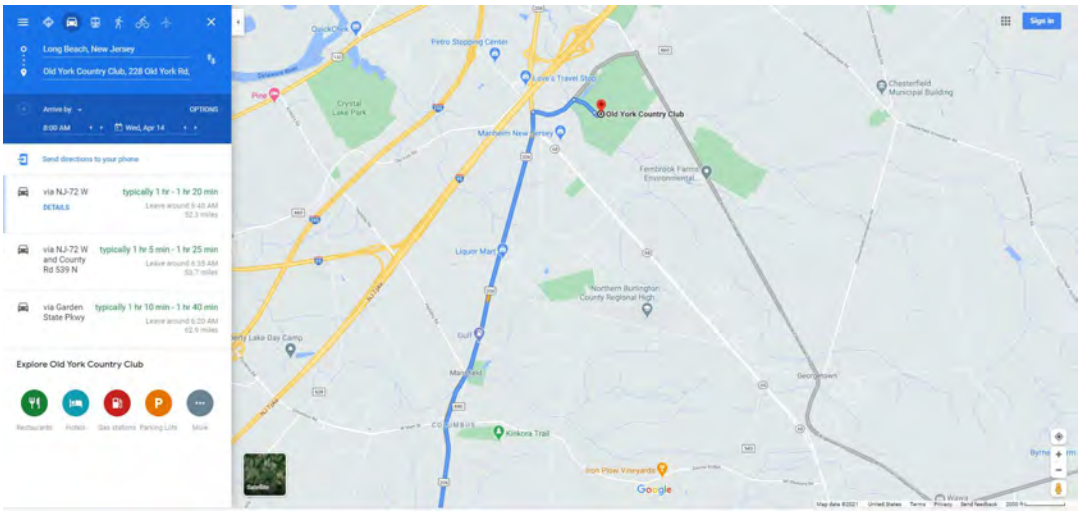
Jackson Township, Ocean Count, NJ – D



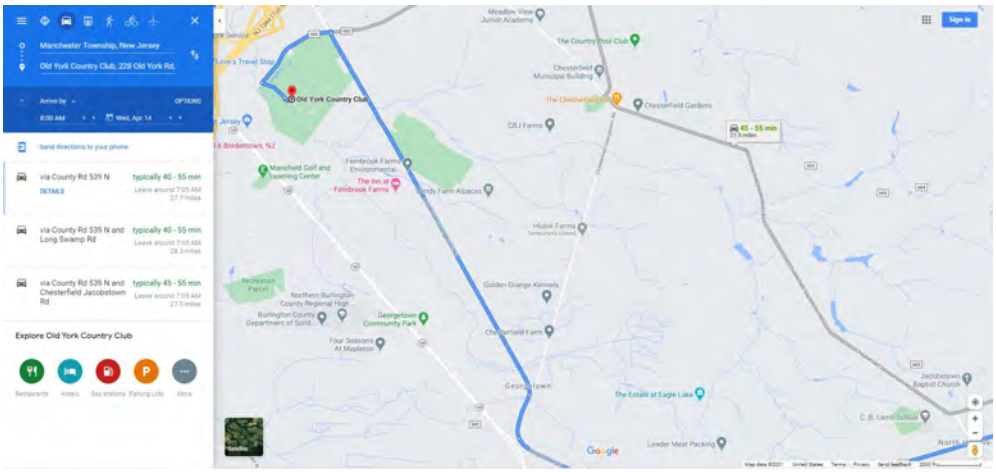
Lacey Township, Ocean County, NJ – I



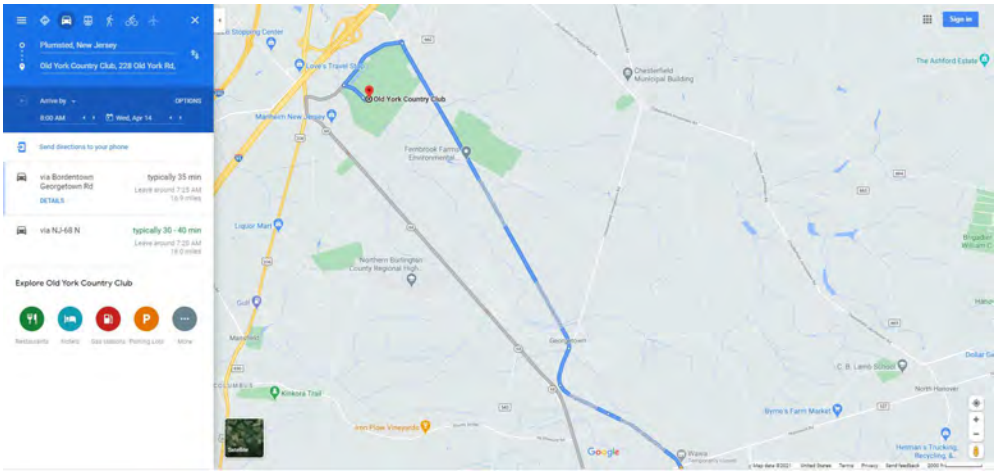
Little Egg Harbor Township, Ocean County, NJ -K



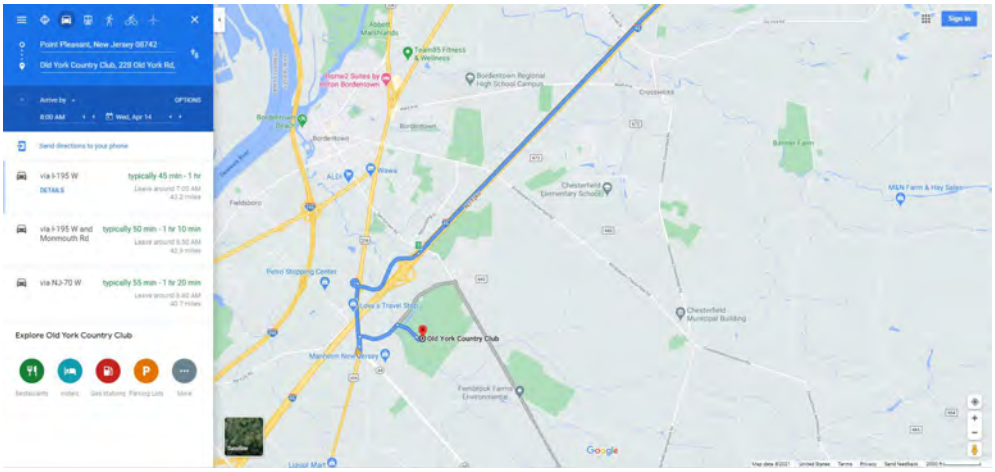
Long Beach Township, Ocean County, NJ – K



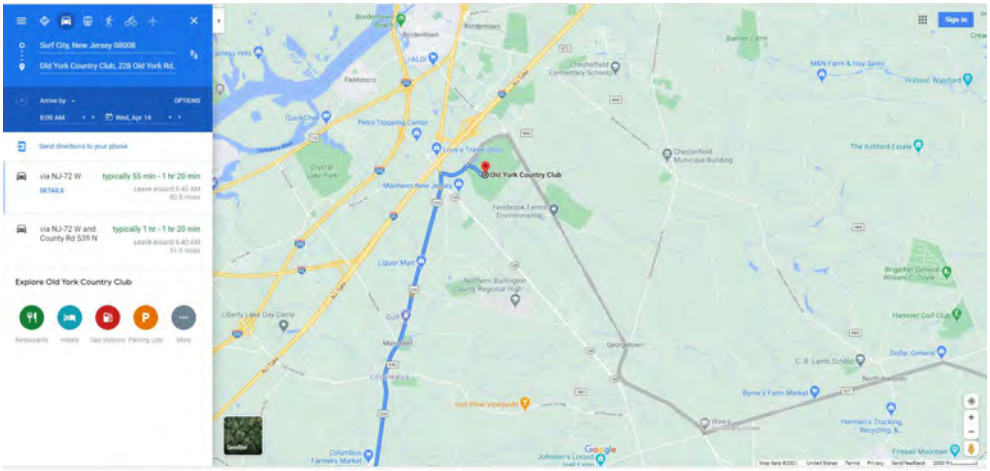
Manchester Township, Ocean County, NJ -I



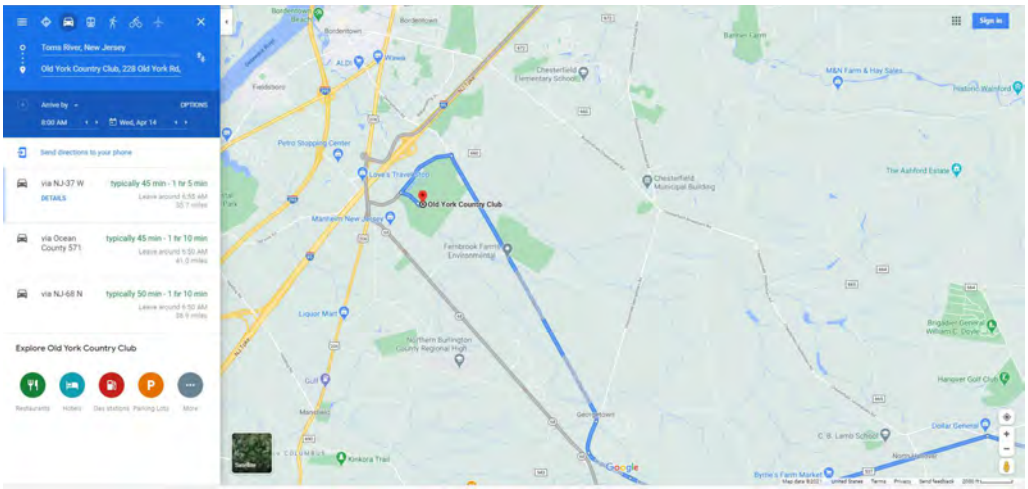
Plumsted township, Ocean County, NJ – I



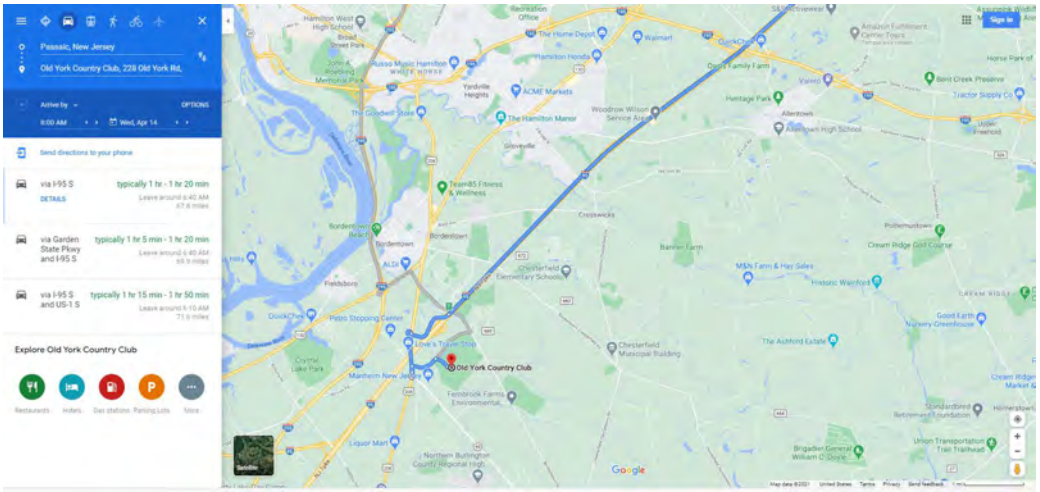
Point Pleasant, Ocean County, NJ – D



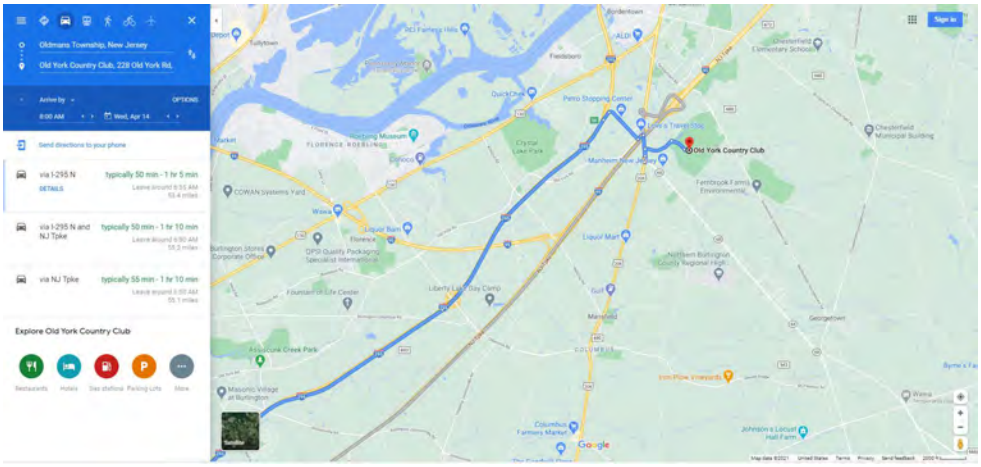
Surf City, Ocean County, NJ – K



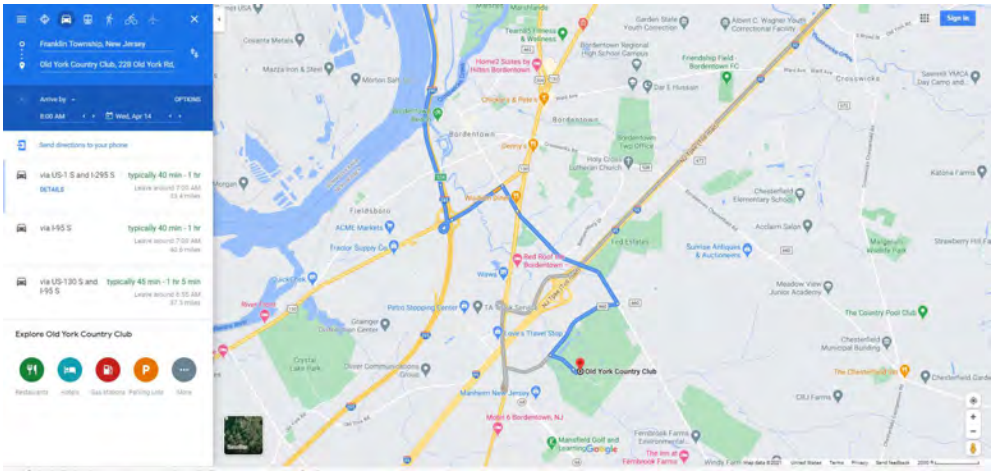
Toms River, Ocean County, NJ – I



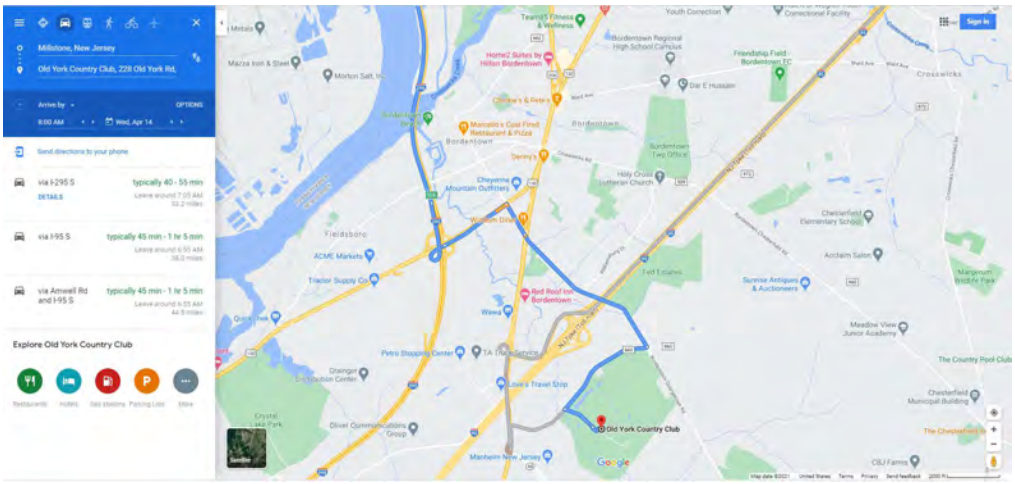
Passaic, Passaic County, NJ – D



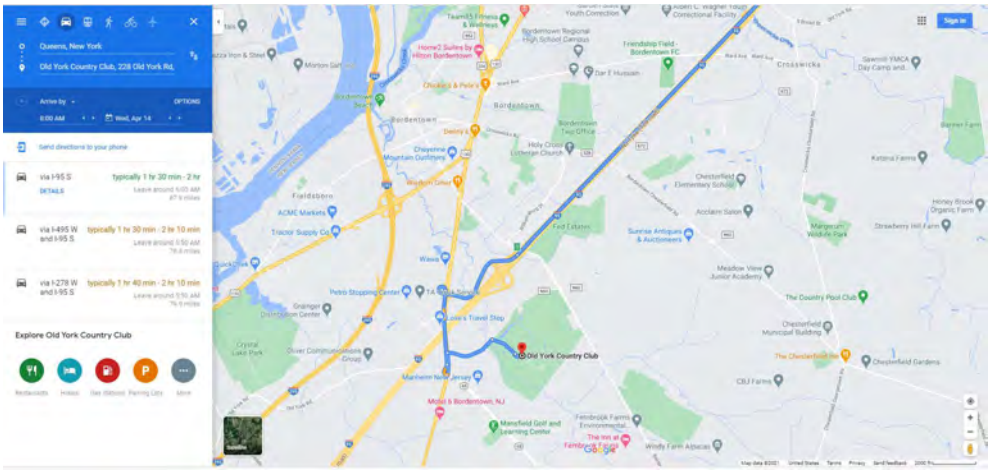
Oldmans Township, Salem County, NJ – M



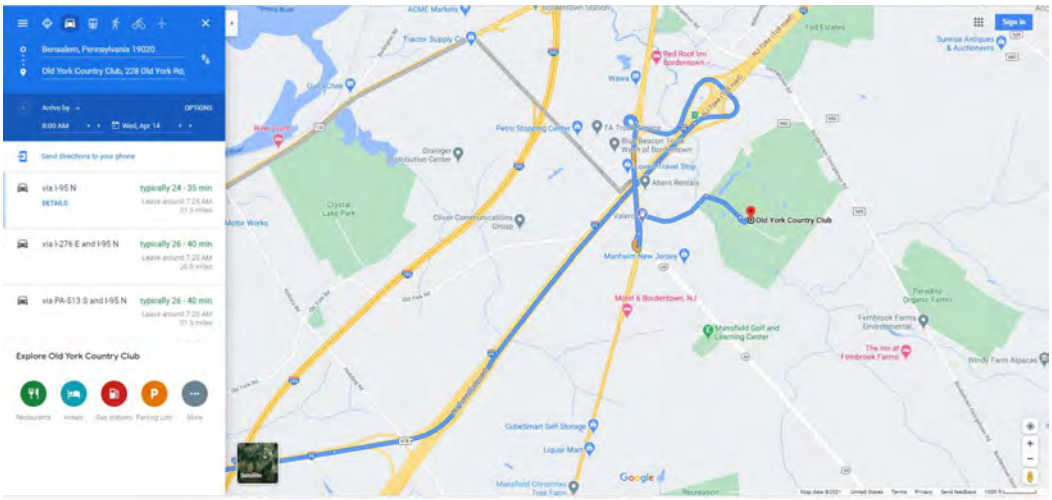
Franklin township, somerset county, NJ – B



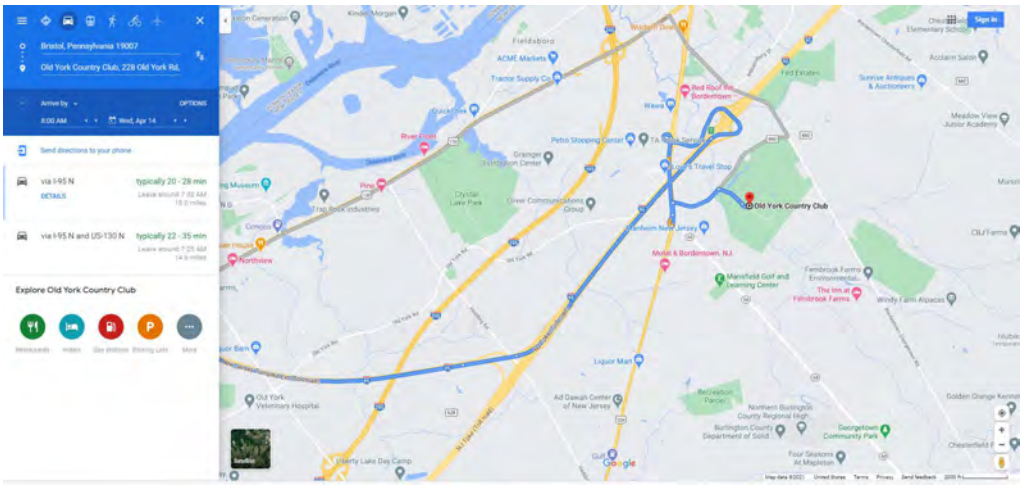
Millstone, Somerset County, NJ – B



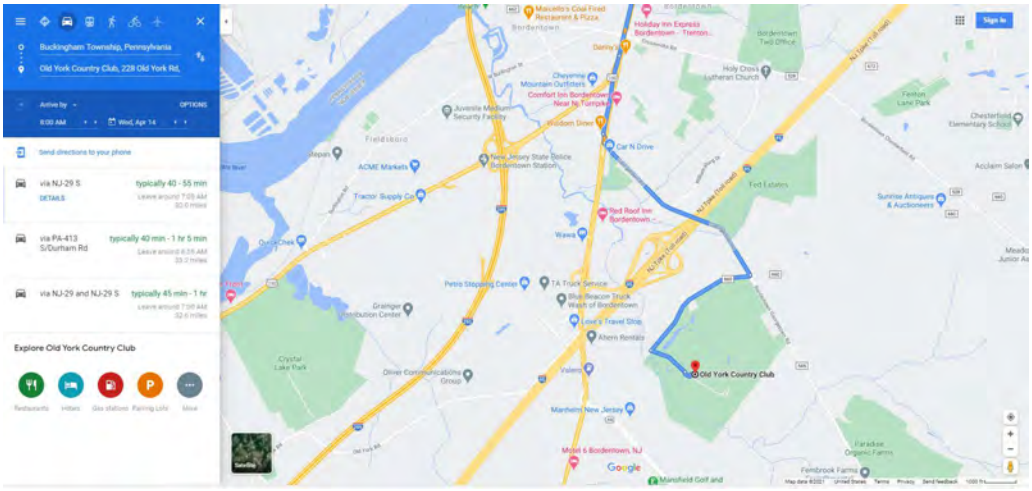
Queens, Queens County, NJ – D



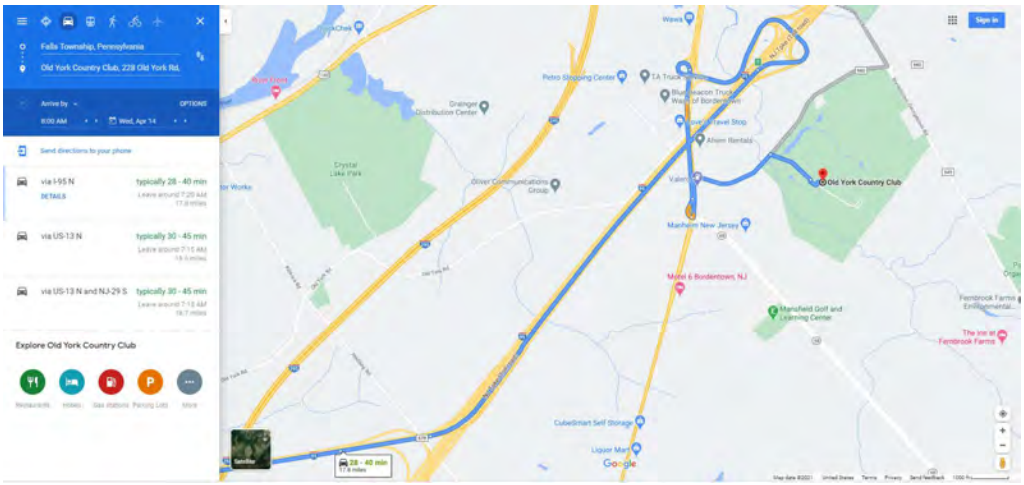
Bensalem, Bucks County, PA – L



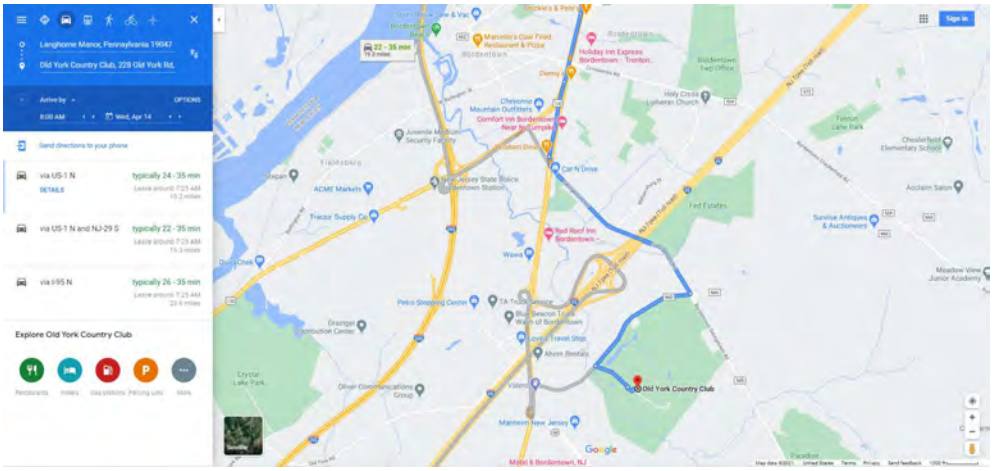
Bristol Township, Bucks County,PA – L



Buckingham, Bucks County, PA – C

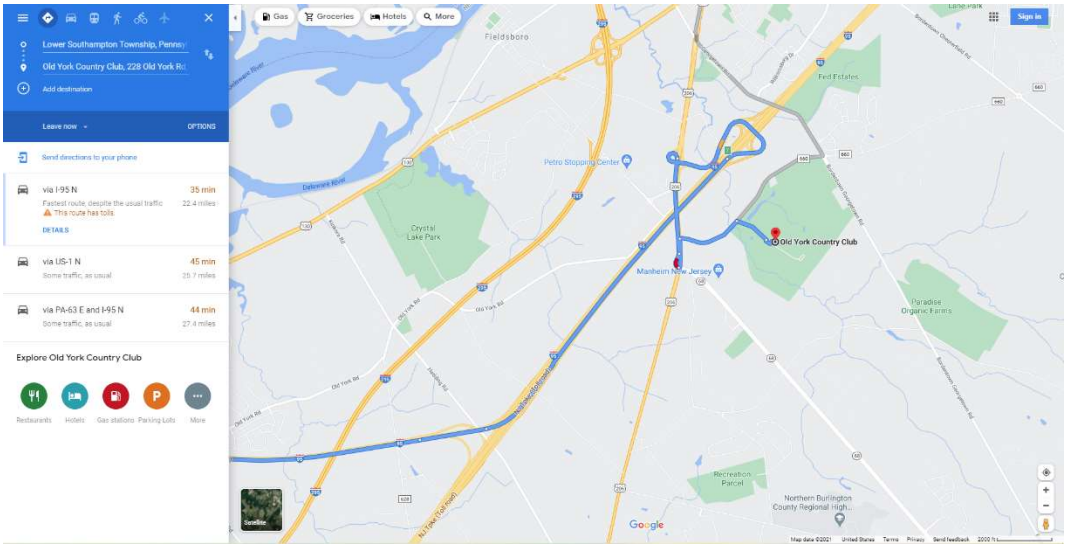


Falls Township, Bucks County, PA – L

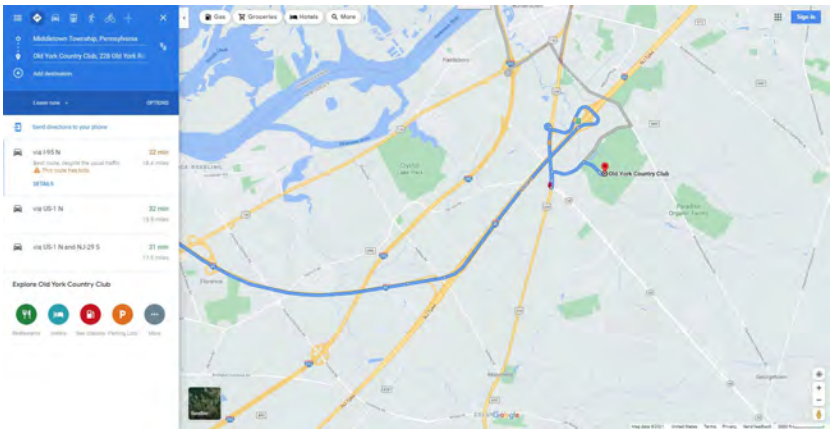


Langhorne Manor, Bucks County, PA - C

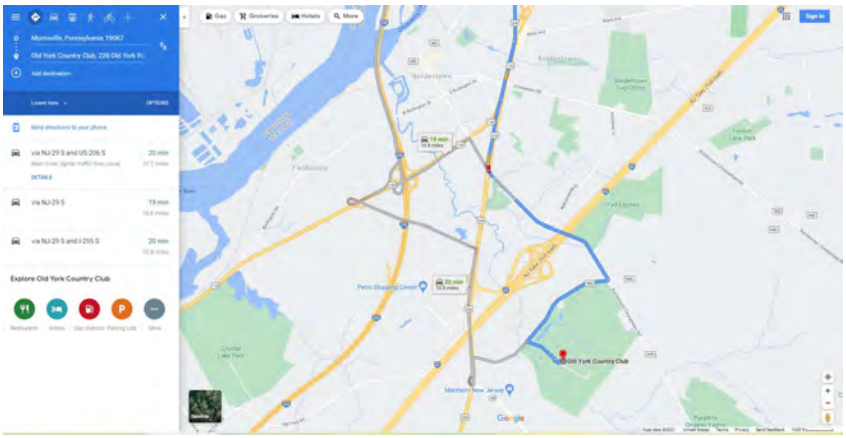
Lower Makefield township, Bucks County, PA- C



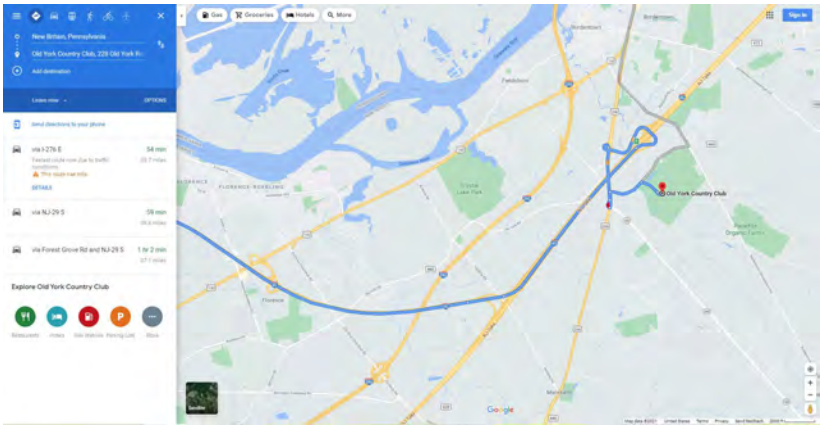
Lower Southampton, Bucks county, Pa – L



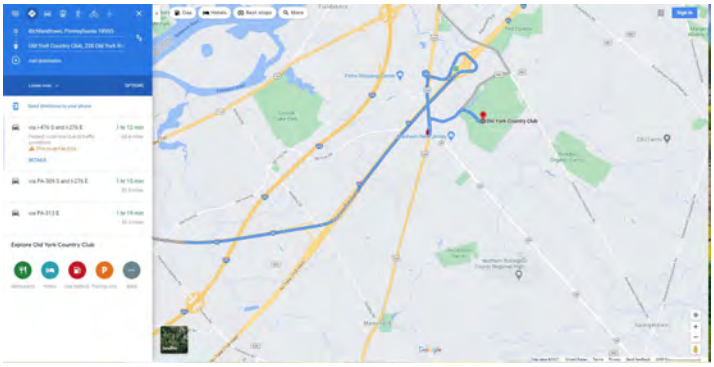
Middletown township, Bucks county, PA -L



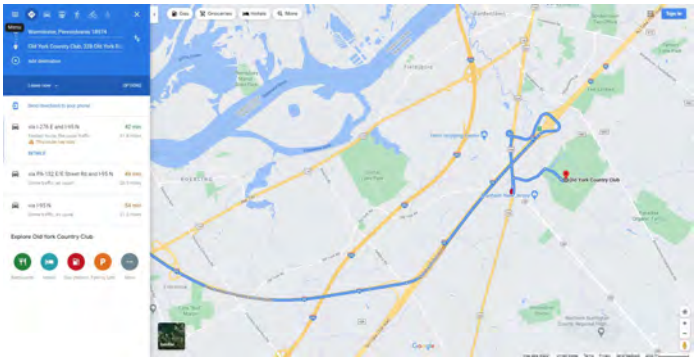
Morrisville, Bucks county, PA – C



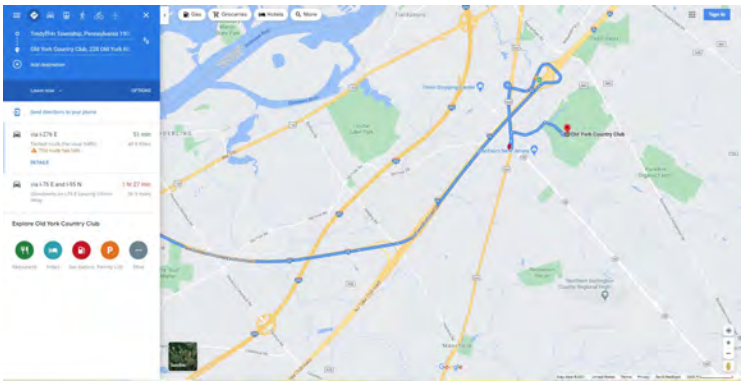
New Britain Township, Bucks county, Pa – L



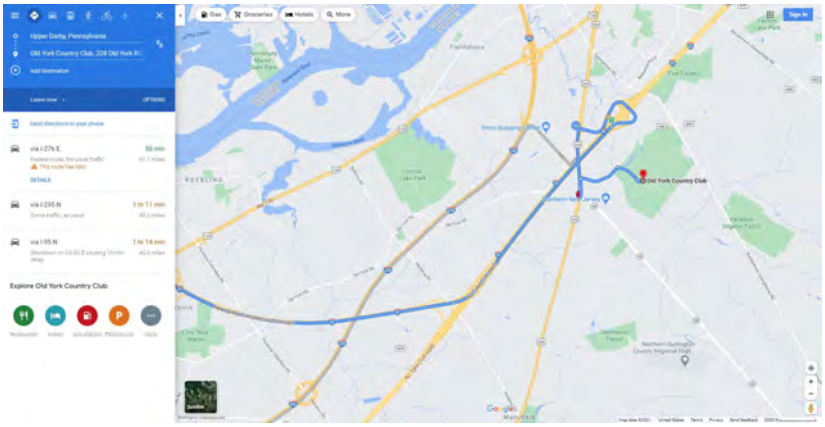
Richlandtown, Bucks County, PA – L



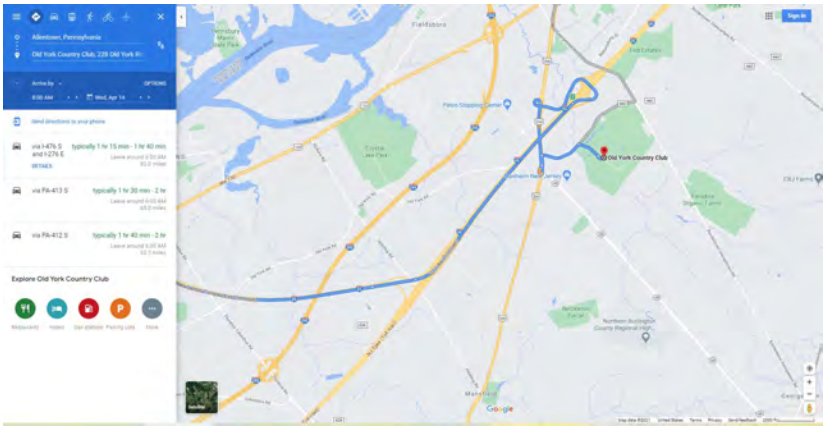
Warminster, Bucks County, PA – L



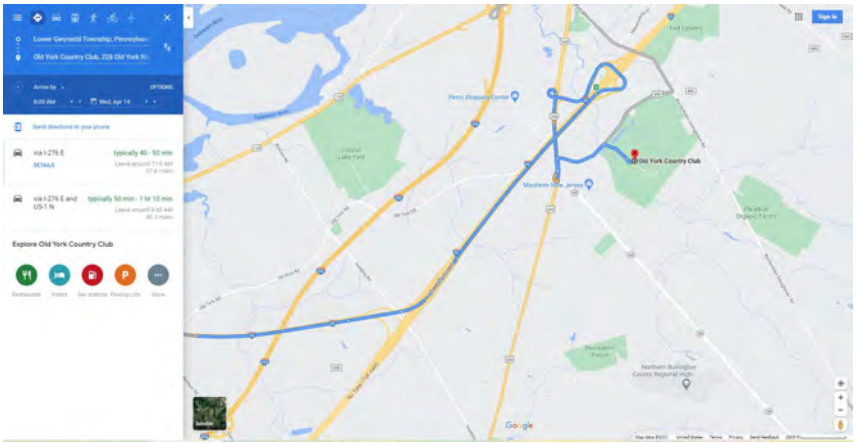
Tredyffrin, Chester county, Pa – L



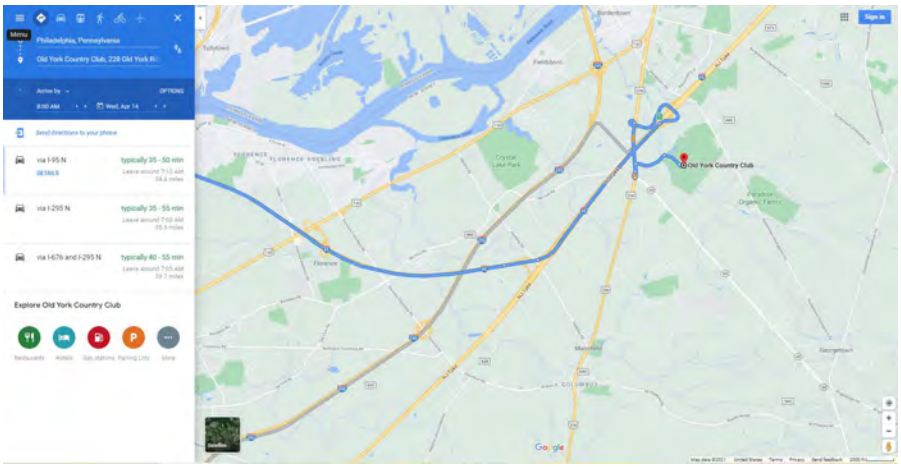
Upper Darby, Delaware County, Pa – L



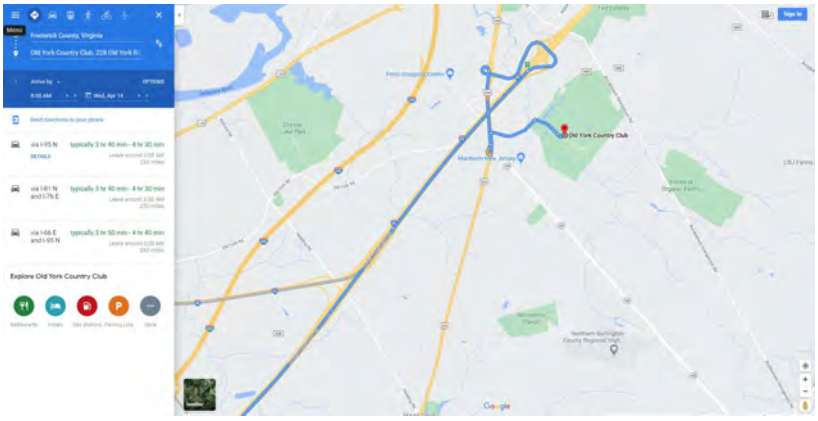
Lehigh county (Allentown, upper Saucon) – L



Montgomery county, PA -L



Philadelphia, PA – L



Fredrick County, VA - L

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

09/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	27	13	23	97	41	11	184	11	42	393	39
Future Volume (vph)	5	27	13	23	97	41	11	184	11	42	393	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.965			0.993			0.989	
Flt Protected		0.994			0.993			0.997			0.996	
Satd. Flow (prot)	0	1730	0	0	1734	0	0	1791	0	0	1782	0
Flt Permitted		0.994			0.993			0.997			0.996	
Satd. Flow (perm)	0	1730	0	0	1734	0	0	1791	0	0	1782	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
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
Adj. Flow (vph)	6	30	14	26	108	46	12	204	12	47	437	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	180	0	0	228	0	0	527	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.2
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	50	180	228	527
Demand Flow Rate, veh/h	53	188	240	553
Vehicles Circulating, veh/h	535	233	86	153
Vehicles Exiting, veh/h	171	93	501	268
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.6	6.4	5.9	11.8
Approach LOS	A	A	A	B

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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	53	188	240	553
Cap Entry Lane, veh/h	662	895	1037	970
Entry HV Adj Factor	0.952	0.955	0.949	0.953
Flow Entry, veh/h	50	180	228	527
Cap Entry, veh/h	630	855	984	924
V/C Ratio	0.080	0.210	0.231	0.570
Control Delay, s/veh	6.6	6.4	5.9	11.8
LOS	A	A	A	B
95th %tile Queue, veh	0	1	1	4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	45	0	0	147	0	0
Future Volume (vph)	45	0	0	147	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1810	0	0	1810	1810	0
Flt Permitted						
Satd. Flow (perm)	1810	0	0	1810	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	0	0	163	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	50	0	0	163	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 11.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	147	0	0
Future Vol, veh/h	45	0	0	147	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	50	0	0	163	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	50	0	213	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1537	-	769	1010
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	859	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	769	1010
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	859	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1537	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	147	1777	45	0	0
Future Volume (vph)	0	147	1777	45	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.996			
Flt Protected						
Satd. Flow (prot)	0	1565	4920	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4920	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	155	1871	47	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	155	1918	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	147	1777	45	0	0
Future Vol, veh/h	0	147	1777	45	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	155	1871	47	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	936	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	224	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	224	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	50.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	224	-
HCM Lane V/C Ratio	-	0.691	-
HCM Control Delay (s)	-	50.7	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	4.4	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	258	0	0	1085	48
Future Volume (vph)	0	258	0	0	1085	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	284	0	0	1192	53
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	284	0	0	1192	53
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	258	0	0	1085	48
Future Vol, veh/h	0	258	0	0	1085	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	284	0	0	1192	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	596	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	377	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	377	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.4	0	0
HCM LOS	E		

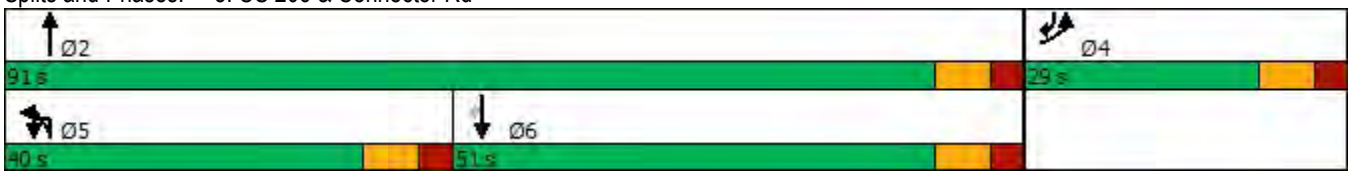
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	377	-	-
HCM Lane V/C Ratio	-	0.752	-	-
HCM Control Delay (s)	-	38.4	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	6	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	448	10	34	221	1694	1090	454
Future Volume (vph)	448	10	34	221	1694	1090	454
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.997						0.850
Flt Protected	0.953			0.950			
Satd. Flow (prot)	4848	0	0	1719	4940	4940	1538
Flt Permitted	0.953			0.950			
Satd. Flow (perm)	4848	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	2						364
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.98	0.98	1.00	0.98	0.98	0.98	0.98
Adj. Flow (vph)	457	10	34	226	1729	1112	463
Shared Lane Traffic (%)							
Lane Group Flow (vph)	467	0	0	260	1729	1112	463
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	29.0		40.0	40.0	91.0	51.0	29.0
Total Split (%)	24.2%		33.3%	33.3%	75.8%	42.5%	24.2%
Maximum Green (s)	21.0		32.0	32.0	83.0	43.0	21.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	17.2			22.7	83.0	52.3	77.5
Actuated g/C Ratio	0.15			0.20	0.71	0.45	0.67
v/c Ratio	0.65			0.77	0.49	0.50	0.40
Control Delay	51.0			59.7	8.1	25.1	3.3
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.0			59.7	8.1	25.1	3.3
LOS	D			E	A	C	A
Approach Delay	51.0				14.9	18.7	
Approach LOS	D				B	B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.2	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 20.5	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

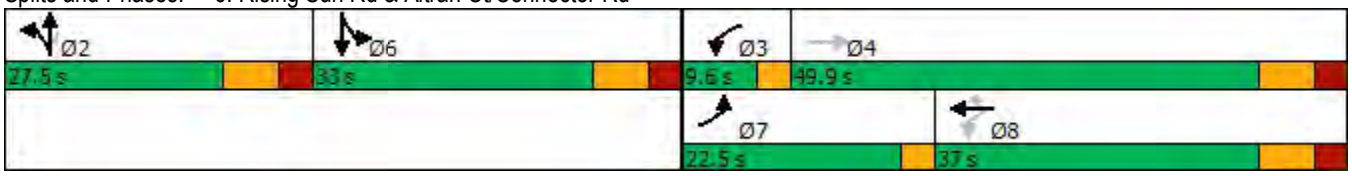


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	8	6	64	18	592	6	35	66	383	237	34
Future Volume (vph)	29	8	6	64	18	592	6	35	66	383	237	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.940				0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1701	0	1719	1810	1538	1719	1810	1538	3335	1775	0
Flt Permitted	0.950			0.744			0.950			0.950		
Satd. Flow (perm)	1719	1701	0	1346	1810	1538	1719	1810	1538	3335	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				637			173		5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	31	9	6	69	19	637	6	38	71	412	255	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	15	0	69	19	637	6	38	71	412	292	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	49.9		9.6	37.0	37.0	27.5	27.5	27.5	33.0	33.0	
Total Split (%)	18.8%	41.6%		8.0%	30.8%	30.8%	22.9%	22.9%	22.9%	27.5%	27.5%	
Maximum Green (s)	19.5	41.9		6.6	29.0	29.0	19.5	19.5	19.5	25.0	25.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.5	43.2		52.8	44.0	44.0	7.7	7.7	7.7	21.3	21.3	
Actuated g/C Ratio	0.07	0.43		0.53	0.44	0.44	0.08	0.08	0.08	0.21	0.21	
v/c Ratio	0.24	0.02		0.09	0.02	0.62	0.05	0.27	0.26	0.58	0.77	
Control Delay	52.2	16.4		13.7	22.5	5.1	47.0	52.2	2.2	40.1	52.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.2	16.4		13.7	22.5	5.1	47.0	52.2	2.2	40.1	52.1	
LOS	D	B		B	C	A	D	D	A	D	D	
Approach Delay		40.5			6.4			21.1			45.1	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 100.2	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 25.5	Intersection LOS: C
Intersection Capacity Utilization 61.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	11	6	6	42	251	56
Future Volume (vph)	11	6	6	42	251	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.883		0.975	
Flt Protected		0.969			0.961	
Satd. Flow (prot)	0	1753	1598	0	1695	0
Flt Permitted		0.969			0.961	
Satd. Flow (perm)	0	1753	1598	0	1695	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	7	7	46	273	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	19	53	0	334	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 31.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	6	6	42	251	56
Future Vol, veh/h	11	6	6	42	251	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	12	7	7	46	273	61
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.5	9.8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	0%	82%
Vol Thru, %	35%	12%	0%
Vol Right, %	0%	88%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	17	48	307
LT Vol	11	0	251
Through Vol	6	6	0
RT Vol	0	42	56
Lane Flow Rate	18	52	334
Geometry Grp	1	1	1
Degree of Util (X)	0.025	0.061	0.386
Departure Headway (Hd)	4.936	4.242	4.16
Convergence, Y/N	Yes	Yes	Yes
Cap	729	849	861
Service Time	2.938	2.243	2.206
HCM Lane V/C Ratio	0.025	0.061	0.388
HCM Control Delay	8.1	7.5	9.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	1.8

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

09/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	55	16	20	41	70	12	277	27	72	306	43
Future Volume (vph)	3	55	16	20	41	70	12	277	27	72	306	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.971			0.928			0.988			0.986	
Flt Protected		0.998			0.992			0.998			0.992	
Satd. Flow (prot)	0	1754	0	0	1666	0	0	1784	0	0	1770	0
Flt Permitted		0.998			0.992			0.998			0.992	
Satd. Flow (perm)	0	1754	0	0	1666	0	0	1784	0	0	1770	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	3	63	18	23	47	80	14	315	31	82	348	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	150	0	0	360	0	0	479	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	8.5
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	83	150	360	479
Demand Flow Rate, veh/h	87	157	379	502
Vehicles Circulating, veh/h	475	349	154	88
Vehicles Exiting, veh/h	115	184	408	418
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.8	6.9	8.4	9.5
Approach LOS	A	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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	87	157	379	502
Cap Entry Lane, veh/h	703	797	969	1035
Entry HV Adj Factor	0.953	0.953	0.950	0.953
Flow Entry, veh/h	83	150	360	479
Cap Entry, veh/h	670	760	921	987
V/C Ratio	0.124	0.197	0.391	0.485
Control Delay, s/veh	6.8	6.9	8.4	9.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	74	0	0	96	0	0
Future Volume (vph)	74	0	0	96	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1810	0	0	1810	1810	0
Flt Permitted						
Satd. Flow (perm)	1810	0	0	1810	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	82	0	0	107	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	0	107	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 8.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	0	96	0	0
Future Vol, veh/h	74	0	0	96	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	82	0	0	107	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	82	0	189	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1497	-	793	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1497	-	793	969
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	910	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1497	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	96	1628	74	0	0
Future Volume (vph)	0	96	1628	74	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.994			
Flt Protected						
Satd. Flow (prot)	0	1565	4910	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4910	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	104	1770	80	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	104	1850	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	96	1628	74	0	0
Future Vol, veh/h	0	96	1628	74	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	104	1770	80	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	885	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	243	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	243	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	243	-
HCM Lane V/C Ratio	-	0.429	-
HCM Control Delay (s)	-	30.5	-
HCM Lane LOS	-	D	-
HCM 95th %tile Q(veh)	-	2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	201	0	0	1338	178
Future Volume (vph)	0	201	0	0	1338	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	0	268	0	0	1784	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	268	0	0	1784	237
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.0%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	16

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↱		↑↑↑	↑↑↑	↱
Traffic Vol, veh/h	0	201	0	0	1338	178
Future Vol, veh/h	0	201	0	0	1338	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	268	0	0	1784	237

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	892	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	~ 240	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 240	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	137	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	240	-	-
HCM Lane V/C Ratio	-	1.117	-	-
HCM Control Delay (s)	-	137	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	11.9	-	-

Notes

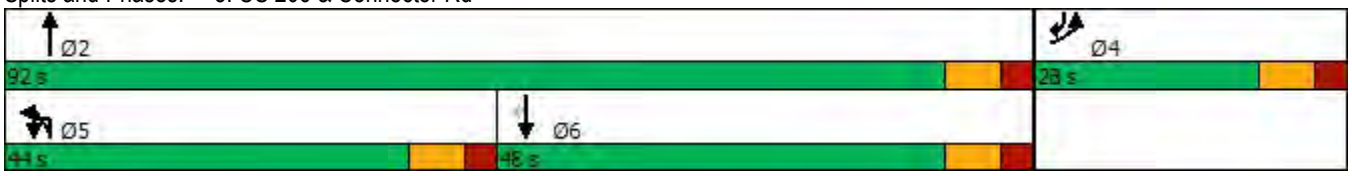
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	406	11	51	266	1407	1454	406
Future Volume (vph)	406	11	51	266	1407	1454	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.996						0.850
Flt Protected	0.954			0.950			
Satd. Flow (prot)	4849	0	0	1719	4940	4940	1538
Flt Permitted	0.954			0.950			
Satd. Flow (perm)	4849	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	3						329
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	423	11	53	277	1466	1515	423
Shared Lane Traffic (%)							
Lane Group Flow (vph)	434	0	0	330	1466	1515	423
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	28.0		44.0	44.0	92.0	48.0	28.0
Total Split (%)	23.3%		36.7%	36.7%	76.7%	40.0%	23.3%
Maximum Green (s)	20.0		36.0	36.0	84.0	40.0	20.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	16.2			27.3	84.1	48.8	73.0
Actuated g/C Ratio	0.14			0.23	0.72	0.42	0.63
v/c Ratio	0.64			0.82	0.41	0.73	0.39
Control Delay	51.5			58.5	7.0	32.5	3.9
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.5			58.5	7.0	32.5	3.9
LOS	D			E	A	C	A
Approach Delay	51.5				16.4	26.2	
Approach LOS	D				B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.3	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 24.6	Intersection LOS: C
Intersection Capacity Utilization 73.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

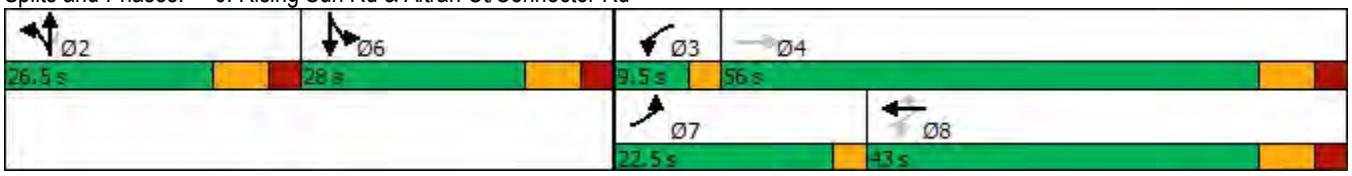


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	4	4	34	5	633	1	89	88	325	162	32
Future Volume (vph)	32	4	4	34	5	633	1	89	88	325	162	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.925				0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1674	0	1719	1810	1538	1719	1810	1538	3335	1764	0
Flt Permitted	0.950			0.752			0.950			0.950		
Satd. Flow (perm)	1719	1674	0	1361	1810	1538	1719	1810	1538	3335	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				673			173		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	34	4	4	36	5	673	1	95	94	346	172	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	8	0	36	5	673	1	95	94	346	206	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	56.0		9.5	43.0	43.0	26.5	26.5	26.5	28.0	28.0	
Total Split (%)	18.8%	46.7%		7.9%	35.8%	35.8%	22.1%	22.1%	22.1%	23.3%	23.3%	
Maximum Green (s)	19.5	48.0		6.5	35.0	35.0	18.5	18.5	18.5	20.0	20.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.7	48.6		55.9	47.2	47.2	10.9	10.9	10.9	16.6	16.6	
Actuated g/C Ratio	0.07	0.46		0.53	0.45	0.45	0.10	0.10	0.10	0.16	0.16	
v/c Ratio	0.27	0.01		0.05	0.01	0.64	0.01	0.51	0.30	0.66	0.73	
Control Delay	54.9	15.5		12.5	21.8	5.0	45.0	56.3	2.4	49.3	57.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	54.9	15.5		12.5	21.8	5.0	45.0	56.3	2.4	49.3	57.9	
LOS	D	B		B	C	A	D	E	A	D	E	
Approach Delay		47.4			5.5			29.6			52.5	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 105.6	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 27.1	Intersection LOS: C
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1	0	178	200	0
Future Volume (vph)	0	1	0	178	200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865			
Flt Protected					0.950	
Satd. Flow (prot)	0	1810	1565	0	1719	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1810	1565	0	1719	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	1	0	217	244	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1	217	0	244	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 28.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	178	200	0
Future Vol, veh/h	0	1	0	178	200	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	1	0	217	244	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.8	8.3	9.7
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1	178	200
LT Vol	0	0	200
Through Vol	1	0	0
RT Vol	0	178	0
Lane Flow Rate	1	217	244
Geometry Grp	1	1	1
Degree of Util (X)	0.002	0.241	0.309
Departure Headway (Hd)	4.817	3.993	4.565
Convergence, Y/N	Yes	Yes	Yes
Cap	746	905	776
Service Time	2.828	1.993	2.66
HCM Lane V/C Ratio	0.001	0.24	0.314
HCM Control Delay	7.8	8.3	9.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0.9	1.3

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

09/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	29	14	25	102	122	12	193	12	44	411	41
Future Volume (vph)	6	29	14	25	102	122	12	193	12	44	411	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.961			0.934			0.993			0.989	
Flt Protected		0.994			0.995			0.997			0.996	
Satd. Flow (prot)	0	1729	0	0	1682	0	0	1791	0	0	1782	0
Flt Permitted		0.994			0.995			0.997			0.996	
Satd. Flow (perm)	0	1729	0	0	1682	0	0	1791	0	0	1782	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
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
Adj. Flow (vph)	7	32	16	28	113	136	13	214	13	49	457	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	277	0	0	240	0	0	552	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.9
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	55	277	240	552
Demand Flow Rate, veh/h	58	291	253	579
Vehicles Circulating, veh/h	560	246	92	162
Vehicles Exiting, veh/h	181	99	526	375
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	8.0	6.1	12.7
Approach LOS	A	A	A	B

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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	58	291	253	579
Cap Entry Lane, veh/h	645	884	1031	961
Entry HV Adj Factor	0.955	0.953	0.950	0.954
Flow Entry, veh/h	55	277	240	552
Cap Entry, veh/h	616	842	979	916
V/C Ratio	0.090	0.329	0.245	0.603
Control Delay, s/veh	6.9	8.0	6.1	12.7
LOS	A	A	A	B
95th %tile Queue, veh	0	1	1	4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	0	0	154	0	0
Future Volume (vph)	48	0	0	154	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1810	0	0	1810	1810	0
Flt Permitted						
Satd. Flow (perm)	1810	0	0	1810	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	0	0	171	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	171	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 11.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	0	0	154	0	0
Future Vol, veh/h	48	0	0	154	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	53	0	0	171	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	53	0	224	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	171	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1534	-	758	1006
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1534	-	758	1006
Mov Cap-2 Maneuver	-	-	-	-	758	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	852	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1534	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	154	1859	48	0	0
Future Volume (vph)	0	154	1859	48	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.996			
Flt Protected						
Satd. Flow (prot)	0	1565	4920	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4920	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	162	1957	51	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	162	2008	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	154	1859	48	0	0
Future Vol, veh/h	0	154	1859	48	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	162	1957	51	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	979	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	210	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	210	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	63.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	210	-
HCM Lane V/C Ratio	-	0.772	-
HCM Control Delay (s)	-	63.5	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	5.4	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	270	0	0	1135	51
Future Volume (vph)	0	270	0	0	1135	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	297	0	0	1247	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	297	0	0	1247	56
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	270	0	0	1135	51
Future Vol, veh/h	0	270	0	0	1135	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	297	0	0	1247	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	624	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	361	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	361	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.7	0	0
HCM LOS	E		

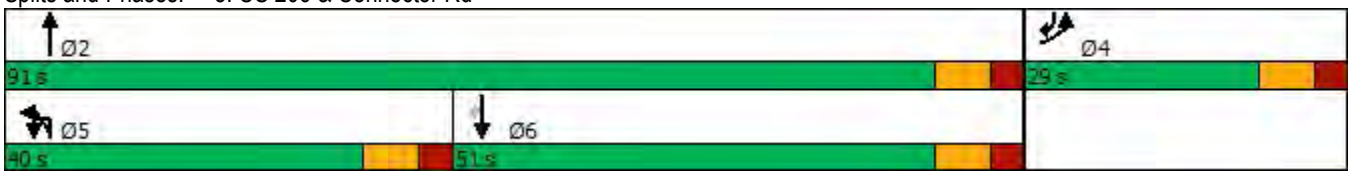
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	361	-	-
HCM Lane V/C Ratio	-	0.822	-	-
HCM Control Delay (s)	-	47.7	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	7.3	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	469	11	36	232	1772	1140	475
Future Volume (vph)	469	11	36	232	1772	1140	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.997						0.850
Flt Protected	0.953			0.950			
Satd. Flow (prot)	4848	0	0	1719	4940	4940	1538
Flt Permitted	0.953			0.950			
Satd. Flow (perm)	4848	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	2						345
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.98	0.98	1.00	0.98	0.98	0.98	0.98
Adj. Flow (vph)	479	11	36	237	1808	1163	485
Shared Lane Traffic (%)							
Lane Group Flow (vph)	490	0	0	273	1808	1163	485
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	29.0		40.0	40.0	91.0	51.0	29.0
Total Split (%)	24.2%		33.3%	33.3%	75.8%	42.5%	24.2%
Maximum Green (s)	21.0		32.0	32.0	83.0	43.0	21.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	17.6			23.6	83.1	51.4	77.0
Actuated g/C Ratio	0.15			0.20	0.71	0.44	0.66
v/c Ratio	0.67			0.78	0.51	0.53	0.43
Control Delay	51.3			59.8	8.5	26.4	4.2
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.3			59.8	8.5	26.4	4.2
LOS	D			E	A	C	A
Approach Delay	51.3				15.3	19.9	
Approach LOS	D				B	B	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 21.2	Intersection LOS: C
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

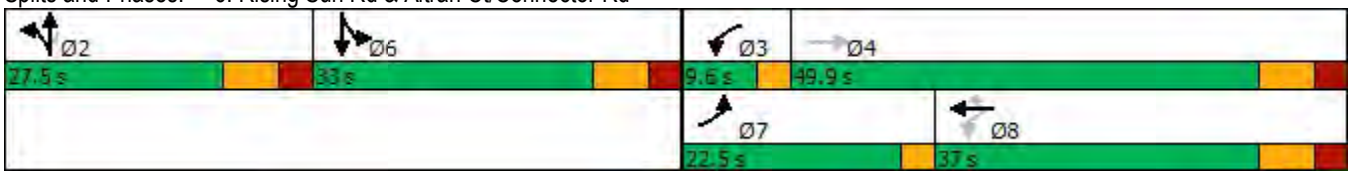


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	9	7	67	19	620	7	37	70	401	248	36
Future Volume (vph)	31	9	7	67	19	620	7	37	70	401	248	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.933				0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1688	0	1719	1810	1538	1719	1810	1538	3335	1775	0
Flt Permitted	0.950			0.744			0.950			0.950		
Satd. Flow (perm)	1719	1688	0	1346	1810	1538	1719	1810	1538	3335	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				667			173		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	33	10	8	72	20	667	8	40	75	431	267	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	18	0	72	20	667	8	40	75	431	306	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	49.9		9.6	37.0	37.0	27.5	27.5	27.5	33.0	33.0	
Total Split (%)	18.8%	41.6%		8.0%	30.8%	30.8%	22.9%	22.9%	22.9%	27.5%	27.5%	
Maximum Green (s)	19.5	41.9		6.6	29.0	29.0	19.5	19.5	19.5	25.0	25.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.6	43.1		52.6	43.8	43.8	7.9	7.9	7.9	21.7	21.7	
Actuated g/C Ratio	0.08	0.43		0.52	0.43	0.43	0.08	0.08	0.08	0.22	0.22	
v/c Ratio	0.26	0.02		0.10	0.03	0.64	0.06	0.28	0.27	0.60	0.79	
Control Delay	52.5	15.5		13.9	22.7	5.3	47.3	52.5	2.4	40.4	53.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.5	15.5		13.9	22.7	5.3	47.3	52.5	2.4	40.4	53.7	
LOS	D	B		B	C	A	D	D	A	D	D	
Approach Delay		39.5			6.6			21.6			46.0	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 26.1	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	7	7	44	263	59
Future Volume (vph)	12	7	7	44	263	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.884		0.975	
Flt Protected		0.970			0.961	
Satd. Flow (prot)	0	1755	1600	0	1695	0
Flt Permitted		0.970			0.961	
Satd. Flow (perm)	0	1755	1600	0	1695	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	8	48	286	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	21	56	0	350	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	7	7	44	263	59
Future Vol, veh/h	12	7	7	44	263	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	13	8	8	48	286	64
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.6	10.1
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	82%
Vol Thru, %	37%	14%	0%
Vol Right, %	0%	86%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	19	51	322
LT Vol	12	0	263
Through Vol	7	7	0
RT Vol	0	44	59
Lane Flow Rate	21	55	350
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.066	0.405
Departure Headway (Hd)	4.975	4.29	4.169
Convergence, Y/N	Yes	Yes	Yes
Cap	723	840	858
Service Time	2.978	2.292	2.223
HCM Lane V/C Ratio	0.029	0.065	0.408
HCM Control Delay	8.1	7.6	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.1	0.2	2

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

09/29/2020

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	58	17	21	43	74	13	290	29	76	320	45
Future Volume (vph)	4	58	17	21	43	74	13	290	29	76	320	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.971			0.928			0.988			0.986	
Flt Protected		0.997			0.992			0.998			0.991	
Satd. Flow (prot)	0	1752	0	0	1666	0	0	1784	0	0	1768	0
Flt Permitted		0.997			0.992			0.998			0.991	
Satd. Flow (perm)	0	1752	0	0	1666	0	0	1784	0	0	1768	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	66	19	24	49	84	15	330	33	86	364	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	157	0	0	378	0	0	501	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	8.9
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	90	157	378	501
Demand Flow Rate, veh/h	94	164	397	526
Vehicles Circulating, veh/h	497	367	164	92
Vehicles Exiting, veh/h	121	194	427	439
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.1	8.8	10.0
Approach LOS	A	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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	94	164	397	526
Cap Entry Lane, veh/h	687	783	959	1031
Entry HV Adj Factor	0.954	0.955	0.951	0.952
Flow Entry, veh/h	90	157	378	501
Cap Entry, veh/h	656	747	912	981
V/C Ratio	0.137	0.209	0.414	0.510
Control Delay, s/veh	7.0	7.1	8.8	10.0
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	78	0	0	101	0	0
Future Volume (vph)	78	0	0	101	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1810	0	0	1810	1810	0
Flt Permitted						
Satd. Flow (perm)	1810	0	0	1810	1810	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	87	0	0	112	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	0	112	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 8.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	0	0	101	0	0
Future Vol, veh/h	78	0	0	101	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	87	0	0	112	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	199	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1490	-	783	963
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1490	-	783	963
Mov Cap-2 Maneuver	-	-	-	-	783	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	905	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1490	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	101	1703	78	0	0
Future Volume (vph)	0	101	1703	78	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.993			
Flt Protected						
Satd. Flow (prot)	0	1565	4905	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4905	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	110	1851	85	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	1936	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	101	1703	78	0	0
Future Vol, veh/h	0	101	1703	78	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	110	1851	85	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	926	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	228	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	228	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	228	-
HCM Lane V/C Ratio	-	0.482	-
HCM Control Delay (s)	-	34.6	-
HCM Lane LOS	-	D	-
HCM 95th %tile Q(veh)	-	2.4	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	211	0	0	1400	187
Future Volume (vph)	0	211	0	0	1400	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	0	281	0	0	1867	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	281	0	0	1867	249
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 46.8%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	22

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	211	0	0	1400	187
Future Vol, veh/h	0	211	0	0	1400	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	281	0	0	1867	249

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	934	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	~ 225	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 225	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	187.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	225	-	-
HCM Lane V/C Ratio	-	1.25	-	-
HCM Control Delay (s)	-	187.7	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	14.4	-	-

Notes

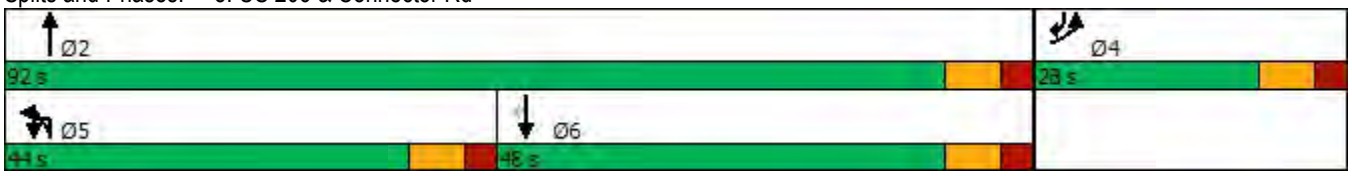
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	425	12	54	279	1472	1521	425
Future Volume (vph)	425	12	54	279	1472	1521	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.996						0.850
Flt Protected	0.954			0.950			
Satd. Flow (prot)	4849	0	0	1719	4940	4940	1538
Flt Permitted	0.954			0.950			
Satd. Flow (perm)	4849	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	3						309
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	443	13	56	291	1533	1584	443
Shared Lane Traffic (%)							
Lane Group Flow (vph)	456	0	0	347	1533	1584	443
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	28.0		44.0	44.0	92.0	48.0	28.0
Total Split (%)	23.3%		36.7%	36.7%	76.7%	40.0%	23.3%
Maximum Green (s)	20.0		36.0	36.0	84.0	40.0	20.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	16.8			28.3	84.1	47.8	72.6
Actuated g/C Ratio	0.14			0.24	0.72	0.41	0.62
v/c Ratio	0.65			0.84	0.43	0.78	0.41
Control Delay	51.5			59.5	7.3	35.1	4.9
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.5			59.5	7.3	35.1	4.9
LOS	D			E	A	D	A
Approach Delay	51.5				17.0	28.5	
Approach LOS	D				B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 25.9	Intersection LOS: C
Intersection Capacity Utilization 76.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

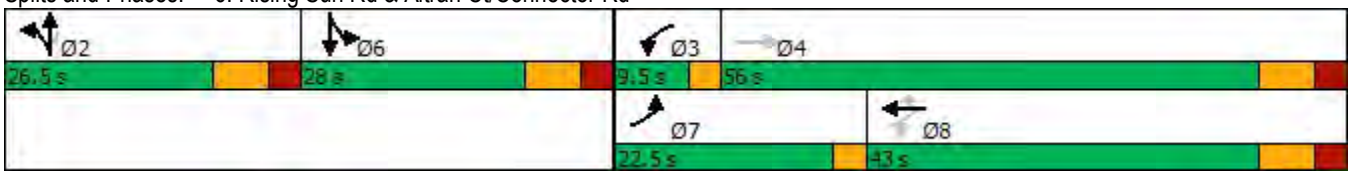


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	5	5	36	6	662	2	94	93	340	170	34
Future Volume (vph)	34	5	5	36	6	662	2	94	93	340	170	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.925				0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1674	0	1719	1810	1538	1719	1810	1538	3335	1764	0
Flt Permitted	0.950			0.751			0.950			0.950		
Satd. Flow (perm)	1719	1674	0	1359	1810	1538	1719	1810	1538	3335	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				704			173		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	36	5	5	38	6	704	2	100	99	362	181	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	10	0	38	6	704	2	100	99	362	217	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	56.0		9.5	43.0	43.0	26.5	26.5	26.5	28.0	28.0	
Total Split (%)	18.8%	46.7%		7.9%	35.8%	35.8%	22.1%	22.1%	22.1%	23.3%	23.3%	
Maximum Green (s)	19.5	48.0		6.5	35.0	35.0	18.5	18.5	18.5	20.0	20.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.8	48.5		55.7	47.1	47.1	11.2	11.2	11.2	17.2	17.2	
Actuated g/C Ratio	0.07	0.46		0.52	0.44	0.44	0.11	0.11	0.11	0.16	0.16	
v/c Ratio	0.29	0.01		0.05	0.01	0.66	0.01	0.52	0.31	0.67	0.75	
Control Delay	55.5	15.3		12.8	22.2	5.3	44.5	56.9	2.6	49.6	58.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	55.5	15.3		12.8	22.2	5.3	44.5	56.9	2.6	49.6	58.9	
LOS	E	B		B	C	A	D	E	A	D	E	
Approach Delay		46.8			5.8			30.0			53.1	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 106.5	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.5	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	2	0	187	210	0
Future Volume (vph)	0	2	0	187	210	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865			
Flt Protected					0.950	
Satd. Flow (prot)	0	1810	1565	0	1719	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1810	1565	0	1719	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	2	0	228	256	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	228	0	256	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 29.9%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	187	210	0
Future Vol, veh/h	0	2	0	187	210	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	2	0	228	256	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.9	8.4	10
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	187	210
LT Vol	0	0	210
Through Vol	2	0	0
RT Vol	0	187	0
Lane Flow Rate	2	228	256
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.255	0.334
Departure Headway (Hd)	4.865	4.028	4.69
Convergence, Y/N	Yes	Yes	Yes
Cap	736	894	771
Service Time	2.893	2.043	2.69
HCM Lane V/C Ratio	0.003	0.255	0.332
HCM Control Delay	7.9	8.4	10
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	1	1.5

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

04/15/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	32	16	25	112	122	12	193	12	44	411	45
Future Volume (vph)	8	32	16	25	112	122	12	193	12	44	411	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.961			0.936			0.993			0.988	
Flt Protected		0.993			0.995			0.997			0.996	
Satd. Flow (prot)	0	1727	0	0	1685	0	0	1791	0	0	1781	0
Flt Permitted		0.993			0.995			0.997			0.996	
Satd. Flow (perm)	0	1727	0	0	1685	0	0	1791	0	0	1781	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
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
Adj. Flow (vph)	9	36	18	28	124	136	13	214	13	49	457	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	288	0	0	240	0	0	556	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	63	288	240	556
Demand Flow Rate, veh/h	66	302	253	583
Vehicles Circulating, veh/h	560	248	98	173
Vehicles Exiting, veh/h	196	103	528	377
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	8.2	6.1	13.1
Approach LOS	A	A	A	B

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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	66	302	253	583
Cap Entry Lane, veh/h	645	882	1024	950
Entry HV Adj Factor	0.957	0.953	0.950	0.954
Flow Entry, veh/h	63	288	240	556
Cap Entry, veh/h	618	840	973	907
V/C Ratio	0.102	0.342	0.247	0.613
Control Delay, s/veh	7.0	8.2	6.1	13.1
LOS	A	A	A	B
95th %tile Queue, veh	0	2	1	4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	130	20	154	39	6
Future Volume (vph)	48	130	20	154	39	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901				0.981	
Flt Protected				0.994	0.959	
Satd. Flow (prot)	1630	0	0	1799	1702	0
Flt Permitted				0.994	0.959	
Satd. Flow (perm)	1630	0	0	1799	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	144	22	171	43	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	0	0	193	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	130	20	154	39	6
Future Vol, veh/h	48	130	20	154	39	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	53	144	22	171	43	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	340	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	215	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1358	-	650	918
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1358	-	638	918
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	665	-	-	1358	-
HCM Lane V/C Ratio	0.075	-	-	0.016	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	193	1859	178	0	0
Future Volume (vph)	0	193	1859	178	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.987			
Flt Protected						
Satd. Flow (prot)	0	1565	4876	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4876	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	203	1957	187	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	203	2144	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	9.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	193	1859	178	0	0
Future Vol, veh/h	0	193	1859	178	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	203	1957	187	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	979	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	210	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	210	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	101.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	210	-
HCM Lane V/C Ratio	-	0.967	-
HCM Control Delay (s)	-	101.5	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	8.3	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	272	0	0	1235	51
Future Volume (vph)	0	272	0	0	1235	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	299	0	0	1357	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	299	0	0	1357	56
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	272	0	0	1235	51
Future Vol, veh/h	0	272	0	0	1235	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	299	0	0	1357	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	679	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	332	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	332	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	63.4	0	0
HCM LOS	F		

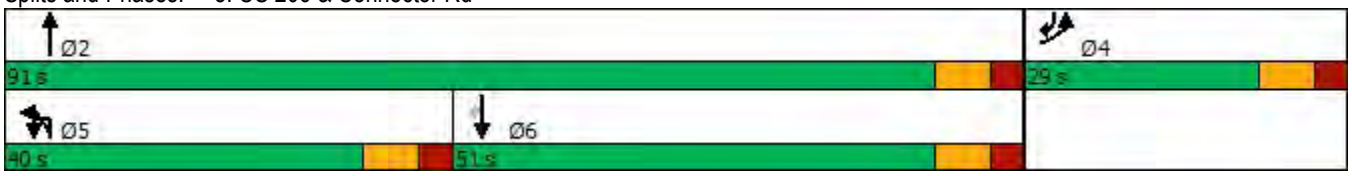
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	332	-	-
HCM Lane V/C Ratio	-	0.9	-	-
HCM Control Delay (s)	-	63.4	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	8.7	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	469	11	44	234	1802	1240	475
Future Volume (vph)	469	11	44	234	1802	1240	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.997						0.850
Flt Protected	0.953			0.950			
Satd. Flow (prot)	4848	0	0	1719	4940	4940	1538
Flt Permitted	0.953			0.950			
Satd. Flow (perm)	4848	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	2						341
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.98	0.98	1.00	0.98	0.98	0.98	0.98
Adj. Flow (vph)	479	11	44	239	1839	1265	485
Shared Lane Traffic (%)							
Lane Group Flow (vph)	490	0	0	283	1839	1265	485
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	29.0		40.0	40.0	91.0	51.0	29.0
Total Split (%)	24.2%		33.3%	33.3%	75.8%	42.5%	24.2%
Maximum Green (s)	21.0		32.0	32.0	83.0	43.0	21.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	17.6			24.2	83.1	50.9	76.5
Actuated g/C Ratio	0.15			0.21	0.71	0.44	0.66
v/c Ratio	0.67			0.79	0.52	0.59	0.43
Control Delay	51.3			60.1	8.6	27.8	4.3
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.3			60.1	8.6	27.8	4.3
LOS	D			E	A	C	A
Approach Delay	51.3				15.5	21.3	
Approach LOS	D				B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

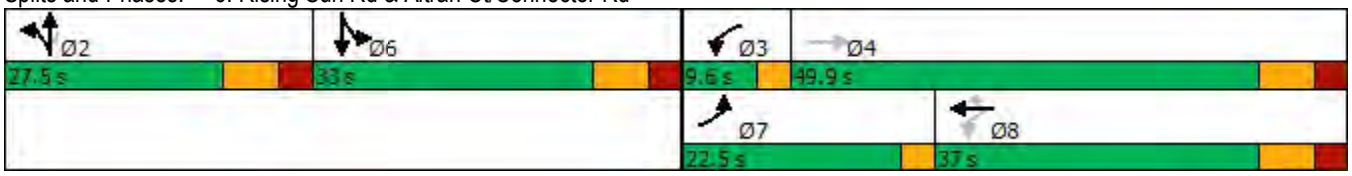


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	9	7	69	19	620	7	37	70	401	248	36
Future Volume (vph)	31	9	7	69	19	620	7	37	70	401	248	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.933				0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1688	0	1719	1810	1538	1719	1810	1538	3335	1775	0
Flt Permitted	0.950			0.744			0.950			0.950		
Satd. Flow (perm)	1719	1688	0	1346	1810	1538	1719	1810	1538	3335	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				667			173		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	33	10	8	74	20	667	8	40	75	431	267	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	18	0	74	20	667	8	40	75	431	306	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	49.9		9.6	37.0	37.0	27.5	27.5	27.5	33.0	33.0	
Total Split (%)	18.8%	41.6%		8.0%	30.8%	30.8%	22.9%	22.9%	22.9%	27.5%	27.5%	
Maximum Green (s)	19.5	41.9		6.6	29.0	29.0	19.5	19.5	19.5	25.0	25.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.6	43.1		52.6	43.8	43.8	7.9	7.9	7.9	21.7	21.7	
Actuated g/C Ratio	0.08	0.43		0.52	0.43	0.43	0.08	0.08	0.08	0.22	0.22	
v/c Ratio	0.26	0.02		0.10	0.03	0.64	0.06	0.28	0.27	0.60	0.79	
Control Delay	52.5	15.5		13.9	22.7	5.3	47.3	52.5	2.4	40.4	53.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.5	15.5		13.9	22.7	5.3	47.3	52.5	2.4	40.4	53.7	
LOS	D	B		B	C	A	D	D	A	D	D	
Approach Delay		39.5			6.6			21.6			46.0	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	7	7	44	265	59
Future Volume (vph)	12	7	7	44	265	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.884		0.975	
Flt Protected		0.970			0.961	
Satd. Flow (prot)	0	1755	1600	0	1695	0
Flt Permitted		0.970			0.961	
Satd. Flow (perm)	0	1755	1600	0	1695	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	8	48	288	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	21	56	0	352	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 32.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	7	7	44	265	59
Future Vol, veh/h	12	7	7	44	265	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	13	8	8	48	288	64
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.6	10.1
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	82%
Vol Thru, %	37%	14%	0%
Vol Right, %	0%	86%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	19	51	324
LT Vol	12	0	265
Through Vol	7	7	0
RT Vol	0	44	59
Lane Flow Rate	21	55	352
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.066	0.408
Departure Headway (Hd)	4.981	4.296	4.17
Convergence, Y/N	Yes	Yes	Yes
Cap	723	838	859
Service Time	2.984	2.298	2.224
HCM Lane V/C Ratio	0.029	0.066	0.41
HCM Control Delay	8.1	7.6	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.1	0.2	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	193	1859	178	0	0
Future Volume (vph)	0	193	1859	178	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.987			
Flt Protected						
Satd. Flow (prot)	0	1565	4876	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4876	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			402
Travel Time (s)	19.1		18.3			9.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	203	1957	187	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	203	2144	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	193	1859	178	0	0
Future Vol, veh/h	0	193	1859	178	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	203	1957	187	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	-	0	0	-
Stage 1	0	0	-	0	0	-
Stage 2	0	0	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

04/15/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	69	24	21	47	74	13	290	29	76	320	47
Future Volume (vph)	8	69	24	21	47	74	13	290	29	76	320	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.968			0.930			0.988			0.986	
Flt Protected		0.996			0.993			0.998			0.992	
Satd. Flow (prot)	0	1745	0	0	1671	0	0	1784	0	0	1770	0
Flt Permitted		0.996			0.993			0.998			0.992	
Satd. Flow (perm)	0	1745	0	0	1671	0	0	1784	0	0	1770	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	9	78	27	24	53	84	15	330	33	86	364	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	114	0	0	161	0	0	378	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	9.1
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	114	161	378	503
Demand Flow Rate, veh/h	119	169	397	528
Vehicles Circulating, veh/h	497	371	181	97
Vehicles Exiting, veh/h	128	207	435	443
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	7.3	9.0	10.1
Approach LOS	A	A	A	B

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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	119	169	397	528
Cap Entry Lane, veh/h	687	780	943	1025
Entry HV Adj Factor	0.959	0.955	0.951	0.952
Flow Entry, veh/h	114	161	378	503
Cap Entry, veh/h	659	744	897	977
V/C Ratio	0.173	0.217	0.421	0.515
Control Delay, s/veh	7.5	7.3	9.0	10.1
LOS	A	A	A	B
95th %tile Queue, veh	1	1	2	3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	78	51	8	101	137	21
Future Volume (vph)	78	51	8	101	137	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.947				0.982	
Flt Protected				0.996	0.958	
Satd. Flow (prot)	1714	0	0	1802	1702	0
Flt Permitted				0.996	0.958	
Satd. Flow (perm)	1714	0	0	1802	1702	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	87	57	9	112	152	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	144	0	0	121	175	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	51	8	101	137	21
Future Vol, veh/h	78	51	8	101	137	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	87	57	9	112	152	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	144	0	246	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1420	-	736	928
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	889	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	731	928
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1420	-
HCM Lane V/C Ratio	0.233	-	-	0.006	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	238	1703	129	0	0
Future Volume (vph)	0	238	1703	129	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.989			
Flt Protected						
Satd. Flow (prot)	0	1565	4886	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4886	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	259	1851	140	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	259	1991	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	17.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	238	1703	129	0	0
Future Vol, veh/h	0	238	1703	129	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	259	1851	140	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	926	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	~ 228	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	~ 228	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	145.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	228	-
HCM Lane V/C Ratio	-	1.135	-
HCM Control Delay (s)	-	145.8	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	12	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	218	0	0	1439	187
Future Volume (vph)	0	218	0	0	1439	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	0	291	0	0	1919	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	291	0	0	1919	249
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.0%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	26.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	218	0	0	1439	187
Future Vol, veh/h	0	218	0	0	1439	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	291	0	0	1919	249

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	960	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	~ 216	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 216	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	226.5	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	216	-	-
HCM Lane V/C Ratio	-	1.346	-	-
HCM Control Delay (s)	-	226.5	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	16.1	-	-

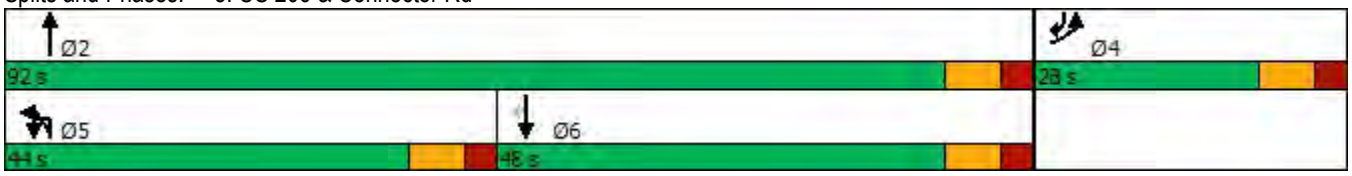
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	425	12	80	286	1577	1560	425
Future Volume (vph)	425	12	80	286	1577	1560	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.996						0.850
Flt Protected	0.954			0.950			
Satd. Flow (prot)	4849	0	0	1719	4940	4940	1538
Flt Permitted	0.954			0.950			
Satd. Flow (perm)	4849	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	3						300
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	443	13	83	298	1643	1625	443
Shared Lane Traffic (%)							
Lane Group Flow (vph)	456	0	0	381	1643	1625	443
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	28.0		44.0	44.0	92.0	48.0	28.0
Total Split (%)	23.3%		36.7%	36.7%	76.7%	40.0%	23.3%
Maximum Green (s)	20.0		36.0	36.0	84.0	40.0	20.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	16.8			30.0	84.1	46.1	70.9
Actuated g/C Ratio	0.14			0.26	0.72	0.39	0.61
v/c Ratio	0.65			0.87	0.46	0.83	0.42
Control Delay	51.5			61.2	7.6	38.1	5.4
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.5			61.2	7.6	38.1	5.4
LOS	D			E	A	D	A
Approach Delay	51.5				17.7	31.1	
Approach LOS	D				B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 27.2	Intersection LOS: C
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

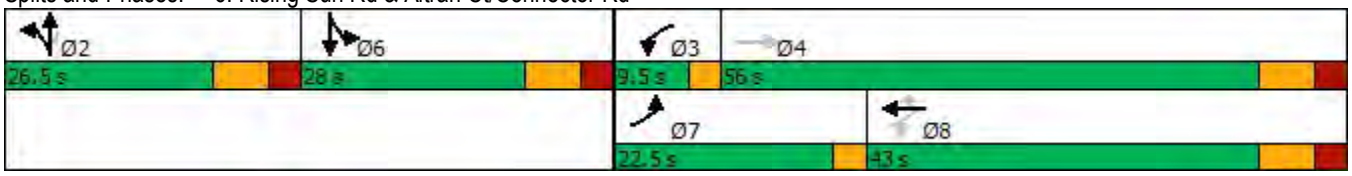


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	5	5	43	6	662	2	94	93	340	170	34
Future Volume (vph)	34	5	5	43	6	662	2	94	93	340	170	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.925				0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1674	0	1719	1810	1538	1719	1810	1538	3335	1764	0
Flt Permitted	0.950			0.751			0.950			0.950		
Satd. Flow (perm)	1719	1674	0	1359	1810	1538	1719	1810	1538	3335	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				704			173		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	36	5	5	46	6	704	2	100	99	362	181	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	10	0	46	6	704	2	100	99	362	217	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	56.0		9.5	43.0	43.0	26.5	26.5	26.5	28.0	28.0	
Total Split (%)	18.8%	46.7%		7.9%	35.8%	35.8%	22.1%	22.1%	22.1%	23.3%	23.3%	
Maximum Green (s)	19.5	48.0		6.5	35.0	35.0	18.5	18.5	18.5	20.0	20.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.8	48.4		57.5	48.8	48.8	11.3	11.3	11.3	17.4	17.4	
Actuated g/C Ratio	0.07	0.45		0.53	0.45	0.45	0.10	0.10	0.10	0.16	0.16	
v/c Ratio	0.29	0.01		0.06	0.01	0.65	0.01	0.53	0.31	0.68	0.75	
Control Delay	56.2	15.3		12.7	22.2	5.2	44.5	57.9	2.6	50.6	60.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.2	15.3		12.7	22.2	5.2	44.5	57.9	2.6	50.6	60.2	
LOS	E	B		B	C	A	D	E	A	D	E	
Approach Delay		47.3			5.8			30.5			54.2	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 108.6	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	2	0	187	217	0
Future Volume (vph)	0	2	0	187	217	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865			
Flt Protected					0.950	
Satd. Flow (prot)	0	1810	1565	0	1719	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1810	1565	0	1719	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	2	0	228	265	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	228	0	265	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 30.3%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	187	217	0
Future Vol, veh/h	0	2	0	187	217	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	2	0	228	265	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.9	8.5	10.1
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	187	217
LT Vol	0	0	217
Through Vol	2	0	0
RT Vol	0	187	0
Lane Flow Rate	2	228	265
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.256	0.345
Departure Headway (Hd)	4.889	4.049	4.691
Convergence, Y/N	Yes	Yes	Yes
Cap	732	889	770
Service Time	2.917	2.065	2.691
HCM Lane V/C Ratio	0.003	0.256	0.344
HCM Control Delay	7.9	8.5	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0	1	1.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	238	1703	129	0	0
Future Volume (vph)	0	238	1703	129	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.989			
Flt Protected						
Satd. Flow (prot)	0	1565	4886	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4886	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			451
Travel Time (s)	19.1		18.3			10.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	259	1851	140	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	259	1991	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	238	1703	129	0	0
Future Vol, veh/h	0	238	1703	129	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	259	1851	140	0	0

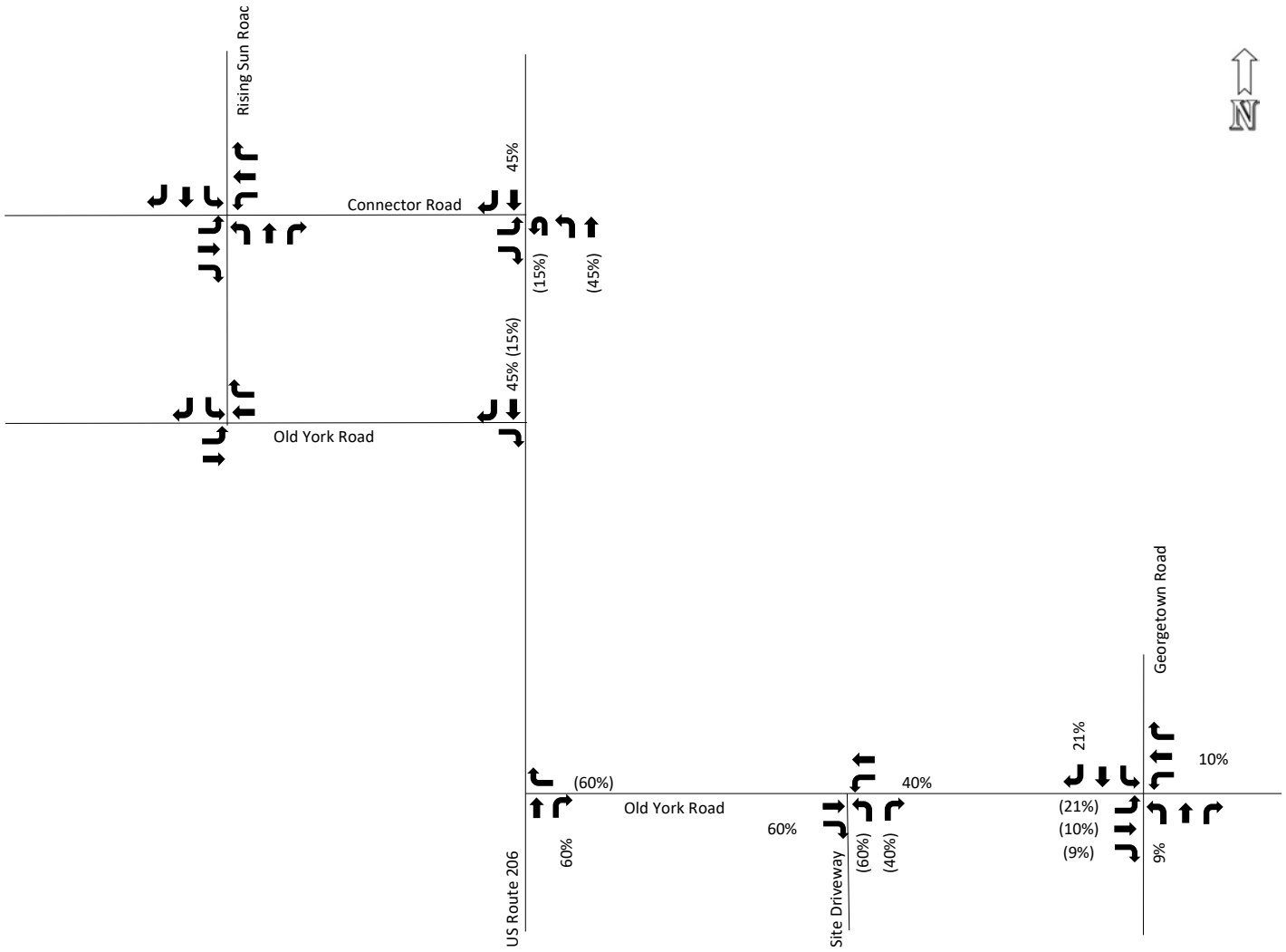
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	-	0	0	-
Stage 1	0	0	-	0	0	-
Stage 2	0	0	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Old York Road - Proposed Warehouse Development

Car Distribution (Sensitivity Analysis)



Legend:

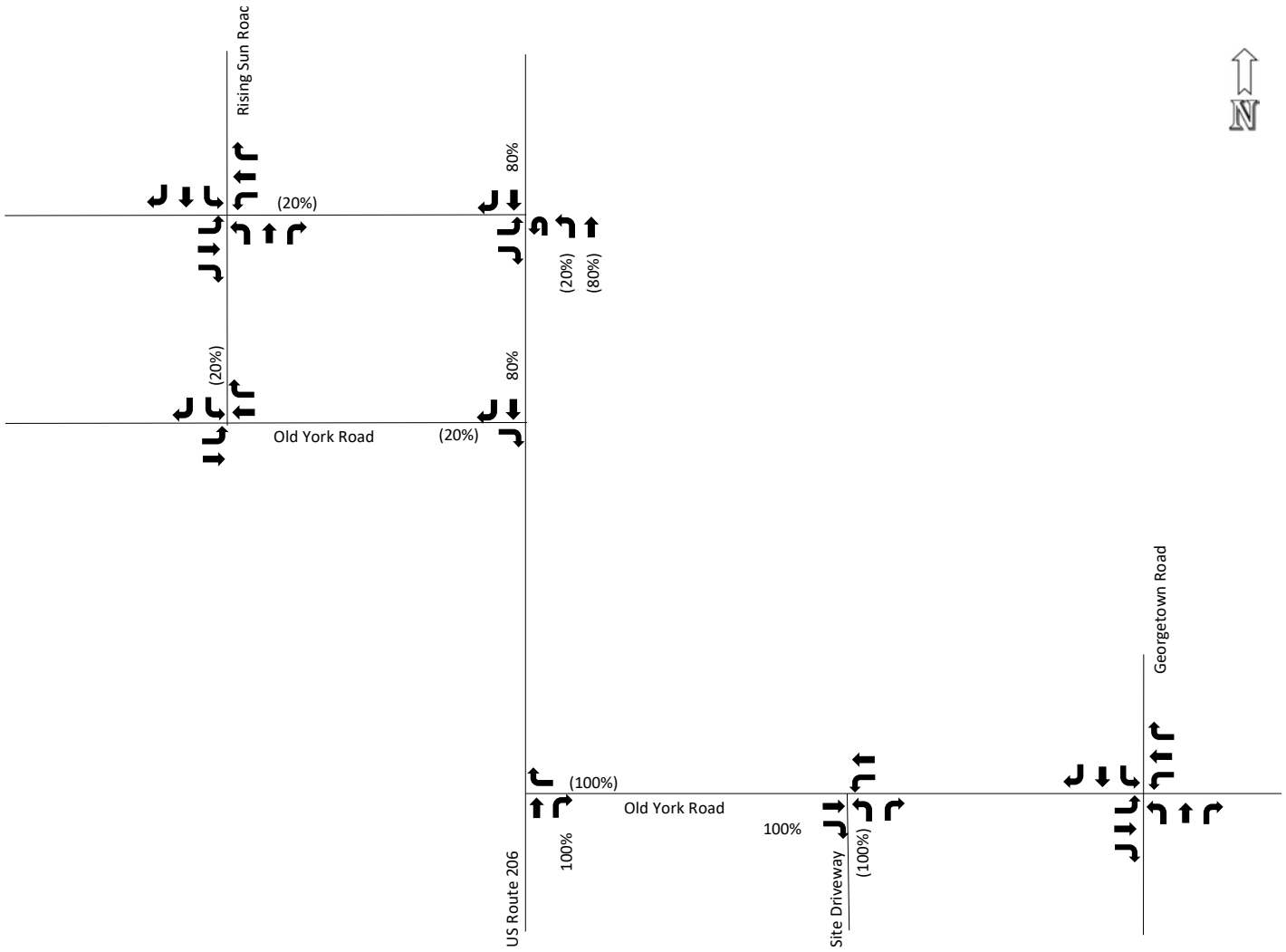
XX (XX) - Inbound Distribution (Outbound Distribution)

Bright View Engineering

Moving you forward

Old York Road - Proposed Warehouse Development

Truck Distribution (Sensitivity Analysis)



Legend:

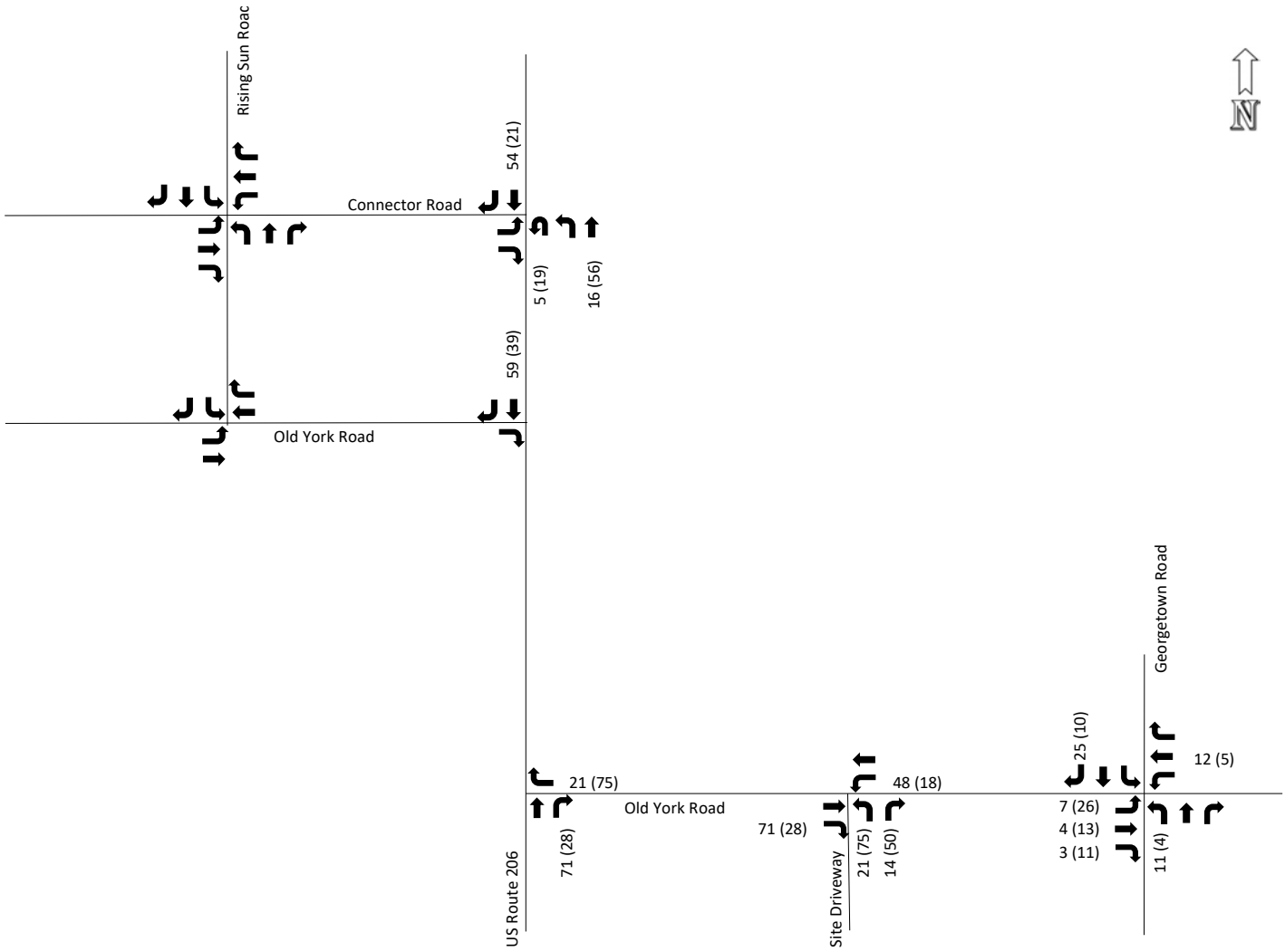
XX (XX) - Inbound Distribution (Outbound Distribution)

Bright View Engineering

Moving you forward

Old York Road - Proposed Warehouse Development

Site Generated New Trips - Cars Only (Sensitvity Analysis)



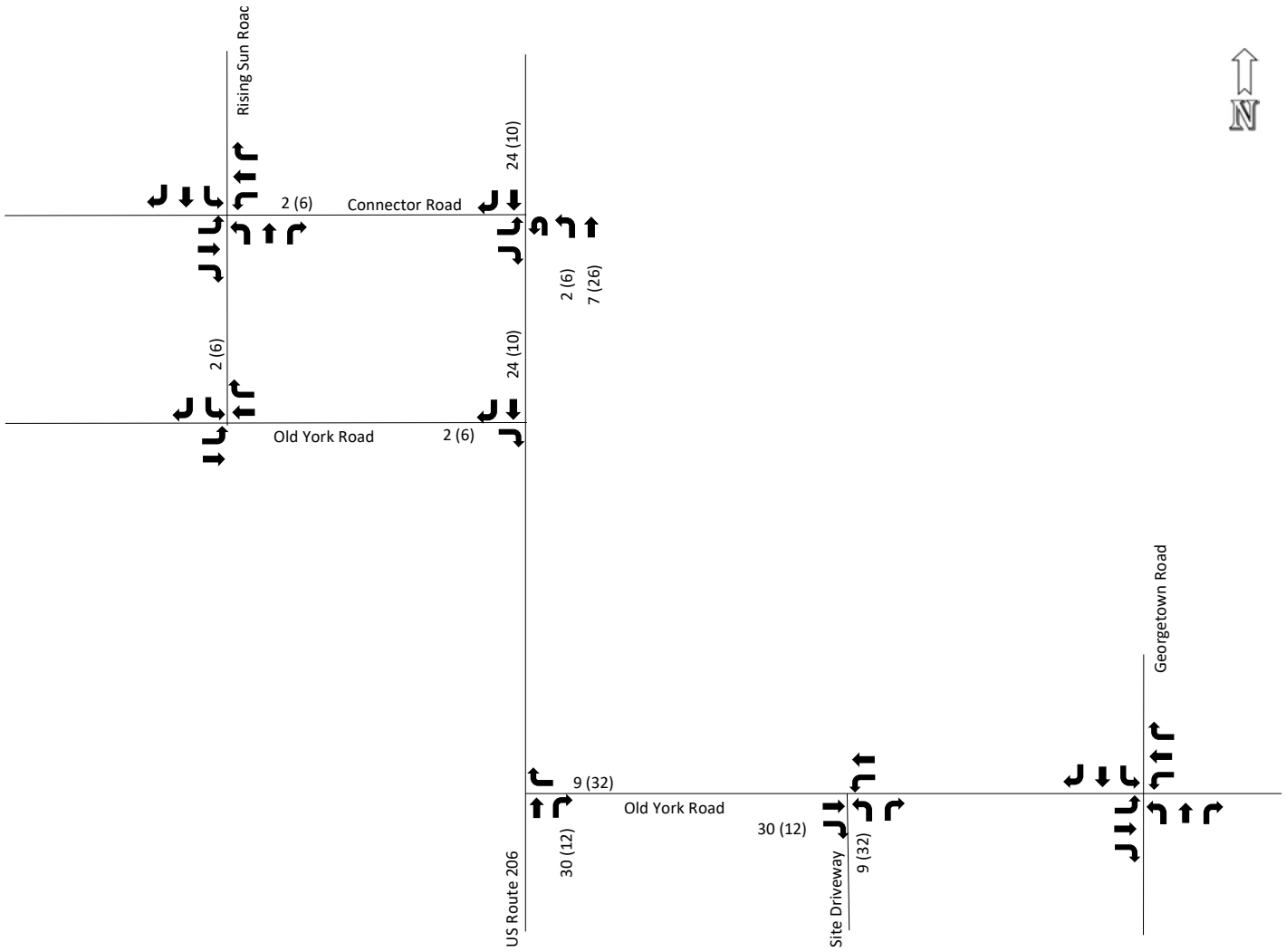
Bright View Engineering
Moving you forward

Legend:

XX (XX) - AM Peak Hour Volumes (PM Peak Hour Volumes)

Old York Road - Proposed Warehouse Development

Site Generated New Trips - Trucks Only (Sensitivity Analysis)

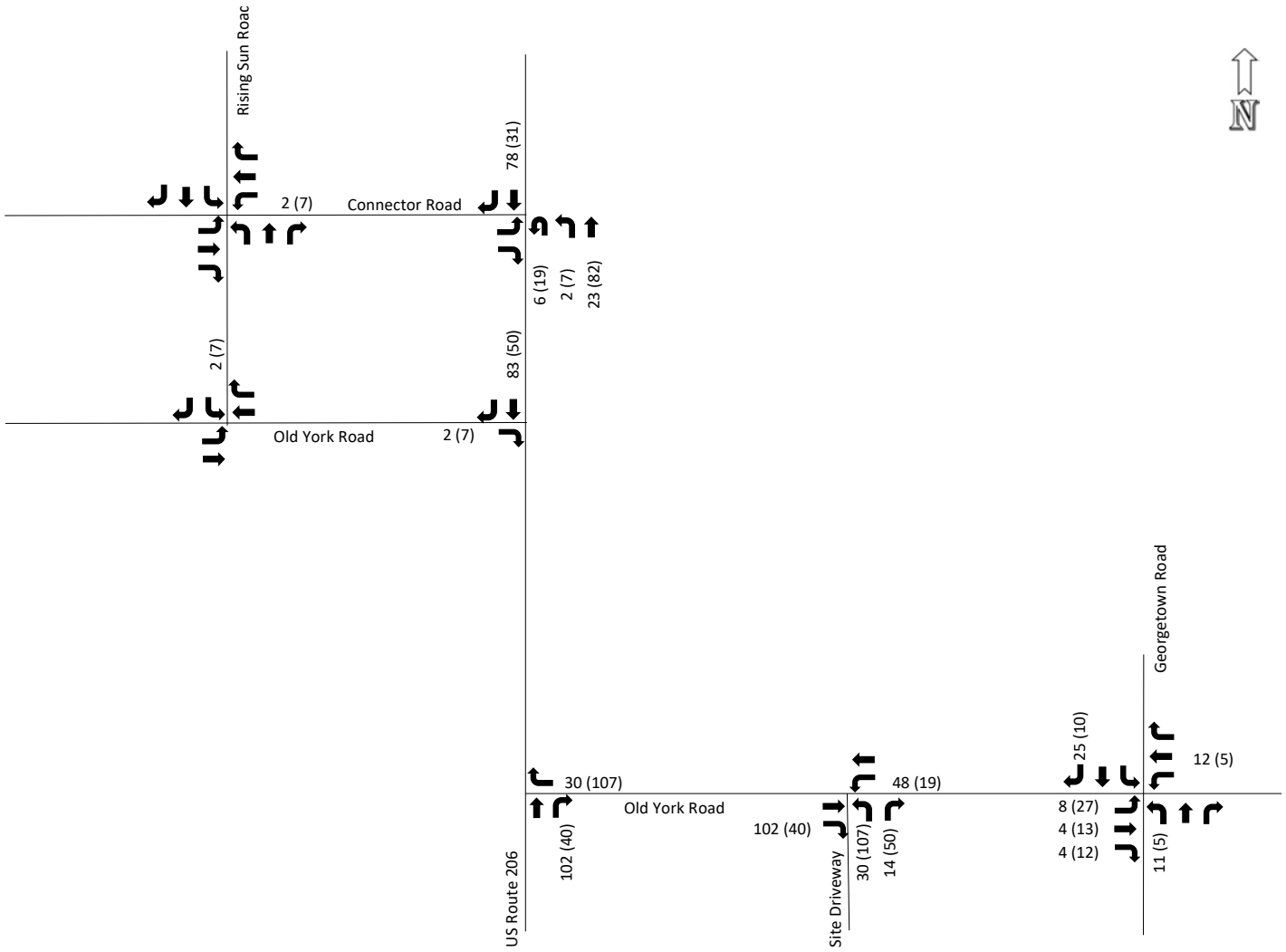


Bright View Engineering
Moving you forward

Legend:
XX (XX) - AM Peak Hour Volumes (PM Peak Hour Volumes)

Old York Road - Proposed Warehouse Development

Total Site Generated New Trips (Sensitivity Analysis)



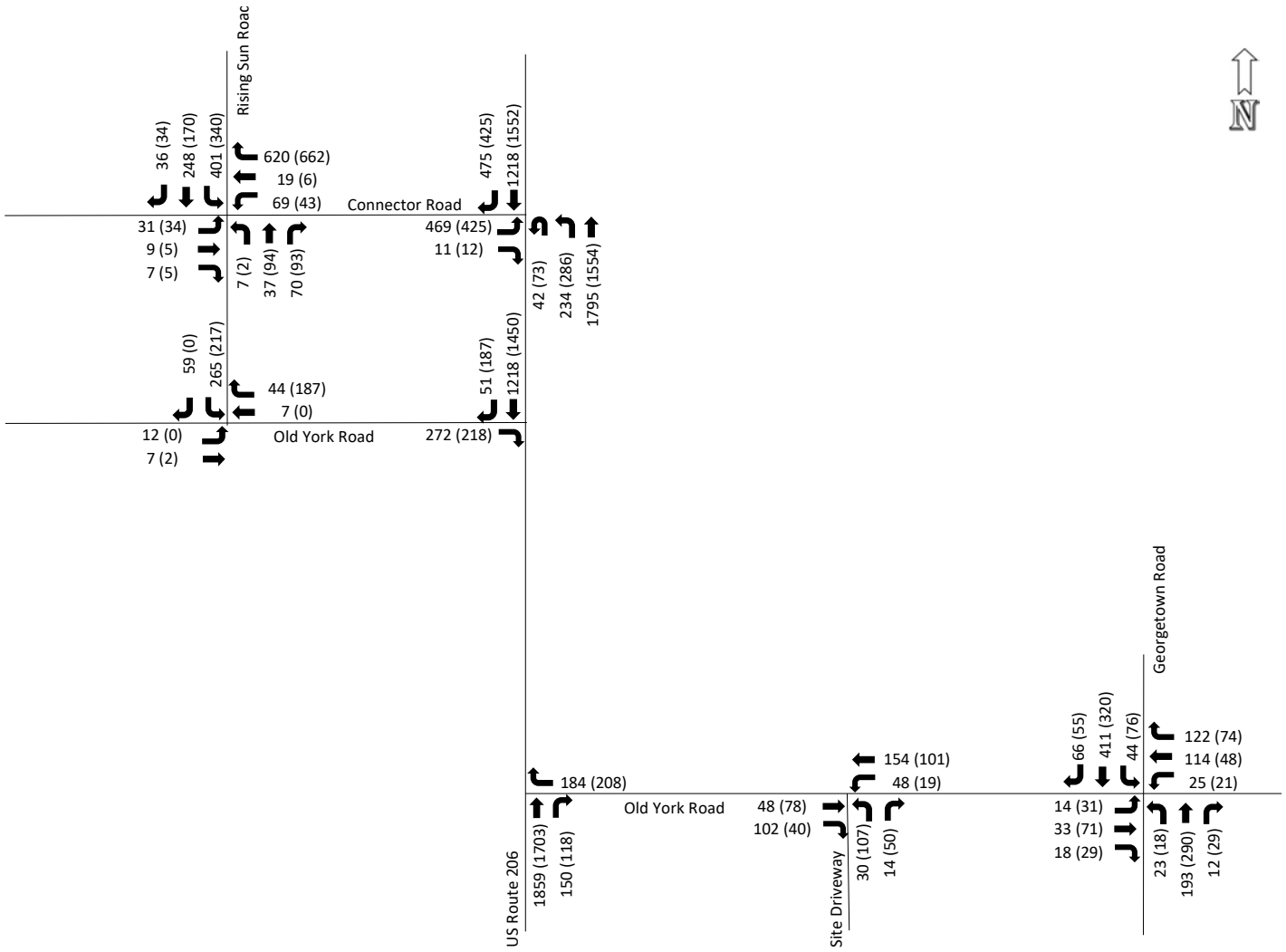
Bright View Engineering
Moving you forward

Legend:

XX (XX) - AM Peak Hour Volumes (PM Peak Hour Volumes)

Old York Road - Proposed Warehouse Development

2023 Full Build Peak Hour Volumes (Sensitivity Analysis)



Bright View Engineering
Moving you forward

Legend:

XX (XX) - AM Peak Hour Volumes (PM Peak Hour Volumes)

Level of Service Summary - Sensitivity Analysis

Bordentown Georgetown Road & Old York Road

Morning Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBLTR	a (07)	a (07)	a (07)
WBLTR	a (06)	a (08)	a (09)
NBLTR	a (06)	a (06)	a (06)
SBLTR	b (12)	b (13)	b (15)

Evening Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBLTR	a (07)	a (07)	a (08)
WBLTR	a (07)	a (07)	a (08)
NBLTR	a (08)	a (09)	a (10)
SBLTR	a (10)	a (10)	b (10)

US Route 206 NB & Old York Road

Morning Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build	2023 Build with Mitigation
WBR	f (51)	f (64)	f (91)	a(0)

Evening Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build	2023 Build with Mitigation
WBR	d (31)	d (35)	f (103)	a(0)

US Route 206 SB & Old York Road

Morning Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBR	e (38)	e (48)	f (60)

Evening Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBR	f (137)	f (188)	f (232)

US 206 & Connector Road

Morning Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBLR	D (51)	D (51)	D (51)
NBUL	E (60)	E (60)	E (60)
NBT	A (08)	A (09)	A (09)
SBT	C (25)	C (26)	C (28)
SBR	A (03)	A (04)	A (04)
Overall	C (21)	C (21)	C (22)

Evening Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBLR	D (52)	D (52)	D (52)
NBUL	E (59)	E (60)	E (61)
NBT	A (07)	A (07)	A (08)
SBT	C (33)	D (35)	D (37)
SBR	A (04)	A (05)	A (05)
Overall	C (25)	C (26)	C (27)

Rising Sun Road & Connector Road

Morning Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBL	D (52)	D (53)	D (53)
EBTR	B (16)	B (16)	B (16)
WBL	B (14)	B (14)	B (14)
WBT	C (23)	C (23)	C (23)
WBR	A (05)	A (05)	A (05)
NBL	D (47)	D (47)	D (47)
NBT	D (52)	D (53)	D (53)
NBR	A (02)	A (02)	A (02)
SBL	D (40)	D (40)	D (40)
SBTR	D (52)	D (54)	D (54)
Overall	C (26)	C (26)	C (26)

Evening Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBL	D (55)	E (56)	E (56)
EBTR	B (16)	B (15)	B (15)
WBL	B (13)	B (13)	B (13)
WBT	C (22)	C (22)	C (22)
WBR	A (05)	A (05)	A (05)
NBL	D (45)	D (45)	D (45)
NBT	E (56)	E (57)	E (58)
NBR	A (02)	A (03)	A (03)
SBL	D (49)	D (50)	D (51)
SBTR	E (58)	E (59)	E (60)
Overall	C (27)	C (28)	C (28)

Old York Road & Rising Sun Rd

Morning Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBLT	a (08)	a (08)	a (08)
WBTR	a (08)	a (08)	a (08)
SBLR	a (10)	b (10)	b (10)

Evening Peak Hour

	2020 Adjusted Existing	2023 No Build	2023 Build
EBLT	a (08)	a (08)	a (08)
WBTR	a (08)	a (08)	a (09)
SBLR	a (10)	a (10)	b (10)

Old York Road & Site Driveway

2023 Build

	Morning Peak Hour	Evening Peak Hour
NBLR	b (11)	b (11)
WBLT	a (08)	a (08)

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

04/27/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	33	18	25	114	122	23	193	12	44	411	66
Future Volume (vph)	14	33	18	25	114	122	23	193	12	44	411	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.937			0.993			0.983	
Flt Protected		0.989			0.995			0.995			0.996	
Satd. Flow (prot)	0	1723	0	0	1687	0	0	1788	0	0	1772	0
Flt Permitted		0.989			0.995			0.995			0.996	
Satd. Flow (perm)	0	1723	0	0	1687	0	0	1788	0	0	1772	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
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
Adj. Flow (vph)	16	37	20	28	127	136	26	214	13	49	457	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	291	0	0	253	0	0	579	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	73	291	253	579
Demand Flow Rate, veh/h	77	305	266	608
Vehicles Circulating, veh/h	560	269	107	189
Vehicles Exiting, veh/h	237	104	530	385
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	8.5	6.4	14.5
Approach LOS	A	A	A	B

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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	77	305	266	608
Cap Entry Lane, veh/h	645	863	1015	935
Entry HV Adj Factor	0.950	0.953	0.952	0.953
Flow Entry, veh/h	73	291	253	579
Cap Entry, veh/h	613	823	967	891
V/C Ratio	0.119	0.353	0.262	0.650
Control Delay, s/veh	7.3	8.5	6.4	14.5
LOS	A	A	A	B
95th %tile Queue, veh	0	2	1	5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	48	102	48	154	30	14
Future Volume (vph)	48	102	48	154	30	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908				0.956	
Flt Protected				0.988	0.967	
Satd. Flow (prot)	1643	0	0	1788	1673	0
Flt Permitted				0.988	0.967	
Satd. Flow (perm)	1643	0	0	1788	1673	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	53	113	53	171	33	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	166	0	0	224	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	48	102	48	154	30	14
Future Vol, veh/h	48	102	48	154	30	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	53	113	53	171	33	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	166	0	387	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1394	-	610	935
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1394	-	584	935
Mov Cap-2 Maneuver	-	-	-	-	584	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	731	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1394	-
HCM Lane V/C Ratio	0.074	-	-	0.038	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	184	1859	150	0	0
Future Volume (vph)	0	184	1859	150	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.989			
Flt Protected						
Satd. Flow (prot)	0	1565	4886	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4886	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	194	1957	158	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	194	2115	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.3%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	8.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	184	1859	150	0	0
Future Vol, veh/h	0	184	1859	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	194	1957	158	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	979	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	210	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	210	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	90.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	210	-
HCM Lane V/C Ratio	-	0.922	-
HCM Control Delay (s)	-	90.8	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	7.6	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	272	0	0	1218	51
Future Volume (vph)	0	272	0	0	1218	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	299	0	0	1338	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	299	0	0	1338	56
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	10.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	272	0	0	1218	51
Future Vol, veh/h	0	272	0	0	1218	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	299	0	0	1338	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	669	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	338	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	338	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	59.7	0	0
HCM LOS	F		

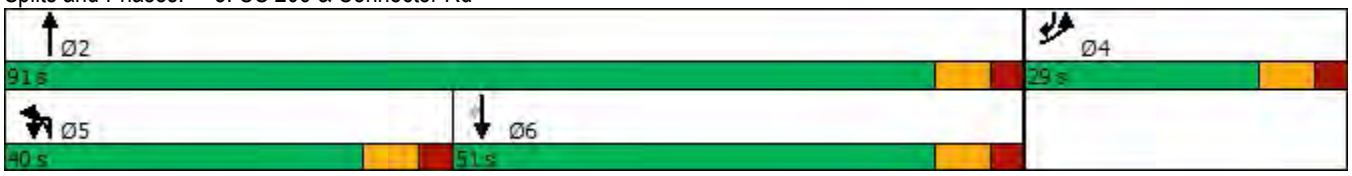
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	338	-	-
HCM Lane V/C Ratio	-	0.884	-	-
HCM Control Delay (s)	-	59.7	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	8.4	-	-

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	469	11	42	234	1795	1218	475
Future Volume (vph)	469	11	42	234	1795	1218	475
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.997						0.850
Flt Protected	0.953			0.950			
Satd. Flow (prot)	4848	0	0	1719	4940	4940	1538
Flt Permitted	0.953			0.950			
Satd. Flow (perm)	4848	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	2						341
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.98	0.98	1.00	0.98	0.98	0.98	0.98
Adj. Flow (vph)	479	11	42	239	1832	1243	485
Shared Lane Traffic (%)							
Lane Group Flow (vph)	490	0	0	281	1832	1243	485
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	29.0		40.0	40.0	91.0	51.0	29.0
Total Split (%)	24.2%		33.3%	33.3%	75.8%	42.5%	24.2%
Maximum Green (s)	21.0		32.0	32.0	83.0	43.0	21.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	17.6			24.1	83.1	51.0	76.6
Actuated g/C Ratio	0.15			0.21	0.71	0.44	0.66
v/c Ratio	0.67			0.79	0.52	0.58	0.43
Control Delay	51.3			60.1	8.6	27.5	4.3
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.3			60.1	8.6	27.5	4.3
LOS	D			E	A	C	A
Approach Delay	51.3				15.4	21.0	
Approach LOS	D				B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.7	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 21.7	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

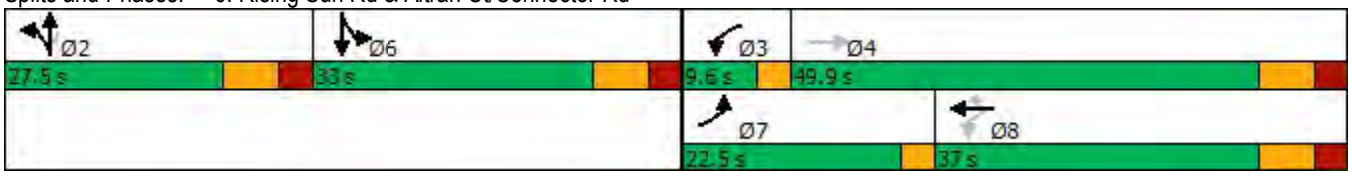


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	9	7	69	19	620	7	37	70	401	248	36
Future Volume (vph)	31	9	7	69	19	620	7	37	70	401	248	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.933				0.850			0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1688	0	1719	1810	1538	1719	1810	1538	3335	1775	0
Flt Permitted	0.950			0.744			0.950			0.950		
Satd. Flow (perm)	1719	1688	0	1346	1810	1538	1719	1810	1538	3335	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				667			173		6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	33	10	8	74	20	667	8	40	75	431	267	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	18	0	74	20	667	8	40	75	431	306	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	49.9		9.6	37.0	37.0	27.5	27.5	27.5	33.0	33.0	
Total Split (%)	18.8%	41.6%		8.0%	30.8%	30.8%	22.9%	22.9%	22.9%	27.5%	27.5%	
Maximum Green (s)	19.5	41.9		6.6	29.0	29.0	19.5	19.5	19.5	25.0	25.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.6	43.1		52.6	43.8	43.8	7.9	7.9	7.9	21.7	21.7	
Actuated g/C Ratio	0.08	0.43		0.52	0.43	0.43	0.08	0.08	0.08	0.22	0.22	
v/c Ratio	0.26	0.02		0.10	0.03	0.64	0.06	0.28	0.27	0.60	0.79	
Control Delay	52.5	15.5		13.9	22.7	5.3	47.3	52.5	2.4	40.4	53.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.5	15.5		13.9	22.7	5.3	47.3	52.5	2.4	40.4	53.7	
LOS	D	B		B	C	A	D	D	A	D	D	
Approach Delay		39.5			6.6			21.6			46.0	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 100.7	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 26.0	Intersection LOS: C
Intersection Capacity Utilization 63.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	7	7	44	265	59
Future Volume (vph)	12	7	7	44	265	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.884		0.975	
Flt Protected		0.970			0.961	
Satd. Flow (prot)	0	1755	1600	0	1695	0
Flt Permitted		0.970			0.961	
Satd. Flow (perm)	0	1755	1600	0	1695	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	8	48	288	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	21	56	0	352	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 32.6%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	7	7	44	265	59
Future Vol, veh/h	12	7	7	44	265	59
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	13	8	8	48	288	64
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.6	10.1
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	63%	0%	82%
Vol Thru, %	37%	14%	0%
Vol Right, %	0%	86%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	19	51	324
LT Vol	12	0	265
Through Vol	7	7	0
RT Vol	0	44	59
Lane Flow Rate	21	55	352
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.066	0.408
Departure Headway (Hd)	4.981	4.296	4.17
Convergence, Y/N	Yes	Yes	Yes
Cap	723	838	859
Service Time	2.984	2.298	2.224
HCM Lane V/C Ratio	0.029	0.066	0.41
HCM Control Delay	8.1	7.6	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.1	0.2	2

Lanes, Volumes, Timings
1: Bordentown Georgetown Rd/Georgetown Rd & Old York Rd

04/27/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	71	29	21	48	74	18	290	29	76	320	55
Future Volume (vph)	31	71	29	21	48	74	18	290	29	76	320	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.970			0.930			0.988			0.983	
Flt Protected		0.988			0.993			0.997			0.992	
Satd. Flow (prot)	0	1734	0	0	1671	0	0	1782	0	0	1765	0
Flt Permitted		0.988			0.993			0.997			0.992	
Satd. Flow (perm)	0	1734	0	0	1671	0	0	1782	0	0	1765	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		824			1299			658			738	
Travel Time (s)		18.7			29.5			15.0			16.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	35	81	33	24	55	84	20	330	33	86	364	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	149	0	0	163	0	0	383	0	0	513	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	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
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Roundabout	
Intersection Capacity Utilization 64.0%	ICU Level of Service C
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.5
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	149	163	383	512
Demand Flow Rate, veh/h	157	171	402	537
Vehicles Circulating, veh/h	497	404	212	104
Vehicles Exiting, veh/h	144	210	442	471
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	7.6	9.5	10.4
Approach LOS	A	A	A	B

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
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	157	171	402	537
Cap Entry Lane, veh/h	687	754	914	1018
Entry HV Adj Factor	0.949	0.955	0.952	0.953
Flow Entry, veh/h	149	163	383	512
Cap Entry, veh/h	652	720	870	971
V/C Ratio	0.228	0.227	0.440	0.527
Control Delay, s/veh	8.3	7.6	9.5	10.4
LOS	A	A	A	B
95th %tile Queue, veh	1	1	2	3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	78	40	19	101	107	50
Future Volume (vph)	78	40	19	101	107	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955				0.957	
Flt Protected				0.992	0.967	
Satd. Flow (prot)	1728	0	0	1795	1675	0
Flt Permitted				0.992	0.967	
Satd. Flow (perm)	1728	0	0	1795	1675	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	587			1150	497	
Travel Time (s)	13.3			26.1	11.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	87	44	21	112	119	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	131	0	0	133	175	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	78	40	19	101	107	50
Future Vol, veh/h	78	40	19	101	107	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	87	44	21	112	119	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	263	109
Stage 1	-	-	-	-	109	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1436	-	720	937
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	708	937
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	853	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	768	-	-	1436	-
HCM Lane V/C Ratio	0.227	-	-	0.015	-
HCM Control Delay (s)	11.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	208	1703	118	0	0
Future Volume (vph)	0	208	1703	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.990			
Flt Protected						
Satd. Flow (prot)	0	1565	4891	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4891	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			1230
Travel Time (s)	19.1		18.3			28.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	226	1851	128	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	226	1979	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.1%	ICU Level of Service B
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	11.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	208	1703	118	0	0
Future Vol, veh/h	0	208	1703	118	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	226	1851	128	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	926	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	228	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	228	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	102.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	228	-
HCM Lane V/C Ratio	-	0.992	-
HCM Control Delay (s)	-	102.9	-
HCM Lane LOS	-	F	-
HCM 95th %tile Q(veh)	-	9.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	218	0	0	1450	187
Future Volume (vph)	0	218	0	0	1450	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			75
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1565	0	4940	4940	1538
Flt Permitted						
Satd. Flow (perm)	0	1565	0	4940	4940	1538
Link Speed (mph)	30			30	30	
Link Distance (ft)	655			1230	504	
Travel Time (s)	14.9			28.0	11.5	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	0	291	0	0	1933	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	291	0	0	1933	249
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Int Delay, s/veh	27.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	218	0	0	1450	187
Future Vol, veh/h	0	218	0	0	1450	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	75
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	291	0	0	1933	249

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	967	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.95	-	-	-	-
Pot Cap-1 Maneuver	0	~ 214	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	~ 214	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	232	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	214	-	-
HCM Lane V/C Ratio	-	1.358	-	-
HCM Control Delay (s)	-	232	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	16.3	-	-

Notes

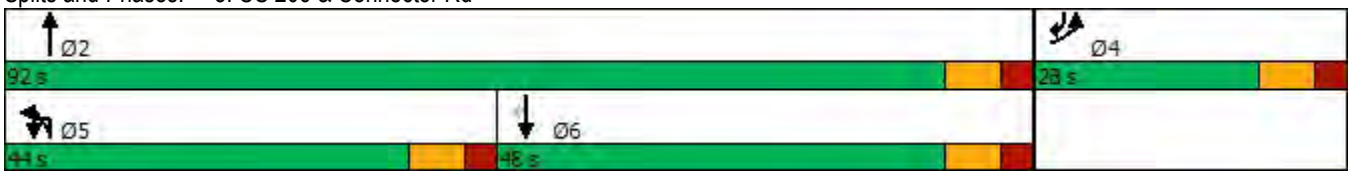
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	425	12	73	286	1554	1552	425
Future Volume (vph)	425	12	73	286	1554	1552	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		250			0
Storage Lanes	3	0		1			1
Taper Length (ft)	25			75			
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	0.91	1.00
Frt	0.996						0.850
Flt Protected	0.954			0.950			
Satd. Flow (prot)	4849	0	0	1719	4940	4940	1538
Flt Permitted	0.954			0.950			
Satd. Flow (perm)	4849	0	0	1719	4940	4940	1538
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)	3						300
Link Speed (mph)	30				30	30	
Link Distance (ft)	1050				504	782	
Travel Time (s)	23.9				11.5	17.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	443	13	76	298	1619	1617	443
Shared Lane Traffic (%)							
Lane Group Flow (vph)	456	0	0	374	1619	1617	443
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	36				24	24	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				65	66	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Number of Detectors	1		1	1	2	2	1
Detector Template	Left		Left	Left	Thru	Thru	Right
Leading Detector (ft)	20		20	20	100	100	20
Trailing Detector (ft)	0		0	0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0	0
Detector 1 Size(ft)	20		20	20	6	6	20
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	
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	Prot		Prot	Prot	NA	NA	pm+ov
Protected Phases	4		5	5	2	6	4
Permitted Phases							6

Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Detector Phase	4		5	5	2	6	4
Switch Phase							
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	26.0		13.0	13.0	26.0	26.0	26.0
Total Split (s)	28.0		44.0	44.0	92.0	48.0	28.0
Total Split (%)	23.3%		36.7%	36.7%	76.7%	40.0%	23.3%
Maximum Green (s)	20.0		36.0	36.0	84.0	40.0	20.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	3.0		3.0	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)	8.0			8.0	8.0	8.0	8.0
Lead/Lag			Lead	Lead		Lag	
Lead-Lag Optimize?			Yes	Yes		Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None		None	None	Max	Max	None
Walk Time (s)	7.0				7.0	7.0	7.0
Flash Dont Walk (s)	11.0				11.0	11.0	11.0
Pedestrian Calls (#/hr)	0				0	0	0
Act Effct Green (s)	16.8			29.6	84.1	46.5	71.3
Actuated g/C Ratio	0.14			0.25	0.72	0.40	0.61
v/c Ratio	0.65			0.86	0.46	0.82	0.42
Control Delay	51.5			60.9	7.6	37.3	5.3
Queue Delay	0.0			0.0	0.0	0.0	0.0
Total Delay	51.5			60.9	7.6	37.3	5.3
LOS	D			E	A	D	A
Approach Delay	51.5				17.6	30.5	
Approach LOS	D				B	C	

Intersection Summary	
Area Type: Other	
Cycle Length: 120	
Actuated Cycle Length: 116.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 26.9	Intersection LOS: C
Intersection Capacity Utilization 78.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: US 206 & Connector Rd

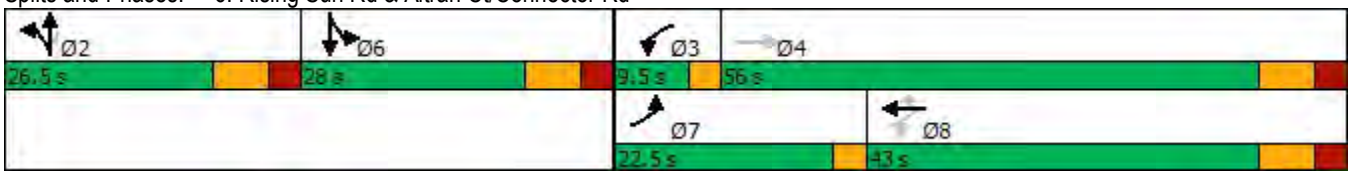


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	5	5	43	6	662	2	94	93	340	170	34
Future Volume (vph)	34	5	5	43	6	662	2	94	93	340	170	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		150	0		0
Storage Lanes	1		0	1		1	1		1	2		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	0.97	1.00	1.00
Frt		0.925				0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1674	0	1719	1810	1538	1719	1810	1538	3335	1764	0
Flt Permitted	0.950			0.751			0.950			0.950		
Satd. Flow (perm)	1719	1674	0	1359	1810	1538	1719	1810	1538	3335	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				704			173		7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		351			1050			792			957	
Travel Time (s)		8.0			23.9			18.0			21.8	
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
Adj. Flow (vph)	36	5	5	46	6	704	2	100	99	362	181	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	10	0	46	6	704	2	100	99	362	217	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)		36			36			24			24	
Link Offset(ft)		9			9			0			0	
Crosswalk Width(ft)		24			16			24			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	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	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	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	
Detector 1 Queue (s)	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	
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		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	7			3	8		2	2		6	6	
Permitted Phases		4		8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		3	8	8	2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	26.0		9.5	26.0	26.0	26.0	26.0	26.0	26.0	26.0	
Total Split (s)	22.5	56.0		9.5	43.0	43.0	26.5	26.5	26.5	28.0	28.0	
Total Split (%)	18.8%	46.7%		7.9%	35.8%	35.8%	22.1%	22.1%	22.1%	23.3%	23.3%	
Maximum Green (s)	19.5	48.0		6.5	35.0	35.0	18.5	18.5	18.5	20.0	20.0	
Yellow Time (s)	3.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	0.0	3.0		0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	3.0	8.0		3.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0	0	0	0	0	0	0	
Act Effct Green (s)	7.8	48.4		57.5	48.8	48.8	11.3	11.3	11.3	17.4	17.4	
Actuated g/C Ratio	0.07	0.45		0.53	0.45	0.45	0.10	0.10	0.10	0.16	0.16	
v/c Ratio	0.29	0.01		0.06	0.01	0.65	0.01	0.53	0.31	0.68	0.75	
Control Delay	56.2	15.3		12.7	22.2	5.2	44.5	57.9	2.6	50.6	60.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.2	15.3		12.7	22.2	5.2	44.5	57.9	2.6	50.6	60.2	
LOS	E	B		B	C	A	D	E	A	D	E	
Approach Delay		47.3			5.8			30.5			54.2	
Approach LOS		D			A			C			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 108.6	
Natural Cycle: 105	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 6: Rising Sun Rd & Altran Ct/Connector Rd



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	2	0	187	217	0
Future Volume (vph)	0	2	0	187	217	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.865			
Flt Protected					0.950	
Satd. Flow (prot)	0	1810	1565	0	1719	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1810	1565	0	1719	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1012	655		792	
Travel Time (s)		23.0	14.9		18.0	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	0	2	0	228	265	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	228	0	265	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Stop	Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 30.3%	ICU Level of Service A
Analysis Period (min) 15	

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	0	187	217	0
Future Vol, veh/h	0	2	0	187	217	0
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	2	0	228	265	0
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.9	8.5	10.1
HCM LOS	A	A	B

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	100%
Vol Thru, %	100%	0%	0%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	2	187	217
LT Vol	0	0	217
Through Vol	2	0	0
RT Vol	0	187	0
Lane Flow Rate	2	228	265
Geometry Grp	1	1	1
Degree of Util (X)	0.003	0.256	0.345
Departure Headway (Hd)	4.889	4.049	4.691
Convergence, Y/N	Yes	Yes	Yes
Cap	732	889	770
Service Time	2.917	2.065	2.691
HCM Lane V/C Ratio	0.003	0.256	0.344
HCM Control Delay	7.9	8.5	10.1
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0	1	1.5

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	184	1859	150	0	0
Future Volume (vph)	0	184	1859	150	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.989			
Flt Protected						
Satd. Flow (prot)	0	1565	4886	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4886	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			391
Travel Time (s)	19.1		18.3			8.9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	194	1957	158	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	194	2115	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	184	1859	150	0	0
Future Vol, veh/h	0	184	1859	150	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	194	1957	158	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	-	0	0	-
Stage 1	0	0	-	0	0	-
Stage 2	0	0	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Lanes, Volumes, Timings
3: US 206 & Old York Rd (East of 206)

04/27/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	208	1703	118	0	0
Future Volume (vph)	0	208	1703	118	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.990			
Flt Protected						
Satd. Flow (prot)	0	1565	4891	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	1565	4891	0	0	4940
Link Speed (mph)	30		30			30
Link Distance (ft)	841		807			392
Travel Time (s)	19.1		18.3			8.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	226	1851	128	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	226	1979	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	208	1703	118	0	0
Future Vol, veh/h	0	208	1703	118	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	226	1851	128	0	0

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	-	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	-	0	0	-
Stage 1	0	0	-	0	0	-
Stage 2	0	0	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-