

TRAFFIC IMPACT STUDY

For



Proposed Class C Recycling Facility


Property Located at:

**Blau Road
Block 1204 – Lot 24
Township of Mansfield, Warren County, NJ**

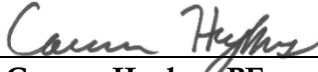
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4467-22-01863

INTRODUCTION

It is proposed to construct a food scrap recycling facility on a parcel of farm land located along Blau Road between Rockport Road and Country Meadow Road in the Township of Mansfield, Warren County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 1204 – Lot 24 on the Township Tax Maps. The site contains approximately 43 acres and the easternmost 20 acres will remain undeveloped. A large berm will be constructed to segregate the western 21 acres of the site which will be occupied by the proposed recycling facility that will serve to recycle food scrap waste into compost (“The Project”). The site is located within the I – Industrial District. Access to the site will be provided via one (1) full-movement driveway along Blau Road. Site access for truck activity will be restricted to/from the west via Rockport Road to Airport Road to Route 57 to ensure no traffic impacts to the residential neighborhoods to the east along Blau Road.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday AM and weekday PM peak periods at the intersections of:
 - Route 57 & Airport Road
 - Rockport Road & Airport Road
 - Rockport Road & Hazen Road
 - Rockport Road & Blau Road
- Automatic traffic recorder (ATR) counts were performed along Rockport Road just north of Blau Road for a period of seven (7) days.
- Projections of traffic to be generated by the proposed development were prepared utilizing the anticipated operations projected by the Applicant. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution as described above.
- Projections of traffic generation potential of representative permitted uses of the property were prepared utilizing trip generation data as published by the Institute of Transportation Engineers and compared to the proposed development.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

NJ Route 57 is an Urban Principal Arterial roadway under NJDOT jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one travel lane in each direction. Curb is provided along both sides of the roadway to the south of Airport Road, while curb and sidewalk are provided along the west side of the roadway to the north of Airport Road. Route 57 provides a curved horizontal alignment and a rolling vertical alignment. The land uses along Route 57 in the vicinity of The Project are a mix of commercial and residential. There are no weight limit restrictions in the site vicinity.

Airport Road is a local roadway under the jurisdiction of the Township of Mansfield with a general east/west orientation. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides one travel lane in each direction. Curb is provided along both sides of the roadway while sidewalk is provided along the north side of the roadway. Airport Road provides a curved horizontal alignment and a rolling vertical alignment. The land uses along Airport Road in the vicinity of The Project are a mix of commercial, residential and agricultural. There are no weight limit restrictions along Airport Road.

Rockport Road (CR 629) is an Urban Minor Collector roadway under Warren County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one travel lane in each direction. Neither curb nor sidewalk are provided along either side of the roadway. Rockport Road provides a slightly curved horizontal alignment and a rolling vertical alignment. The land uses along Rockport Road in the vicinity of The Project are a mix of residential, industrial and agricultural. There are no weight limit restrictions along Rockport Road in the site vicinity.

Hazen Road is a local roadway under the jurisdiction of the Township of Mansfield with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. Neither curb nor sidewalk are provided along either side of the roadway. Hazen Road provides a relatively straight horizontal alignment and a rolling vertical alignment. The land uses along Hazen Road are primarily agricultural and residential in nature. Hazen Road extends for approximately 1.5 miles between its terminuses at its intersection with Rockport Road to the west and Watters Road to the east. Hazen Road has a 10-ton weight limit imposed upon its entire length.

Blau Road is a local roadway under jurisdiction of the Township of Mansfield with a general northwest/southeast orientation. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one travel lane in each direction. Neither curb nor sidewalk are provided along either side of the roadway in the vicinity of the site. Blau Road provides a straight horizontal alignment along the site frontage and a rolling vertical alignment. The land uses along Blau Road in the vicinity of The Project are primarily agricultural and industrial in nature and transition to

residential to the east beyond an “S-curve” in the roadway. Blau Road extends for approximately 1.1 miles between its terminuses at its intersection with Rockport Road to the west and Watters Road to the east. There are no weight limit restrictions in the site vicinity.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Thursday, August 18, 2022 from 8:00 to 11:00 AM and from 2:00 to 5:00 PM at the following intersections:

- Route 57 & Airport Road
- Rockport Road & Airport Road
- Rockport Road & Hazen Road
- Rockport Road & Blau Road

In addition, automatic traffic recorder (ATR) counts were conducted along Rockport Road north of Blau Road from Friday, August 19, 2022 to Thursday, August 25, 2022. The ATR data was subsequently compared to the MTM data collected along Rockport Road and the traffic volumes were found to be generally consistent between the two counts. Review of the collected traffic data reveals that the weekday morning peak street hour (PSH) of the network occurs between 8:00 – 9:00 AM and the weekday evening network PSH occurs between 4:00 – 5:00 PM. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

Seasonal Adjustment

Traffic volumes in the Township of Mansfield are also influenced by the seasonal traffic patterns associated with schools in the area. As such, the traffic counts conducted in August may not be fully representative of peak traffic conditions in Mansfield when school is in session. To account for summer traffic patterns in the area, the MTM counts were adjusted using the seasonal adjustment factors published by NJDOT. Seasonal adjustment factors are presented for various regions in the state. Mansfield is located in Region 2. Region 2 is described as follows by NJDOT.

“Traffic in rural Northwestern section of New Jersey - Pennsylvania - New York area that serve local truck traffic, agricultural, retail and manufacturing with winter season recreational activities and various camping sites during summer.”

To account for the seasonal variations, a factor of 1.018 was applied to the MTM counts to represent the peak traffic activity during the school year. This factor is calculated by dividing the peak non-summer factor of 0.936 into the August factor of 0.953.

Existing Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table I describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table II describes the level of service ranges for unsignalized (stop controlled) intersections.

**Table I
Level of Service Criteria
for Signalized Intersections**

Level of Service	Average Control Delay (seconds per vehicle)
A	0.0 to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	greater than 80.0

**Table II
Level of Service Criteria
for Unsignalized Intersections**

Level of Service	Average Control Delay (seconds per vehicle)
a	0.0 to 10.0
b	10.1 to 15.0
c	15.1 to 25.0
d	25.1 to 35.0
e	35.1 to 50.0
f	greater than 50.0

It should be noted that the analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles.

All capacity analyses were performed utilizing Synchro 11 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table III summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

**Table III
Existing Levels of Service**

Intersection	Direction/ Movement	AM PSH	PM PSH	
Route 57 & Airport Road	EB	L	D (43)	D (44)
		R	B (18)	B (18)
	NB	LT	A (3)	A (3)
		T	A (2)	A (3)
	SB	R	A (1)	A (1)
		Overall	A (4)	A (4)
Rockport Road & Airport Road	WB	L	b (11)	b (13)
		R	a (9)	a (10)
	SB	LT	a (8)	a (8)
Rockport Road & Hazen Road	WB	L	b (10)	b (14)
		R	a (9)	a (10)
	SB	LT	a (8)	a (8)
Rockport Road & Blau Road	WB	LR	a (10)	b (10)
	SB	LT	a (8)	a (8)

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

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

Route 57 and Airport Road

Airport Road intersects Route 57 to form a T-intersection controlled by a two-phase traffic signal operating on a 90-second background cycle length. The northbound approach of Route 57 provides a shared left turn/through lane. The southbound approach of Route 57 provides a dedicated through lane and a channelized right turn lane under yield control. The westbound approach of Airport Road provides a dedicated left turn lane and a dedicated right turn lane.

A review of the existing analysis reveals that the intersection operates at overall level of service “A” during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Rockport Road and Airport Road

Airport Road intersects Rockport Road to form an unsignalized T-intersection with Airport Road operating under stop control. The northbound approach of Rockport Road provides a shared through/right turn lane. The southbound approach of Rockport Road provides a dedicated left turn lane and a dedicated through lane. The westbound approach of Airport Road provides a dedicated left turn lane and a dedicated right turn lane.

A review of the existing analysis reveals that the individual intersection movements operate at levels of service “B” or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Rockport Road and Hazen Road

Hazen Road intersects Rockport Road to form an unsignalized T-intersection with Hazen Road operating under stop control. The northbound approach of Rockport Road provides a shared through/right turn lane. The southbound approach of Rockport Road provides a shared left turn/through lane. The westbound approach of Hazen Road provides a dedicated left turn lane and a dedicated right turn lane.

A review of the existing analysis reveals that the individual intersection movements operate at levels of service “B” or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

Rockport Road and Blau Road

Blau Road intersects Rockport Road to form an unsignalized T-intersection with Blau Road operating under stop control. The northbound approach of Rockport Road provides a shared through/right turn lane. The southbound approach of Rockport Road provides a shared left turn/through lane. The westbound approach of Hazen Road provides a shared left turn/right turn lane.

A review of the existing analysis reveals that the individual intersection movements operate at levels of service “B” or better during the analyzed peak periods. See Table III for the individual movement levels of service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the Future No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.0% per year.

Future No Build traffic volumes were developed by applying the background growth rate of 1.0% for two (2) years to the study area roadways existing traffic volumes Figure 3, in Appendix A, shows the Future No Build traffic volumes.

Traffic Generation

Trip generation projections are typically prepared utilizing trip generation research data as published in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation, 11th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. However, the proposed land use is unique and not among those studied by ITE. However, the applicant has a controlled operation and the anticipated activity is easily quantified. Specifically, based on the anticipated full operation capacity, the facility will employ five (5) to six (6) people and anticipate 152 trucks trips per day for material delivery and retrieval.

The site operational hours are from 8:00 AM to 5:00 PM on weekdays. It can be anticipated that employees will arrive and depart at the beginning and end of each day while truck trips will occur throughout the day. The daily 152 truck trips equate to an average of 19 truck trips per hour. Peak truck hours occur in the middle of the day outside of the arrival and departure times for employees from 10:00 AM to Noon and from 1:00 PM to 2:00 PM. During the roadway peak street hours (PSH), truck traffic will be minimal. In fact, there will be no receiving operations after 4:00 PM which is when the roadway peak hour begins. However, conservatively, trip generation projections were prepared assuming the hourly truck traffic and employee arrival and departure (each in their own vehicle), occur coincidentally with one another and during the same time as the peak hour of the roadway network. This allows for an absolute worst-case scenario assessment of future traffic conditions. Table IV below displays the trip generation projections based on the information described above:

**Table IV
Trip Generation Projections**

Land Use	Trip Type	AM PSH			PM PSH			Daily Trips
		In	Out	Total	In	Out	Total	
Proposed Recycling Facility	Trucks	10	9	19	9	10	19	152
	Employees	6	0	6	0	6	6	12
	TOTAL	16	9	25	9	16	25	164

As can be seen above, the proposed site is projected to generate, at most, 25 peak hour trips. It should be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic,” hence, it is not anticipated that the change in use will result in a significant degradation of operating conditions as it approximates 25% of this threshold.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based upon routing of vehicles to and from the facility via Rockport Road to Airport Road to Route 57. A map is provided in Appendix B that identifies the truck routing as well as roadways that have truck restrictions pursuant to the Mansfield Ordinance. Figure 4, located in Appendix A, illustrates the Site Traffic Trip Distribution while Figures 5, 6 and 7 illustrate the Car Site Generated Trips, Truck Site Generated Trips and Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 8.

It is also important to note that that the site is located within the I-Industrial District Zone which permits, among other uses, office buildings and Industrial Parks. Either of these uses would be more substantial traffic generators than that which is proposed and would not necessarily reserve 20 of the 42 acres available for continued farming. Essentially, as of right, the property could be developed, based on a 20% allowable building coverage, with approximately 373,000 square feet of building area. Tables V and VI below demonstrate the difference in trip generation of a permitted use of the property versus the proposed recycling facility.

Table V
Proposed vs. Permitted Trip Generation Comparison – Office

Land Use	AM PSH			PM PSH			Daily Trips
	In	Out	Total	In	Out	Total	
373,000 SF Office Building (<i>Permitted</i>)	457	62	519	84	411	495	3,647
Proposed Recycling Facility	16	9	25	9	16	25	164
Difference	-441	-53	-494	-75	-395	-470	-3,483

Table VI
Proposed vs. Permitted Trip Generation Comparison – Industrial Park

Land Use	AM PSH			PM PSH			Daily Trips
	In	Out	Total	In	Out	Total	
373,000 SF Industrial Park (<i>Permitted</i>)	103	24	127	28	99	127	1862
Proposed Recycling Facility	16	9	25	9	16	25	164
Difference	-87	-15	-102	-19	-83	-102	-1,698

As shown in the tables above, the proposed use is a far lower traffic generator than an as of right permitted use of the property. It is also important to note that a permitted Industrial Park on the site would generate 279 truck trips per day as opposed to the 152 anticipated for the proposed use.

Future Capacity Analysis

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

**Table VII
Future Levels of Service**

Intersection	Direction/ Movement		AM PSH		PM PSH	
			No Build	Build	No Build	Build
Route 57 & Airport Road	EB	L	D (43)	D (45)	D (44)	D (45)
		R	B (18)	B (18)	B (18)	B (17)
	SB	LT	A (4)	A (4)	A (3)	A (4)
		T	A (3)	A (3)	A (4)	A (4)
	Overall		A (5)	A (5)	A (4)	A (6)
Rockport Road & Airport Road	WB	L	b (11)	b (12)	b (13)	b (14)
		R	a (9)	a (9)	a (10)	a (10)
	SB	LT	a (8)	a (8)	a (8)	a (8)
Rockport Road & Hazen Road	WB	L	b (10)	b (11)	b (15)	c (15)
		R	a (9)	a (9)	a (10)	a (10)
	SB	LT	a (8)	a (8)	a (8)	a (8)
Rockport Road & Blau Road	WB	LR	a (10)	a (10)	b (11)	b (11)
	SB	LT	a (8)	a (8)	a (8)	a (8)
Blau Road & Site Driveway	EB	LT	-	a (8)	-	a (8)
	SB	LR	-	a (9)	-	a (9)

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

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

Route 57 & Airport Road

With the addition of site generated traffic, the intersection is anticipated to continue operating at overall level of service “A” during the analyzed peak hours. Additionally, each movement is anticipated to continue operating at No Build levels of service “D” or better. See Table VII for the individual movement levels of service and delays.

Rockport Road & Airport Road

With the addition of site generated traffic, the individual intersection movements are anticipated to continue operating at levels of service “B” or better during the analyzed peak hours. See Table VII for the individual movement levels of service and delays.

Rockport Road & Hazen Road

With the addition of site generated traffic, the individual intersection movements are anticipated to operate at levels of service “C” or better during the analyzed peak hours. See Table VII for the individual movement levels of service and delays.

Rockport Road & Blau Road

With the addition of site generated traffic, the individual intersection movements are anticipated to continue operating at levels of service “B” or better during the analyzed peak hours. See Table VII for the individual movement levels of service and delays.

Blau Road and the Site Driveway

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

As designed, the individual intersection movements are anticipated to operate at level of service “A” during the studied peak hours. See Table VII for the individual movement levels of service and delays.

FINDINGS & CONCLUSIONS

Findings

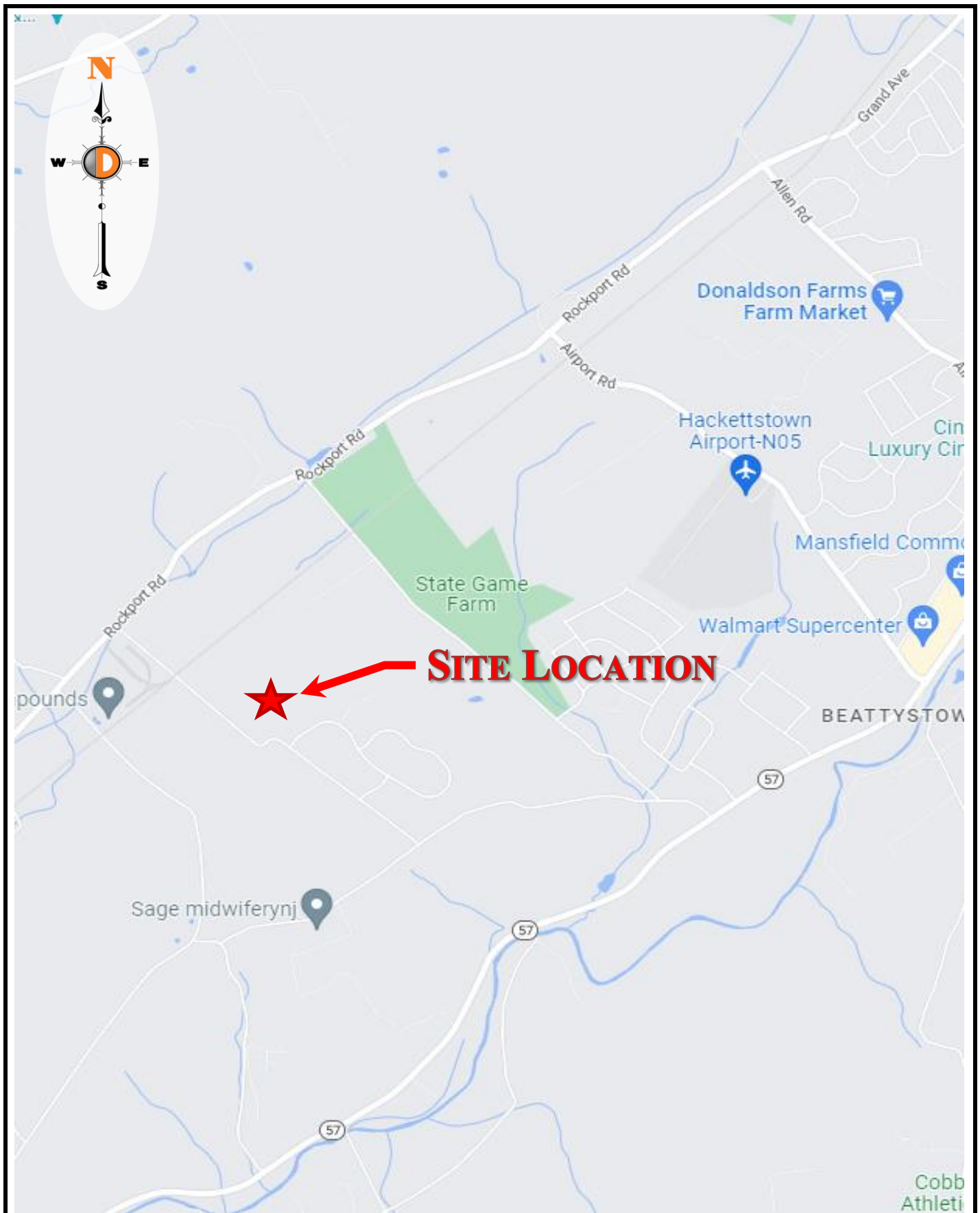
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed food scrap recycling facility is projected to generate 16 entering trips and 9 exiting trips during the weekday morning peak hour and 9 entering trips and 16 exiting trips during the weekday evening peak hour. It should be noted that the projected trips are below the ITE and NJDOT threshold of a “significant increase in traffic”. Additionally, there are multiple as-of-right uses that would generate substantially more trips than the proposed use.
- Access to the site is proposed to be provided via one (1) full movement driveway Along Blau Road.
- With the addition of site generated traffic, the intersection of Route 57 and Airport Road is anticipated to continue operating at overall level of service “A” or better during the peak hours studied.
- With the addition of site generated traffic, the individual intersection movements of Rockport Road and Airport Road are anticipated to continue operating at levels of service “B” or better during the peak hours studied.
- With the addition of site generated traffic, the individual intersection movements of Rockport Road and Hazen Road are anticipated to operate at levels of service “C” or better during the peak hours studied.
- With the addition of site generated traffic, the individual intersection movements of Rockport Road and Blau Road are anticipated to continue operating at levels of service “B” or better during the peak hours studied.
- As designed, the individual intersection movements of Blau Road and the site driveway are anticipated to operate at level of service “A” during the peak hours studied.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Township of Mansfield, Warren County and NJDOT will not experience any significant degradation in operating conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system.

Appendix A
Traffic Volume Figures



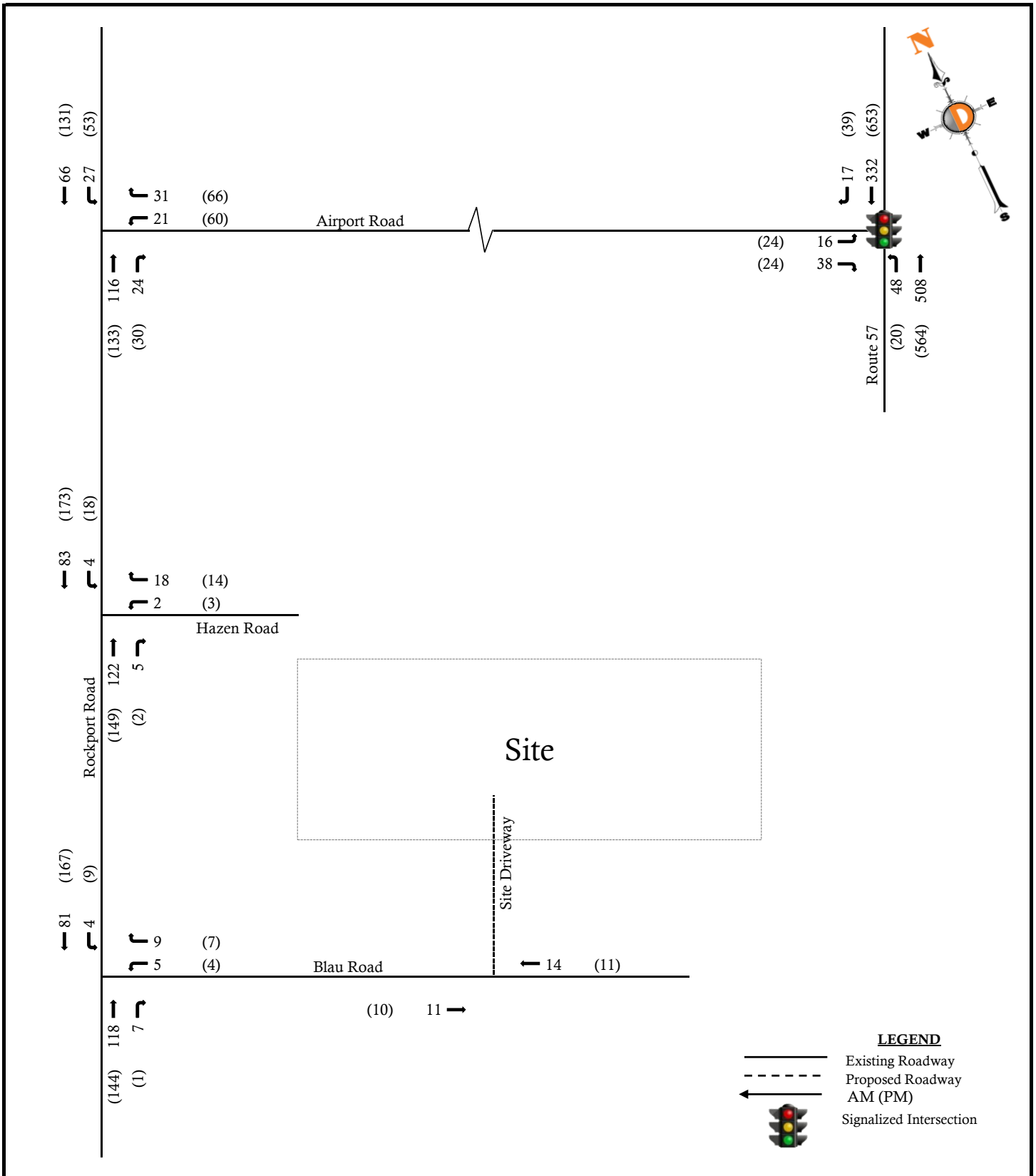


Figure 2

Existing Traffic Volumes

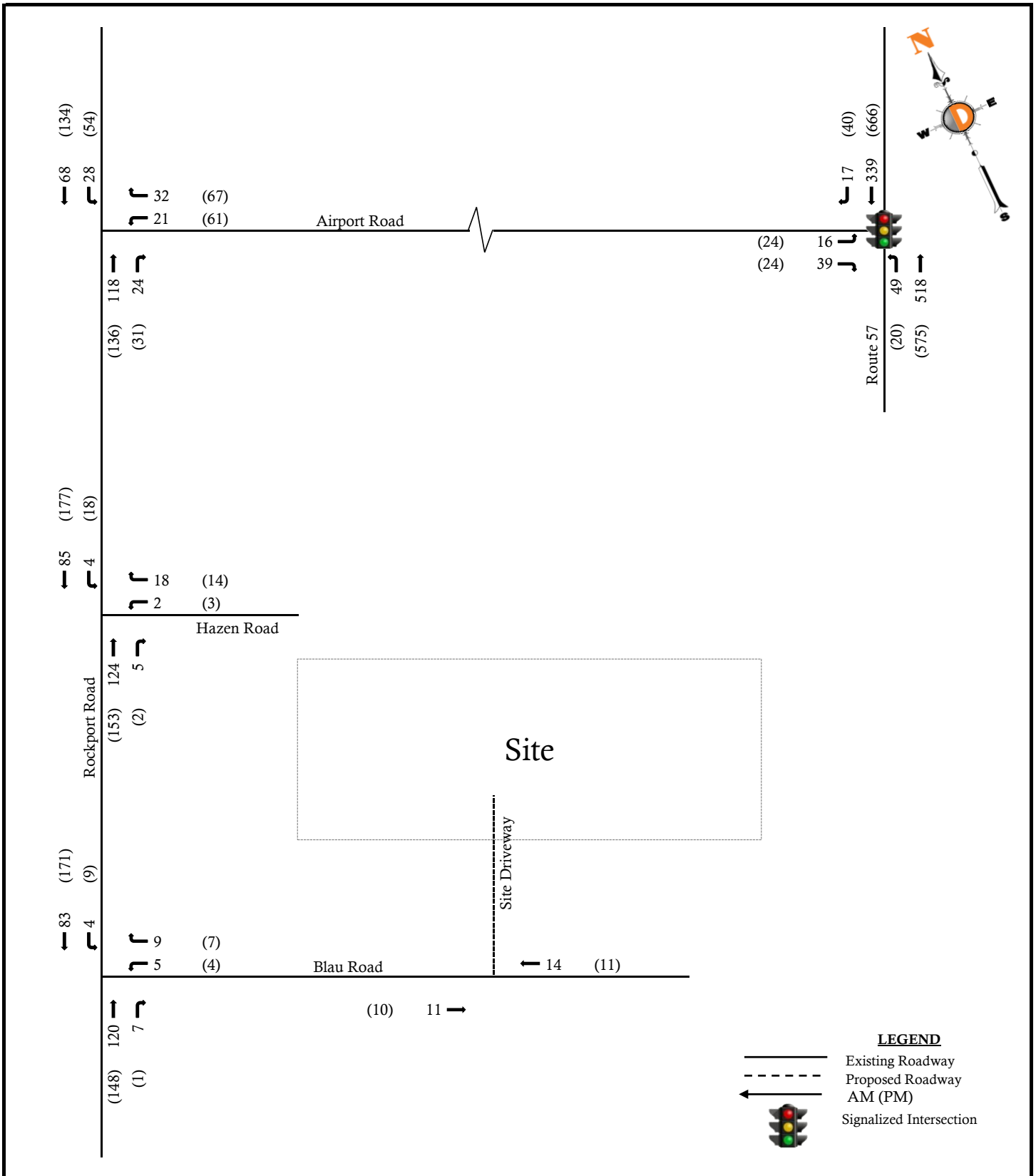


Figure 3

No Build Traffic Volumes

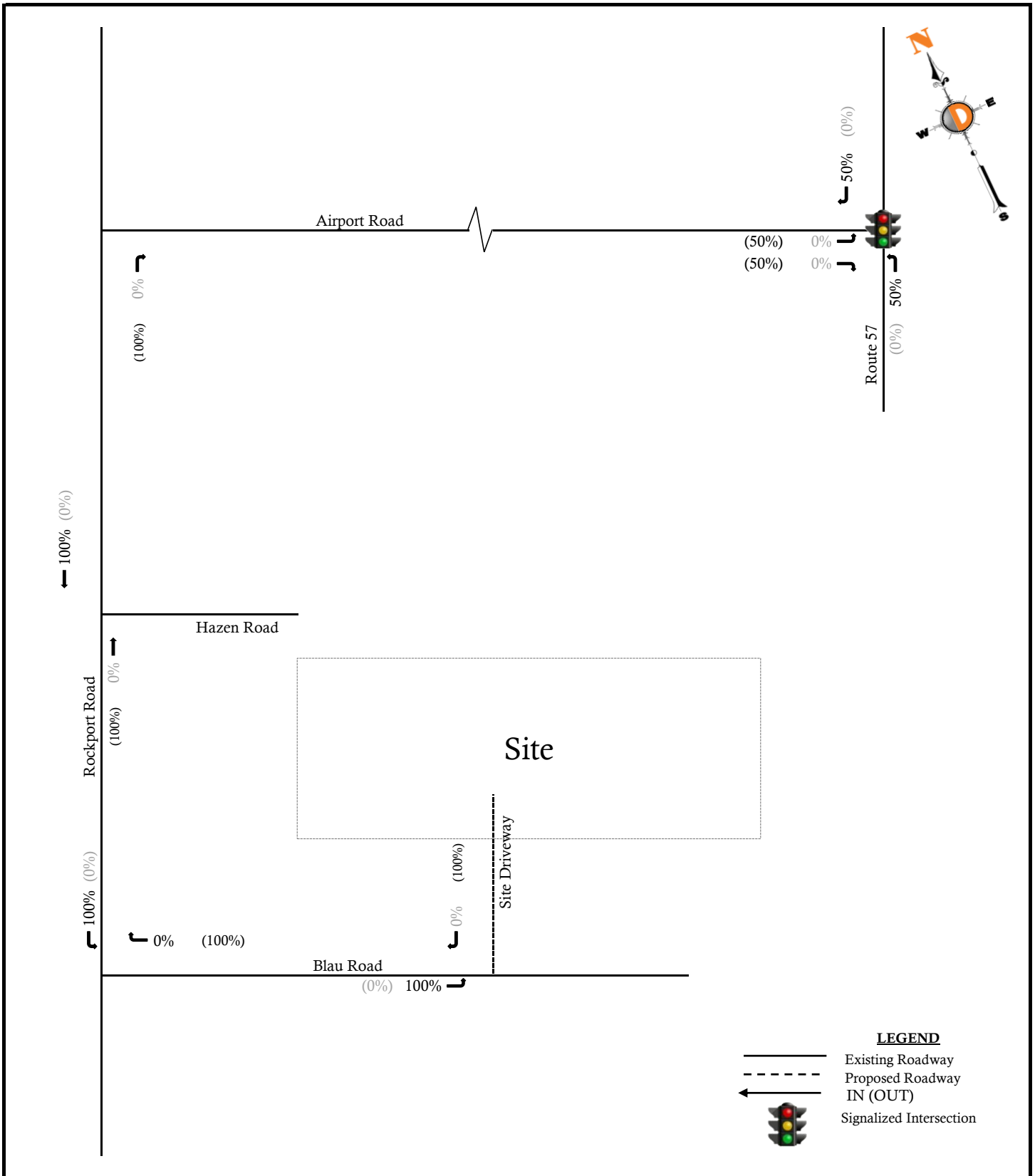


Figure 4
Percent Distribution

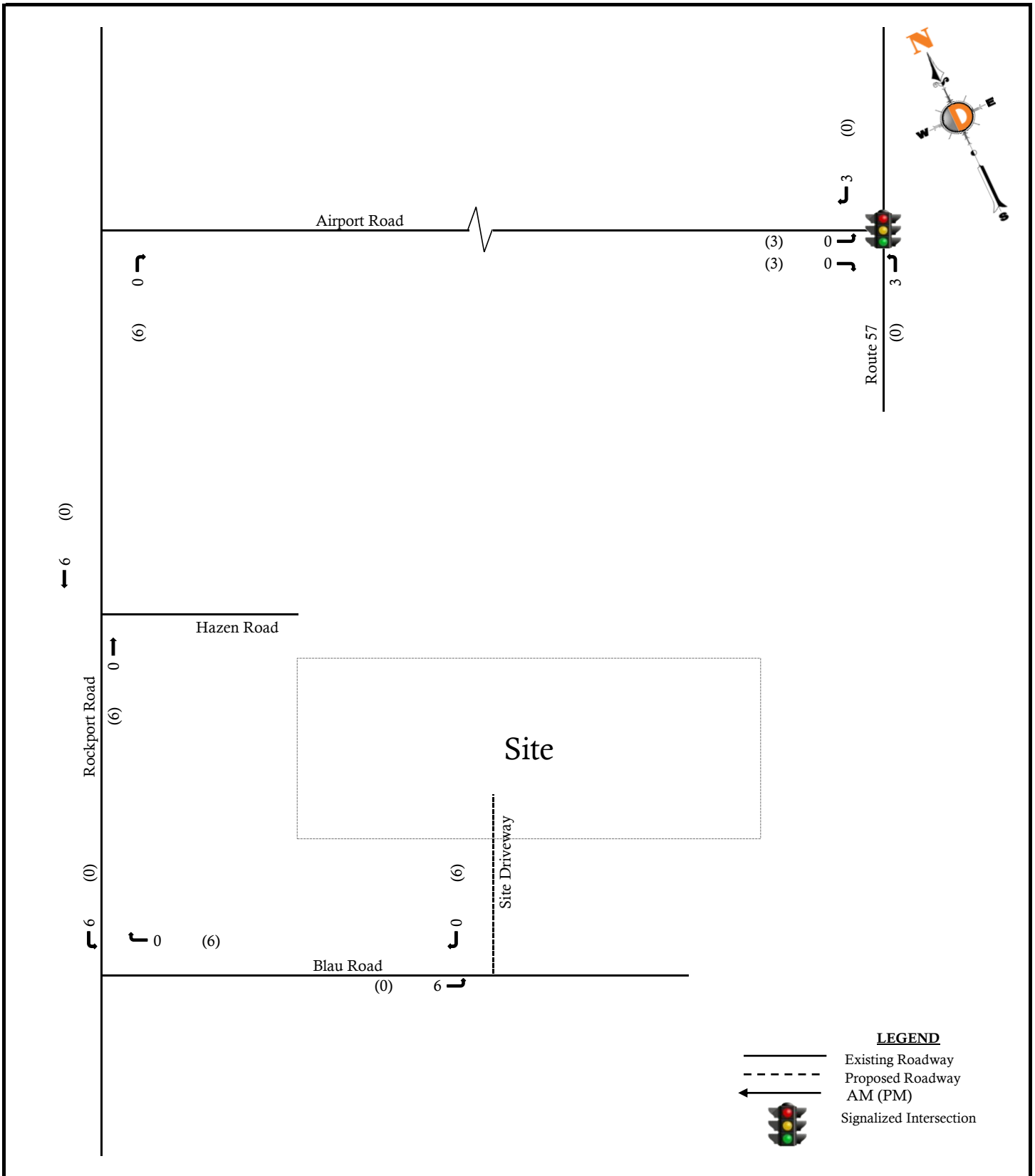


Figure 5
Car Site Generated Trips

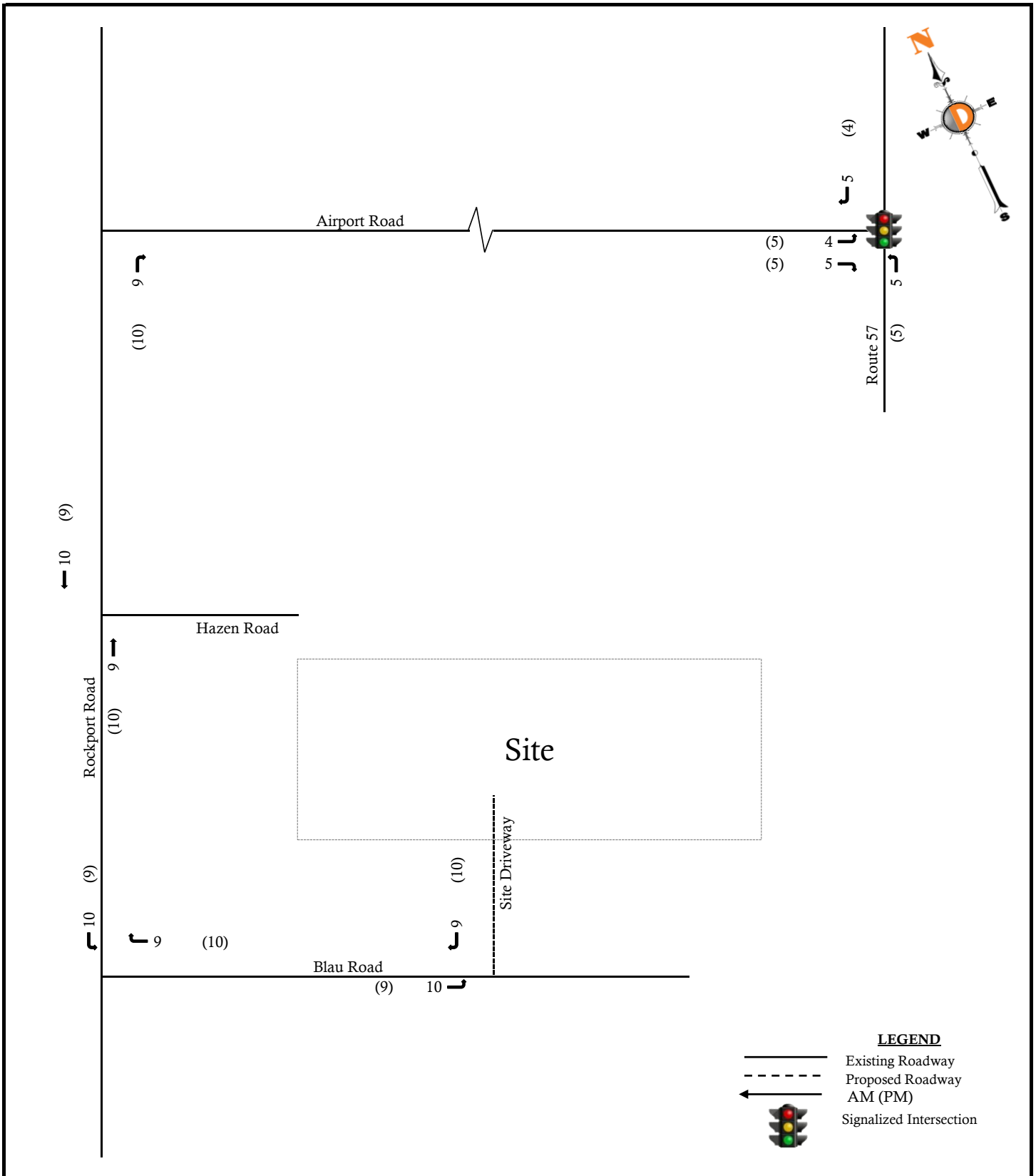


Figure 6

Truck Site Generated Trips

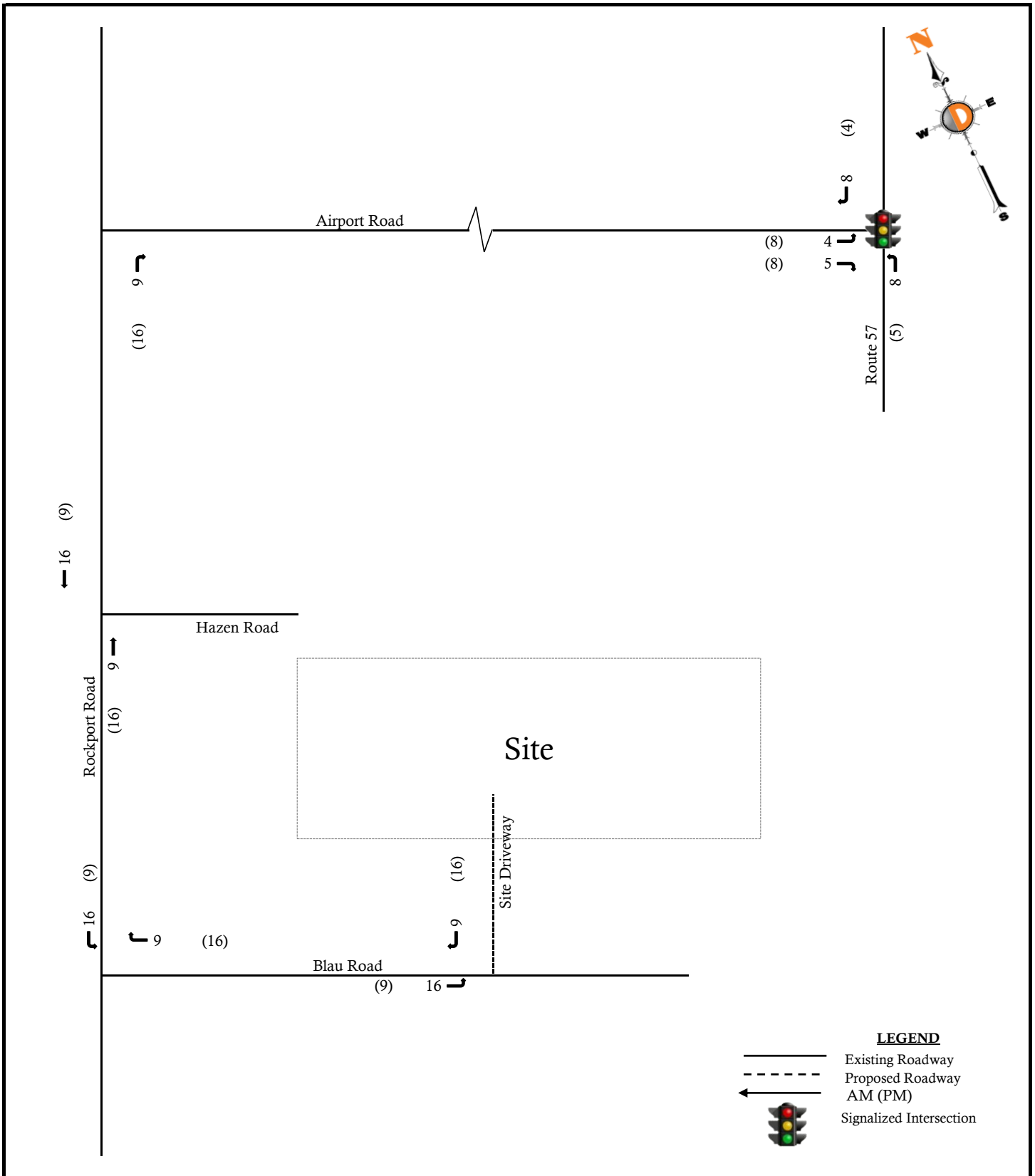


Figure 7

Total Site Generated Trips

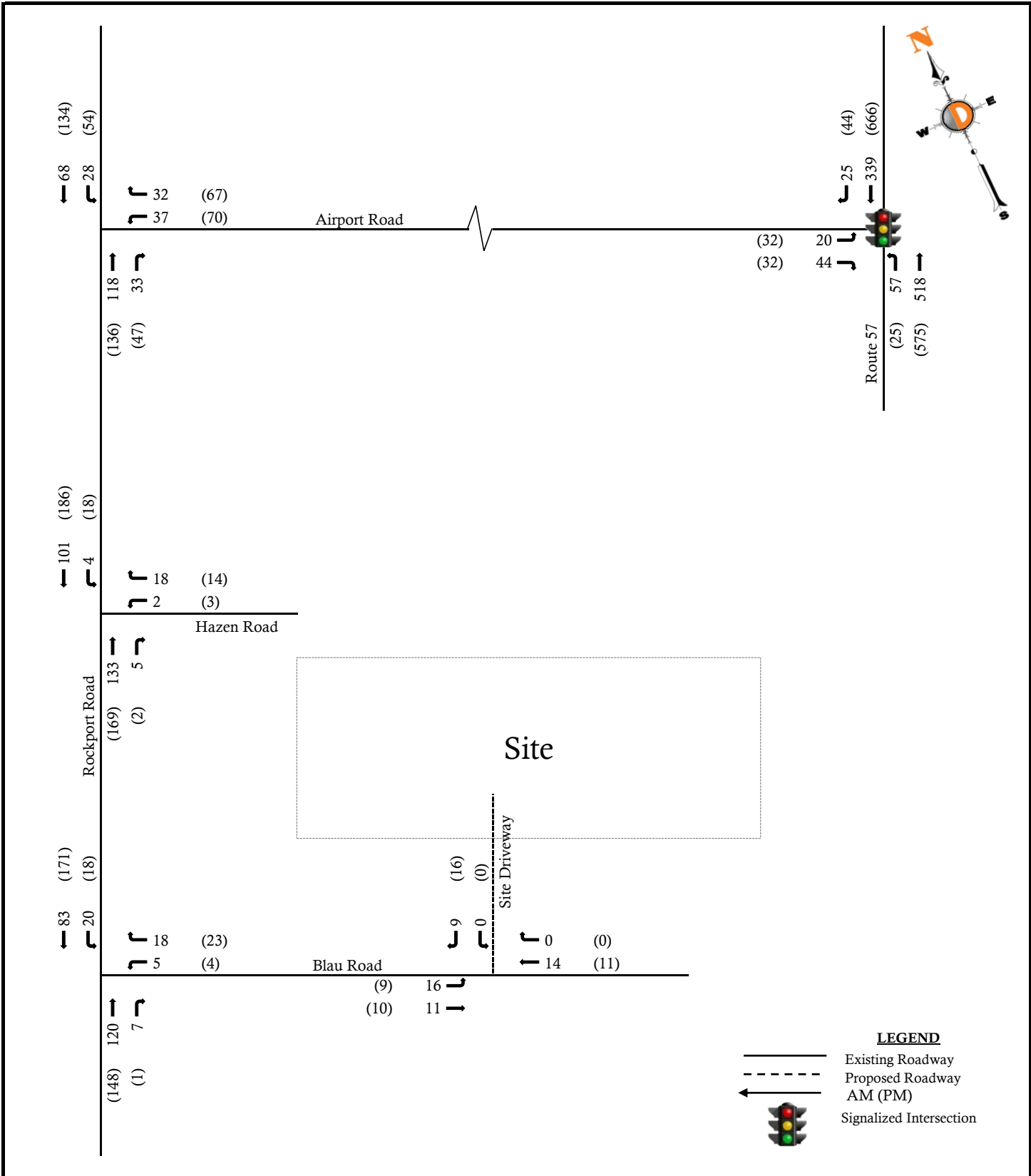
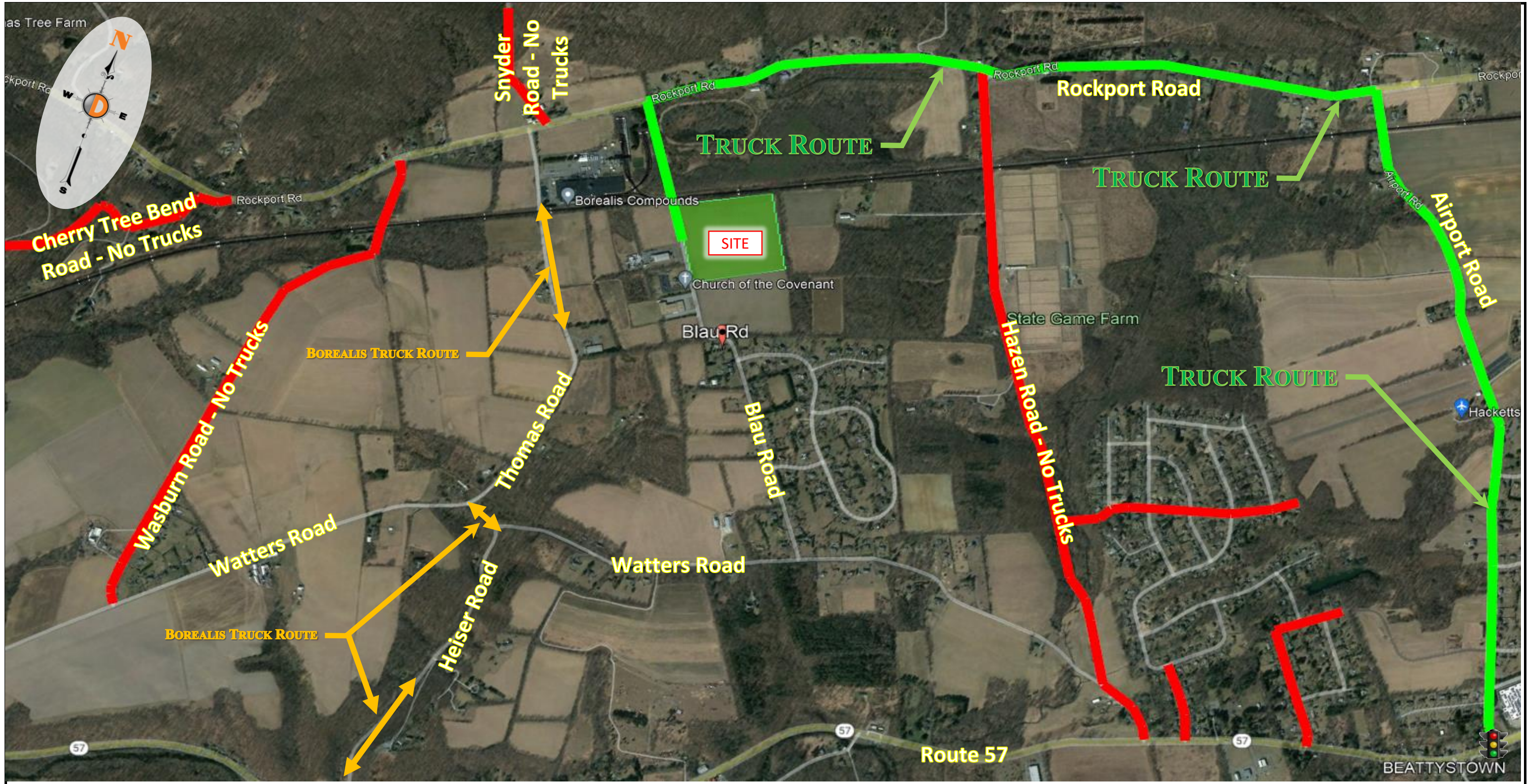



Figure 8

Build Traffic Volumes

Appendix B
Project Information




 Vivaria Ecologies
 Blau Road, Township of Mansfield, NJ
 4467-22-01863
 9/16/2022

Truck Routing Map

Dynamic Traffic, LLC

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

E/W: Airport Road
 N/S: Route 57
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

File Name : Route 57 & Airport Road - AMPM
 Site Code : 00000000
 Start Date : 8/18/2022
 Page No : 1

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

Start Time	Airport Road Eastbound					Route 57 Northbound					Route 57 Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	4	0	8	0	12	10	123	0	0	133	0	75	6	0	81	226
08:15 AM	3	0	7	0	10	5	129	0	0	134	0	68	2	0	70	214
08:30 AM	6	0	10	0	16	15	110	0	0	125	0	75	2	0	77	218
08:45 AM	3	0	12	0	15	17	137	0	0	154	0	108	7	0	115	284
Total	16	0	37	0	53	47	499	0	0	546	0	326	17	0	343	942
09:00 AM	0	0	5	0	5	8	120	0	0	128	0	85	3	0	88	221
09:15 AM	2	0	10	1	13	8	125	0	0	133	0	89	6	0	95	241
09:30 AM	3	0	7	1	11	10	100	0	0	110	0	108	7	0	115	236
09:45 AM	2	0	6	0	8	2	110	0	0	112	0	120	5	0	125	245
Total	7	0	28	2	37	28	455	0	0	483	0	402	21	0	423	943
10:00 AM	7	0	7	0	14	4	108	0	0	112	0	96	6	0	102	228
10:15 AM	6	0	12	0	18	5	99	0	0	104	0	79	4	0	83	205
10:30 AM	1	0	10	0	11	8	125	0	0	133	0	89	12	0	101	245
10:45 AM	2	0	9	0	11	9	110	0	0	119	0	83	5	0	88	218
Total	16	0	38	0	54	26	442	0	0	468	0	347	27	0	374	896
*** BREAK ***																
02:00 PM	4	0	9	0	13	8	84	0	0	92	0	126	4	0	130	235
02:15 PM	8	0	5	0	13	3	119	0	0	122	0	126	9	0	135	270
02:30 PM	1	0	0	0	1	0	131	0	0	131	0	137	6	0	143	275
02:45 PM	7	0	5	0	12	6	131	0	0	137	0	129	10	0	139	288
Total	20	0	19	0	39	17	465	0	0	482	0	518	29	0	547	1068
03:00 PM	4	0	6	0	10	2	121	0	0	123	0	149	8	0	157	290
03:15 PM	6	0	7	0	13	6	134	0	0	140	0	136	5	0	141	294
03:30 PM	1	0	9	0	10	10	120	0	0	130	0	133	12	0	145	285
03:45 PM	5	0	0	0	5	7	109	0	0	116	0	147	6	0	153	274
Total	16	0	22	0	38	25	484	0	0	509	0	565	31	0	596	1143
04:00 PM	5	0	1	0	6	6	125	0	0	131	0	151	11	0	162	299
04:15 PM	4	0	7	0	11	4	131	0	0	135	0	145	6	0	151	297
04:30 PM	4	0	10	0	14	3	131	0	0	134	0	157	12	0	169	317
04:45 PM	11	0	6	0	17	7	167	0	0	174	0	188	9	0	197	388
Total	24	0	24	0	48	20	554	0	0	574	0	641	38	0	679	1301
Grand Total	99	0	168	2	269	163	2899	0	0	3062	0	2799	163	0	2962	6293
Apprch %	36.8	0	62.5	0.7		5.3	94.7	0	0		0	94.5	5.5	0		
Total %	1.6	0	2.7	0	4.3	2.6	46.1	0	0	48.7	0	44.5	2.6	0	47.1	
Cars	88	0	159	2	249	150	2732	0	0	2882	0	2658	150	0	2808	5939
% Cars	88.9	0	94.6	100	92.6	92	94.2	0	0	94.1	0	95	92	0	94.8	94.4
Trucks (SU)	9	0	9	0	18	8	133	0	0	141	0	111	10	0	121	280
% Trucks (SU)	9.1	0	5.4	0	6.7	4.9	4.6	0	0	4.6	0	4	6.1	0	4.1	4.4
Trucks (TT)	2	0	0	0	2	5	34	0	0	39	0	30	3	0	33	74
% Trucks (TT)	2	0	0	0	0.7	3.1	1.2	0	0	1.3	0	1.1	1.8	0	1.1	1.2

Dynamic Traffic, LLC

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

E/W: Airport Rd
 N/S: Rockport Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

File Name : Rockport Rd & Airport Rd - AMPM
 Site Code : 00000000
 Start Date : 8/18/2022
 Page No : 1

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

Start Time	Airport Road Westbound					Rockport Road Northbound					Rockport Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	5	0	4	0	9	0	23	5	0	28	5	15	0	0	20	57
08:15 AM	5	0	3	0	8	0	26	7	1	34	8	14	0	0	22	64
08:30 AM	2	0	11	0	13	0	32	9	0	41	6	18	0	0	24	78
08:45 AM	9	0	12	0	21	0	33	3	0	36	8	18	0	0	26	83
Total	21	0	30	0	51	0	114	24	1	139	27	65	0	0	92	282
09:00 AM	4	0	6	0	10	0	20	4	0	24	9	16	0	0	25	59
09:15 AM	4	0	10	0	14	0	21	6	0	27	7	14	0	0	21	62
09:30 AM	16	0	8	0	24	0	22	3	0	25	10	12	0	0	22	71
09:45 AM	9	0	6	0	15	0	24	5	0	29	8	13	0	0	21	65
Total	33	0	30	0	63	0	87	18	0	105	34	55	0	0	89	257
10:00 AM	8	0	7	0	15	0	29	4	0	33	7	12	0	0	19	67
10:15 AM	1	0	12	0	13	0	31	9	0	40	5	21	0	0	26	79
10:30 AM	12	0	15	0	27	0	21	7	0	28	6	25	0	0	31	86
10:45 AM	8	0	13	0	21	0	27	6	0	33	10	17	0	0	27	81
Total	29	0	47	0	76	0	108	26	0	134	28	75	0	0	103	313
*** BREAK ***																
02:00 PM	8	0	10	0	18	0	24	6	0	30	13	31	0	0	44	92
02:15 PM	11	0	17	0	28	0	29	3	0	32	12	21	0	0	33	93
02:30 PM	9	0	18	0	27	0	39	3	0	42	16	23	0	0	39	108
02:45 PM	13	0	21	0	34	0	26	9	0	35	15	28	0	0	43	112
Total	41	0	66	0	107	0	118	21	0	139	56	103	0	0	159	405
03:00 PM	13	0	14	0	27	0	26	5	0	31	16	41	0	0	57	115
03:15 PM	10	0	15	0	25	0	24	14	0	38	16	22	0	0	38	101
03:30 PM	14	0	23	0	37	0	28	8	0	36	13	36	0	0	49	122
03:45 PM	11	0	14	0	25	0	28	9	0	37	11	30	0	0	41	103
Total	48	0	66	0	114	0	106	36	0	142	56	129	0	0	185	441
04:00 PM	19	0	11	0	30	0	28	13	0	41	9	42	0	0	51	122
04:15 PM	10	0	18	0	28	0	36	5	0	41	18	33	0	0	51	120
04:30 PM	20	0	16	0	36	0	35	1	0	36	15	29	0	0	44	116
04:45 PM	10	0	20	0	30	0	32	10	0	42	10	25	0	0	35	107
Total	59	0	65	0	124	0	131	29	0	160	52	129	0	0	181	465
Grand Total	231	0	304	0	535	0	664	154	1	819	253	556	0	0	809	2163
Apprch %	43.2	0	56.8	0		0	81.1	18.8	0.1		31.3	68.7	0	0		
Total %	10.7	0	14.1	0	24.7	0	30.7	7.1	0	37.9	11.7	25.7	0	0	37.4	
Cars	226	0	297	0	523	0	651	151	1	803	249	540	0	0	789	2115
% Cars	97.8	0	97.7	0	97.8	0	98	98.1	100	98	98.4	97.1	0	0	97.5	97.8
Trucks (SU)	3	0	7	0	10	0	13	3	0	16	4	16	0	0	20	46
% Trucks (SU)	1.3	0	2.3	0	1.9	0	2	1.9	0	2	1.6	2.9	0	0	2.5	2.1
Trucks (TT)	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Trucks (TT)	0.9	0	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.1

Dynamic Traffic, LLC

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

E/W: Hazen Rd
 N/S: Rockport Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

File Name : Rockport Rd & Hazen Rd - AMPM
 Site Code : 00000000
 Start Date : 8/18/2022
 Page No : 1

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

Start Time	Hazen Road Westbound					Rockport Road Northbound					Rockport Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	1	0	2	0	3	0	25	2	0	27	0	19	0	0	19	49
08:15 AM	1	0	3	0	4	0	34	1	0	35	1	16	0	0	17	56
08:30 AM	0	0	7	0	7	0	31	1	0	32	2	19	0	0	21	60
08:45 AM	0	0	6	0	6	0	26	1	0	27	1	22	0	0	23	56
Total	2	0	18	0	20	0	116	5	0	121	4	76	0	0	80	221
09:00 AM	2	0	0	0	2	0	22	0	0	22	0	16	0	0	16	40
09:15 AM	1	0	2	0	3	0	26	1	0	27	2	17	0	0	19	49
09:30 AM	0	0	1	0	1	0	19	1	0	20	2	23	0	0	25	46
09:45 AM	1	0	2	0	3	0	34	0	0	34	1	17	0	0	18	55
Total	4	0	5	0	9	0	101	2	0	103	5	73	0	0	78	190
10:00 AM	0	0	1	0	1	0	14	0	0	14	0	7	0	0	7	22
10:15 AM	1	0	4	0	5	0	27	1	0	28	3	21	0	0	24	57
10:30 AM	0	0	3	0	3	0	24	1	0	25	4	27	0	0	31	59
10:45 AM	1	0	1	0	2	0	28	1	0	29	1	22	0	0	23	54
Total	2	0	9	0	11	0	93	3	0	96	8	77	0	0	85	192
*** BREAK ***																
02:00 PM	2	0	1	0	3	0	25	0	0	25	0	38	0	0	38	66
02:15 PM	0	0	1	0	1	0	33	0	0	33	3	26	0	0	29	63
02:30 PM	1	0	2	0	3	0	37	1	0	38	0	27	0	0	27	68
02:45 PM	0	0	3	0	3	0	24	1	0	25	1	38	0	0	39	67
Total	3	0	7	0	10	0	119	2	0	121	4	129	0	0	133	264
03:00 PM	1	0	2	0	3	0	32	0	0	32	10	38	0	0	48	83
03:15 PM	1	0	3	0	4	0	31	1	0	32	2	30	0	0	32	68
03:30 PM	1	0	1	0	2	0	32	0	0	32	4	42	0	0	46	80
03:45 PM	0	0	3	0	3	0	38	0	0	38	0	40	0	0	40	81
Total	3	0	9	0	12	0	133	1	0	134	16	150	0	0	166	312
04:00 PM	1	0	4	0	5	0	40	1	0	41	4	56	0	0	60	106
04:15 PM	0	0	4	0	4	0	29	1	0	30	3	32	0	0	35	69
04:30 PM	1	0	5	0	6	0	30	0	0	30	7	38	0	0	45	81
04:45 PM	1	0	1	0	2	0	36	0	0	36	4	30	0	0	34	72
Total	3	0	14	0	17	0	135	2	0	137	18	156	0	0	174	328
Grand Total	17	0	62	0	79	0	697	15	0	712	55	661	0	0	716	1507
Apprch %	21.5	0	78.5	0		0	97.9	2.1	0		7.7	92.3	0	0		
Total %	1.1	0	4.1	0	5.2	0	46.3	1	0	47.2	3.6	43.9	0	0	47.5	
Cars	15	0	59	0	74	0	683	15	0	698	53	649	0	0	702	1474
% Cars	88.2	0	95.2	0	93.7	0	98	100	0	98	96.4	98.2	0	0	98	97.8
Trucks (SU)	2	0	3	0	5	0	14	0	0	14	2	11	0	0	13	32
% Trucks (SU)	11.8	0	4.8	0	6.3	0	2	0	0	2	3.6	1.7	0	0	1.8	2.1
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0.1

Dynamic Traffic, LLC

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

E/W: Blau Rd
 N/S: Rockport Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

File Name : Rockport Rd & Blau Rd - AMPM
 Site Code : 00000000
 Start Date : 8/18/2022
 Page No : 1

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

Start Time	Blau Road Westbound					Rockport Road Northbound					Rockport Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
08:00 AM	3	0	4	0	7	0	27	2	0	29	1	16	0	0	17	53
08:15 AM	1	0	1	0	2	0	33	1	0	34	1	17	0	0	18	54
08:30 AM	0	0	1	0	1	0	32	2	0	34	1	19	0	0	20	55
08:45 AM	1	0	3	0	4	0	23	2	0	25	1	20	0	0	21	50
Total	5	0	9	0	14	0	115	7	0	122	4	72	0	0	76	212
09:00 AM	0	0	0	0	0	0	17	0	0	17	0	17	0	0	17	34
09:15 AM	0	0	2	0	2	0	19	1	0	20	0	19	0	0	19	41
09:30 AM	0	0	0	0	0	0	25	1	0	26	0	21	0	0	21	47
09:45 AM	0	0	4	0	4	0	23	0	0	23	3	13	0	0	16	43
Total	0	0	6	0	6	0	84	2	0	86	3	70	0	0	73	165
10:00 AM	1	0	3	0	4	0	15	1	0	16	0	10	0	0	10	30
10:15 AM	1	0	2	0	3	0	27	0	0	27	1	18	0	0	19	49
10:30 AM	1	0	3	0	4	0	21	1	0	22	1	24	0	0	25	51
10:45 AM	3	0	2	0	5	0	23	1	0	24	2	17	0	0	19	48
Total	6	0	10	0	16	0	86	3	0	89	4	69	0	0	73	178
*** BREAK ***																
02:00 PM	2	0	0	0	2	0	19	1	0	20	3	40	0	0	43	65
02:15 PM	2	0	2	0	4	0	31	0	0	31	0	25	0	0	25	60
02:30 PM	4	0	0	0	4	0	38	0	0	38	2	25	0	0	27	69
02:45 PM	1	0	0	0	1	0	23	0	0	23	1	31	0	0	32	56
Total	9	0	2	0	11	0	111	1	0	112	6	121	0	0	127	250
03:00 PM	2	0	2	0	4	0	23	3	0	26	2	38	0	0	40	70
03:15 PM	4	0	1	0	5	0	29	1	0	30	0	29	0	0	29	64
03:30 PM	0	0	1	0	1	0	34	1	0	35	4	38	0	0	42	78
03:45 PM	1	0	2	0	3	0	35	1	0	36	2	38	0	0	40	79
Total	7	0	6	0	13	0	121	6	0	127	8	143	0	0	151	291
04:00 PM	0	0	2	0	2	0	42	0	0	42	2	51	0	0	53	97
04:15 PM	2	0	1	0	3	0	22	1	0	23	3	30	0	0	33	59
04:30 PM	1	0	3	0	4	0	24	0	0	24	1	40	0	0	41	69
04:45 PM	1	0	1	0	2	0	26	0	0	26	3	27	0	0	30	58
Total	4	0	7	0	11	0	114	1	0	115	9	148	0	0	157	283
Grand Total	31	0	40	0	71	0	631	20	0	651	34	623	0	0	657	1379
Apprch %	43.7	0	56.3	0		0	96.9	3.1	0		5.2	94.8	0	0		
Total %	2.2	0	2.9	0	5.1	0	45.8	1.5	0	47.2	2.5	45.2	0	0	47.6	
Cars	29	0	39	0	68	0	624	18	0	642	34	615	0	0	649	1359
% Cars	93.5	0	97.5	0	95.8	0	98.9	90	0	98.6	100	98.7	0	0	98.8	98.5
Trucks (SU)	2	0	1	0	3	0	7	2	0	9	0	6	0	0	6	18
% Trucks (SU)	6.5	0	2.5	0	4.2	0	1.1	10	0	1.4	0	1	0	0	0.9	1.3
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.1

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

Dynamic Traffic, LLC

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	19-Aug-22 Fri	EB	WB	Total
12:00 AM		0	0	0
12:15		1	3	4
12:30		0	1	1
12:45		1	0	1
01:00		2	0	2
01:15		0	0	0
01:30		0	0	0
01:45		0	2	2
02:00		1	0	1
02:15		0	1	1
02:30		0	0	0
02:45		1	0	1
03:00		0	1	1
03:15		1	0	1
03:30		1	2	3
03:45		1	0	1
04:00		1	2	3
04:15		5	0	5
04:30		2	0	2
04:45		4	0	4
05:00		5	7	12
05:15		6	1	7
05:30		9	4	13
05:45		7	5	12
06:00		14	11	25
06:15		16	10	26
06:30		32	23	55
06:45		20	13	33
07:00		27	25	52
07:15		33	11	44
07:30		33	21	54
07:45		33	16	49
08:00		28	20	48
08:15		30	11	41
08:30		32	16	48
08:45		32	16	48
09:00		29	24	53
09:15		25	23	48
09:30		34	19	53
09:45		26	15	41
10:00		33	19	52
10:15		24	28	52
10:30		19	23	42
10:45		28	22	50
11:00		17	23	40
11:15		37	31	68
11:30		27	29	56
11:45		42	24	66
Total		719	502	1221
Percent		58.9%	41.1%	
Peak	-	07:15	11:00	11:00
Vol.	-	127	107	230
P.H.F.		0.962	0.863	0.846

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	19-Aug-22 Fri	EB	WB	Total
12:00 PM		26	42	68
12:15		27	38	65
12:30		42	37	79
12:45		23	31	54
01:00		30	41	71
01:15		33	28	61
01:30		31	29	60
01:45		26	36	62
02:00		24	36	60
02:15		36	29	65
02:30		42	36	78
02:45		43	30	73
03:00		27	37	64
03:15		39	41	80
03:30		34	36	70
03:45		30	41	71
04:00		23	48	71
04:15		38	41	79
04:30		31	40	71
04:45		41	48	89
05:00		25	80	105
05:15		31	39	70
05:30		37	43	80
05:45		38	45	83
06:00		51	22	73
06:15		34	41	75
06:30		28	30	58
06:45		18	28	46
07:00		20	30	50
07:15		19	29	48
07:30		24	30	54
07:45		18	23	41
08:00		23	17	40
08:15		12	21	33
08:30		11	21	32
08:45		9	14	23
09:00		6	14	20
09:15		10	14	24
09:30		10	13	23
09:45		9	13	22
10:00		8	13	21
10:15		8	12	20
10:30		4	6	10
10:45		8	8	16
11:00		6	9	15
11:15		4	7	11
11:30		5	5	10
11:45		4	3	7
Total		1126	1375	2501
Percent		45.0%	55.0%	
Peak	-	17:30	16:45	16:15
Vol.	-	160	210	344
P.H.F.		0.784	0.656	0.819

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	20-Aug-22 Sat	EB	WB	Total
12:00 AM		3	6	9
12:15		1	3	4
12:30		0	2	2
12:45		2	0	2
01:00		0	2	2
01:15		1	1	2
01:30		1	1	2
01:45		0	2	2
02:00		0	1	1
02:15		0	1	1
02:30		1	0	1
02:45		1	6	7
03:00		0	0	0
03:15		1	1	2
03:30		1	0	1
03:45		1	0	1
04:00		1	0	1
04:15		1	0	1
04:30		3	0	3
04:45		0	3	3
05:00		4	3	7
05:15		2	2	4
05:30		6	1	7
05:45		5	3	8
06:00		8	6	14
06:15		8	10	18
06:30		8	11	19
06:45		8	7	15
07:00		10	9	19
07:15		10	12	22
07:30		15	11	26
07:45		20	11	31
08:00		20	12	32
08:15		14	7	21
08:30		25	13	38
08:45		20	9	29
09:00		26	10	36
09:15		32	22	54
09:30		24	24	48
09:45		26	21	47
10:00		22	24	46
10:15		37	23	60
10:30		44	26	70
10:45		32	39	71
11:00		40	30	70
11:15		29	27	56
11:30		30	50	80
11:45		34	37	71
Total		577	489	1066
Percent		54.1%	45.9%	
Peak	-	10:15	10:45	10:45
Vol.	-	153	146	277
P.H.F.		0.869	0.730	0.866

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	20-Aug-22 Sat	EB	WB	Total						
12:00 PM		40	41	81						
12:15		34	44	78						
12:30		34	45	79						
12:45		32	39	71						
01:00		26	42	68						
01:15		24	27	51						
01:30		26	31	57						
01:45		32	42	74						
02:00		30	34	64						
02:15		24	41	65						
02:30		20	26	46						
02:45		41	40	81						
03:00		31	30	61						
03:15		32	32	64						
03:30		31	31	62						
03:45		32	31	63						
04:00		26	22	48						
04:15		20	32	52						
04:30		27	25	52						
04:45		24	23	47						
05:00		25	24	49						
05:15		27	26	53						
05:30		20	17	37						
05:45		27	21	48						
06:00		32	33	65						
06:15		28	15	43						
06:30		25	24	49						
06:45		24	26	50						
07:00		24	17	41						
07:15		22	21	43						
07:30		11	32	43						
07:45		20	16	36						
08:00		17	14	31						
08:15		13	10	23						
08:30		10	9	19						
08:45		11	10	21						
09:00		11	11	22						
09:15		3	10	13						
09:30		5	10	15						
09:45		8	14	22						
10:00		11	10	21						
10:15		5	8	13						
10:30		6	12	18						
10:45		3	9	12						
11:00		5	8	13						
11:15		4	6	10						
11:30		1	3	4						
11:45		2	5	7						
Total		986	1099	2085						
Percent		47.3%	52.7%							
Peak	-	12:00	12:15	-	-	-	-	-	-	12:00
Vol.	-	140	170	-	-	-	-	-	-	309
P.H.F.		0.875	0.944							0.954

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	21-Aug-22 Sun	EB	WB	Total						
12:00 AM		3	6	9						
12:15		2	6	8						
12:30		1	2	3						
12:45		0	3	3						
01:00		3	1	4						
01:15		6	6	12						
01:30		3	0	3						
01:45		1	1	2						
02:00		0	2	2						
02:15		1	1	2						
02:30		2	0	2						
02:45		0	0	0						
03:00		0	0	0						
03:15		2	1	3						
03:30		0	2	2						
03:45		2	0	2						
04:00		0	0	0						
04:15		4	0	4						
04:30		2	0	2						
04:45		1	1	2						
05:00		0	2	2						
05:15		3	2	5						
05:30		1	1	2						
05:45		6	0	6						
06:00		2	4	6						
06:15		3	7	10						
06:30		4	2	6						
06:45		5	2	7						
07:00		10	10	20						
07:15		4	2	6						
07:30		11	9	20						
07:45		5	11	16						
08:00		4	5	9						
08:15		12	5	17						
08:30		16	10	26						
08:45		14	17	31						
09:00		14	9	23						
09:15		24	13	37						
09:30		26	22	48						
09:45		28	14	42						
10:00		20	14	34						
10:15		26	40	66						
10:30		32	29	61						
10:45		27	24	51						
11:00		30	23	53						
11:15		27	23	50						
11:30		36	26	62						
11:45		30	33	63						
Total		453	391	844						
Percent		53.7%	46.3%							
Peak	-	11:00	10:15	-	-	-	-	-	-	10:15
Vol.	-	123	116	-	-	-	-	-	-	231
P.H.F.		0.854	0.725							0.875

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	21-Aug-22 Sun	EB	WB	Total
12:00 PM		38	40	78
12:15		32	37	69
12:30		39	40	79
12:45		25	26	51
01:00		46	30	76
01:15		25	37	62
01:30		27	36	63
01:45		35	37	72
02:00		25	38	63
02:15		33	47	80
02:30		36	36	72
02:45		29	31	60
03:00		27	36	63
03:15		25	37	62
03:30		33	28	61
03:45		32	29	61
04:00		17	29	46
04:15		23	35	58
04:30		23	30	53
04:45		29	28	57
05:00		21	34	55
05:15		32	16	48
05:30		22	20	42
05:45		14	15	29
06:00		26	23	49
06:15		30	15	45
06:30		23	24	47
06:45		16	21	37
07:00		21	30	51
07:15		13	15	28
07:30		16	13	29
07:45		24	11	35
08:00		17	15	32
08:15		11	8	19
08:30		2	14	16
08:45		13	12	25
09:00		4	7	11
09:15		6	14	20
09:30		7	9	16
09:45		3	8	11
10:00		5	7	12
10:15		3	6	9
10:30		4	2	6
10:45		3	2	5
11:00		0	2	2
11:15		3	4	7
11:30		2	2	4
11:45		1	0	1
Total		941	1036	1977
Percent		47.6%	52.4%	
Peak	-	12:15	13:30	13:45
Vol.	-	142	158	287
P.H.F.		0.772	0.840	0.897

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	22-Aug-22 Mon	EB	WB	Total						
12:00 AM		3	5	8						
12:15		1	1	2						
12:30		1	1	2						
12:45		2	1	3						
01:00		1	1	2						
01:15		1	0	1						
01:30		1	0	1						
01:45		0	0	0						
02:00		0	2	2						
02:15		1	1	2						
02:30		2	0	2						
02:45		0	0	0						
03:00		0	0	0						
03:15		0	1	1						
03:30		0	2	2						
03:45		0	0	0						
04:00		0	0	0						
04:15		4	2	6						
04:30		6	1	7						
04:45		4	0	4						
05:00		3	5	8						
05:15		4	4	8						
05:30		10	2	12						
05:45		8	7	15						
06:00		15	6	21						
06:15		14	19	33						
06:30		24	19	43						
06:45		32	15	47						
07:00		30	18	48						
07:15		26	14	40						
07:30		25	29	54						
07:45		32	15	47						
08:00		21	26	47						
08:15		27	22	49						
08:30		28	25	53						
08:45		33	14	47						
09:00		21	18	39						
09:15		17	15	32						
09:30		26	14	40						
09:45		27	26	53						
10:00		22	26	48						
10:15		21	17	38						
10:30		27	24	51						
10:45		25	17	42						
11:00		24	20	44						
11:15		19	23	42						
11:30		29	23	52						
11:45		26	26	52						
Total		643	507	1150						
Percent		55.9%	44.1%							
Peak	-	06:45	09:45	-	-	-	-	-	-	07:30
Vol.	-	113	93	-	-	-	-	-	-	197
P.H.F.		0.883	0.894							0.912

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	22-Aug-22 Mon	EB	WB	Total						
12:00 PM		30	22	52						
12:15		18	13	31						
12:30		16	28	44						
12:45		24	21	45						
01:00		43	27	70						
01:15		19	31	50						
01:30		25	29	54						
01:45		34	23	57						
02:00		18	28	46						
02:15		27	27	54						
02:30		30	28	58						
02:45		36	25	61						
03:00		26	28	54						
03:15		22	38	60						
03:30		28	36	64						
03:45		23	44	67						
04:00		41	34	75						
04:15		37	45	82						
04:30		35	44	79						
04:45		40	46	86						
05:00		35	36	71						
05:15		36	43	79						
05:30		30	51	81						
05:45		30	44	74						
06:00		30	36	66						
06:15		29	33	62						
06:30		18	24	42						
06:45		17	24	41						
07:00		27	17	44						
07:15		21	19	40						
07:30		7	12	19						
07:45		12	19	31						
08:00		7	20	27						
08:15		10	14	24						
08:30		8	7	15						
08:45		4	12	16						
09:00		1	11	12						
09:15		5	11	16						
09:30		4	8	12						
09:45		3	11	14						
10:00		1	13	14						
10:15		4	10	14						
10:30		1	2	3						
10:45		2	4	6						
11:00		1	4	5						
11:15		5	5	10						
11:30		3	2	5						
11:45		0	3	3						
Total		923	1112	2035						
Percent		45.4%	54.6%							
Peak	-	16:00	16:45	-	-	-	-	-	-	16:00
Vol.	-	153	176	-	-	-	-	-	-	322
P.H.F.		0.933	0.863							0.936

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	23-Aug-22 Tue	EB	WB	Total						
12:00 AM		0	0	0						
12:15		2	3	5						
12:30		0	1	1						
12:45		1	0	1						
01:00		2	0	2						
01:15		0	0	0						
01:30		0	1	1						
01:45		0	0	0						
02:00		0	0	0						
02:15		0	0	0						
02:30		1	1	2						
02:45		1	0	1						
03:00		0	0	0						
03:15		1	1	2						
03:30		0	1	1						
03:45		3	2	5						
04:00		3	0	3						
04:15		4	1	5						
04:30		6	0	6						
04:45		3	3	6						
05:00		3	3	6						
05:15		7	5	12						
05:30		9	1	10						
05:45		11	9	20						
06:00		17	6	23						
06:15		14	16	30						
06:30		26	22	48						
06:45		22	23	45						
07:00		22	23	45						
07:15		31	30	61						
07:30		41	22	63						
07:45		38	25	63						
08:00		29	20	49						
08:15		30	26	56						
08:30		28	19	47						
08:45		26	26	52						
09:00		28	15	43						
09:15		24	12	36						
09:30		32	17	49						
09:45		32	22	54						
10:00		37	17	54						
10:15		29	23	52						
10:30		34	25	59						
10:45		19	28	47						
11:00		24	32	56						
11:15		29	22	51						
11:30		28	22	50						
11:45		22	31	53						
Total		719	556	1275						
Percent		56.4%	43.6%							
Peak	-	07:15	10:15	-	-	-	-	-	-	07:15
Vol.	-	139	108	-	-	-	-	-	-	236
P.H.F.		0.848	0.844							0.937

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	23-Aug-22 Tue	EB	WB	Total
12:00 PM		26	26	52
12:15		36	29	65
12:30		21	36	57
12:45		28	36	64
01:00		19	33	52
01:15		26	30	56
01:30		30	27	57
01:45		32	29	61
02:00		23	38	61
02:15		39	37	76
02:30		26	59	85
02:45		26	27	53
03:00		44	32	76
03:15		35	39	74
03:30		41	40	81
03:45		39	33	72
04:00		32	43	75
04:15		28	47	75
04:30		33	51	84
04:45		36	43	79
05:00		30	39	69
05:15		40	61	101
05:30		31	63	94
05:45		35	40	75
06:00		20	56	76
06:15		16	37	53
06:30		45	29	74
06:45		29	25	54
07:00		23	22	45
07:15		29	25	54
07:30		23	31	54
07:45		21	27	48
08:00		15	17	32
08:15		16	23	39
08:30		11	17	28
08:45		9	17	26
09:00		4	11	15
09:15		8	18	26
09:30		5	13	18
09:45		3	9	12
10:00		8	13	21
10:15		4	9	13
10:30		6	7	13
10:45		6	6	12
11:00		2	2	4
11:15		5	3	8
11:30		4	3	7
11:45		1	4	5
Total		1069	1362	2431
Percent		44.0%	56.0%	
Peak	-	15:00	17:15	17:15
Vol.	-	159	220	346
P.H.F.		0.903	0.873	0.856

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	24-Aug-22 Wed	EB	WB	Total						
12:00 AM		3	5	8						
12:15		1	1	2						
12:30		1	1	2						
12:45		1	0	1						
01:00		2	1	3						
01:15		0	0	0						
01:30		1	1	2						
01:45		0	3	3						
02:00		1	1	2						
02:15		1	1	2						
02:30		0	1	1						
02:45		1	1	2						
03:00		0	0	0						
03:15		2	1	3						
03:30		0	1	1						
03:45		1	1	2						
04:00		1	0	1						
04:15		7	1	8						
04:30		7	0	7						
04:45		3	2	5						
05:00		6	5	11						
05:15		4	7	11						
05:30		9	5	14						
05:45		10	5	15						
06:00		12	12	24						
06:15		19	20	39						
06:30		25	20	45						
06:45		28	23	51						
07:00		30	18	48						
07:15		30	21	51						
07:30		37	17	54						
07:45		29	27	56						
08:00		30	19	49						
08:15		35	19	54						
08:30		30	23	53						
08:45		40	16	56						
09:00		23	20	43						
09:15		38	18	56						
09:30		28	22	50						
09:45		35	11	46						
10:00		14	26	40						
10:15		26	22	48						
10:30		26	15	41						
10:45		22	29	51						
11:00		27	21	48						
11:15		24	30	54						
11:30		19	20	39						
11:45		30	19	49						
Total		719	532	1251						
Percent		57.5%	42.5%							
Peak	-	08:00	10:45	-	-	-	-	-	-	07:30
Vol.	-	135	100	-	-	-	-	-	-	213
P.H.F.		0.844	0.833							0.951

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	24-Aug-22 Wed	EB	WB	Total
12:00 PM		26	25	51
12:15		26	27	53
12:30		17	28	45
12:45		37	28	65
01:00		21	35	56
01:15		15	25	40
01:30		29	37	66
01:45		25	29	54
02:00		22	41	63
02:15		26	32	58
02:30		37	38	75
02:45		36	48	84
03:00		34	50	84
03:15		38	54	92
03:30		35	45	80
03:45		45	55	100
04:00		34	51	85
04:15		28	56	84
04:30		33	61	94
04:45		32	57	89
05:00		29	55	84
05:15		32	57	89
05:30		37	66	103
05:45		24	48	72
06:00		19	46	65
06:15		21	37	58
06:30		26	35	61
06:45		27	42	69
07:00		40	49	89
07:15		23	31	54
07:30		24	41	65
07:45		29	29	58
08:00		11	28	39
08:15		14	23	37
08:30		8	28	36
08:45		15	20	35
09:00		5	20	25
09:15		5	12	17
09:30		9	8	17
09:45		8	8	16
10:00		2	13	15
10:15		7	12	19
10:30		2	8	10
10:45		6	8	14
11:00		1	5	6
11:15		5	4	9
11:30		4	4	8
11:45		2	8	10
Total		1031	1567	2598
Percent		39.7%	60.3%	
Peak	-	15:00	16:45	16:45
Vol.	-	152	235	365
P.H.F.	-	0.844	0.890	0.886

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	25-Aug-22 Thu	EB	WB	Total						
12:00 AM		2	2	4						
12:15		2	2	4						
12:30		1	0	1						
12:45		1	1	2						
01:00		0	1	1						
01:15		0	0	0						
01:30		0	0	0						
01:45		0	2	2						
02:00		0	0	0						
02:15		1	2	3						
02:30		1	0	1						
02:45		1	0	1						
03:00		0	1	1						
03:15		1	1	2						
03:30		2	1	3						
03:45		0	1	1						
04:00		1	2	3						
04:15		4	3	7						
04:30		3	2	5						
04:45		3	2	5						
05:00		7	6	13						
05:15		6	6	12						
05:30		7	8	15						
05:45		9	9	18						
06:00		17	16	33						
06:15		30	32	62						
06:30		32	40	72						
06:45		21	32	53						
07:00		20	25	45						
07:15		30	29	59						
07:30		38	46	84						
07:45		39	45	84						
08:00		26	38	64						
08:15		39	41	80						
08:30		31	34	65						
08:45		33	28	61						
09:00		21	26	47						
09:15		31	31	62						
09:30		29	31	60						
09:45		33	36	69						
10:00		33	30	63						
10:15		23	37	60						
10:30		22	33	55						
10:45		27	28	55						
11:00		25	37	62						
11:15		24	31	55						
11:30		34	39	73						
11:45		28	39	67						
Total		738	856	1594						
Percent		46.3%	53.7%							
Peak	-	07:30	07:30	-	-	-	-	-	-	07:30
Vol.	-	142	170	-	-	-	-	-	-	312
P.H.F.		0.910	0.924							0.929

Dynamic Traffic, LLC

Location: Rockport Rd
 Cross Street: E of Blau Rd
 Town/County: Mansfield/Warren
 Job #: 4467-22-01863

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

Site Code: 1801
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	25-Aug-22 Thu	EB	WB	Total
12:00 PM		23	43	66
12:15		31	43	74
12:30		28	38	66
12:45		19	41	60
01:00		20	40	60
01:15		23	38	61
01:30		23	37	60
01:45		30	49	79
02:00		24	46	70
02:15		30	55	85
02:30		31	44	75
02:45		25	59	84
03:00		38	56	94
03:15		32	62	94
03:30		34	65	99
03:45		32	51	83
04:00		48	62	110
04:15		40	54	94
04:30		20	60	80
04:45		44	59	103
05:00		25	67	92
05:15		31	63	94
05:30		38	72	110
05:45		30	47	77
06:00		37	67	104
06:15		16	39	55
06:30		21	37	58
06:45		22	41	63
07:00		23	29	52
07:15		17	39	56
07:30		17	35	52
07:45		17	25	42
08:00		9	24	33
08:15		15	28	43
08:30		11	11	22
08:45		11	18	29
09:00		8	13	21
09:15		10	18	28
09:30		6	12	18
09:45		6	13	19
10:00		7	10	17
10:15		8	15	23
10:30		5	14	19
10:45		5	5	10
11:00		3	7	10
11:15		3	6	9
11:30		3	6	9
11:45		2	2	4
Total		1001	1765	2766
Percent		36.2%	63.8%	
Peak	-	15:30	16:45	16:45
Vol.	-	154	261	399
P.H.F.		0.802	0.906	0.907
Grand Total		11645	13149	24794
Percent		47.0%	53.0%	

ADT

ADT 3,542

AADT 3,542

Appendix C
Capacity Analysis



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	38	48	508	332	17
Future Volume (vph)	16	38	48	508	332	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			-1%	-2%	
Storage Length (ft)	0	185	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950			0.996		
Satd. Flow (prot)	1555	1607	0	1829	1793	1315
Fl _t Permitted	0.950			0.936		
Satd. Flow (perm)	1555	1607	0	1719	1793	1315
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		46				20
Link Speed (mph)	40			35	35	
Link Distance (ft)	701			464	705	
Travel Time (s)	11.9			9.0	13.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	19%	3%	4%	4%	7%	24%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	46	0	670	400	20
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	65.0	65.0	65.0	65.0
Minimum Split (s)	10.0	10.0	71.0	71.0	71.0	71.0
Total Split (s)	19.0	19.0	71.0	71.0	71.0	71.0
Total Split (%)	21.1%	21.1%	78.9%	78.9%	78.9%	78.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.0	6.0		79.4	79.4	79.4
Actuated g/C Ratio	0.07	0.07		0.88	0.88	0.88
v/c Ratio	0.18	0.31		0.44	0.25	0.02
Control Delay	43.2	18.0		3.2	2.1	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	43.2	18.0		3.2	2.1	0.9
LOS	D	B		A	A	A
Approach Delay	25.4			3.2	2.1	
Approach LOS	C			A	A	
Queue Length 50th (ft)	10	0		82	38	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	29	28		127	63	3
Internal Link Dist (ft)	621			384	625	
Turn Bay Length (ft)		185				200
Base Capacity (vph)	241	288		1516	1582	1162
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.08	0.16		0.44	0.25	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	16 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	4.0
Intersection Capacity Utilization	118.3%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	H

Splits and Phases: 10: Route 57 & Airport Road



Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	21	31	116	24	27	66
Future Vol, veh/h	21	31	116	24	27	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	95	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	3	-	-	1
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	7	5	0	7	3
Mvmt Flow	25	36	136	28	32	78

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	292	150	0	0	164
Stage 1	150	-	-	-	-
Stage 2	142	-	-	-	-
Critical Hdwy	7.6	6.87	-	-	4.17
Critical Hdwy Stg 1	6.6	-	-	-	-
Critical Hdwy Stg 2	6.6	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.263
Pot Cap-1 Maneuver	638	862	-	-	1385
Stage 1	840	-	-	-	-
Stage 2	849	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	623	862	-	-	1385
Mov Cap-2 Maneuver	623	-	-	-	-
Stage 1	840	-	-	-	-
Stage 2	829	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	623	862	1385
HCM Lane V/C Ratio	-	-	0.04	0.042	0.023
HCM Control Delay (s)	-	-	11	9.4	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	18	122	5	4	83
Future Vol, veh/h	2	18	122	5	4	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	9	-	-3	-	-	3
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	3	0	0	1
Mvmt Flow	2	20	133	5	4	90

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	234	136	0	0	138	0
Stage 1	136	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	8.2	7.16	-	-	4.1	-
Critical Hdwy Stg 1	7.2	-	-	-	-	-
Critical Hdwy Stg 2	7.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	675	872	-	-	1458	-
Stage 1	837	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	673	872	-	-	1458	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	673	872	1458	-
HCM Lane V/C Ratio	-	-	0.003	0.022	0.003	-
HCM Control Delay (s)	-	-	10.4	9.2	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	9	118	7	4	81
Future Vol, veh/h	5	9	118	7	4	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	4	-	0	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	0	3	14	0	1
Mvmt Flow	5	9	123	7	4	84

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	219	127	0	0	130	0
Stage 1	127	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	7.4	6.6	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	696	916	-	-	1468	-
Stage 1	832	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	694	916	-	-	1468	-
Mov Cap-2 Maneuver	694	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	822	1468
HCM Lane V/C Ratio	-	-	0.018	0.003
HCM Control Delay (s)	-	-	9.5	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	24	20	564	653	39
Future Volume (vph)	24	24	20	564	653	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			-1%	-2%	
Storage Length (ft)	0	185	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950			0.998		
Satd. Flow (prot)	1779	1655	0	1826	1881	1553
Fl _t Permitted	0.950			0.965		
Satd. Flow (perm)	1779	1655	0	1765	1881	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29				46
Link Speed (mph)	40			35	35	
Link Distance (ft)	701			464	705	
Travel Time (s)	11.9			9.0	13.7	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	0%	15%	4%	2%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	29	0	695	777	46
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	65.0	65.0	65.0	65.0
Minimum Split (s)	10.0	10.0	71.0	71.0	71.0	71.0
Total Split (s)	19.0	19.0	71.0	71.0	71.0	71.0
Total Split (%)	21.1%	21.1%	78.9%	78.9%	78.9%	78.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.3	6.3		79.1	79.1	79.1
Actuated g/C Ratio	0.07	0.07		0.88	0.88	0.88
v/c Ratio	0.23	0.20		0.45	0.47	0.03
Control Delay	43.5	18.0		3.3	3.4	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	43.5	18.0		3.3	3.4	0.7
LOS	D	B		A	A	A
Approach Delay	30.7			3.3	3.3	
Approach LOS	C			A	A	
Queue Length 50th (ft)	16	0		89	102	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	39	23		140	158	5
Internal Link Dist (ft)	621			384	625	
Turn Bay Length (ft)		185				200
Base Capacity (vph)	276	281		1551	1653	1370
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.11	0.10		0.45	0.47	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	16 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	4.3
Intersection LOS:	A
Intersection Capacity Utilization	118.3%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Route 57 & Airport Road



Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	60	66	133	30	53	131
Future Vol, veh/h	60	66	133	30	53	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	95	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	3	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	0	3	0	4
Mvmt Flow	63	69	140	32	56	138

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	156	0	0	172	0
Stage 1	156	-	-	-	-	-
Stage 2	250	-	-	-	-	-
Critical Hdwy	7.62	6.82	-	-	4.1	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	525	867	-	-	1417	-
Stage 1	828	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	504	867	-	-	1417	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.2
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	504	867	1417
HCM Lane V/C Ratio	-	-	0.125	0.08	0.039
HCM Control Delay (s)	-	-	13.2	9.5	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.3	0.1

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	14	149	2	18	173
Future Vol, veh/h	3	14	149	2	18	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	9	-	-3	-	-	3
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	33	0	0	0	0	1
Mvmt Flow	4	18	194	3	23	225

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	467	196	0	0	197	0
Stage 1	196	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	8.53	7.1	-	-	4.1	-
Critical Hdwy Stg 1	7.53	-	-	-	-	-
Critical Hdwy Stg 2	7.53	-	-	-	-	-
Follow-up Hdwy	3.797	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	397	810	-	-	1388	-
Stage 1	697	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	389	810	-	-	1388	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	389	810	1388
HCM Lane V/C Ratio	-	-	0.01	0.022	0.017
HCM Control Delay (s)	-	-	14.3	9.5	7.6
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	7	144	1	9	167
Future Vol, veh/h	4	7	144	1	9	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	4	-	0	-	-	-1
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	5	10	197	1	12	229

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	451	198	0	0	198	0
Stage 1	198	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	7.2	6.6	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	516	830	-	-	1387	-
Stage 1	804	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	511	830	-	-	1387	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	743	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	676	1387
HCM Lane V/C Ratio	-	-	0.022	0.009
HCM Control Delay (s)	-	-	10.4	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	39	49	518	339	17
Future Volume (vph)	16	39	49	518	339	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			-1%	-2%	
Storage Length (ft)	0	185	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950			0.996		
Satd. Flow (prot)	1555	1607	0	1829	1793	1315
Fl _t Permitted	0.950			0.935		
Satd. Flow (perm)	1555	1607	0	1717	1793	1315
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		47				20
Link Speed (mph)	40			35	35	
Link Distance (ft)	701			464	705	
Travel Time (s)	11.9			9.0	13.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	19%	3%	4%	4%	7%	24%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	47	0	683	408	20
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	65.0	65.0	65.0	65.0
Minimum Split (s)	10.0	10.0	71.0	71.0	71.0	71.0
Total Split (s)	19.0	19.0	71.0	71.0	71.0	71.0
Total Split (%)	21.1%	21.1%	78.9%	78.9%	78.9%	78.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.0	6.0		76.2	76.2	76.2
Actuated g/C Ratio	0.07	0.07		0.85	0.85	0.85
v/c Ratio	0.18	0.31		0.47	0.27	0.02
Control Delay	43.2	18.0		3.8	2.5	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	43.2	18.0		3.8	2.5	0.9
LOS	D	B		A	A	A
Approach Delay	25.3			3.8	2.4	
Approach LOS	C			A	A	
Queue Length 50th (ft)	10	0		85	39	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	29	28		131	64	3
Internal Link Dist (ft)	621			384	625	
Turn Bay Length (ft)		185				200
Base Capacity (vph)	241	289		1453	1518	1116
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.08	0.16		0.47	0.27	0.02

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	16 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	4.5
Intersection LOS:	A
Intersection Capacity Utilization	118.3%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Route 57 & Airport Road



Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	32	118	24	28	68
Future Vol, veh/h	21	32	118	24	28	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	95	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	3	-	-	1
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	7	5	0	7	3
Mvmt Flow	25	38	139	28	33	80

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	299	153	0	0	167
Stage 1	153	-	-	-	-
Stage 2	146	-	-	-	-
Critical Hdwy	7.6	6.87	-	-	4.17
Critical Hdwy Stg 1	6.6	-	-	-	-
Critical Hdwy Stg 2	6.6	-	-	-	-
Follow-up Hdwy	3.5	3.363	-	-	2.263
Pot Cap-1 Maneuver	631	858	-	-	1381
Stage 1	836	-	-	-	-
Stage 2	844	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	616	858	-	-	1381
Mov Cap-2 Maneuver	616	-	-	-	-
Stage 1	836	-	-	-	-
Stage 2	824	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	616	858	1381
HCM Lane V/C Ratio	-	-	0.04	0.044	0.024
HCM Control Delay (s)	-	-	11.1	9.4	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	18	124	5	4	85
Future Vol, veh/h	2	18	124	5	4	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	9	-	-3	-	-	3
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	3	0	0	1
Mvmt Flow	2	20	135	5	4	92

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	238	138	0	0	140	0
Stage 1	138	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	8.2	7.16	-	-	4.1	-
Critical Hdwy Stg 1	7.2	-	-	-	-	-
Critical Hdwy Stg 2	7.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	670	869	-	-	1456	-
Stage 1	834	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	668	869	-	-	1456	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	834	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.3	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	668	869	1456	-
HCM Lane V/C Ratio	-	-	0.003	0.023	0.003	-
HCM Control Delay (s)	-	-	10.4	9.2	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	9	120	7	4	83
Future Vol, veh/h	5	9	120	7	4	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	4	-	0	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	0	3	14	0	1
Mvmt Flow	5	9	125	7	4	86

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	223	129	0	0	132	0
Stage 1	129	-	-	-	-	-
Stage 2	94	-	-	-	-	-
Critical Hdwy	7.4	6.6	-	-	4.1	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.68	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	692	913	-	-	1466	-
Stage 1	830	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	690	913	-	-	1466	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	865	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	819	1466
HCM Lane V/C Ratio	-	-	0.018	0.003
HCM Control Delay (s)	-	-	9.5	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	24	24	20	575	666	40
Future Volume (vph)	24	24	20	575	666	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			-1%	-2%	
Storage Length (ft)	0	185	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950			0.998		
Satd. Flow (prot)	1779	1655	0	1826	1881	1553
Fl _t Permitted	0.950			0.965		
Satd. Flow (perm)	1779	1655	0	1765	1881	1553
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		29				48
Link Speed (mph)	40			35	35	
Link Distance (ft)	701			464	705	
Travel Time (s)	11.9			9.0	13.7	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	4%	0%	15%	4%	2%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	29	0	709	793	48
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	65.0	65.0	65.0	65.0
Minimum Split (s)	10.0	10.0	71.0	71.0	71.0	71.0
Total Split (s)	19.0	19.0	71.0	71.0	71.0	71.0
Total Split (%)	21.1%	21.1%	78.9%	78.9%	78.9%	78.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.3	6.3		79.1	79.1	79.1
Actuated g/C Ratio	0.07	0.07		0.88	0.88	0.88
v/c Ratio	0.23	0.20		0.46	0.48	0.04
Control Delay	43.5	18.0		3.4	3.5	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	43.5	18.0		3.4	3.5	0.7
LOS	D	B		A	A	A
Approach Delay	30.7			3.4	3.3	
Approach LOS	C			A	A	
Queue Length 50th (ft)	16	0		92	106	0

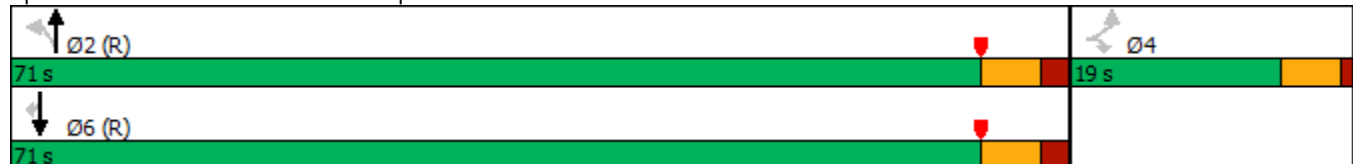


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	39	23		145	164	5
Internal Link Dist (ft)	621			384	625	
Turn Bay Length (ft)		185				200
Base Capacity (vph)	276	281		1551	1653	1371
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.11	0.10		0.46	0.48	0.04

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	16 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	4.3
Intersection LOS:	A
Intersection Capacity Utilization	118.3%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Route 57 & Airport Road






Intersection						
Int Delay, s/veh	3.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	61	67	136	31	54	134
Future Vol, veh/h	61	67	136	31	54	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	95	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	3	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	0	3	0	4
Mvmt Flow	64	71	143	33	57	141

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	415	160	0	0	176	0
Stage 1	160	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	7.62	6.82	-	-	4.1	-
Critical Hdwy Stg 1	6.62	-	-	-	-	-
Critical Hdwy Stg 2	6.62	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	517	862	-	-	1412	-
Stage 1	824	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	496	862	-	-	1412	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	496	862	1412	-
HCM Lane V/C Ratio	-	-	0.129	0.082	0.04	-
HCM Control Delay (s)	-	-	13.3	9.5	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.3	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	14	153	2	18	177
Future Vol, veh/h	3	14	153	2	18	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	9	-	-3	-	-	3
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	33	0	0	0	0	1
Mvmt Flow	4	18	199	3	23	230
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	477	201	0	0	202	0
Stage 1	201	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	8.53	7.1	-	-	4.1	-
Critical Hdwy Stg 1	7.53	-	-	-	-	-
Critical Hdwy Stg 2	7.53	-	-	-	-	-
Follow-up Hdwy	3.797	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	390	804	-	-	1382	-
Stage 1	691	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	383	804	-	-	1382	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.5	0	0.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	383	804	1382	-
HCM Lane V/C Ratio	-	-	0.01	0.023	0.017	-
HCM Control Delay (s)	-	-	14.5	9.6	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	7	148	1	9	171
Future Vol, veh/h	4	7	148	1	9	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	4	-	0	-	-	-1
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	5	10	203	1	12	234

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	462	204	0	0	204	0
Stage 1	204	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	7.2	6.6	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	507	823	-	-	1380	-
Stage 1	798	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	502	823	-	-	1380	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	668	1380
HCM Lane V/C Ratio	-	-	0.023	0.009
HCM Control Delay (s)	-	-	10.5	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	44	57	518	339	25
Future Volume (vph)	20	44	57	518	339	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			-1%	-2%	
Storage Length (ft)	0	185	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950			0.995		
Satd. Flow (prot)	1370	1452	0	1813	1793	1199
Fl _t Permitted	0.950			0.923		
Satd. Flow (perm)	1370	1452	0	1682	1793	1199
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		53				30
Link Speed (mph)	40			35	35	
Link Distance (ft)	701			464	705	
Travel Time (s)	11.9			9.0	13.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	35%	14%	12%	4%	7%	36%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	53	0	693	408	30
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	65.0	65.0	65.0	65.0
Minimum Split (s)	10.0	10.0	71.0	71.0	71.0	71.0
Total Split (s)	19.0	19.0	71.0	71.0	71.0	71.0
Total Split (%)	21.1%	21.1%	78.9%	78.9%	78.9%	78.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	6.5	6.5		75.7	75.7	75.7
Actuated g/C Ratio	0.07	0.07		0.84	0.84	0.84
v/c Ratio	0.24	0.35		0.49	0.27	0.03
Control Delay	44.8	17.9		4.2	2.6	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	44.8	17.9		4.2	2.6	0.8
LOS	D	B		A	A	A
Approach Delay	26.3			4.2	2.5	
Approach LOS	C			A	A	
Queue Length 50th (ft)	13	0		92	41	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	34	29		148	69	4
Internal Link Dist (ft)	621			384	625	
Turn Bay Length (ft)		185				200
Base Capacity (vph)	213	270		1415	1508	1013
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.11	0.20		0.49	0.27	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	16 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	5.0
Intersection LOS:	A
Intersection Capacity Utilization	118.3%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 10: Route 57 & Airport Road



Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↖		↙	↗
Traffic Vol, veh/h	37	32	118	33	28	68
Future Vol, veh/h	37	32	118	33	28	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	95	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	3	-	-	1
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	27	6	5	27	7	3
Mvmt Flow	44	38	139	39	33	80

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	305	159	0	0	178	0
Stage 1	159	-	-	-	-	-
Stage 2	146	-	-	-	-	-
Critical Hdwy	7.87	6.86	-	-	4.17	-
Critical Hdwy Stg 1	6.87	-	-	-	-	-
Critical Hdwy Stg 2	6.87	-	-	-	-	-
Follow-up Hdwy	3.743	3.354	-	-	2.263	-
Pot Cap-1 Maneuver	576	853	-	-	1368	-
Stage 1	770	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	562	853	-	-	1368	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	562	853	1368
HCM Lane V/C Ratio	-	-	0.077	0.044	0.024
HCM Control Delay (s)	-	-	11.9	9.4	7.7
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	18	133	5	4	101
Future Vol, veh/h	2	18	133	5	4	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	9	-	-3	-	-	3
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	10	0	0	11
Mvmt Flow	2	20	145	5	4	110

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	266	148	0	0	150	0
Stage 1	148	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	8.2	7.16	-	-	4.1	-
Critical Hdwy Stg 1	7.2	-	-	-	-	-
Critical Hdwy Stg 2	7.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.354	-	-	2.2	-
Pot Cap-1 Maneuver	637	856	-	-	1444	-
Stage 1	821	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	635	856	-	-	1444	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	635	856	1444	-
HCM Lane V/C Ratio	-	-	0.003	0.023	0.003	-
HCM Control Delay (s)	-	-	10.7	9.3	7.5	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	18	120	7	20	83
Future Vol, veh/h	5	18	120	7	20	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	4	-	0	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	20	50	3	14	50	1
Mvmt Flow	5	19	125	7	21	86

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	257	129	0	0	132	0
Stage 1	129	-	-	-	-	-
Stage 2	128	-	-	-	-	-
Critical Hdwy	7.4	7.1	-	-	4.6	-
Critical Hdwy Stg 1	6.4	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.68	3.75	-	-	2.65	-
Pot Cap-1 Maneuver	656	795	-	-	1204	-
Stage 1	830	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	644	795	-	-	1204	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	756	1204
HCM Lane V/C Ratio	-	-	0.032	0.017
HCM Control Delay (s)	-	-	9.9	8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	16	11	14	0	0	9
Future Vol, veh/h	16	11	14	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-5	-	0	-
Peak Hour Factor	63	63	63	63	63	63
Heavy Vehicles, %	63	9	7	2	2	100
Mvmt Flow	25	17	22	0	0	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	22	0	-	0	89
Stage 1	-	-	-	-	22
Stage 2	-	-	-	-	67
Critical Hdwy	4.73	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.767	-	-	-	3.518
Pot Cap-1 Maneuver	1275	-	-	-	912
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	956
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1275	-	-	-	894
Mov Cap-2 Maneuver	-	-	-	-	894
Stage 1	-	-	-	-	981
Stage 2	-	-	-	-	956

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1275	-	-	-	831
HCM Lane V/C Ratio	0.02	-	-	-	0.017
HCM Control Delay (s)	7.9	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	32	25	575	666	44
Future Volume (vph)	32	32	25	575	666	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-5%			-1%	-2%	
Storage Length (ft)	0	185	0			200
Storage Lanes	1	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected	0.950			0.998		
Satd. Flow (prot)	1555	1427	0	1812	1881	1431
Fl _t Permitted	0.950			0.953		
Satd. Flow (perm)	1555	1427	0	1730	1881	1431
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		38				52
Link Speed (mph)	40			35	35	
Link Distance (ft)	701			464	705	
Travel Time (s)	11.9			9.0	13.7	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	19%	16%	32%	4%	2%	14%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	38	0	715	793	52
Turn Type	Perm	Perm	Perm	NA	NA	Perm
Protected Phases				2	6	
Permitted Phases	4	4	2			6
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	65.0	65.0	65.0	65.0
Minimum Split (s)	10.0	10.0	71.0	71.0	71.0	71.0
Total Split (s)	19.0	19.0	71.0	71.0	71.0	71.0
Total Split (%)	21.1%	21.1%	78.9%	78.9%	78.9%	78.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	7.0	7.0		75.2	75.2	75.2
Actuated g/C Ratio	0.08	0.08		0.84	0.84	0.84
v/c Ratio	0.32	0.26		0.49	0.50	0.04
Control Delay	45.4	17.3		4.4	4.4	0.8
Queue Delay	0.0	0.0		0.0	0.0	0.0
Total Delay	45.4	17.3		4.4	4.4	0.8
LOS	D	B		A	A	A
Approach Delay	31.4			4.4	4.1	
Approach LOS	C			A	A	
Queue Length 50th (ft)	21	0		100	113	0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	47	26		164	180	6
Internal Link Dist (ft)	621			384	625	
Turn Bay Length (ft)		185				200
Base Capacity (vph)	241	254		1445	1571	1204
Starvation Cap Reductn	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0
Reduced v/c Ratio	0.16	0.15		0.49	0.50	0.04

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	16 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	5.5
Intersection Capacity Utilization	118.3%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	H

Splits and Phases: 10: Route 57 & Airport Road



Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖		↖	↗
Traffic Vol, veh/h	70	67	136	47	54	134
Future Vol, veh/h	70	67	136	47	54	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	-	-	95	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	6	-	3	-	-	1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	14	1	0	23	0	4
Mvmt Flow	74	71	143	49	57	141

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	423	168	0	0	192	0
Stage 1	168	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	7.74	6.81	-	-	4.1	-
Critical Hdwy Stg 1	6.74	-	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-	-	-
Follow-up Hdwy	3.626	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	491	854	-	-	1394	-
Stage 1	788	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	854	-	-	1394	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	2.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	471	854	1394	-
HCM Lane V/C Ratio	-	-	0.156	0.083	0.041	-
HCM Control Delay (s)	-	-	14.1	9.6	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.1	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	14	169	2	18	186
Future Vol, veh/h	3	14	169	2	18	186
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	90	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	9	-	-3	-	-	3
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	33	0	6	0	0	6
Mvmt Flow	4	18	219	3	23	242

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	509	221	0	0	222	0
Stage 1	221	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Critical Hdwy	8.53	7.1	-	-	4.1	-
Critical Hdwy Stg 1	7.53	-	-	-	-	-
Critical Hdwy Stg 2	7.53	-	-	-	-	-
Follow-up Hdwy	3.797	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	367	779	-	-	1359	-
Stage 1	669	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	360	779	-	-	1359	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	590	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	360	779	1359	-
HCM Lane V/C Ratio	-	-	0.011	0.023	0.017	-
HCM Control Delay (s)	-	-	15.1	9.7	7.7	0
HCM Lane LOS	-	-	C	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	23	148	1	18	171
Future Vol, veh/h	4	23	148	1	18	171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	4	-	0	-	-	-1
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	43	0	0	50	1
Mvmt Flow	5	32	203	1	25	234

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	488	204	0	0	204	0
Stage 1	204	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	7.2	7.03	-	-	4.6	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.2	-	-	-	-	-
Follow-up Hdwy	3.5	3.687	-	-	2.65	-
Pot Cap-1 Maneuver	487	726	-	-	1127	-
Stage 1	798	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	474	726	-	-	1127	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	673	1127
HCM Lane V/C Ratio	-	-	0.055	0.022
HCM Control Delay (s)	-	-	10.7	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	9	10	11	0	0	16
Future Vol, veh/h	9	10	11	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	4	-5	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	100	0	0	2	2	63
Mvmt Flow	12	13	15	0	0	21

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	15	0	-	0	52 15
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	37 -
Critical Hdwy	5.1	-	-	-	6.42 6.83
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	3.1	-	-	-	3.518 3.867
Pot Cap-1 Maneuver	1144	-	-	-	957 912
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	985 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1144	-	-	-	946 912
Mov Cap-2 Maneuver	-	-	-	-	946 -
Stage 1	-	-	-	-	997 -
Stage 2	-	-	-	-	985 -

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1144	-	-	-	912
HCM Lane V/C Ratio	0.01	-	-	-	0.023
HCM Control Delay (s)	8.2	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1