

Traffic Engineering, Transportation Planning & Design

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David R. Shropshire, PE, PP
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Randal C. Barranger, PE
Nathan B. Mosley, PE, CME

February 5, 2020

Mr. Joseph McElwee
Capitol Seniors Housing
1275 Pennsylvania Avenue
NW 2nd Floor
Washington, DC 20004

(via email: joe.mcelwee@cshpe.com)

Re: **Traffic Engineering Assessment**
CSH Assisted Living – Marlton
Block 36, Lot 2.05
Executive Drive
Evesham Township, Burlington County, NJ
SA Project No. 18076-B

Dear Joe:

At your request, Shropshire Associates, LLC prepared the following Traffic Engineering Assessment (TEA) for the proposed Capital Senior Housing assisted living facility within the existing Marlton Executive Park. The Marlton Executive Park is located in southwest quadrant of the Route 73/Evesham Road signalized intersection in Evesham Township, Burlington County, NJ (Figure 1). The proposal is to construct an 87-unit, 102-bed assisted living development along the east side of Executive Drive on a site that was previously approved for an office building. The purpose of this assessment is to determine the amount of traffic to be generated by the proposed assisted living development and to analyze its impact of the site's traffic on the adjacent roadway network.

Existing Conditions

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

In the vicinity of the Marlton Executive Park development, **Route 73** is a four (4) lane roadway that is classified as an Urban Principal Arterial and is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). In the vicinity of the site, southbound Route 73 has two (2) 12' travel lanes and a 13' feet shoulder. The posted speed limit along Route 73 is 50 MPH. For the purpose of this study, Route 73 is assumed to extend in a general north-south direction.

Evesham Road (CR 544) is classified as an Urban Principal Arterial and is under the jurisdiction of Burlington County. In the vicinity of the site, Evesham Road has an approximate cartway width of 68', consisting of four (4) travel lanes, with two (2) 11' travel lanes in both the eastbound and westbound directions, and a 10' left-turn lane in the westbound direction. The posted speed limit along Evesham Road is 40 MPH. For the purpose of this study, Evesham Road is assumed to extend in a general east-west direction.



Executive Drive is a two (2) lane undivided private roadway that is utilized via access easements by the various properties within the existing Marlton Executive Park. Along the site's frontage, Executive Drive has an approximate cartway width of 40'. The posted speed limit along Executive Drive is 25 MPH. For the purpose of this study, Executive Drive is assumed to extend in a general north-south direction at its intersection with Evesham Road and in an east-west direction at its intersection with Route 73.

The **Route 73/Executive Drive** T-shaped intersection is stop-controlled along the eastbound Executive Drive approach. This intersection provides access for vehicles traveling on southbound Route 73 to the Marlton Executive Park. The southbound Route 73 approach consists of two (2) lanes for through movements and a shoulder, which is utilized for right-turn movements. The eastbound Executive Drive approach consists of one (1) lane for right-turn movements.

The **Evesham Road (CR 544)/Executive Drive** T-shaped intersection is stop-controlled along the northbound Executive Drive approach. The westbound Evesham Road approach consists of two (2) lanes for through movements and one (1) dedicated left-turn lane. The eastbound Evesham Road approach consists one (1) dedicated through lane and one (1) shared through/right-turn lane. The northbound Executive Drive approach consists of one (1) dedicated left-turn lane and one (1) dedicated right-turn lane.

Traffic Counts

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Tuesday, September 17, 2019 during the morning peak period (7:00 AM - 9:00 AM) and afternoon peak period (4:00 PM - 6:00 PM). A summary of the traffic counts can be found in the appendix to this assessment, with the existing AM and PM peak hour volumes indicated in Figure 2.

Future Conditions

The traffic resulting from the proposed assisted living development will not affect the adjacent roadway network until it is fully built-out and occupied, which is anticipated to be by the year end of 2021. Based on the *Annual Background Growth Table* prepared by NJDOT, a 1.00% annual traffic growth will occur along the adjacent roadways in the vicinity of the site. In addition, site-specific traffic from the recently approved 64-unit multi-story residential project in the Marlton Executive Campus facility was also included. Therefore, by applying the 1.00% annual background growth rate and including the site-specific traffic from the recently approved residential development, the No-Build peak hour volumes were estimated and can be found on Figure 3.

ITE Trip Generation

The development proposal is for the construction of an 87-unit assisted living facility with up to 102 beds. The amount of traffic generated by the proposed development was estimated based on data published by the Institute of Transportation Engineers (ITE) in *Trip Generation, 10th Edition*. The proposed use is most similar to ITE Land Use 254: Assisted Living. It should be noted that the trip generation is based upon the number of beds in the facility. The proposed assisted living facility will contain up to 102 beds. In order to provide a conservative analysis, the trip generation for this site was calculated based on 102 beds. The ITE trip generation was calculated for the proposed assisted living facility as indicated in Table 1 below.



Table 1 ITE Trip Generation Assisted Living – 102 beds			
Peak Hour	In	Out	Total
AM Peak Hour	12	7	19
PM Peak Hour	10	17	27

Site traffic generated by the proposed assisted living facility was distributed to the adjacent roadway network in a manner in which the employees, occupants, and visitors are expected to travel. The trip distribution analysis was done based upon the MTMC data at the nearby study intersections (Figure 4). The resulting site traffic assignment is illustrated in Figure 5. In order to project the Build traffic conditions, the No-Build traffic volumes were combined with the site traffic assignments and are illustrated on Figure 6.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed based upon the methods outlined in the *2010 Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

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

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

In order to assess the traffic impact of the proposed assisted living facility, the roadway network has been evaluated under the Existing, No-Build and Build conditions using the above-described methodology. A detailed description of the study intersections' operations under the three scenarios is provided below, with the resulting Existing, No-Build and Build Levels of



Service illustrated on Figures 7, 8, and 9; respectively. The capacity analysis worksheets are attached for reference.

Route 73 and Executive Drive Intersection

Currently, the eastbound Executive Drive stop-controlled right-turn movements operate at a LOS B during the AM and peak hour and LOS D during the PM peak hour.

Under the future No-Build and Build conditions, the eastbound Executive Drive stop-controlled right-turn movements will continue to operate at a LOS B during the AM peak hour and LOS D during the PM peak hour. The traffic resulting from the proposed assisted living facility will cause no changes in the future levels of service at this study location during the AM and PM peak hours.

Evesham Road (CR 544) and Executive Drive Intersection

Currently, the northbound Executive Drive stop-controlled left-turn movements operate at a LOS D during the AM and PM peak hours, while the stop-controlled right-turn movements currently function at a LOS B during both peak hours. In addition, the westbound Evesham Road conflicting left-turn movements currently operate at a LOS A during both peak hours.

Under the future No-Build and Build conditions, the northbound Executive Drive stop-controlled movements and westbound Evesham Road conflicting left-turn movements will continue to operate at existing levels of service during both the AM and PM peak hours. The traffic resulting from the proposed assisted living facility will cause no changes in the future levels of service at this study location during the AM and PM peak hours.

The traffic resulting from the proposed assisted living facility will account for approximately 0.6% and 0.7% of the total future Build volumes at the Evesham Road/Executive Drive stop-controlled intersection during the AM and PM peak hours, respectively.

Executive Drive and Site Driveway Intersection

Under the Build conditions, one (1) full-movement site driveway will be added along northbound Executive Drive, south of its intersection with Evesham Road. The site driveway will be stop-controlled at its intersection with Executive Drive and consist of single inbound and outbound lanes providing for all permitted movements.

Based upon this configuration, the outbound site driveway stop-controlled movements and inbound conflicting left-turn movements from southbound Executive Drive will operate at a LOS A during both the AM and PM peak hours.

Site Layout

The proposal is to construct a three (3) story assisted living facility with 87-units and 102-beds. The site will have primary access via one (1) full movement driveway along northbound Executive Drive.



The site's main entrance will be located south of the Executive Drive and Evesham Road intersection. This driveway will allow direct access to the main entrance on the west side of the building. Drop-off and pick-up area as well as handicap parking is provided adjacent to the main entrance. All two-way vehicular circulation aisles are a minimum of 24' wide for two-way travel throughout the site. Sidewalk is provided throughout the site for access between the building and parking spaces and around the building. In addition, all deliveries will be in the rear of the site.

A total of 61 parking spaces are proposed including four (4) handicap parking spaces. Based on the Residential Site Improvement Standards (RSIS) which requires 0.5 parking spaces per assisted living residential unit, the proposed 87-unit assisted living facility requires 44 parking spaces and 61 parking spaces are provided.

Conclusion

Based upon the results of this traffic engineering assessment report, the traffic resulting from the proposed 87-unit assisted living facility will have a minimal impact on the adjacent roadway network based on the following findings:

- Based upon the current ITE trip generation rates, the proposed assisted living facility will generate a total of approximately 19 trips during the weekday AM peak hour and a total of 27 trips during the weekday PM peak hour.
- Under the future No-Build and Build conditions, the eastbound Executive Drive stop-controlled right-turn movements at their intersection with Route 73 will continue to operate at a LOS B during the AM peak hour and LOS D during the PM peak hour. The traffic resulting from the proposed assisted living facility will cause no changes in the future levels of service at this study location during the AM and PM peak hours.
- Under the future No-Build and Build conditions, the northbound Executive Drive stop-controlled movements and westbound Evesham Road conflicting left-turn movements will continue to operate at existing levels of service during both the AM and PM peak hours. The traffic resulting from the proposed assisted living facility will cause no changes in the future levels of service at this study location during the AM and PM peak hours.

The traffic resulting from the proposed assisted living facility will account for approximately 0.6% and 0.7% of the total future Build volumes at the Evesham Road/Executive Drive stop-controlled intersection during the AM and PM peak hours, respectively.

- One (1) full-movement site driveway will be added along northbound Executive Drive, south of its intersection with Evesham Road. The site driveway will be stop-controlled at its intersection with Executive Drive and consist of single inbound and outbound lanes providing for all permitted movements. Based upon this configuration, the outbound site driveway stop-controlled movements and inbound conflicting left-turn movements from southbound Executive Drive will operate at a LOS A during both the AM and PM peak hours.



- 61 off-street parking spaces are proposed, including four (4) handicap parking spaces, for the proposed 87-unit assisted living facility. Based on the Residential Site Improvement Standards (RSIS) which requires 0.5 parking spaces per assisted living residential unit, the proposed 87-unit assisted living facility requires 44 parking spaces and 61 parking spaces are provided.

If you have any questions or require any additional information, please do not hesitate to contact us.

Sincerely,
Shropshire Associates LLC

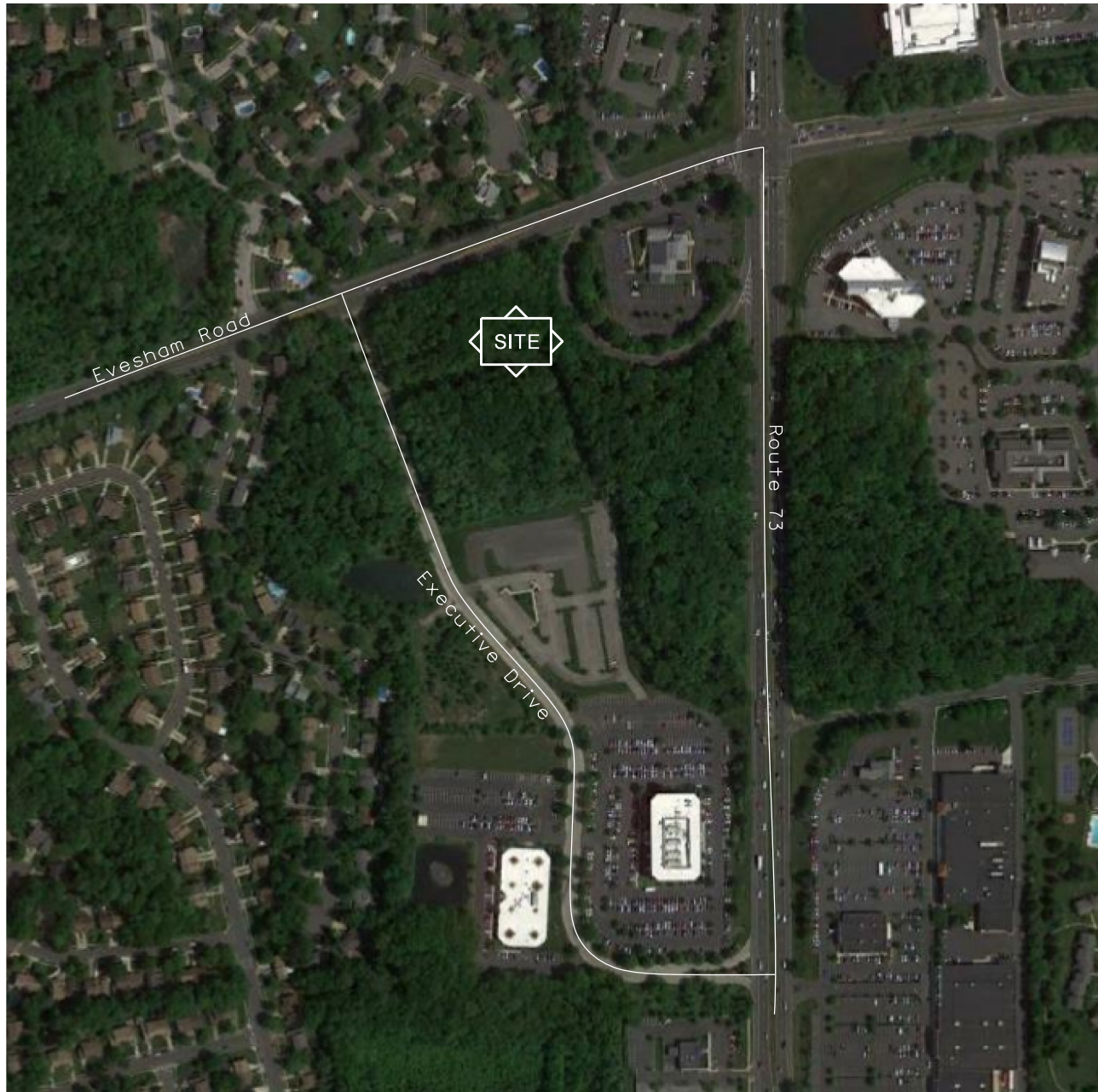
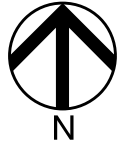
A handwritten signature in black ink, appearing to read 'Nathan B. Mosley', is written over the typed name.

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

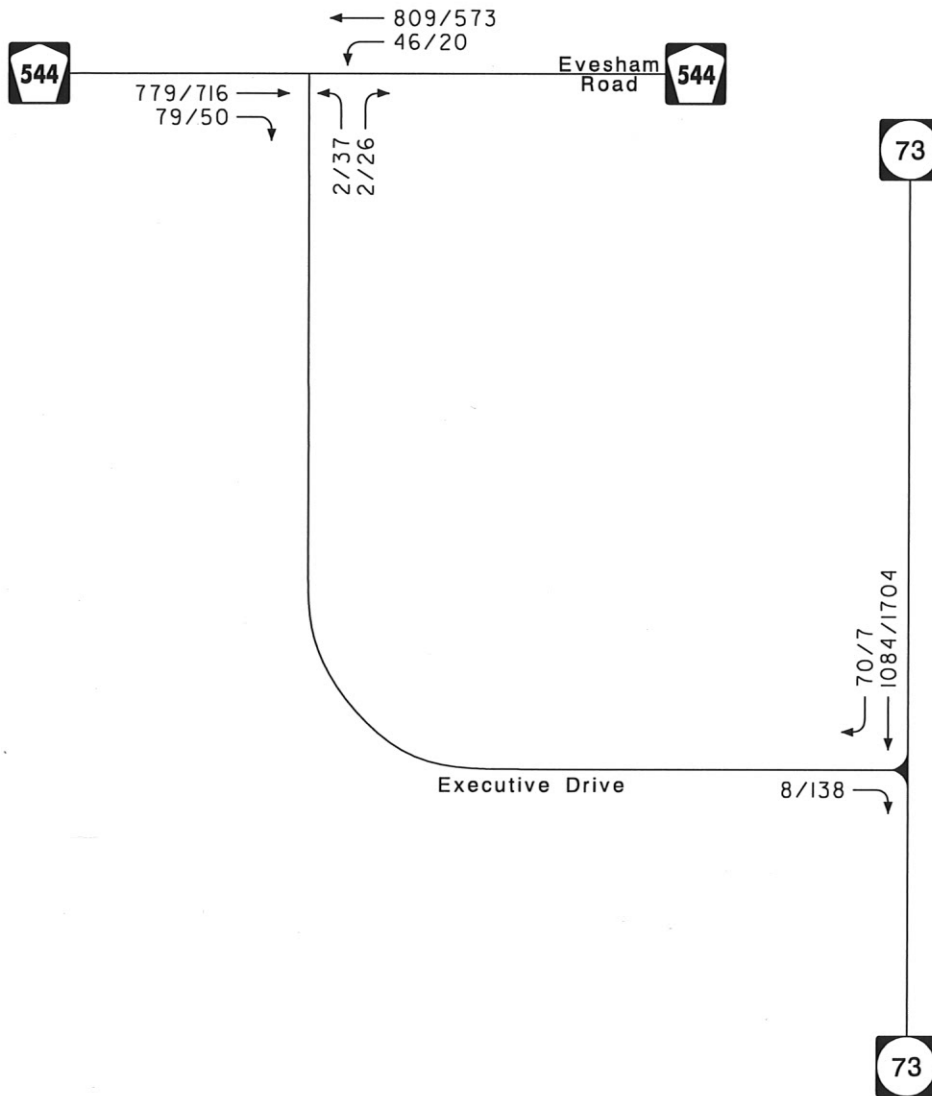
NBM/als
Attachments

cc: Dave Ennis
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Ed Brady
Dan King
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(via email: dking@meyerdesigninc.com)
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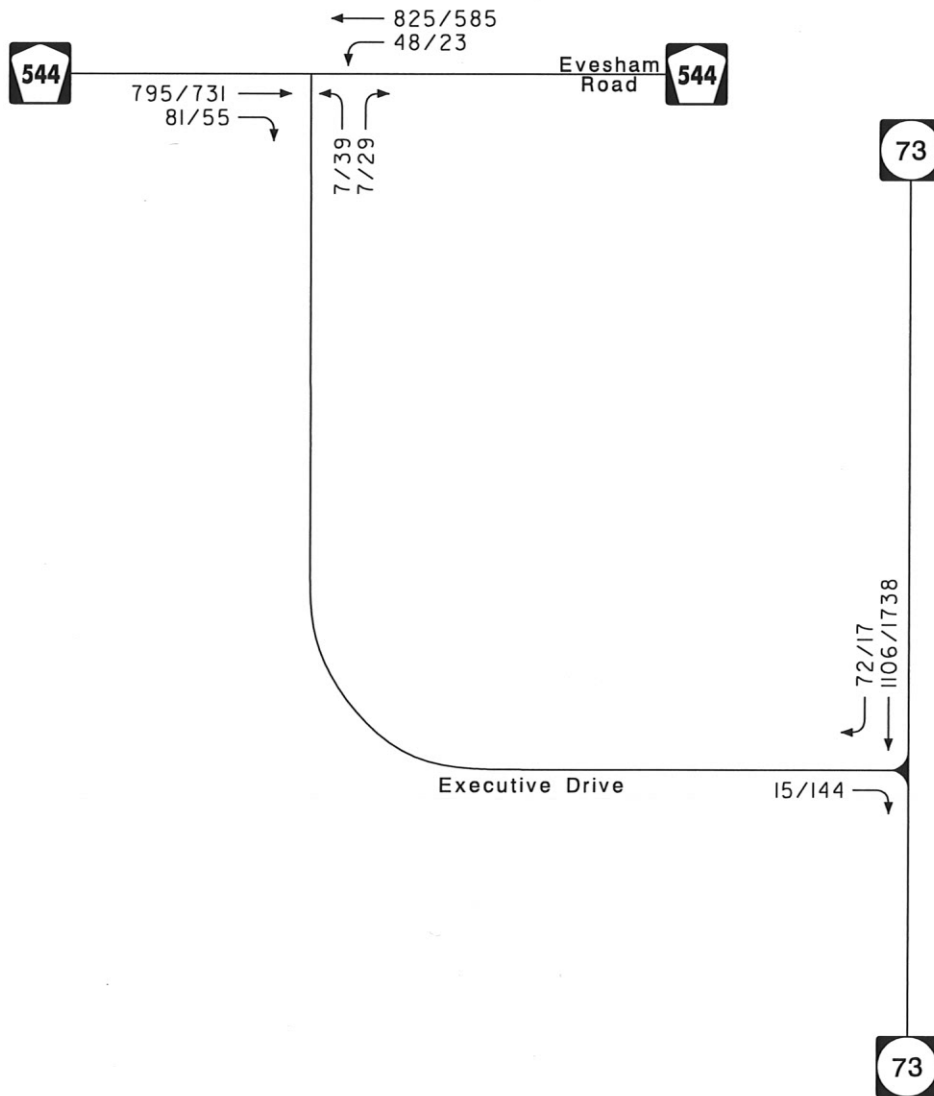
CSH Assisted Living – Marlton
Evesham Township, Burlington County, New Jersey
September 2019



Capital Senior Housing – Evesham

Evesham Township, Burlington County, New Jersey
February 2020

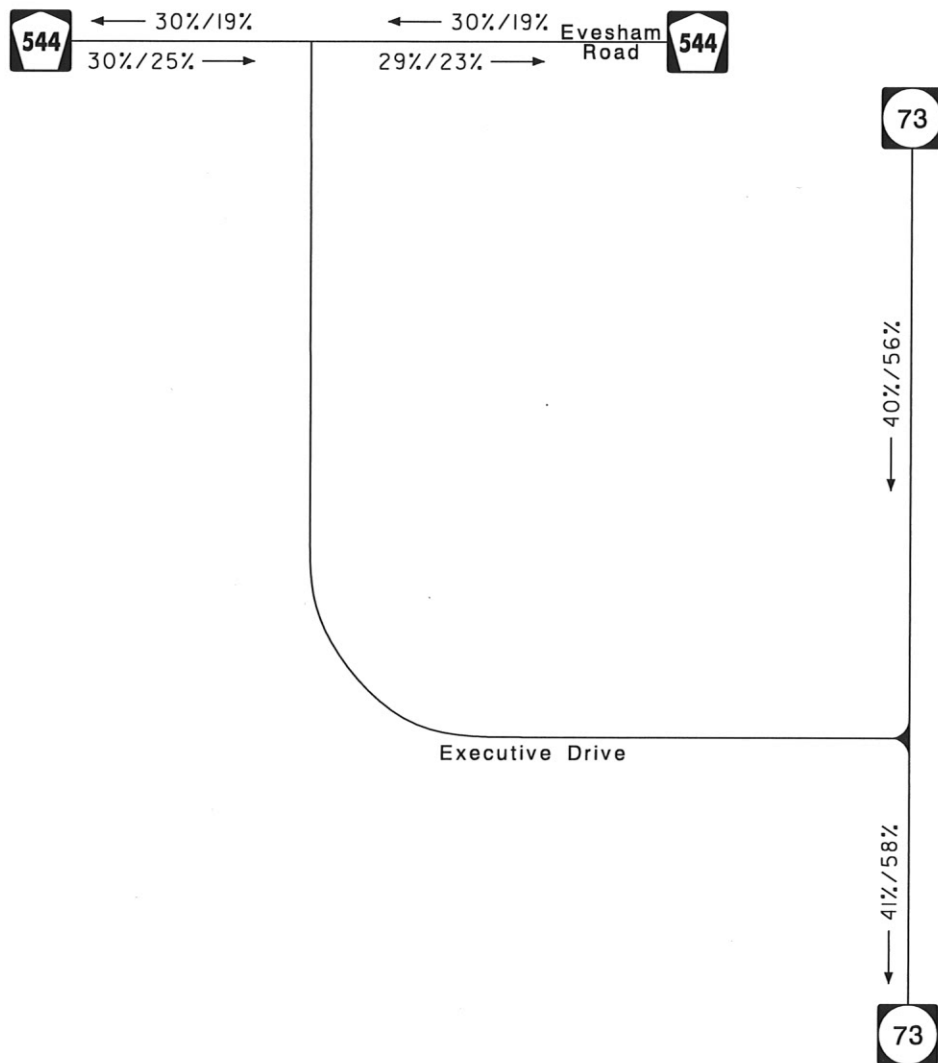
AM/PM PEAK HOUR



Capital Senior Housing – Evesham

Evesham Township, Burlington County, New Jersey
February 2020

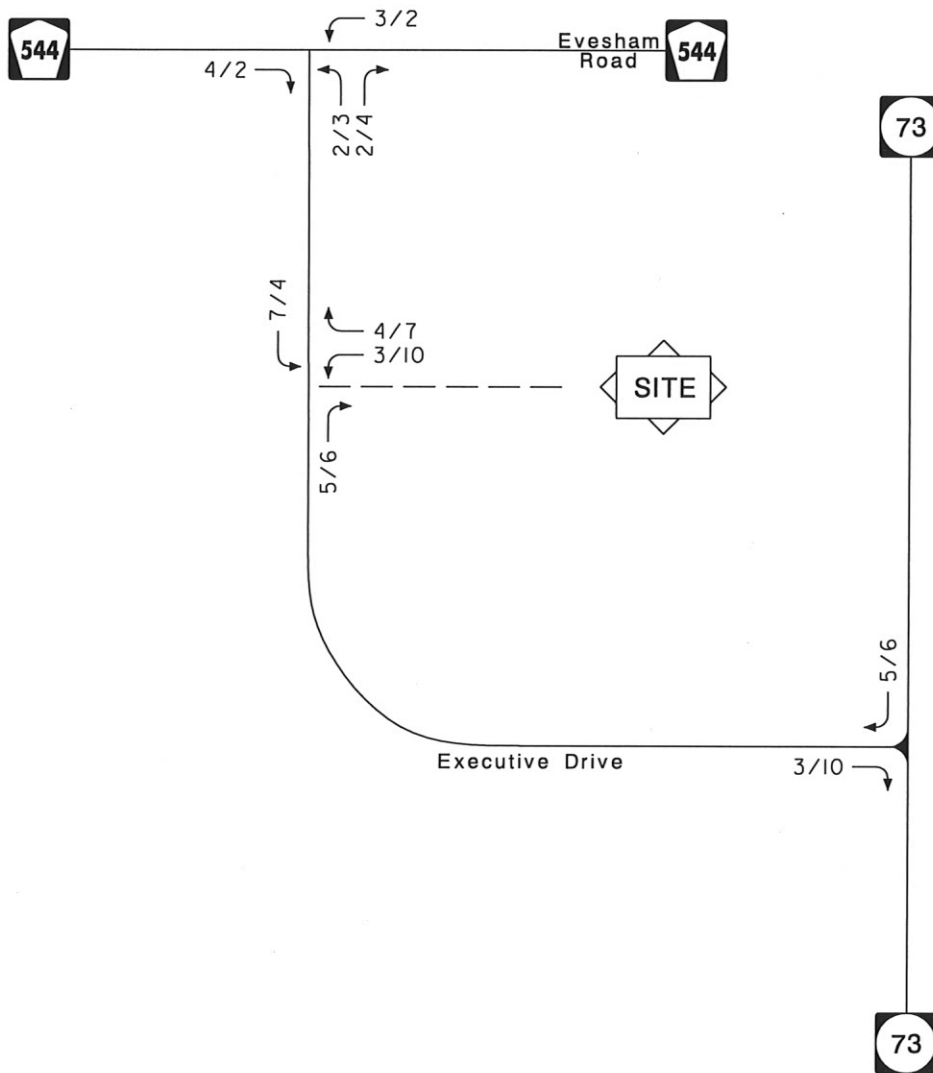
AM/PM PEAK HOUR



Capital Senior Housing – Evesham

Evesham Township, Burlington County, New Jersey
February 2020

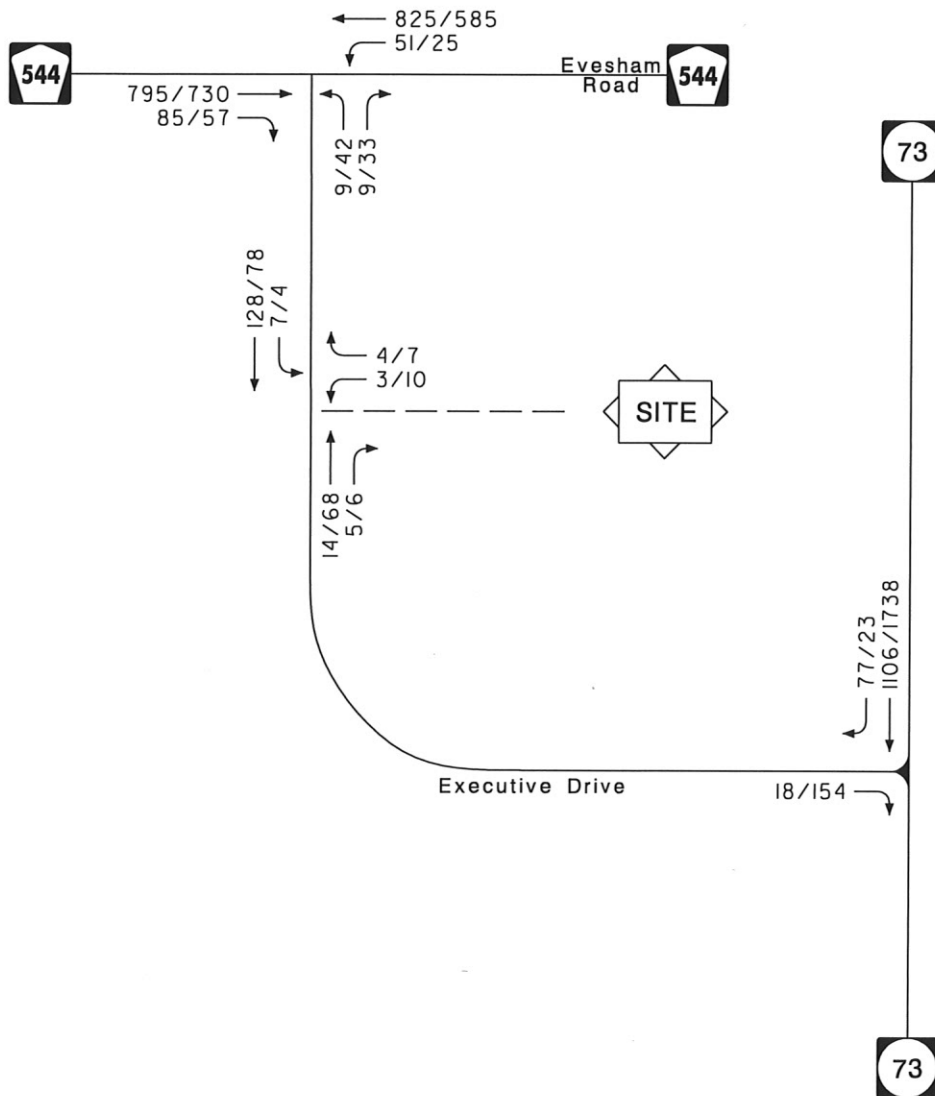
AM/PM PEAK HOUR



Capital Senior Housing – Evesham

Evesham Township, Burlington County, New Jersey
February 2020

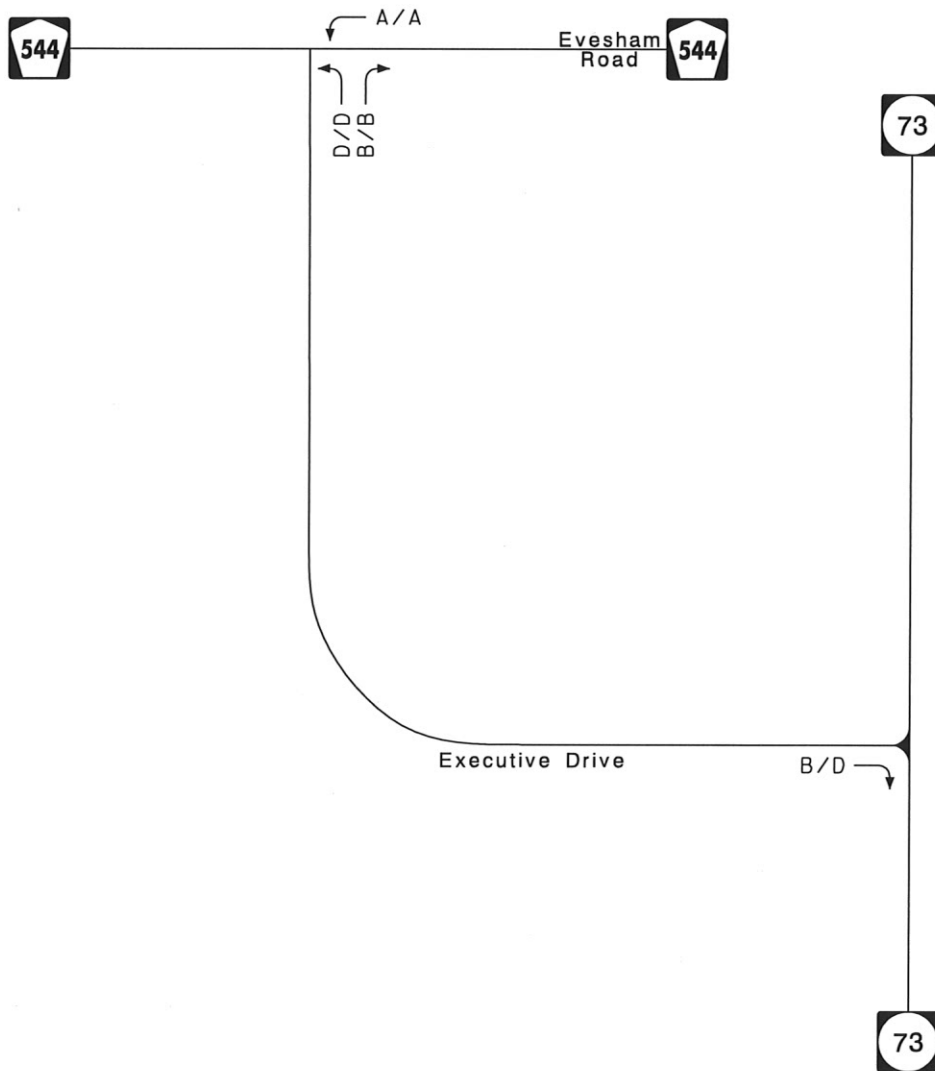
AM/PM PEAK HOUR



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Evesham Township, Burlington County, New Jersey
February 2020

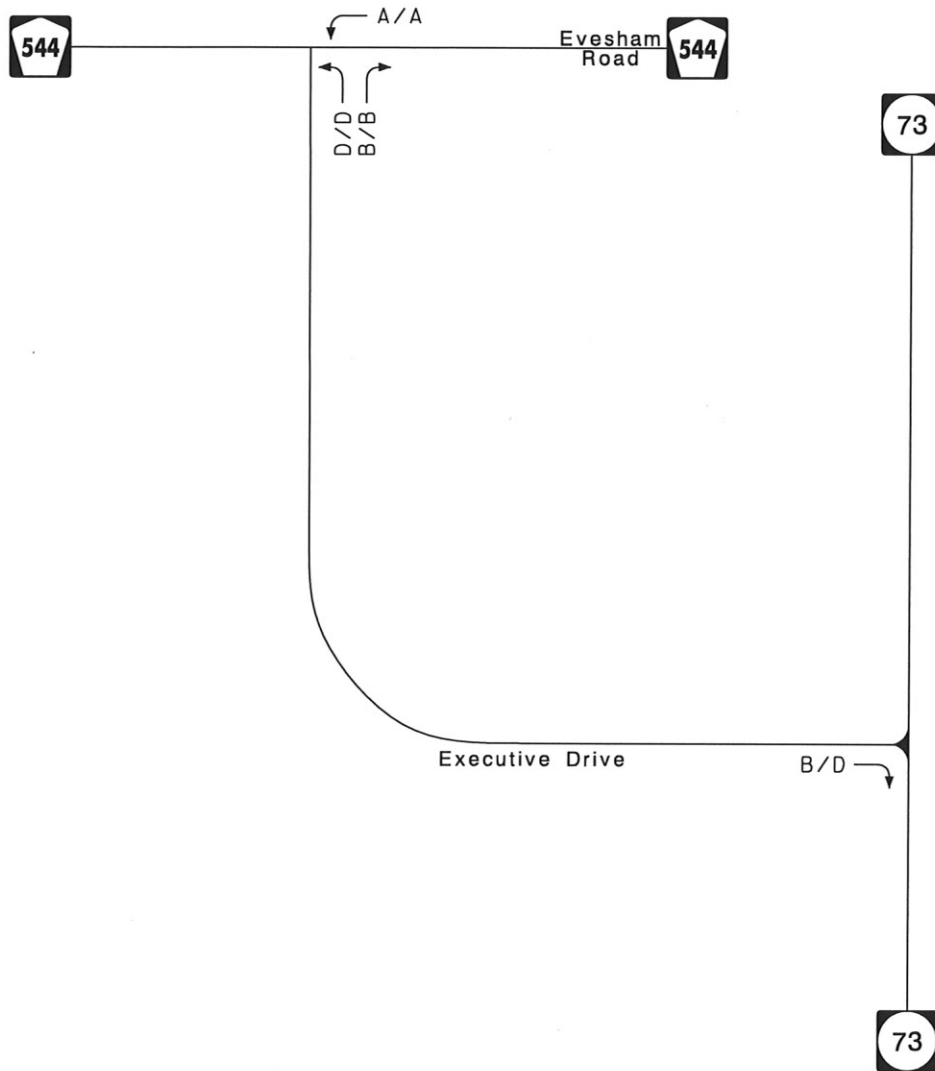
AM/PM PEAK HOUR



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February 2020

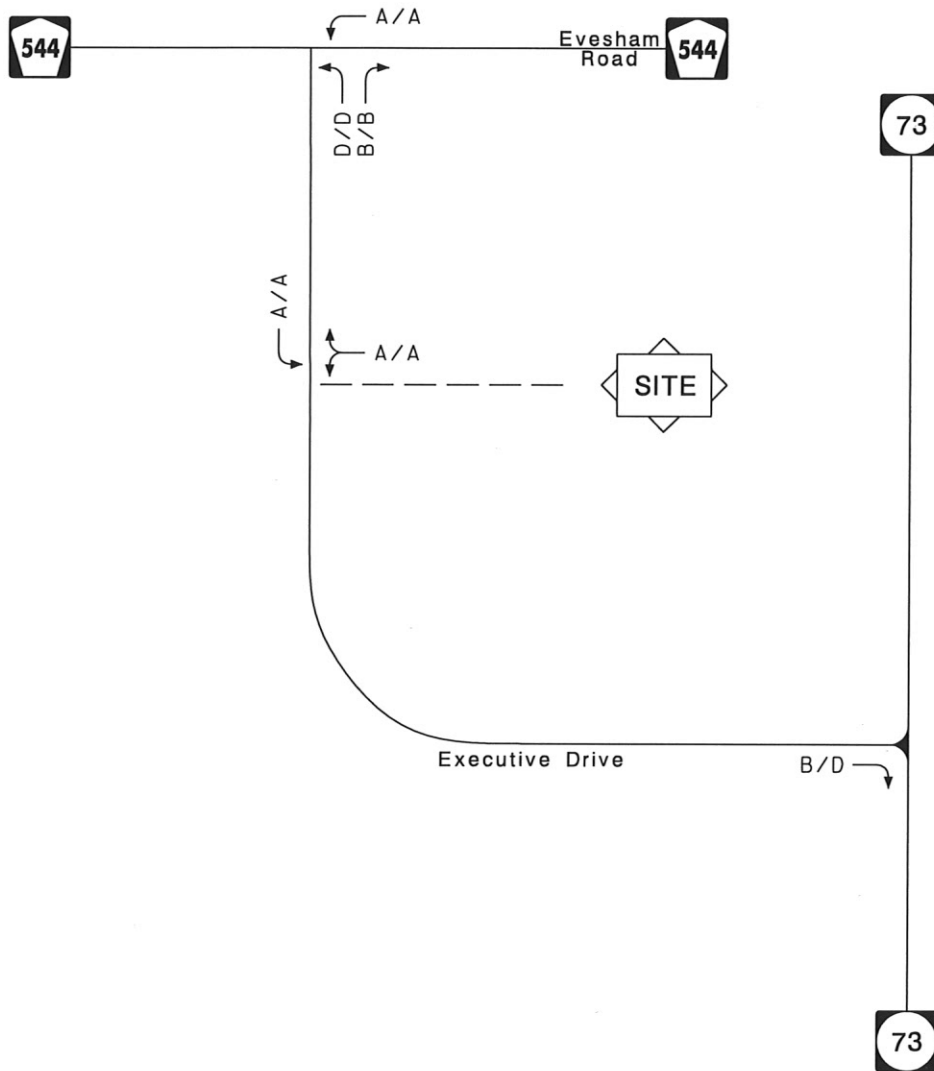
AM/PM PEAK HOUR



Capital Senior Housing – Evesham

Evesham Township, Burlington County, New Jersey
February 2020

AM/PM PEAK HOUR



Capital Senior Housing – Evesham

Evesham Township, Burlington County, New Jersey
February 2020

AM/PM PEAK HOUR

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Executive Drive
E/W Route: Evesham Road
Evesham Twp/Burlington County/NJ
Tuesday/clear/5142

File Name : 18076004
Site Code : 18076004
Start Date : 9/17/2019
Page No : 1

Groups Printed- Unshifted

Start Time	Evesham Road Westbound			Executive Drive Northbound			Evesham Road Eastbound			Int. Total
	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	
07:00 AM	146	8	154	0	0	0	12	137	149	303
07:15 AM	182	7	189	0	0	0	19	136	155	344
07:30 AM	188	4	192	2	0	2	17	185	202	396
07:45 AM	235	18	253	0	0	0	23	217	240	493
Total	751	37	788	2	0	2	71	675	746	1536
08:00 AM	206	12	218	0	0	0	21	191	212	430
08:15 AM	180	12	192	0	2	2	18	186	204	398
08:30 AM	165	8	173	0	1	1	14	179	193	367
08:45 AM	163	8	171	1	0	1	16	188	204	376
Total	714	40	754	1	3	4	69	744	813	1571
*** BREAK ***										
04:00 PM	130	0	130	6	20	26	17	164	181	337
04:15 PM	146	0	146	8	10	18	14	175	189	353
04:30 PM	70	2	72	5	11	16	15	153	168	256
04:45 PM	142	1	143	9	15	24	11	166	177	344
Total	488	3	491	28	56	84	57	658	715	1290
05:00 PM	135	19	154	13	14	27	15	203	218	399
05:15 PM	146	0	146	3	7	10	19	158	177	333
05:30 PM	150	0	150	1	1	2	5	189	194	346
05:45 PM	167	0	167	3	2	5	14	154	168	340
Total	598	19	617	20	24	44	53	704	757	1418
Grand Total	2551	99	2650	51	83	134	250	2781	3031	5815
Apprch %	96.3	3.7		38.1	61.9		8.2	91.8		
Total %	43.9	1.7	45.6	0.9	1.4	2.3	4.3	47.8	52.1	

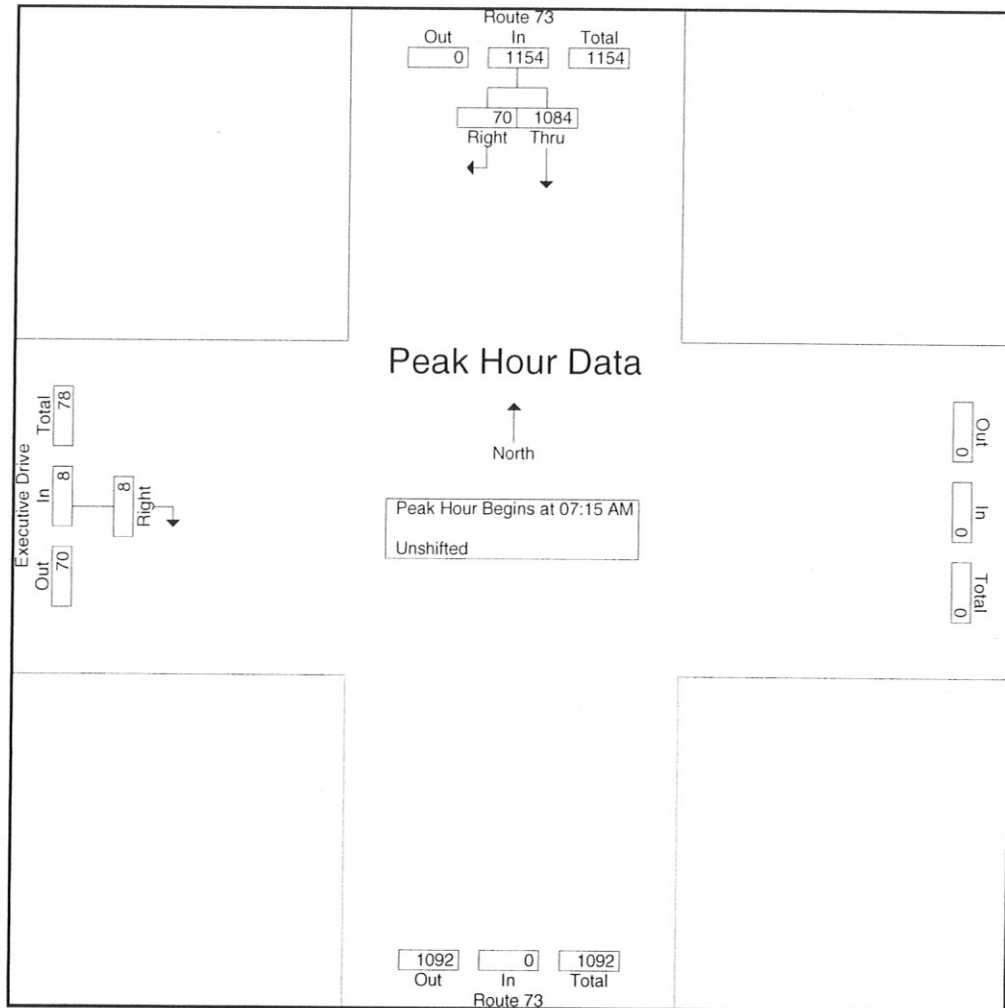
Shropshire Associates LLC

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Route 73
E/W Route: Executive Drive
Evesham Twp/Burlington County/NJ
Tuesday/clear/CM/3730

File Name : 18076003
Site Code : 18076003
Start Date : 9/17/2019
Page No : 2

	Route 73 Southbound			Executive Drive Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 07:15 AM						
07:15 AM	9	300	309	1	1	310
07:30 AM	16	267	283	0	0	283
07:45 AM	26	254	280	4	4	284
08:00 AM	19	263	282	3	3	285
Total Volume	70	1084	1154	8	8	1162
% App. Total	6.1	93.9		100		
PHF	.673	.903	.934	.500	.500	.937



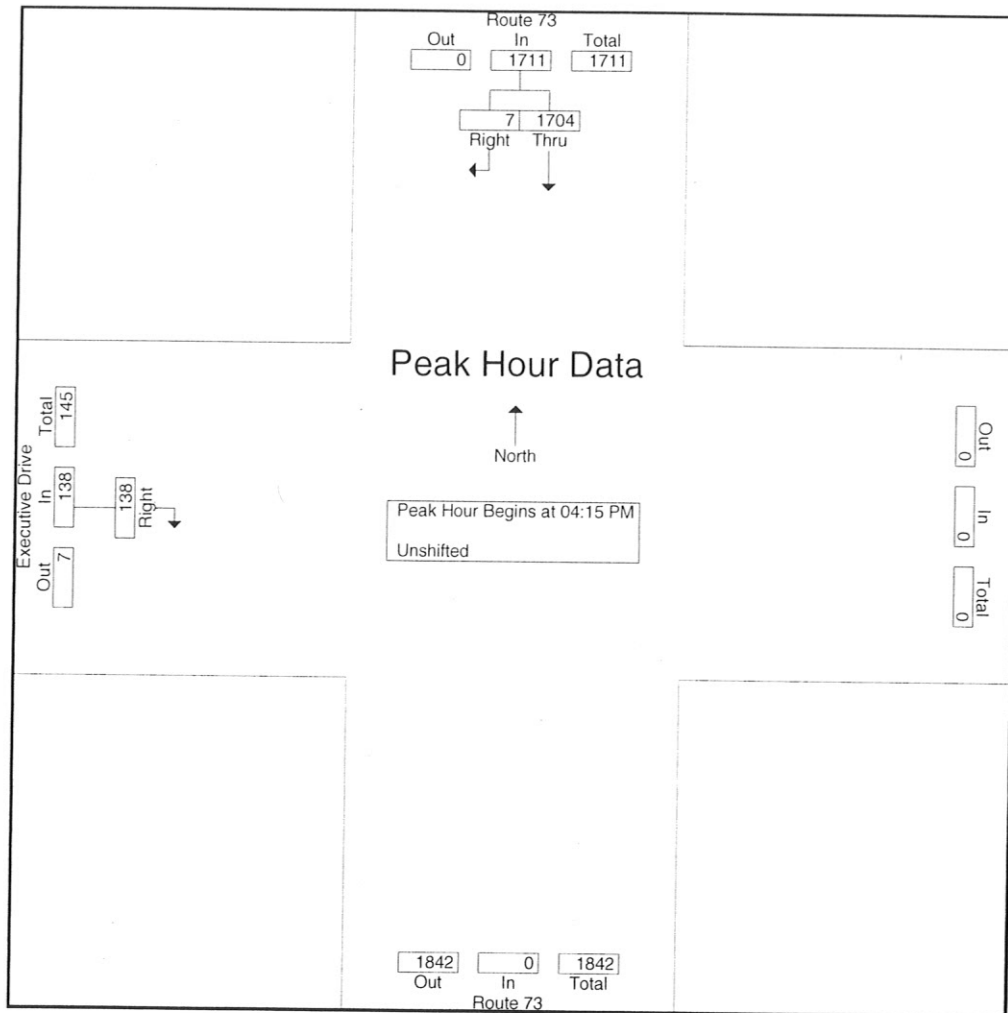
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File Name : 18076003
Site Code : 18076003
Start Date : 9/17/2019
Page No : 3

	Route 73 Southbound			Executive Drive Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1						
Peak Hour for Entire Intersection Begins at 04:15 PM						
04:15 PM	1	433	434	43	43	477
04:30 PM	2	437	439	39	39	478
04:45 PM	3	423	426	22	22	448
05:00 PM	1	411	412	34	34	446
Total Volume	7	1704	1711	138	138	1849
% App. Total	0.4	99.6		100		
PHF	.583	.975	.974	.802	.802	.967



Shropshire Associates LLC

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07:00 AM	5	195	200	1	1	201
07:15 AM	9	300	309	1	1	310
07:30 AM	16	267	283	0	0	283
07:45 AM	26	254	280	4	4	284
Total	56	1016	1072	6	6	1078
08:00 AM	19	263	282	3	3	285
08:15 AM	15	218	233	7	7	240
08:30 AM	11	255	266	2	2	268
08:45 AM	10	228	238	8	8	246
Total	55	964	1019	20	20	1039
*** BREAK ***						
04:00 PM	1	402	403	30	30	433
04:15 PM	1	433	434	43	43	477
04:30 PM	2	437	439	39	39	478
04:45 PM	3	423	426	22	22	448
Total	7	1695	1702	134	134	1836
05:00 PM	1	411	412	34	34	446
05:15 PM	1	426	427	24	24	451
05:30 PM	0	396	396	17	17	413
05:45 PM	2	410	412	20	20	432
Total	4	1643	1647	95	95	1742
Grand Total	122	5318	5440	255	255	5695
Apprch %	2.2	97.8		100		
Total %	2.1	93.4	95.5	4.5	4.5	

Shropshire Associates LLC

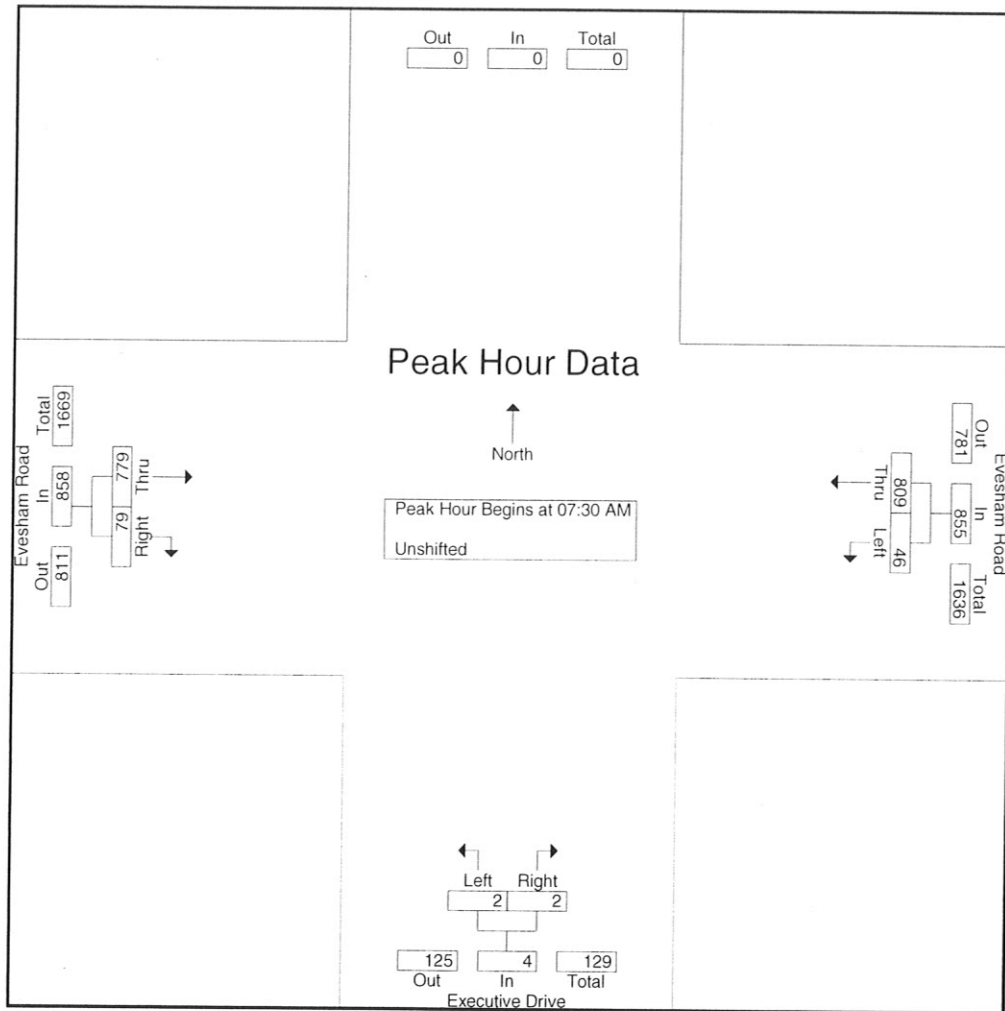
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Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	188	4	192	2	0	2	17	185	202	396
07:45 AM	235	18	253	0	0	0	23	217	240	493
08:00 AM	206	12	218	0	0	0	21	191	212	430
08:15 AM	180	12	192	0	2	2	18	186	204	398
Total Volume	809	46	855	2	2	4	79	779	858	1717
% App. Total	94.6	5.4		50	50		9.2	90.8		
PHF	.861	.639	.845	.250	.250	.500	.859	.897	.894	.871



Shropshire Associates LLC

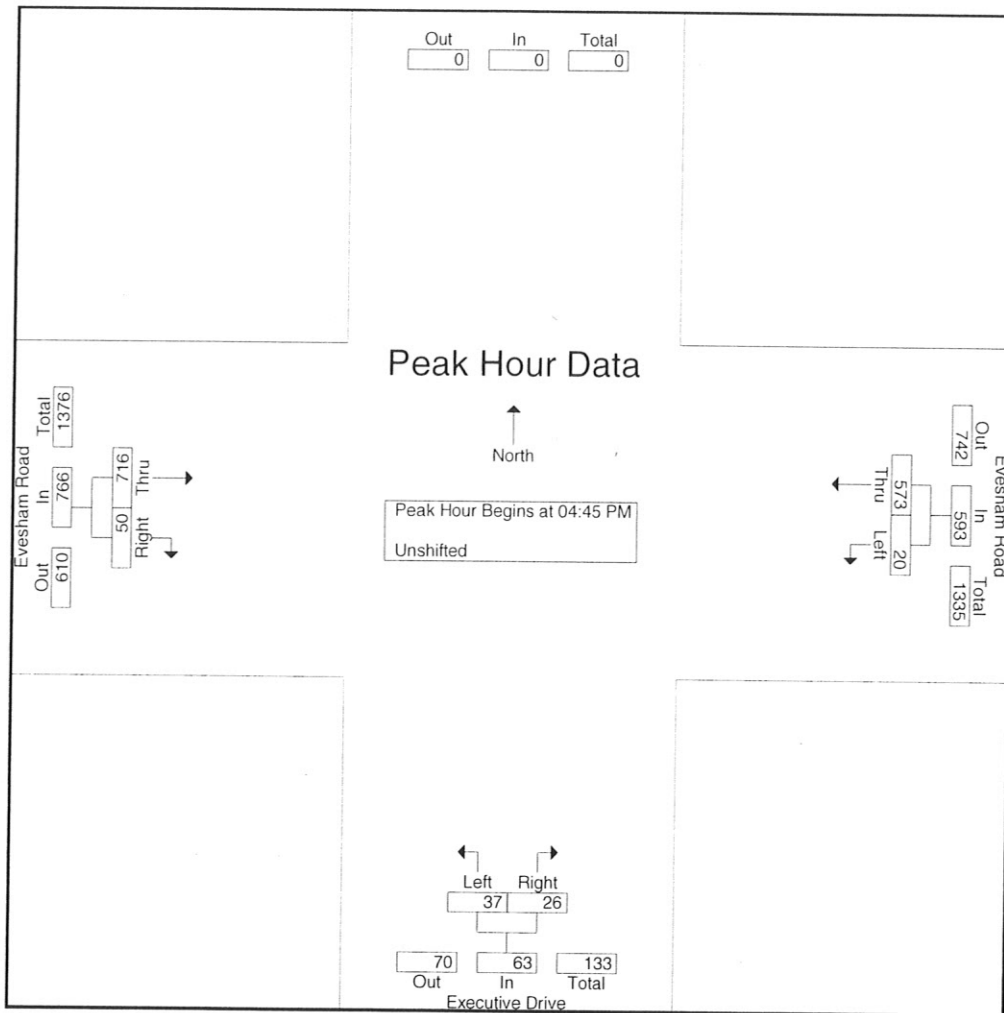
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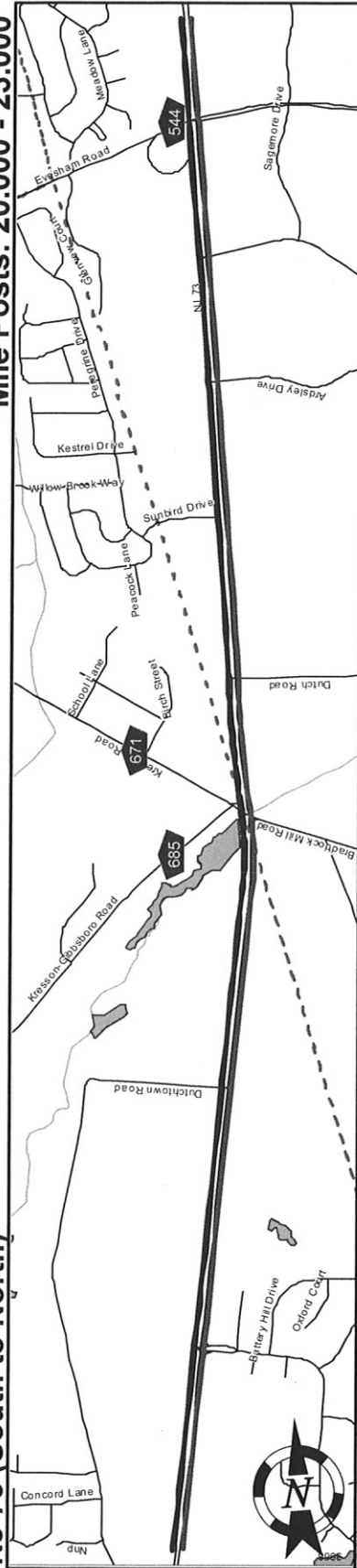
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	Evesham Road Westbound			Executive Drive Northbound			Evesham Road Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	142	1	143	9	15	24	11	166	177	344
05:00 PM	135	19	154	13	14	27	15	203	218	399
05:15 PM	146	0	146	3	7	10	19	158	177	333
05:30 PM	150	0	150	1	1	2	5	189	194	346
Total Volume	573	20	593	26	37	63	50	716	766	1422
% App. Total	96.6	3.4		41.3	58.7		6.5	93.5		
PHF	.955	.263	.963	.500	.617	.583	.658	.882	.878	.891





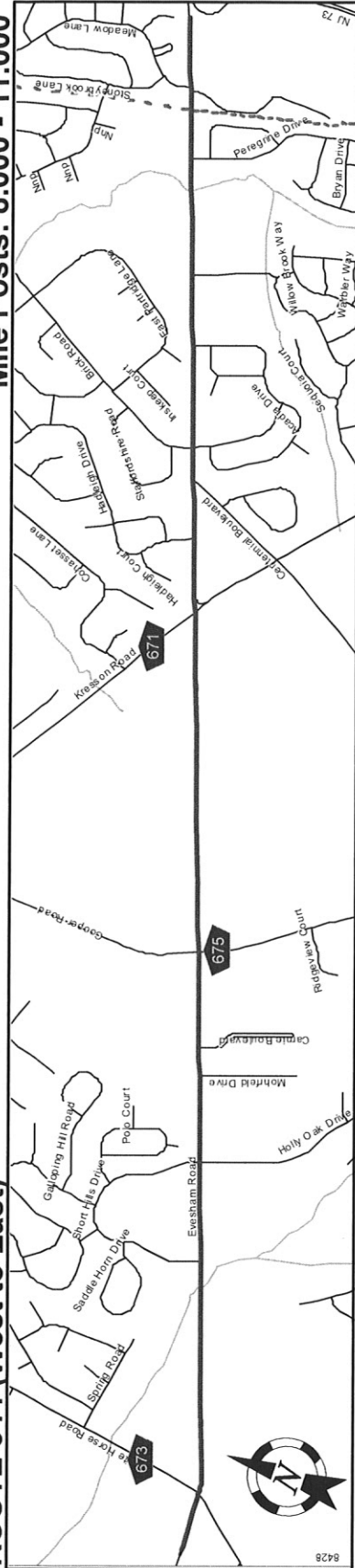
Pavement	24	10	2	20	13
Shoulder					
Number of Lanes					
Speed Limit					
Street Name					

Interstate Route	287				
US Route	22				
NJ Route	33				
County Road	689				
Interchange Number	2				
Grade					
Separated Interchange					
Traffic Signal					
Traffic Monitoring Sites					
Road Underpass					
Road Overpass					

Street Name	NJ 73				
Jurisdiction	N.J.D.O.T.				
Functional Class	Urban Principal Arterial				
Federal Aid - NHS Sy	NHS				
Control Section	0415				
Speed Limit	55				
Number of Lanes	2				
Med. Type	Curbed				
Med. Width	24				
Pavement	24				
Shoulder	10				
Traffic Volume					
Traffic Sta. ID					
Structure No.	0313150				
Enlarged Views					

ROUTE 544 (West to East)

Mile Posts: 8.000 - 11.000



Secondary Direction Primary Direction	Interstate Route US Route NJ Route County Road Interchange Number Grade Separated Interchange Traffic Signal Traffic Monitoring Sites Road Underpass Road Overpass	287 22 33 689 2	Cherry Hill Twp, Camden Co Voorhees Twp, Camden Co	Secondary Direction Primary Direction	8.0 8.12 8.53 8.58 8.76 8.94 8.99 9.22 9.40 9.40 9.53 9.69 9.85 10.00 10.17 10.37 10.53 10.61 10.74 10.86 10.86 11.0	Units in miles	EvESHAM Rd County Urban Principal Arterial NHS	4 None 0 48 0 20,074 (2013) 7159702 N/A	Painted/Unprotected VAR 22 10

SRI = 00000544

Date last inventoried: June 2012

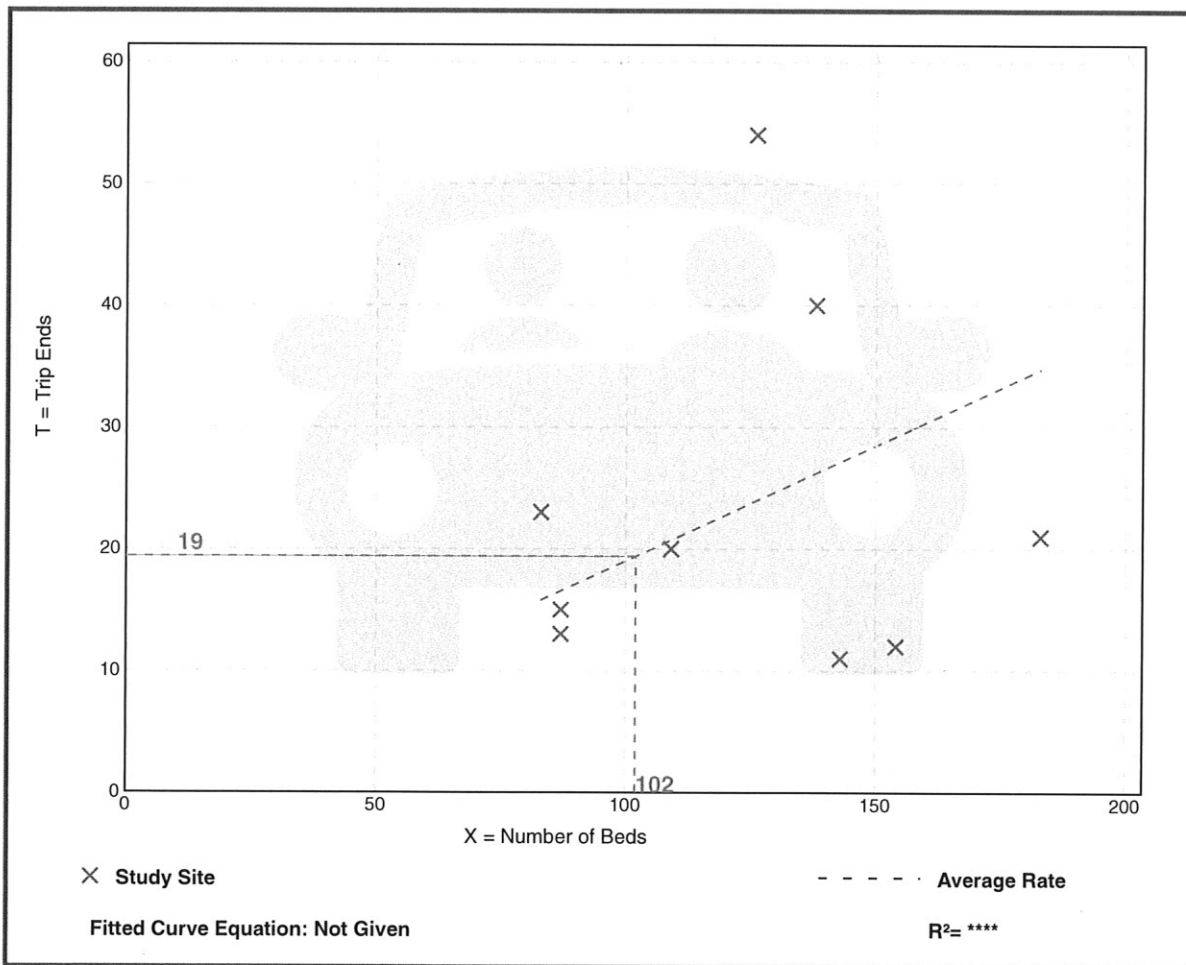
Assisted Living (254)

Vehicle Trip Ends vs: Beds
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Beds: 123
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.19	0.08 - 0.43	0.12

Data Plot and Equation



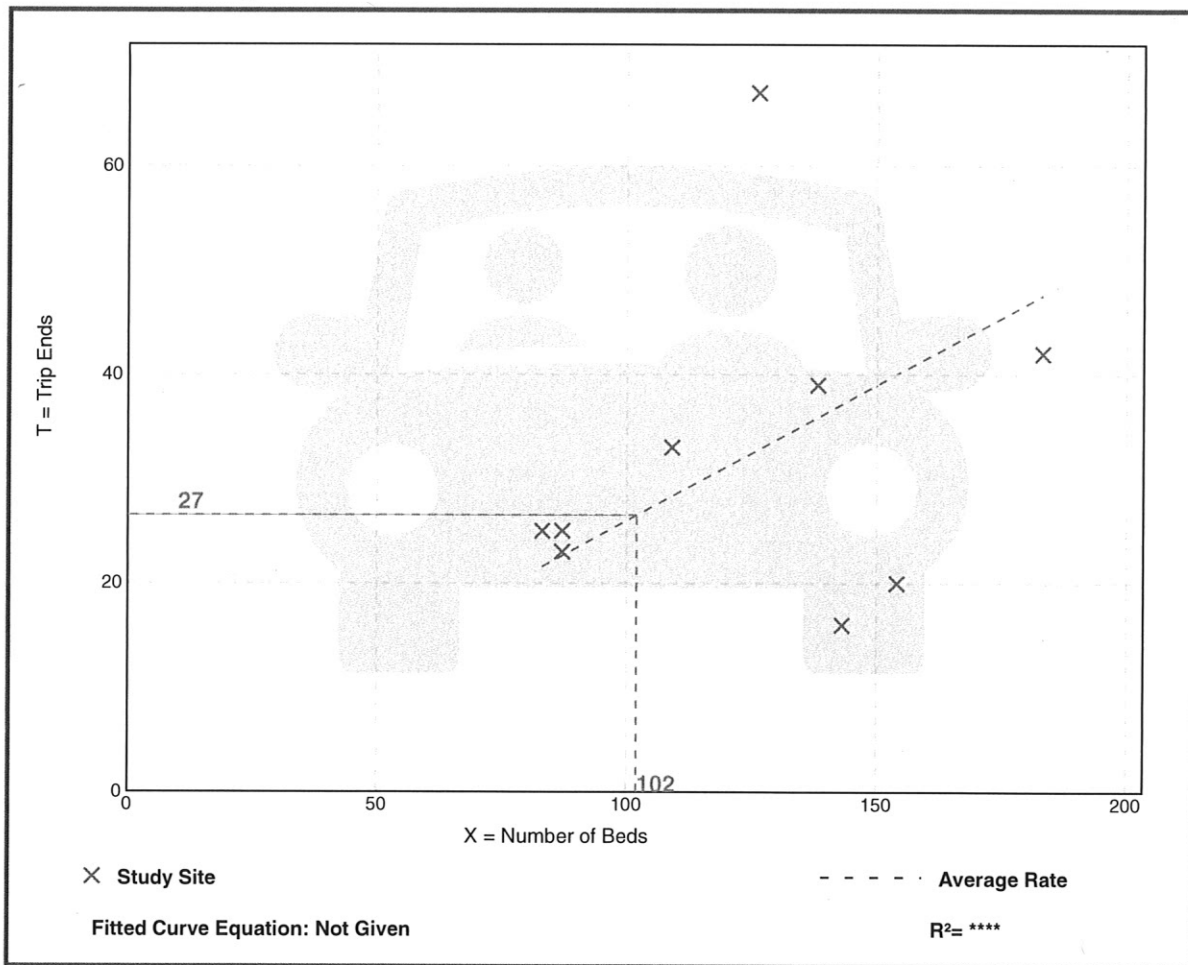
Assisted Living (254)

Vehicle Trip Ends vs: Beds
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Beds: 123
 Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.26	0.11 - 0.53	0.13

Data Plot and Equation



Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		↑↑	↑↑	
Traffic Vol, veh/h	0	8	0	0	1084	70
Future Vol, veh/h	0	8	0	0	1084	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	50	92	92	90	67
Heavy Vehicles, %	2	0	2	1	1	0
Mvmt Flow	0	16	0	0	1204	104

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 654	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.5	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3	- -	- -
Pot Cap-1 Maneuver	0 478	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 478	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 478	- -	- -
HCM Lane V/C Ratio	- 0.033	- -	- -
HCM Control Delay (s)	- 12.8	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.1	- -	- -

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Vol, veh/h	779	79	46	809	2	2
Future Vol, veh/h	779	79	46	809	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	86	64	86	25	25
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	866	92	72	941	8	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	958
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	3.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2
Pot Cap-1 Maneuver	-	-	915
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	915
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	655	-	-	915	-
HCM Lane V/C Ratio	0.052	0.012	-	-	0.079	-
HCM Control Delay (s)	29.8	10.6	-	-	9.3	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	138	0	0	1704	7
Future Vol, veh/h	0	138	0	0	1704	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	80	92	92	97	58
Heavy Vehicles, %	2	0	2	2	1	0
Mvmt Flow	0	173	0	0	1757	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	885	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	343	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	343	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	343	-	-
HCM Lane V/C Ratio	-	0.503	-	-
HCM Control Delay (s)	-	25.7	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	2.7	-	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Vol, veh/h	716	50	20	573	37	26
Future Vol, veh/h	716	50	20	573	37	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	66	26	95	62	50
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	814	76	77	603	60	52

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	890
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	3.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2
Pot Cap-1 Maneuver	-	-	960
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	960
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	20.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	684	-	-	960	-
HCM Lane V/C Ratio	0.291	0.076	-	-	0.08	-
HCM Control Delay (s)	29.6	10.7	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	15	0	0	1106	72
Future Vol, veh/h	0	15	0	0	1106	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	50	92	92	90	67
Heavy Vehicles, %	2	0	2	1	1	0
Mvmt Flow	0	30	0	0	1229	107

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 668	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.5	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3	- -	- -
Pot Cap-1 Maneuver	0 468	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 468	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 468	- -	- -
HCM Lane V/C Ratio	- 0.064	- -	- -
HCM Control Delay (s)	- 13.2	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	↑
Traffic Vol, veh/h	795	81	48	825	7	7
Future Vol, veh/h	795	81	48	825	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	86	64	86	50	50
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	883	94	75	959	14	14

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	977
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	3.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2
Pot Cap-1 Maneuver	-	-	902
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	902
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	647	-	-	902	-
HCM Lane V/C Ratio	0.096	0.022	-	-	0.083	-
HCM Control Delay (s)	32.3	10.7	-	-	9.4	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		↑↑	↑↑	
Traffic Vol, veh/h	0	144	0	0	1738	17
Future Vol, veh/h	0	144	0	0	1738	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	80	92	92	97	58
Heavy Vehicles, %	2	0	2	2	1	0
Mvmt Flow	0	180	0	0	1792	29

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 911	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.5	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3	- -	- -
Pot Cap-1 Maneuver	0 331	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 331	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	28.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 331	- -	- -
HCM Lane V/C Ratio	- 0.544	- -	- -
HCM Control Delay (s)	- 28.1	- -	- -
HCM Lane LOS	- D	- -	- -
HCM 95th %tile Q(veh)	- 3.1	- -	- -

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	731	55	23	585	39	29
Future Vol, veh/h	731	55	23	585	39	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	66	26	95	70	70
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	831	83	88	616	56	41

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	914
Stage 1	-	-	873
Stage 2	-	-	484
Critical Hdwy	-	3.5	6
Critical Hdwy Stg 1	-	-	5.5
Critical Hdwy Stg 2	-	-	5.5
Follow-up Hdwy	-	2	3
Pot Cap-1 Maneuver	-	944	209
Stage 1	-	-	445
Stage 2	-	-	696
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	944	190
Mov Cap-2 Maneuver	-	-	190
Stage 1	-	-	445
Stage 2	-	-	631

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	22.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	190	674	-	-	944	-
HCM Lane V/C Ratio	0.293	0.061	-	-	0.094	-
HCM Control Delay (s)	31.6	10.7	-	-	9.2	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	18	0	0	1106	77
Future Vol, veh/h	0	18	0	0	1106	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	50	92	92	90	67
Heavy Vehicles, %	2	0	2	1	1	0
Mvmt Flow	0	36	0	0	1229	115

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 672	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 6.5	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3	- -	- -
Pot Cap-1 Maneuver	0 466	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 466	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 466	- -	- -
HCM Lane V/C Ratio	- 0.077	- -	- -
HCM Control Delay (s)	- 13.4	- -	- -
HCM Lane LOS	- B	- -	- -
HCM 95th %tile Q(veh)	- 0.2	- -	- -

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↖	↗
Traffic Vol, veh/h	795	85	51	825	9	9
Future Vol, veh/h	795	85	51	825	9	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	-	-	180	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	86	64	86	50	50
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	883	99	80	959	18	18

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	982
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	3.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2
Pot Cap-1 Maneuver	-	-	899
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	899
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	143	645	-	-	899	-
HCM Lane V/C Ratio	0.126	0.028	-	-	0.089	-
HCM Control Delay (s)	33.8	10.7	-	-	9.4	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.3	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		Y			Y
Traffic Vol, veh/h	3	4	14	5	7	129
Future Vol, veh/h	3	4	14	5	7	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	4	15	5	8	140

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	174	18	0
Stage 1	18	-	-
Stage 2	156	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	821	1066	1609
Stage 1	1010	-	-
Stage 2	877	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	817	1066	1609
Mov Cap-2 Maneuver	817	-	-
Stage 1	1010	-	-
Stage 2	873	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	943	1609
HCM Lane V/C Ratio	-	-	0.008	0.005
HCM Control Delay (s)	-	-	8.8	7.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 2.9

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations		↑		↑↑	↑↑	
Traffic Vol, veh/h	0	154	0	0	1738	23
Future Vol, veh/h	0	154	0	0	1738	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	80	92	92	97	58
Heavy Vehicles, %	2	0	2	2	1	0
Mvmt Flow	0	193	0	0	1792	40

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	-	916	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.5	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3	-	-	-	-
Pot Cap-1 Maneuver	0	328	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	30.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt NBT EBLn1 SBT SBR

Capacity (veh/h)	-	328	-	-
HCM Lane V/C Ratio	-	0.587	-	-
HCM Control Delay (s)	-	30.4	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	3.5	-	-

Intersection

Int Delay, s/veh 2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑	↘	↗
Traffic Vol, veh/h	731	57	25	585	42	33
Future Vol, veh/h	731	57	25	585	42	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	180	-	0	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	66	26	95	70	70
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	831	86	96	616	60	47

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	917
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	3.5
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2
Pot Cap-1 Maneuver	-	-	942
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	942
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	672	-	-	942	-
HCM Lane V/C Ratio	0.328	0.07	-	-	0.102	-
HCM Control Delay (s)	34	10.8	-	-	9.3	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	0.2	-	-	0.3	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	68	6	4	78
Future Vol, veh/h	10	7	68	6	4	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	8	74	7	4	85

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	171	78	0
Stage 1	78	-	-
Stage 2	93	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	824	988	1529
Stage 1	950	-	-
Stage 2	936	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	822	988	1529
Mov Cap-2 Maneuver	822	-	-
Stage 1	950	-	-
Stage 2	933	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	883	1529	-
HCM Lane V/C Ratio	-	0.021	0.003	-
HCM Control Delay (s)	-	9.2	7.4	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-