TRAFFIC IMPACT STUDY

for

Eastampton II
Eastampton Township
Burlington County, New Jersey

Prepared For:

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LANGAN

8 May 2023
130159203

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EXECUTIVE SUMMARY

The Rockefeller Group retained Langan Engineering and Environmental Services to prepare a traffic impact study for the proposed development of Block 800, Lots 3, 4.01, 4.02, and 4.03, in Eastampton Township, Burlington County, New Jersey. The site is currently partially developed and occupied by multiple small brick structures trailers, and shipping containers. The project, upon completion, will consist of a 244,800 square foot (sf) warehouse building replacing the existing uses.

The property is currently zoned PO Zone (Professional Office Zone) which, among other things, permits a variety of office/corporate headquarters, continuing care retirement community, and light manufacturing development. The proposed warehouse is not a permitted use within the zone. To develop the property with a warehouse use a Use Variance is required. Note that when compared to the permitted PO uses the proposed warehouse use from a traffic generation standpoint is not more intensive or inconsistent with other permitted uses in the zone.

The site is located on the westbound side of Woodlane Road (County Route (CR) 630) and is bound by a mixed-use development to the east, Compass Lane to the west, and a residential development to the north. Access to the site is currently provided by one access driveway along Woodlane Road (CR 630).

As part of the development, the existing buildings will be razed and the existing driveway will be closed. Access to the site will be provided via one driveway along Woodlane Road (CR 630) and two driveways along Compass Lane. All driveways will be constructed to accommodate the anticipated design vehicles for each respective driveway, which includes passenger vehicles, trucks, emergency vehicles, and other delivery vehicles. We anticipate a majority of trucks will enter the site at the driveway along Woodlane Road (CR 630) and exit the site via the northernmost driveway along Compass Lane, resulting in a counterclockwise movement around the building. Additionally, the southernmost driveway along Compass Lane will be restricted to passenger vehicles only.

Langan estimated the number of trips the proposed warehouse redevelopment will generate based on data compiled for Land Use Code 150 (Warehousing) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th Edition. Langan estimates that the proposed warehouse will generate approximately 55 total trips (37 enter, 18 exit) during the weekday morning peak hour and 57 total trips (14 enter, 43 exit) during the weekday evening peak hour.

We determined the directional distribution of the site-generated trips based on existing and expected travel patterns in the study area, a journey-to-work model, and a review of other traffic studies conducted for similar uses in the study area. To evaluate the impacts of the proposed redevelopment, we conducted capacity analyses at the following intersections:

- U.S. Route 206 and Woodlane Road / N. Pemberton Road (CR 630)
- Woodlane Road (CR 630) and Smithville Road (CR 684)
- Woodlane Road (CR 630) and Compass Road
- Woodlane Road (CR 630) and Park Road
- Woodlane Road (CR 630) and Maple Road / Site Driveway

Based on the analyses herein we recommend the following:

- Construct an exclusive left-turn lane along both the eastbound and westbound County Route 630 approaches to Route 206. Each approach will provide one left-turn lane and one shared through/right-turn lane.

Based on our analyses, we determined the adjacent roadway network has sufficient capacity to accommodate the site-generated trips associated with the proposed warehouse redevelopment with the recommended intersection improvements identified above. Additionally, the site's access points are expected to operate at acceptable levels of service during peak traffic hours. The driveways will be designed in accordance with Burlington County standards. The driveways will provide geometry to accommodate the type of vehicles typical to the development, and safe driveway sight lines will be provided.

INTRODUCTION

The Rockefeller Group retained Langan Engineering and Environmental Services to prepare a traffic impact study for the proposed development of Block 800, Lots 3, 4.01, 4.02, and 4.03, in Eastampton Township, Burlington County, New Jersey.

Project Description

The site is currently partially developed and occupied by multiple small brick structures trailers, and shipping containers. The project, upon completion, will consist of a 244,800 square foot (sf) warehouse building replacing the existing uses.

The property is currently zoned PO Zone (Professional Office Zone) which, among other things, permits a variety of office/corporate headquarters, continuing care retirement community, and light manufacturing development. The proposed warehouse is not a permitted use within the zone. To redevelop the property with a warehouse use a Use Variance is required. Note that when compared to the permitted PO uses the proposed warehouse use from a traffic generation standpoint is not more intensive or inconsistent with other permitted uses in the zone (ie Manufacturing).

The site is located on the westbound side of Woodlane Road (County Route (CR) 630) and is bound by a mixed-use development to the east, Compass Lane to the west, and a residential development to the north. Access to the site is currently provided by one access driveway along Woodlane Road (CR 630).

As part of the development, the existing buildings will be razed and the existing driveway will be closed. Access to the site will be provided via one driveway along Woodlane Road (CR 630) and two driveways along Compass Lane. All driveways will be constructed to accommodate the anticipated design vehicles for each respective driveway, which includes passenger vehicles, trucks, emergency vehicles, and other delivery vehicles. We anticipate a majority of trucks will enter the site at the driveway along Woodlane Road (CR 630) and exit the site via the northernmost driveway along Compass Lane, resulting in a counterclockwise movement around the building. Additionally, the southernmost driveway along Compass Lane will be restricted to passenger vehicles only.

Study Area

We conducted capacity analyses at the following intersections:

- U.S. Route 206 and Woodlane Road / N. Pemberton Road (CR 630)

- Woodlane Road (CR 630) and Smithville Road (CR 684)
- Woodlane Road (CR 630) and Compass Road
- Woodlane Road (CR 630) and Park Road
- Woodlane Road (CR 630) and Maple Road / Site Driveway

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

Scope of Study

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

1. Conducted a field examination of the site and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Conducted a series of turning movement traffic counts at the study intersections identified in the previous section. We conducted counts on a typical weekday from 6:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM. We then identified existing weekday morning and evening peak hour traffic volumes based on the traffic count data.
3. Established 2026 Base traffic volumes by applying the New Jersey Department of Transportation (NJDOT) Burlington County growth factor of 1.5 percent to the existing traffic volumes.
4. Established 2026 No-Build traffic volumes by adding the traffic associated with other planned developments in the study to the 2026 Base traffic volumes.
5. Prepared trip generation estimates for the proposed warehouse based on accepted trip rates developed by the Institute of Transportation Engineers (ITE).
6. Developed trip distribution for the warehouse based on existing and expected travel patterns in the study area, a journey-to-work model, and a review of other traffic studies conducted for similar uses in the study area.
7. Assigned site-generated trips to the redevelopment's access roads and surrounding road network based on the likely travel routes motorists will use to travel to and from the site.
8. Established future 2026 Build traffic volumes by removing the existing development's site-generated trips and adding the new site-generated trips to the 2026 No-Build traffic volumes.
9. Performed intersection capacity analyses for the weekday morning and evening peak hours using the latest Synchro software.

DESCRIPTION OF EXISTING CONDITIONS

This section describes the roads, intersections and traffic volumes in the area of the proposed warehouse redevelopment located in Eastampton Township, Burlington County, New Jersey.

Roads

U.S. Route 206

U.S. Route 206 is classified as an urban principal arterial and is under New Jersey Department of Transportation (NJDOT) jurisdiction. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit is 50 mph.

County Route 630

County Route 630 is also known as N. Pemberton Road and Woodlane Road to the east and west of U.S. Route 206, respectively. The roadway is classified as an urban major collector and urban minor arterial to the east and west of U.S. Route 206, respectively, and is under Burlington County jurisdiction. The roadway has a general east-west orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit is 50 mph.

Smithville Road (CR 684)

Smithville Road (CR 684) is classified as an urban local road and urban major collector to the north and south of Woodlane Road (CR 630), respectively. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. The posted speed limit is 45 mph.

Maple Road

Maple Road is classified as local road. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. There is no posted speed limit in the immediate study area.

Park Road

Park Road is classified as local road. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. There is no posted speed limit in the immediate study area.

Compass Lane

Compass Lane is classified as local road. The roadway has a general north-south orientation and provides one travel lane in each direction in the immediate study area. There is no posted speed limit in the immediate study area

Intersections

U.S. Route 206 and County Route 630

County Route 630 intersects U.S. Route 206 to form a four-leg intersection under signal control. The eastbound and westbound County Route 630 approaches provides one shared left-turn/through/right-turn lane. The northbound and southbound U.S. Route 206 approaches provides one left-turn lane, one through lane, and one right-turn lane. The signal operates under three phases with a 120-second background cycle length.

Woodlane Road (CR 630) and Smithville Road (CR 684)

Smithville Road (CR 684) intersects Woodlane Road (630) to form a four-leg intersection under signal control. The eastbound and westbound Woodlane Road (CR 630) approaches provide one left-turn lane and one shared through/right-turn lane. The northbound and southbound Smithville Road (CR 684) approaches provide one left-turn lane and one shared through/right-turn lane. The signal operates under two phases with a 74-second background cycle length.

Woodlane Road (CR 630) and Compass Road

Compass Road intersects Woodlane Road (CR 630) to form a T-shaped intersection under stop-control. The eastbound Woodlane Road (CR 630) approach provides one shared left-turn/through lane. The westbound Woodlane Road (CR 630) approach provides one shared through/right-turn lane. The southbound Compass Road approach provides one shared left-turn/right-turn lane and is stop-controlled.

Woodlane Road (CR 630) and Park Road

Park Road intersects Woodlane Road (CR 630) to form a T-shaped intersection under stop-control. The eastbound Woodlane Road (CR 630) approach provides one shared through/right-turn lane. The westbound Woodlane Road (CR 630) approach provides one shared left-turn/through lane. The northbound Park Road approach provides one shared left-turn/right-turn lane and is stop-controlled.

Woodlane Road (CR 630) and Maple Road / Site Driveway

Maple Road and the site driveway intersect Woodlane Road (CR 630) to form a four-leg intersection under stop-control. The eastbound and westbound Woodlane Road (CR 630)

approaches provide on shared left-turn/through/right-turn lane. The northbound Maple Road approach provides one shared left-turn/through/right-turn lane and is stop-controlled. The southbound site driveway approach provides one shared left-turn/through/right-turn lane and is stop-controlled.

Traffic Volumes

Langan arranged turning movement traffic counts to be conducted during the morning and evening peak hours on a typical weekday at the study intersections. Specifically, turning movement traffic counts were conducted on Tuesday, July 12, 2022, from 6:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM.

In addition, we obtained prior count data, which was conducted at the intersection of U.S. Route 206 and Woodlane Road/N. Pemberton Road in September 2022 and along U.S. Route 206 in February of 2023. The September 2022 and February 2023 data was utilized to verify the July 2022 as a reasonable estimate of traffic conditions near the development site

The traffic counts identify distinct times during the weekday morning and evening hours when traffic experienced its highest levels. According to the traffic count data collected, the weekday morning peak hour occurred from 7:30 AM to 8:30 AM and the weekday evening peak hour occurred from 4:00 PM to 5:00 PM.

Figure 2 illustrates the 2022 Existing weekday morning and evening peak hour traffic volumes. Summaries of the manual traffic counts are contained in Appendix B.

ESTIMATE OF FUTURE CONDITIONS

This section of the report covers background traffic growth, adjacent developments, site-generated trips, trip distribution, and future traffic volumes. We anticipate the proposed warehouse redevelopment will be complete by the end of 2026. Accordingly, we projected traffic volumes to include existing traffic, new traffic created by background growth and other planned developments to derive the 2026 No-Build traffic volumes. To derive the 2026 Build traffic volumes, we removed the existing site-generated trips from the 2026 No-Build traffic volumes and added the new site-generated trips to the 2026 No-Build traffic volumes. All traffic volume worksheets are contained in Appendix A.

Background Traffic Growth

We increased the existing traffic volumes by a compounded annual growth rate of 1.5 percent established by the New Jersey Department of Transportation (NJDOT) for Burlington County for short-term growth projections, to derive the 2026 Base traffic volumes. Figure 3 shows the 2026 Base traffic volumes.

No-Build Condition

In addition to general background traffic growth, we are aware of pending/approved applications for additional adjacent developments near the site that could increase traffic on the surrounding road network. In preparing the future traffic projections, we conservatively included traffic for the following pending application:

- Rockefeller, Eastampton – 346,000 square feet warehouse development;
- 2554 Route 206 – 486,850 square feet warehouse development;
- 2470 Route 206 – 812,500 square feet warehouse development;

We derived traffic for these other developments based on data compiled from their respective traffic studies. Figure 4 shows the collective traffic from these other developments. We added the other developments' traffic to the projected traffic volumes to derive the 2026 No-Build traffic volumes, which Figure 5 shows.

Site-Generated Trips

We prepared trip generation estimates for the proposed redevelopment using data compiled for Land Use Code 150 (Warehousing) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th edition. We used the most conservative rates based on the peak hour of the generator for Land Use Code 150 in our analyses. Additionally, for the

warehouse land use, ITE provides conservative truck trip generation data for the generator peak hours in the appendix of the Trip Generation publication.

Table 1 – Future Trip Generation Estimates

Use		Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
244,800 sf Warehouse	Passenger Vehicles	32	7	39	6	36	42
	Trucks*	5	11	16	8	7	15
	Total	37	18	55	14	43	57

*Truck peak hour of the roadway rates from ITE – 0.06 AM peak hour and 0.06 PM peak hour.

Trip Distribution

We determined the directional distributions of the site-generated trips based on based on existing and expected travel patterns in the study area, the location of area highways and major intersections, a journey-to-work model, and a review of other traffic studies conducted for similar uses in the study area. Table 2 shows the trip distributions.

Table 2 – Trip Distribution

Direction (To/From)	Arrival and Departure Distributions	
	Passenger Vehicles	Trucks
U.S. Route 206 (North)	17%	75%
U.S. Route 206 (South)	18%	-
Smithville Road – CR 684 (North)	14%	-
Smithville Road – CR 684 (South)	15%	-
County Route 630 (East)	8%	20%
County Route 630 (West)	28%	5%
Total	**100%**	**100%**

Figures 6 and 7 show the arrival and departure distributions for passenger vehicles and trucks, respectively. Upon arriving to the site passenger vehicles will utilize either the driveway along Woodlane Road (CR 630) or the southernmost driveway along Compass Lane. Additionally, we anticipate a majority of trucks to enter the site at driveway along Woodlane Road (CR 630) and exit the site via the driveway along Compass Road, in a counterclockwise movement around the building. The site-generated traffic was then applied to the adjacent roadway system as per the above distributions. Figures 8 and 9 show the passenger vehicle and truck site-generated trips, respectively. Figure 10 illustrates the total site-generated trips assigned to the roadway network.

Build Traffic Volumes

We derived the 2026 Build traffic volumes by removing the existing site-generated trips from the 2026 No-Build traffic volumes and adding the new site-generated trips to the 2026 No-Build traffic

volumes. The trips generated by the existing development were removed from the study intersections because they will no longer be entering and exiting the site following the proposed redevelopment project, instead they will be replaced by the trips generated by the proposed warehouse. Figure 11 shows the existing weekday morning and evening peak hour site-generated trips that were removed from the roadway network. Figure 12 illustrates the 2026 Build weekday morning and evening peak hour for the redevelopment.

ANALYSIS OF TRAFFIC OPERATIONS

This section describes the capacity analysis we conducted to assess traffic operations for the No-Build and Build conditions. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

Level of Service Criteria

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

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

The HCM defines LOS for signalized intersections as follows:

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

The HCM defines LOS for unsignalized intersections as follows:

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

Capacity Analysis

We conducted capacity analyses for the intersections in the study area and found that the proposed redevelopment will not significantly alter traffic operations in the area. Table 3 summarizes the 2026 No-Build and Build levels of service (LOS) at each relevant study intersection during the weekday morning and evening peak hours. Following the table are discussions pertaining to each of the intersections analyzed for the project. The worksheets for the capacity analyses are included in Appendix C.

Table 3 – Intersection Capacity Analysis Summary

Location	Movement		Weekday Morning Peak Hour		Weekday Evening Peak Hour	
			No-Build	Build	No-Build	Build
Signalized Intersections						
U.S. Route 206 and Woodlane Road (CR 630)/ N. Pemberton Road (CR 630)	EB	L,T,R	E (59.4)	-	E (59.5)	-
		L	-	E (69.3)	-	D (38.7)
		T,R	-	D (38.7)	-	E (58.1)
	WB	L,T,R	E (62.5)	-	E (65.5)	-
		L	-	C (32.9)	-	D (42.1)
		T,R	-	E (58.7)	-	D (47.6)
	NB	L	B (12.5)	B (11.7)	C (33.7)	C (25.1)
		T	D (51.0)	D (45.3)	C (28.3)	C (26.5)
		R	A (0.1)	A (0.1)	A (0.3)	A (0.3)
	SB	L	B (18.0)	B (14.9)	B (11.8)	B (11.0)
		T	C (28.3)	C (26.9)	D (52.1)	D (46.2)
		R	A (0.1)	A (0.1)	A (3.0)	A (3.8)
	Overall		**D (44.7)**	**D (39.0)**	**D (45.3)**	**D (39.2)**
Woodlane Road (CR 630) and Smithville Road (CR 684)	EB	L	A (8.4)	A (8.5)	A (7.8)	A (7.7)
		T,R	A (9.3)	A (9.5)	B (11.1)	B (11.1)
	WB	L	A (7.8)	A (7.9)	A (9.1)	A (9.2)
		T,R	B (13.5)	B (13.6)	B (12.2)	B (12.3)
	NB	L	B (16.4)	B (16.4)	B (15.0)	B (15.4)
		T,R	B (20.0)	C (20.2)	B (15.6)	B (16.1)
	SB	L	B (15.3)	B (15.6)	B (15.4)	B (15.8)
		T,R	B (15.2)	B (15.2)	B (18.1)	B (18.5)
	Overall		**B (13.9)**	**B (14.0)**	**B (13.3)**	**B (13.4)**
Unsignalized Intersections						
Woodlane Road (CR 630) and Park Road	WB	L,T	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB	L,R	C (15.5)	C (16.0)	B (13.3)	B (13.6)
Woodlane Road (CR 630) and Compass Road	EB	L,T	A (8.6)	A (8.6)	A (8.2)	A (8.3)
	SB	L,R	B (12.5)	C (19.4)	B (13.9)	C (15.6)
Woodlane Road (CR 630) and Maple Road/ Site Driveway	EB	L,T,R	A (8.4)	A (8.6)	A (0.0)	A (9.1)
	WB	L,T,R	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	NB	L,T,R	C (17.0)	C (18.2)	A (0.0)	A (0.0)
	SB	L,T,R	A (0.0)	B (14.7)	C (15.8)	B (14.9)

*Level of Service (Average vehicle delay [seconds per vehicle])

U.S. Route 206 and Woodlane Road (CR 630) / N. Pemberton Road (CR 630)

This signalized intersection is expected to operate at an overall LOS D during both the weekday morning and evening peak hours under the No-Build condition.

Based on the results of the analyses the following is recommended to improve operations at the intersection. The need for the proposed improvements results from regional growth and the traffic associated with the proposed redevelopment.

- Construct an exclusive left-turn lane along both the eastbound and westbound County Route 630 approaches to Route 206. Each approach will provide one left-turn lane and one shared through/right-turn lane.

With the above recommendations implemented, the signalized intersection is expected to continue to operate at an overall LOS D during both the weekday morning and evening peak hours under the Build condition.

Woodlane Road (CR 630) and Smithville Road (CR 684)

The signalized intersection is expected to operate at an overall LOS B during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, the intersection is expected to continue to operate at an overall LOS B during both the weekday morning and evening peak hours.

Woodlane Road (CR 630) and Compass Road

All turning movements at the stop-controlled intersection would operate at LOS B, or better, during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, all turning movements at the stop-controlled intersection are expected to operate at LOS C, or better, during both the weekday morning and evening peak hours under the Build condition.

Woodlane Road (CR 630) and Park Road

All turning movements at the stop-controlled intersection would operate at LOS C, or better, during both the weekday morning and evening peak hours under the No-Build condition. Under the Build condition, all turning movements at the stop-controlled intersection are expected to continue to operate at LOS C, or better, during both the weekday morning and evening peak hours under the Build condition.

Woodlane Road (CR 630) and Maple Road / Site Driveway

All turning movements at the stop-controlled intersection would operate at LOS C, or better, during both the weekday morning and evening peak hours under the No-Build condition. Under

the Build condition, all turning movements at the stop-controlled intersection are expected to continue to operate at LOS C, or better, during both the weekday morning and evening peak hours under the Build condition.

LEFT-TURN LANE WARRANT ANALYSIS

Burlington County LDRR Guidelines

The existing eastbound Woodlane Road (CR 630) approach provides one shared left-turn/through lane. We evaluated the approach to determine if the approach meets the warrant for a left-turn lane according to Burlington County Land Development Review Resolution (LDRR) and found that the approach does not meet the warrant for a left-turn lane. An evaluation of left-turn lane warrants for Woodlane Road (CR 630) is summarized below.

Table 4 – Left-Turn Lane / By-Pass Lane Warrant Analysis (LDRR)

Left-Turn Lane / By-Pass Lane Warrant Analysis From Table 21 (Land Development Review Resolution)						
TIME	**OPPOSING VOLUME**	**ADVANCING VOLUME**	**% LEFT TURNS**	**WARRANT VOLUME**	**MET**	**PROVIDED**
AM	443	300	4%	TABLE 21 480*	NO	8' SHOULDER
PM	452	408	1%	TABLE 21 557*	NO	8' SHOULDER

* Calculated based on interpolation

CONCLUSIONS

Based on the analyses herein we recommend the following:

- Construct an exclusive left-turn lane along both the eastbound and westbound County Route 630 approaches to Route 206. Each approach will provide one left-turn lane and one shared through/right-turn lane.

Based on our analyses, we determined the adjacent roadway network has sufficient capacity to accommodate the site-generated trips associated with the proposed warehouse redevelopment with the recommended intersection improvements identified above. Additionally, the site's access points are expected to operate at acceptable levels of service during peak traffic hours. The driveways will be designed in accordance with Burlington County standards. The driveways will provide geometry to accommodate the type of vehicles typical to the development, and safe driveway sight lines will be provided.

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APPENDIX A
FIGURES

AERIAL IMAGE FROM GOOGLE EARTH

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Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

Drawing Title
SITE LOCATION MAP

Project No. 130159203	Figure 1
Date 04/24/2023	
Drawn By EJV	
Checked By KP	Sheet 1 of 12

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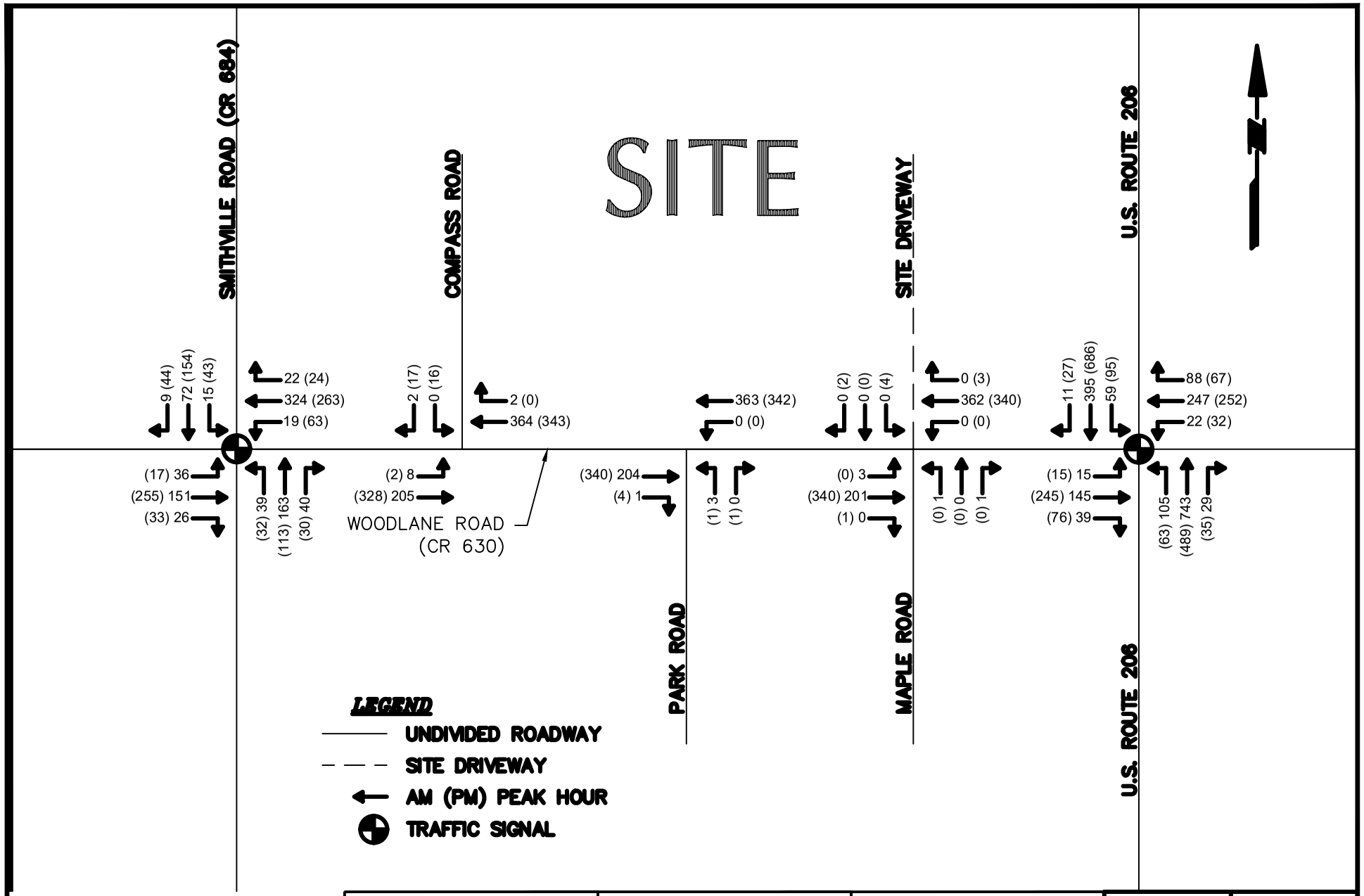

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Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

Drawing Title
2022 EXISTING TRAFFIC VOLUMES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 2

Sheet 2 of 12

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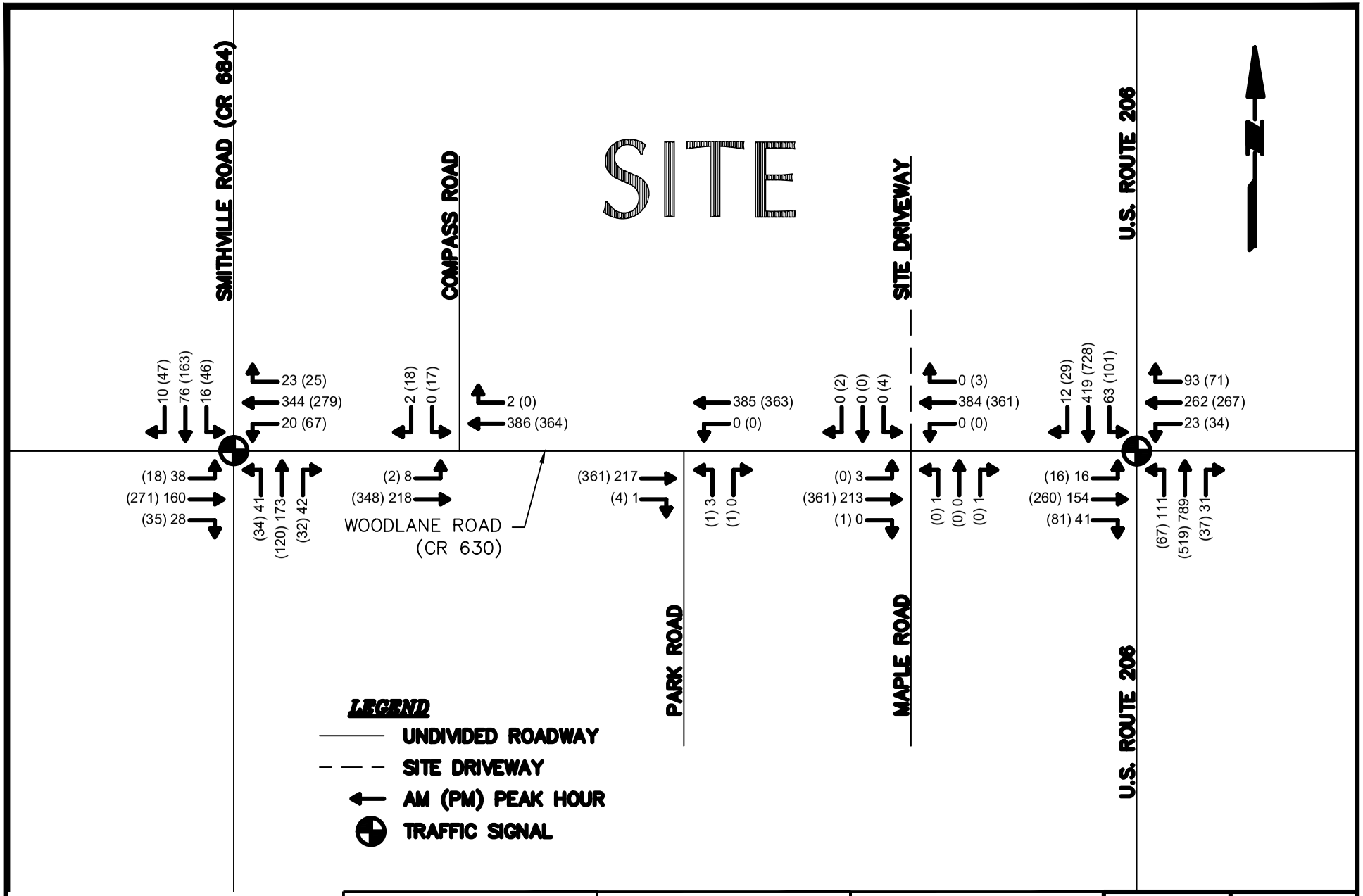

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Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

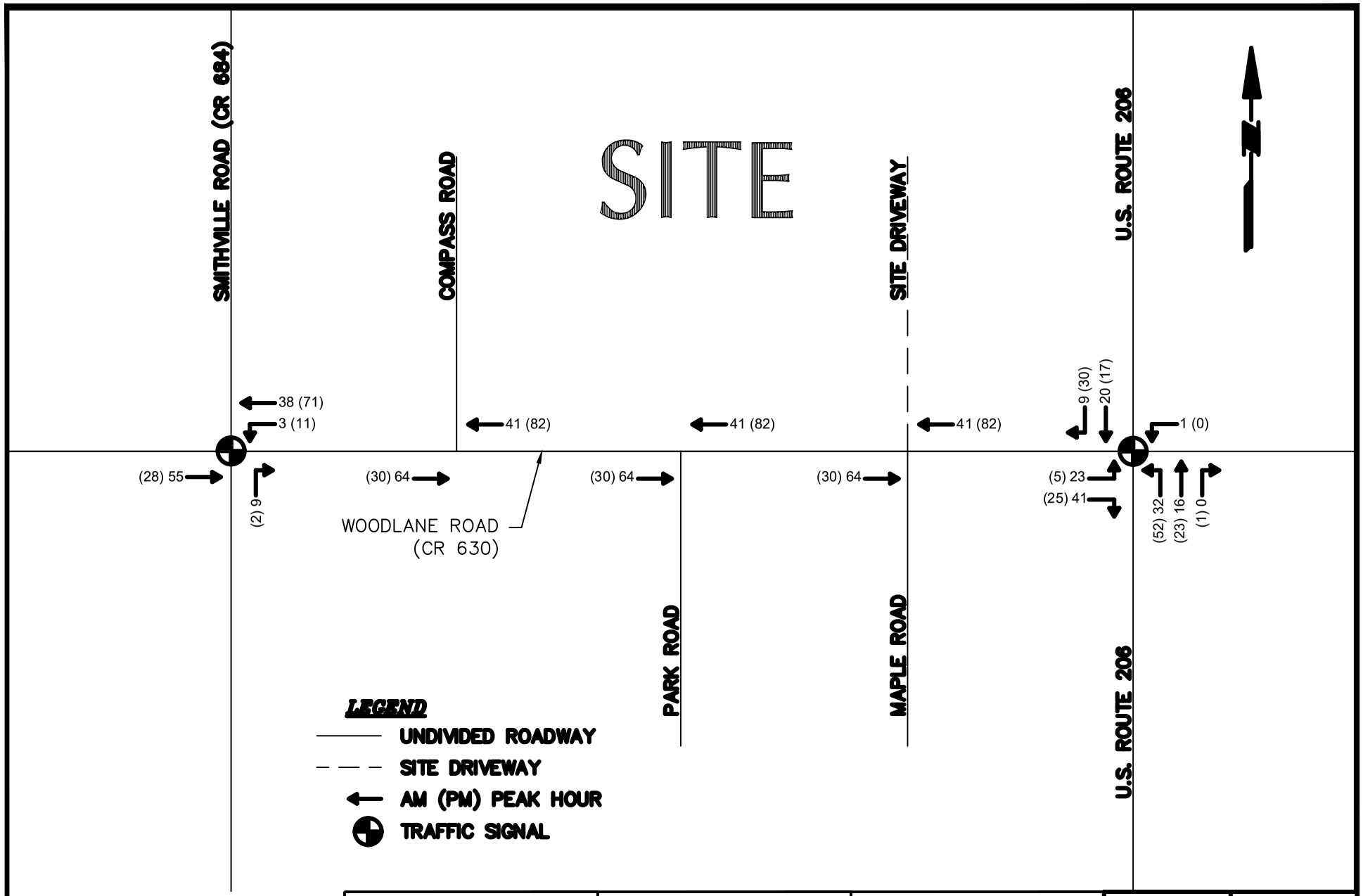
Drawing Title
2026 BASE TRAFFIC VOLUMES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 3

Sheet 3 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 3-BASE



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1 University Square Drive, Suite 110
Princeton, NJ 08540
T: 609.282.8000 F: 609.282.8001 www.langan.com
NJ Certificate of Authorization No.24GA27996400

Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

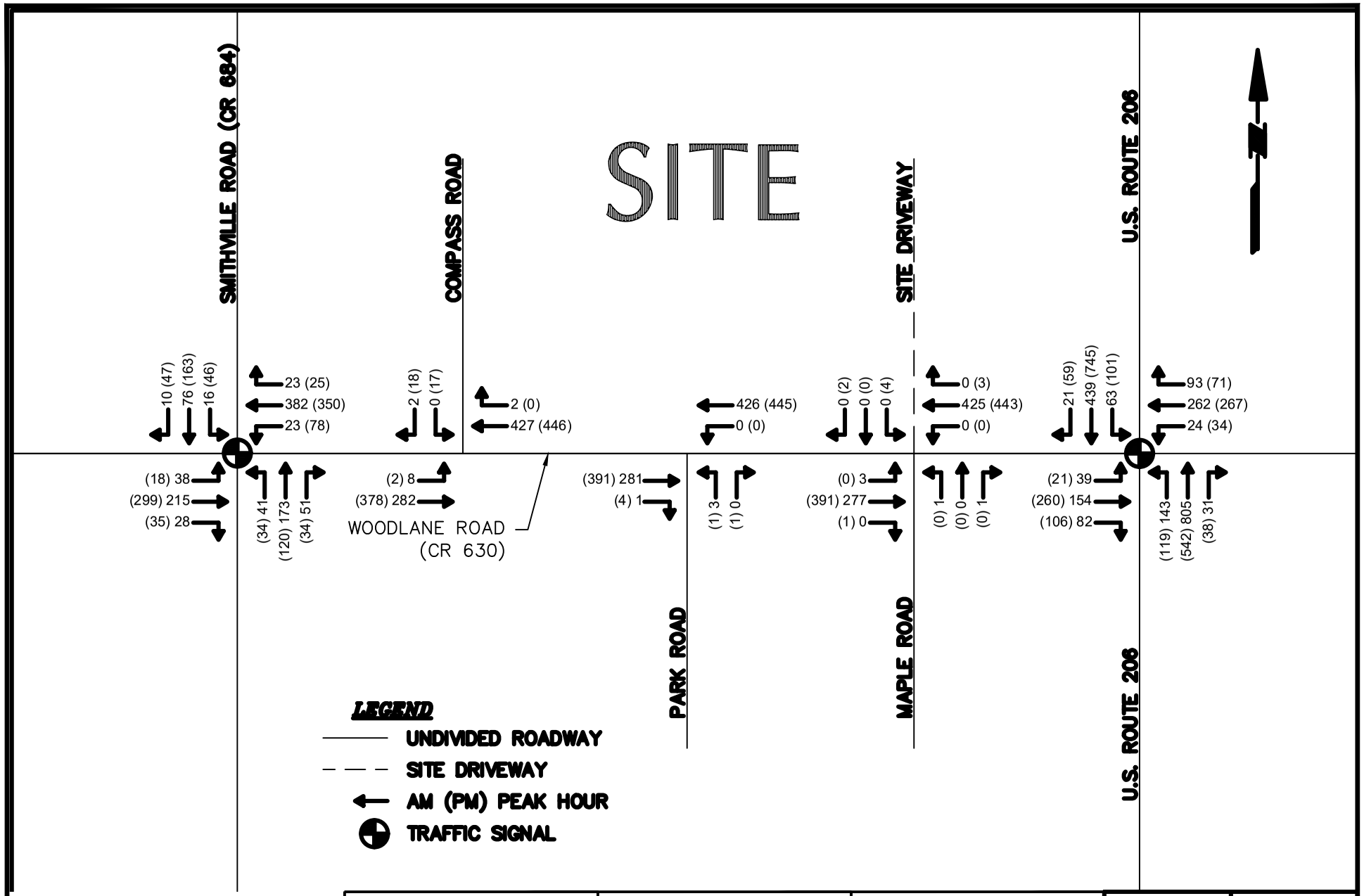
Drawing Title
TOTAL ADJACENT DEVELOPMENT TRAFFIC VOLUMES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 4

Sheet 4 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 4-ADJ



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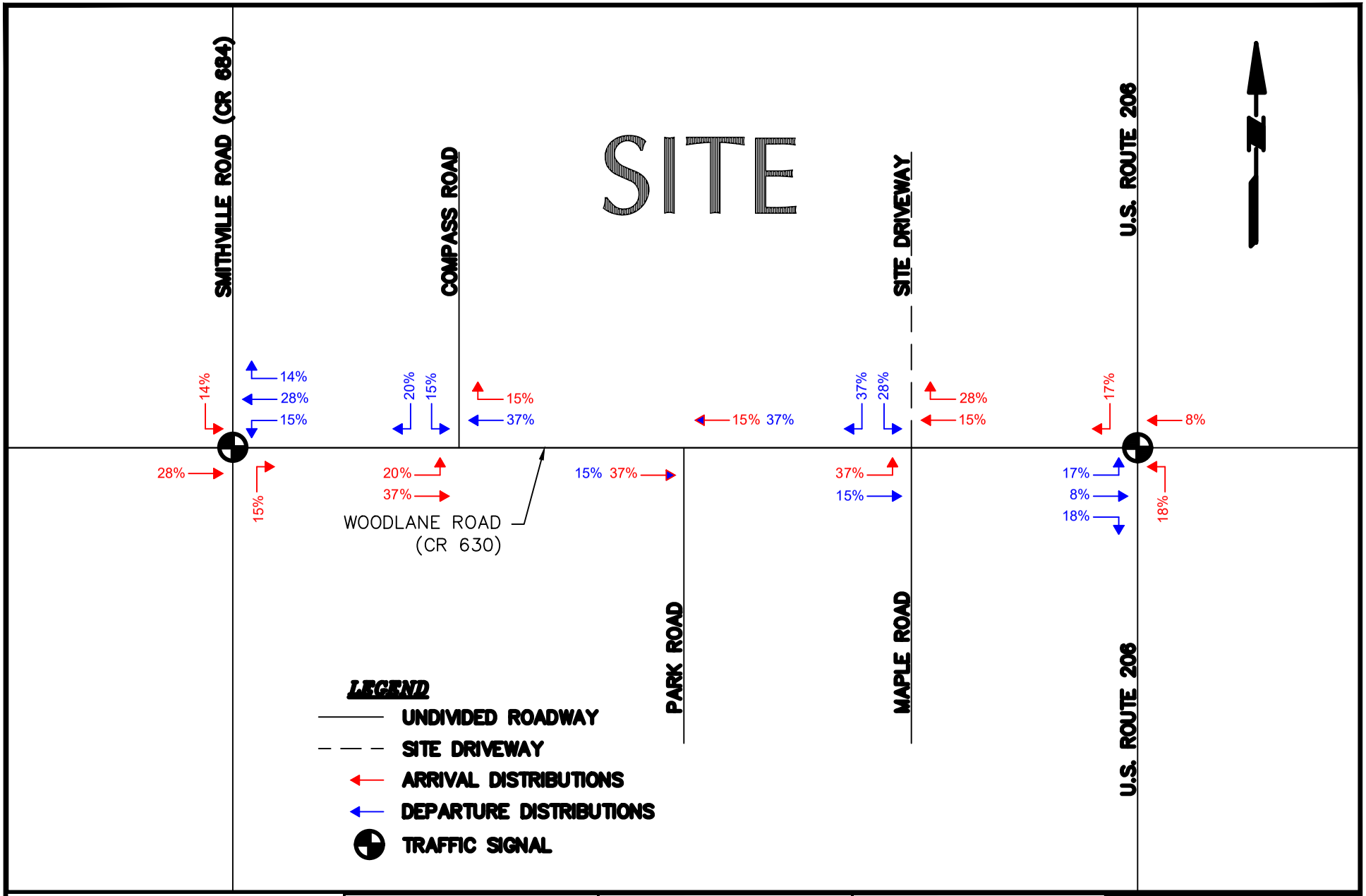
Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

Drawing Title
2026 NO-BUILD TRAFFIC VOLUMES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP
Figure 5
Sheet 5 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 5-NO



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Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

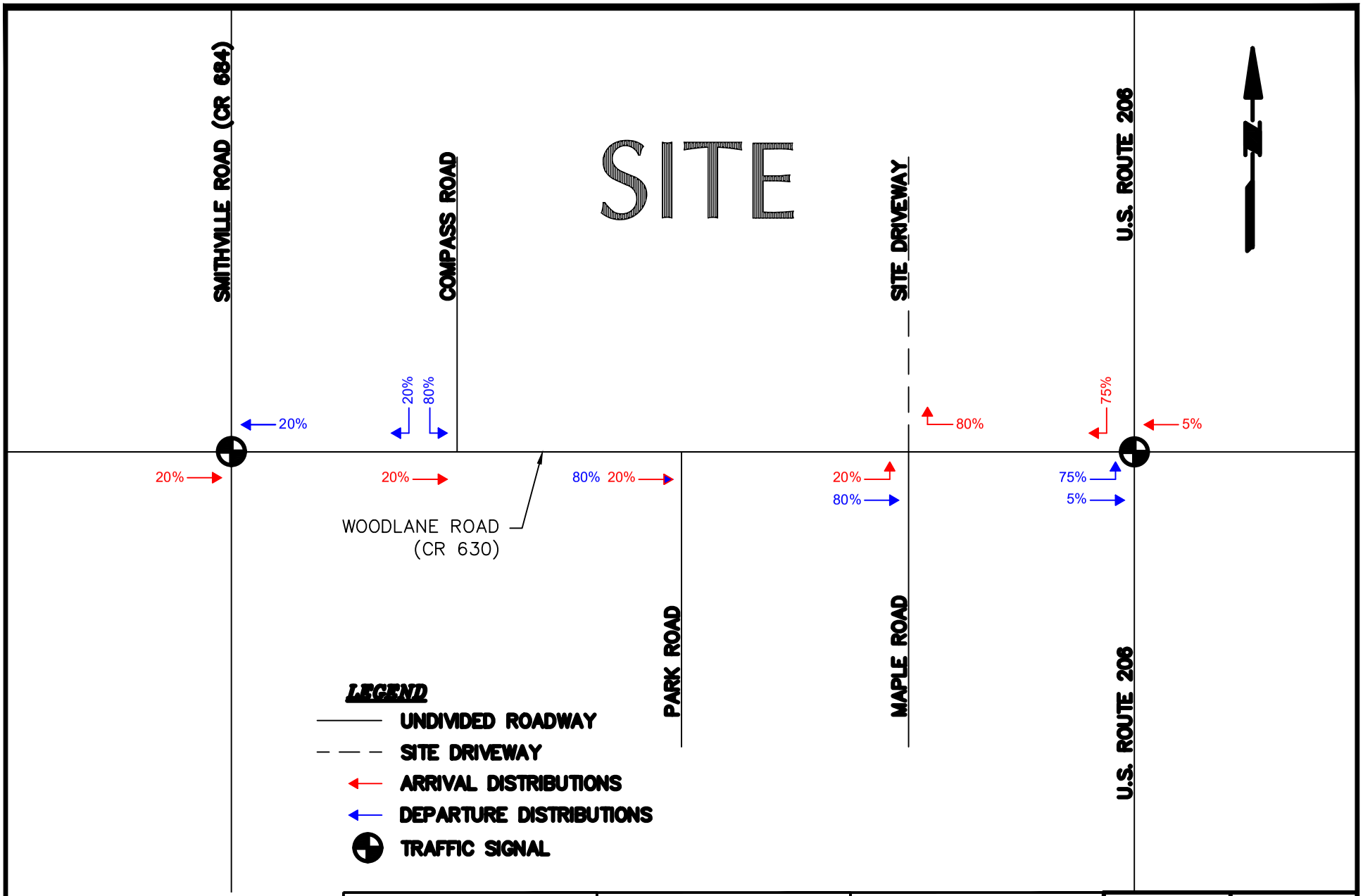
Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS - PASSENGER VEHICLES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 6

Sheet 6 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 6-PASSAD



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Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

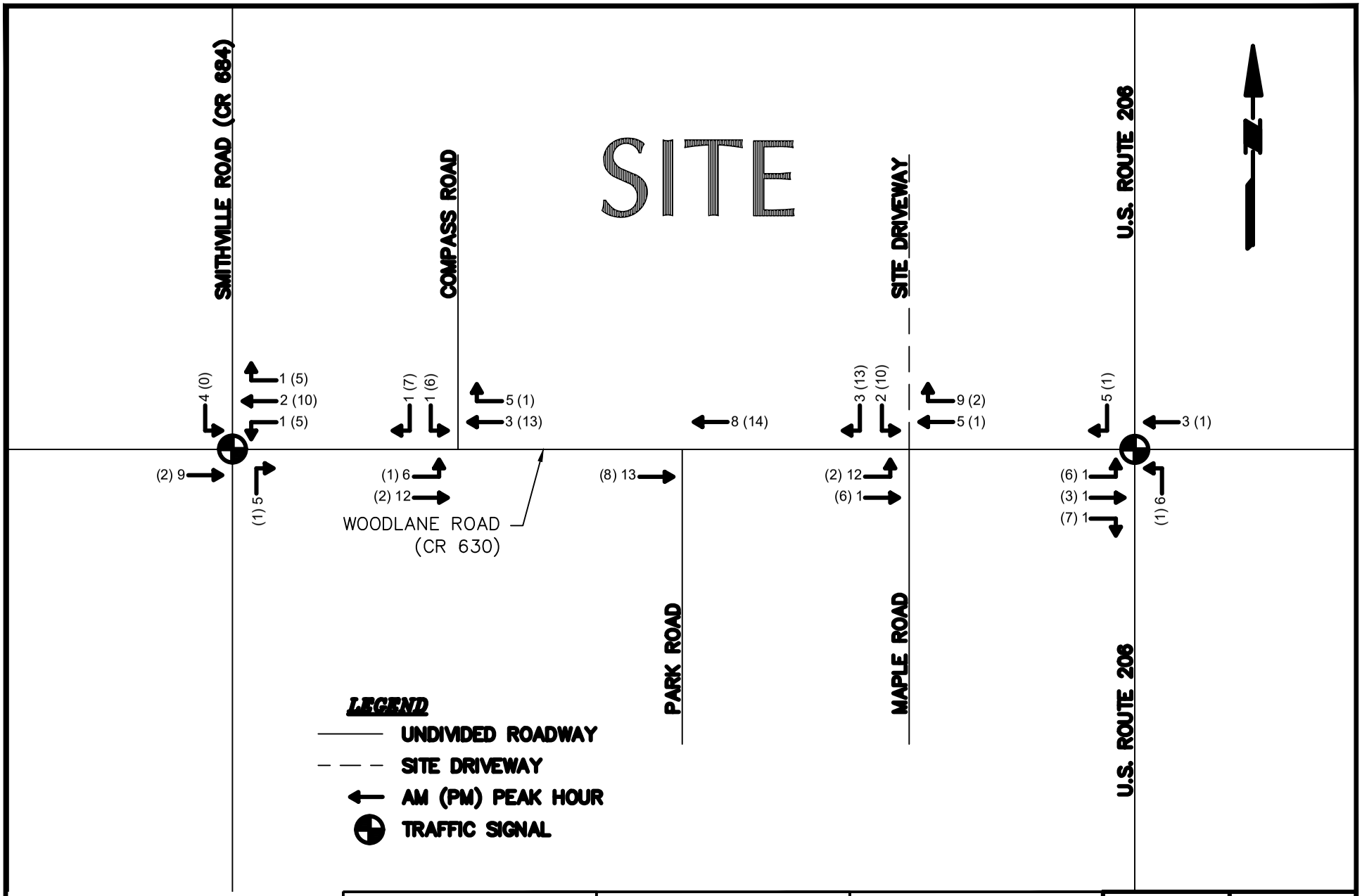
Drawing Title
ARRIVAL & DEPARTURE DISTRIBUTIONS - TRUCKS

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 7

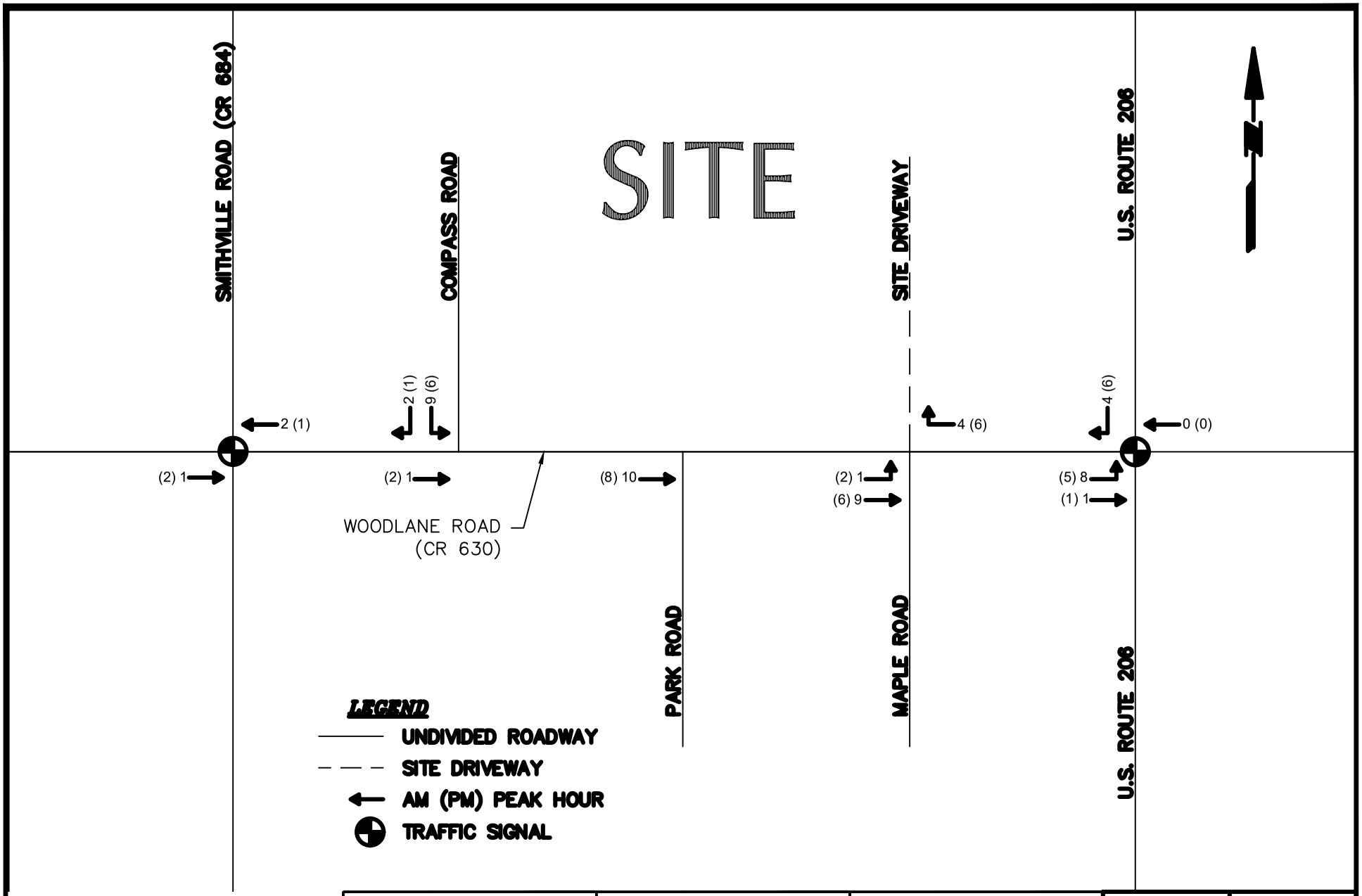
Sheet 7 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 7-TAD



LANGAN Langan Engineering and Environmental Services, Inc. 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400	Project EASTAMPTON II BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03 TOWNSHIP OF EASTAMPTON BURLINGTON COUNTY NEW JERSEY	Drawing Title PASSENGER VEHICLE SITE-GENERATED TRIPS	Project No. 130159203 Date 04/24/2023 Drawn By EJV Checked By KP	Figure 8 Sheet 8 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 8-PASS



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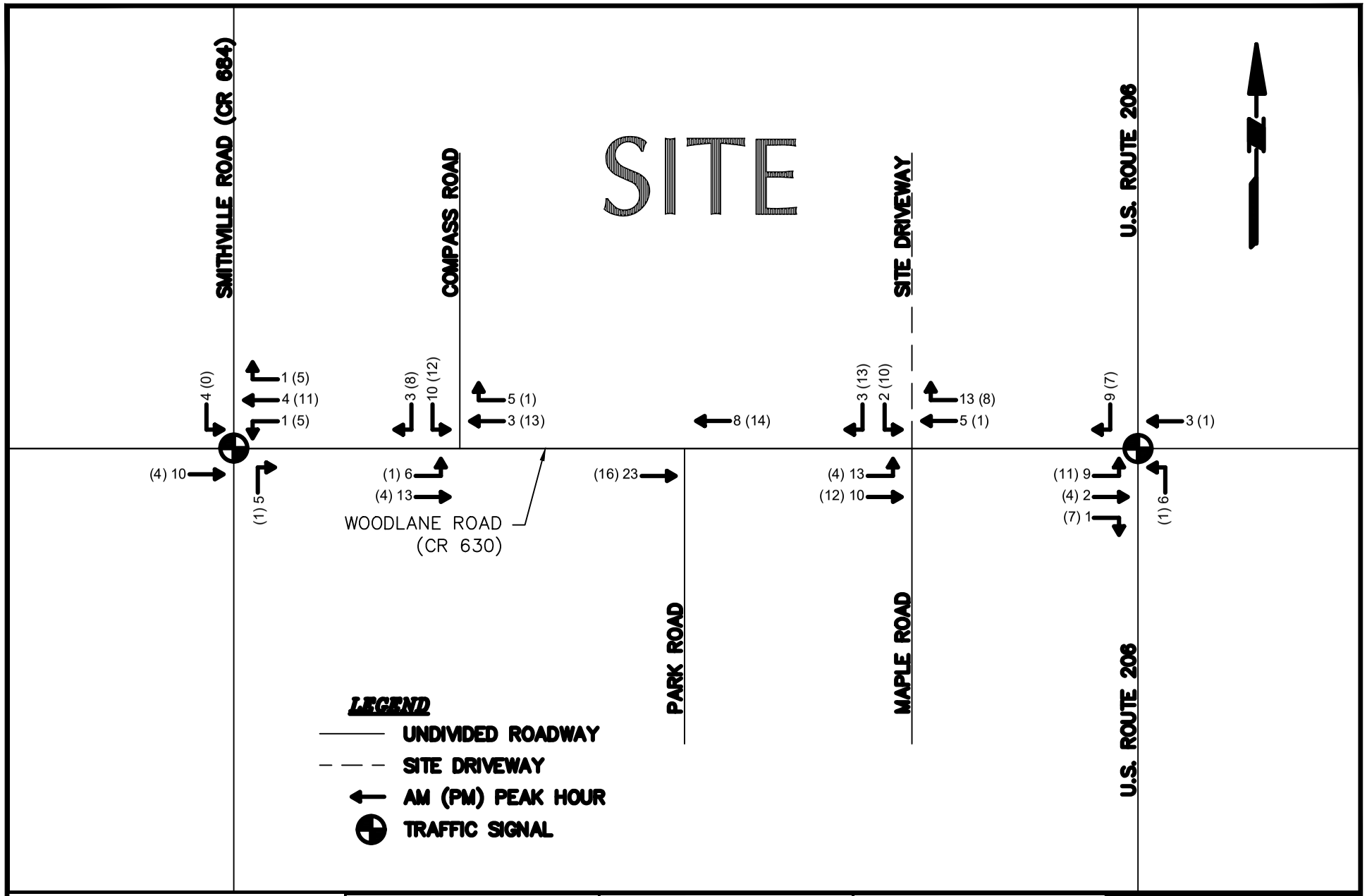
Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

Drawing Title
TRUCK SITE-GENERATED TRIPS

Project No.	130159203
Date	04/24/2023
Drawn By	EJV
Checked By	KP
Figure	9
Sheet	9 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 9-TRUCK



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Project
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TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

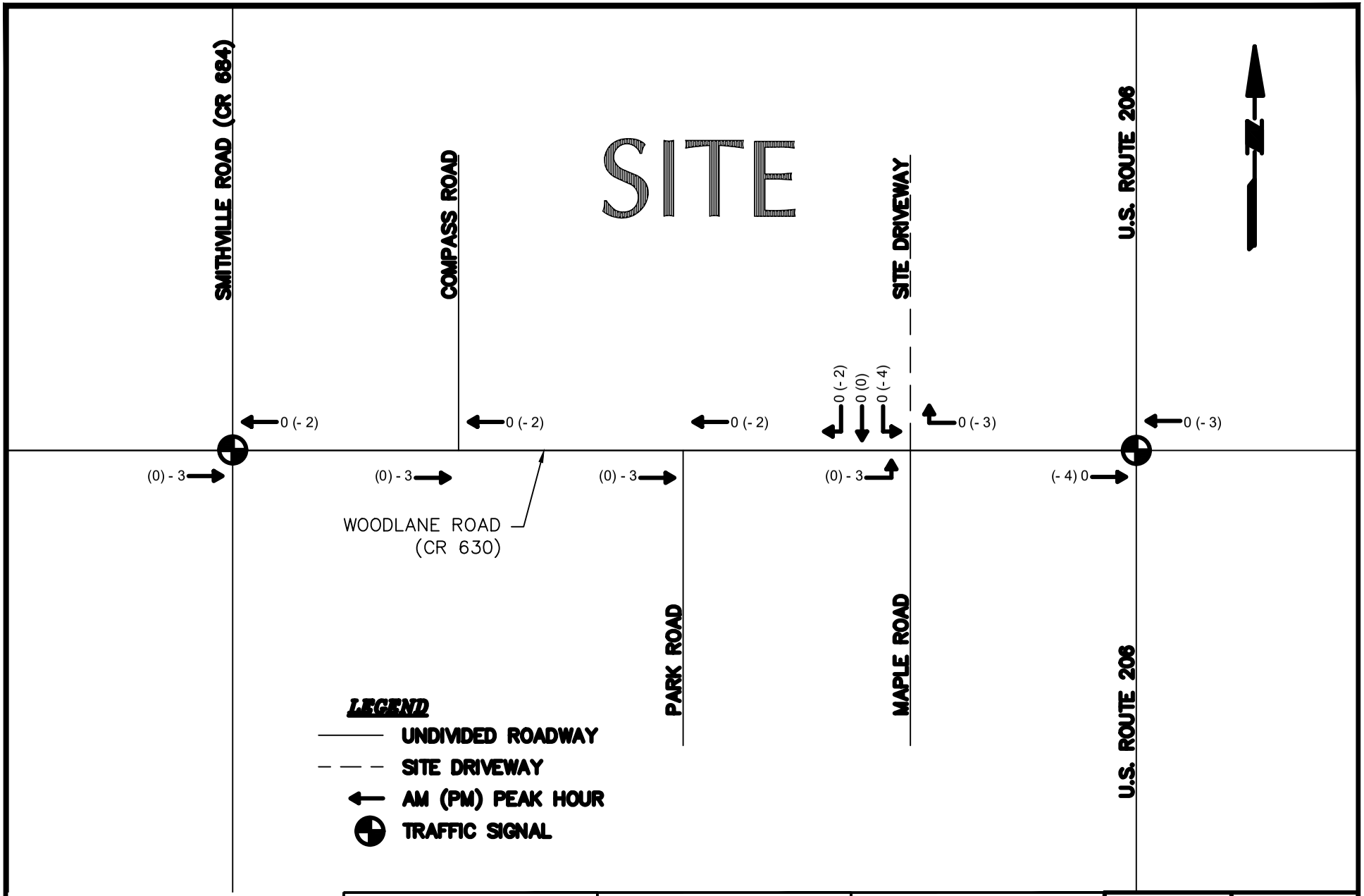
Drawing Title
TOTAL SITE-GENERATED TRIPS

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 10

Sheet 10 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 10-TOTAL



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Project
EASTAMPTON II
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TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

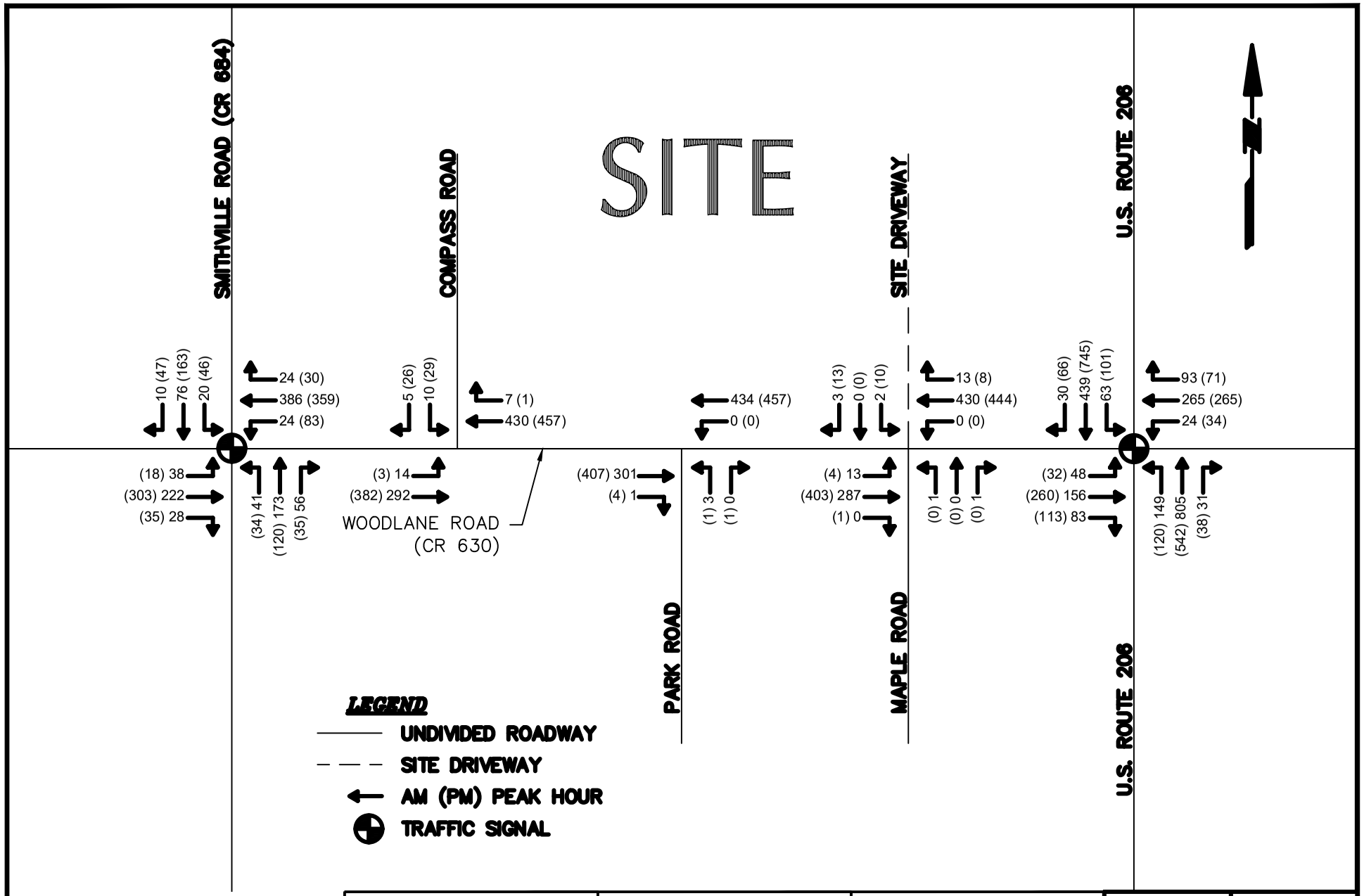
Drawing Title
REMOVED EXISTING DEVELOPMENT TRAFFIC VOLUMES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 11

Sheet 11 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 11-REMOVED



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Project
EASTAMPTON II
BLOCK No. 800, LOT No. 3, 4.01, 4.02, & 4.03
TOWNSHIP OF EASTAMPTON
BURLINGTON COUNTY NEW JERSEY

Drawing Title
2026 BUILD TRAFFIC VOLUMES

Project No. 130159203
Date 04/24/2023
Drawn By EJV
Checked By KP

Figure 12

Sheet 12 of 12

Filename: \\langan.com\data\LAW\data2\130159203\Project Data_Discipline\Traffic\Figures & Tables\2023-04 TIS Figures.dwg Date: 5/1/2023 Time: 09:01 User: eviloria Style Table: Convert.stb Layout: 12-BUILD

APPENDIX B
TRAFFIC COUNTS

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

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

Leg	Woodlane Rd							Pemberton Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2022-07-12 6:00AM	2	20	3	0	0	**25**	0	1	22	12	0	5	**40**	0
6:15AM	3	42	2	0	2	**49**	0	3	46	13	0	3	**65**	0
6:30AM	5	47	3	0	5	**60**	0	2	40	23	0	8	**73**	0
6:45AM	7	47	6	0	4	**64**	0	3	39	15	0	4	**61**	0
Hourly Total	17	156	14	0	11	**198**	0	9	147	63	0	20	**239**	0
7:00AM	6	41	5	0	1	**53**	0	2	33	13	0	3	**51**	0
7:15AM	3	46	8	0	2	**59**	0	2	48	16	0	4	**70**	0
7:30AM	3	40	6	0	6	**55**	0	7	75	17	0	2	**101**	0
7:45AM	2	35	7	0	4	**48**	0	8	58	21	0	2	**89**	0
Hourly Total	14	162	26	0	13	**215**	0	19	214	67	0	11	**311**	0
8:00AM	4	39	3	0	4	**50**	0	2	59	19	0	3	**83**	0
8:15AM	5	31	8	0	1	**45**	0	5	55	13	0	3	**76**	0
8:30AM	3	35	5	0	3	**46**	0	6	54	9	0	2	**71**	0
8:45AM	2	35	10	0	7	**54**	0	5	42	17	0	3	**67**	0
Hourly Total	14	140	26	0	15	**195**	0	18	210	58	0	11	**297**	0
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
3:00PM	5	64	9	0	3	**81**	0	8	54	9	0	0	**71**	0
3:15PM	0	61	10	0	4	**75**	0	5	47	10	0	3	**65**	0
3:30PM	0	50	15	0	1	**66**	0	14	62	17	0	6	**99**	0
3:45PM	1	53	13	0	4	**71**	0	12	58	12	0	1	**83**	0
Hourly Total	6	228	47	0	12	**293**	0	39	221	48	0	10	**318**	0
4:00PM	8	56	15	0	4	**83**	0	5	54	14	0	2	**75**	0
4:15PM	2	73	11	0	5	**91**	0	6	56	13	0	0	**75**	0
4:30PM	2	59	22	0	4	**87**	0	10	64	25	0	0	**99**	0
4:45PM	3	57	12	0	3	**75**	0	11	78	13	0	0	**102**	0
Hourly Total	15	245	60	0	16	**336**	0	32	252	65	0	2	**351**	0
5:00PM	6	57	5	0	5	**73**	0	6	55	7	0	2	**70**	0
5:15PM	5	62	4	0	5	**76**	0	1	54	6	0	3	**64**	0
5:30PM	3	45	4	0	7	**59**	0	5	55	10	0	1	**71**	0
5:45PM	0	43	11	0	4	**58**	0	6	46	8	0	1	**61**	0
Hourly Total	14	207	24	0	21	**266**	0	18	210	31	0	7	**266**	0
6:00PM	3	40	6	0	3	**52**	0	5	37	10	0	2	**54**	0
6:15PM	4	45	13	0	3	**65**	0	6	35	7	0	1	**49**	0
6:30PM	4	42	5	0	8	**59**	0	5	35	5	0	1	**46**	0
6:45PM	2	40	6	0	4	**52**	0	4	25	9	0	1	**39**	0
Hourly Total	13	167	30	0	18	**228**	0	20	132	31	0	5	**188**	0
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	93	1305	227	0	106	**1731**	0	155	1386	363	0	66	**1970**	0
% Approach	5.4%	75.4%	13.1%	0%	6.1%	**-**	-	7.9%	70.4%	18.4%	0%	3.4%	**-**	-
% Total	0.8%	10.7%	1.9%	0%	0.9%	**14.2%**	-	1.3%	11.4%	3.0%	0%	0.5%	**16.2%**	-
Lights	91	1273	215	0	102	**1681**	-	147	1347	354	0	63	**1911**	-
% Lights	97.8%	97.5%	94.7%	0%	96.2%	**97.1%**	-	94.8%	97.2%	97.5%	0%	95.5%	**97.0%**	-
Articulated Trucks and Single-Unit Trucks	2	17	10	0	3	**32**	-	7	23	9	0	3	**42**	-
% Articulated Trucks and Single-Unit Trucks	2.2%	1.3%	4.4%	0%	2.8%	**1.8%**	-	4.5%	1.7%	2.5%	0%	4.5%	**2.1%**	-
Buses	0	15	2	0	1	**18**	-	1	16	0	0	0	**17**	-
% Buses	0%	1.1%	0.9%	0%	0.9%	**1.0%**	-	0.6%	1.2%	0%	0%	0%	**0.9%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

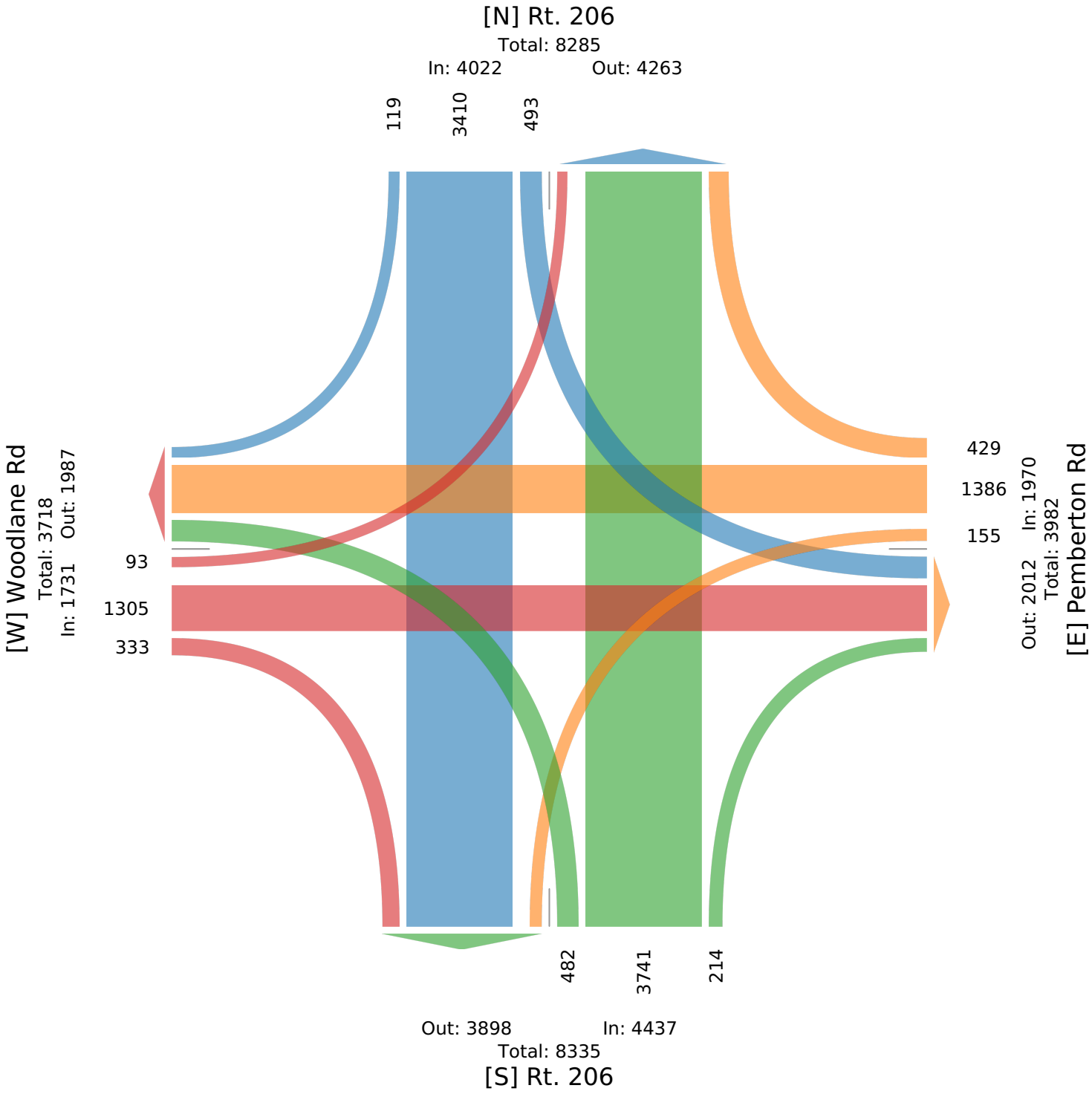
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Rt. 206 Northbound							Rt. 206 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-07-12 6:00AM	14	154	4	0	0	**172**	0	3	46	1	0	1	**51**	0	**288**
6:15AM	14	178	3	0	0	**195**	0	9	69	0	0	1	**79**	0	**388**
6:30AM	13	170	3	0	6	**192**	0	13	81	1	0	1	**96**	0	**421**
6:45AM	18	164	7	0	1	**190**	0	19	89	1	0	1	**110**	0	**425**
Hourly Total	59	666	17	0	7	**749**	0	44	285	3	0	4	**336**	0	**1522**
7:00AM	16	183	3	0	3	**205**	0	17	89	2	0	1	**109**	0	**418**
7:15AM	24	159	5	0	6	**194**	0	21	72	2	0	1	**96**	0	**419**
7:30AM	28	189	1	0	4	**222**	0	16	95	3	0	0	**114**	0	**492**
7:45AM	23	174	11	0	1	**209**	0	15	96	0	0	0	**111**	0	**457**
Hourly Total	91	705	20	0	14	**830**	0	69	352	7	0	2	**430**	0	**1786**
8:00AM	22	147	3	0	3	**175**	0	9	105	3	0	1	**118**	0	**426**
8:15AM	32	167	5	0	1	**205**	0	14	64	3	0	0	**81**	0	**407**
8:30AM	23	144	3	0	0	**170**	0	19	102	1	0	0	**122**	0	**409**
8:45AM	22	146	3	0	0	**171**	0	13	102	2	0	0	**117**	0	**409**
Hourly Total	99	604	14	0	4	**721**	0	55	373	9	0	1	**438**	0	**1651**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
3:00PM	15	126	5	0	5	**151**	0	22	139	3	0	0	**164**	0	**467**
3:15PM	15	129	12	0	2	**158**	0	15	165	2	0	1	**183**	0	**481**
3:30PM	23	105	7	0	5	**140**	0	28	175	6	0	0	**209**	0	**514**
3:45PM	13	112	6	0	4	**135**	0	19	177	7	0	3	**206**	0	**495**
Hourly Total	66	472	30	0	16	**584**	0	84	656	18	0	4	**762**	0	**1957**
4:00PM	19	123	5	0	4	**151**	0	27	167	4	0	4	**202**	0	**511**
4:15PM	17	114	6	0	1	**138**	0	23	178	6	0	2	**209**	0	**513**
4:30PM	13	139	6	0	3	**161**	0	19	182	2	0	3	**206**	0	**553**
4:45PM	14	113	6	0	4	**137**	0	26	159	4	0	2	**191**	0	**505**
Hourly Total	63	489	23	0	12	**587**	0	95	686	16	0	11	**808**	0	**2082**
5:00PM	10	116	5	0	5	**136**	0	25	163	9	0	4	**201**	0	**480**
5:15PM	14	107	5	0	2	**128**	0	21	121	2	0	0	**144**	0	**412**
5:30PM	19	128	4	0	3	**154**	0	26	148	6	0	1	**181**	0	**465**
5:45PM	17	87	6	0	1	**111**	0	18	138	2	0	1	**159**	0	**389**
Hourly Total	60	438	20	0	11	**529**	0	90	570	19	0	6	**685**	0	**1746**
6:00PM	12	105	3	0	2	**122**	0	21	157	3	0	1	**182**	0	**410**
6:15PM	9	78	4	0	2	**93**	0	7	133	5	0	2	**147**	0	**354**
6:30PM	11	90	3	0	5	**109**	0	16	102	1	0	2	**121**	0	**335**
6:45PM	12	94	5	0	2	**113**	0	12	96	3	0	2	**113**	0	**317**
Hourly Total	44	367	15	0	11	**437**	0	56	488	12	0	7	**563**	0	**1416**
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Total	482	3741	139	0	75	**4437**	0	493	3410	84	0	35	**4022**	0	**12160**
% Approach	10.9%	84.3%	3.1%	0%	1.7%	**-**	-	12.3%	84.8%	2.1%	0%	0.9%	**-**	-	-
% Total	4.0%	30.8%	1.1%	0%	0.6%	**36.5%**	-	4.1%	28.0%	0.7%	0%	0.3%	**33.1%**	-	-
Lights	450	3378	132	0	72	**4032**	-	475	3112	76	0	35	**3698**	-	11322
% Lights	93.4%	90.3%	95.0%	0%	96.0%	**90.9%**	-	96.3%	91.3%	90.5%	0%	100%	**91.9%**	-	93.1%
Articulated Trucks and Single-Unit Trucks	27	349	5	0	2	**383**	-	18	288	8	0	0	**314**	-	771
% Articulated Trucks and Single-Unit Trucks	5.6%	9.3%	3.6%	0%	2.7%	**8.6%**	-	3.7%	8.4%	9.5%	0%	0%	**7.8%**	-	6.3%
Buses	5	14	2	0	1	**22**	-	0	10	0	0	0	**10**	-	67
% Buses	1.0%	0.4%	1.4%	0%	1.3%	**0.5%**	-	0%	0.3%	0%	0%	0%	**0.2%**	-	0.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC
Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

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



Rt. 206 & Woodlane Rd/Pemberton Rd - TMC

Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

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

Leg	Woodlane Rd							Pemberton Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-07-12 7:30AM	3	40	6	0	6	**55**	0	7	75	17	0	2	**101**	0
7:45AM	2	35	7	0	4	**48**	0	8	58	21	0	2	**89**	0
8:00AM	4	39	3	0	4	**50**	0	2	59	19	0	3	**83**	0
8:15AM	5	31	8	0	1	**45**	0	5	55	13	0	3	**76**	0
Total	14	145	24	0	15	**198**	0	22	247	70	0	10	**349**	0
% Approach	7.1%	73.2%	12.1%	0%	7.6%	**-**	-	6.3%	70.8%	20.1%	0%	2.9%	**-**	-
% Total	0.8%	8.1%	1.3%	0%	0.8%	**11.1%**	-	1.2%	13.9%	3.9%	0%	0.6%	**19.6%**	-
PHF	0.700	0.906	0.750	-	0.625	**0.900**	-	0.688	0.823	0.833	-	0.833	**0.864**	-
Lights	12	143	23	0	14	**192**	-	21	236	66	0	9	**332**	-
% Lights	85.7%	98.6%	95.8%	0%	93.3%	**97.0%**	-	95.5%	95.5%	94.3%	0%	90.0%	**95.1%**	-
Articulated Trucks and Single-Unit Trucks	2	1	1	0	1	**5**	-	1	4	4	0	1	**10**	-
% Articulated Trucks and Single-Unit Trucks	14.3%	0.7%	4.2%	0%	6.7%	**2.5%**	-	4.5%	1.6%	5.7%	0%	10.0%	**2.9%**	-
Buses	0	1	0	0	0	**1**	-	0	7	0	0	0	**7**	-
% Buses	0%	0.7%	0%	0%	0%	**0.5%**	-	0%	2.8%	0%	0%	0%	**2.0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC

Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

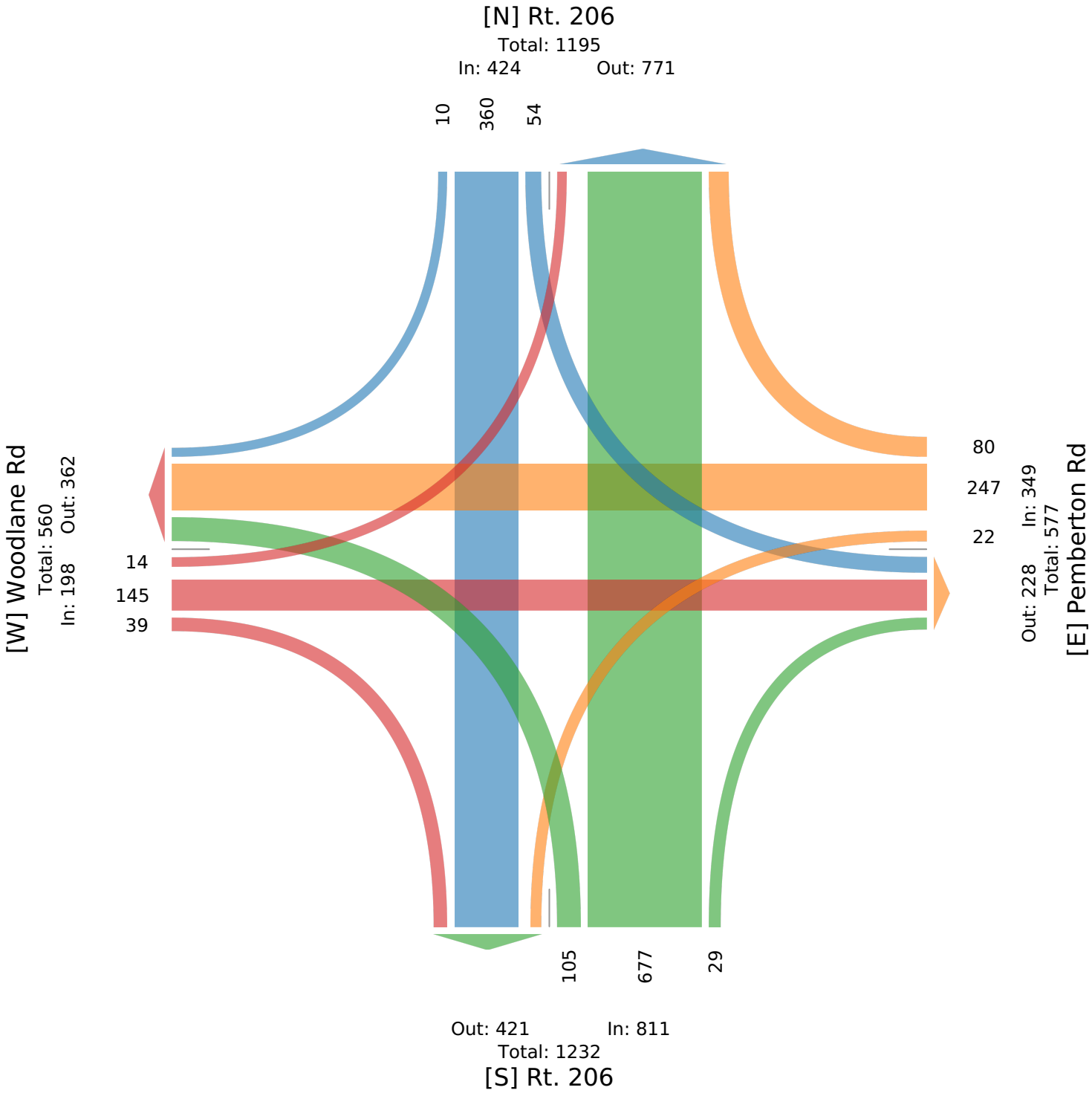
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Rt. 206 Northbound							Rt. 206 Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-07-12 7:30AM	28	189	1	0	4	**222**	0	16	95	3	0	0	**114**	0	**492**
7:45AM	23	174	11	0	1	**209**	0	15	96	0	0	0	**111**	0	**457**
8:00AM	22	147	3	0	3	**175**	0	9	105	3	0	1	**118**	0	**426**
8:15AM	32	167	5	0	1	**205**	0	14	64	3	0	0	**81**	0	**407**
Total	105	677	20	0	9	**811**	0	54	360	9	0	1	**424**	0	**1782**
% Approach	12.9%	83.5%	2.5%	0%	1.1%	**-**	-	12.7%	84.9%	2.1%	0%	0.2%	**-**	-	**-**
% Total	5.9%	38.0%	1.1%	0%	0.5%	**45.5%**	-	3.0%	20.2%	0.5%	0%	0.1%	**23.8%**	-	**-**
PHF	0.820	0.896	0.455	-	0.563	**0.913**	-	0.844	0.857	0.750	-	0.250	**0.898**	-	0.905
Lights	94	607	17	0	8	**726**	-	53	306	6	0	1	**366**	-	1616
% Lights	89.5%	89.7%	85.0%	0%	88.9%	**89.5%**	-	98.1%	85.0%	66.7%	0%	100%	**86.3%**	-	90.7%
Articulated Trucks and Single-Unit Trucks	8	67	2	0	1	**78**	-	1	52	3	0	0	**56**	-	149
% Articulated Trucks and Single-Unit Trucks	7.6%	9.9%	10.0%	0%	11.1%	**9.6%**	-	1.9%	14.4%	33.3%	0%	0%	**13.2%**	-	8.4%
Buses	3	3	1	0	0	**7**	-	0	2	0	0	0	**2**	-	17
% Buses	2.9%	0.4%	5.0%	0%	0%	**0.9%**	-	0%	0.6%	0%	0%	0%	**0.5%**	-	1.0%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC
Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

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



Rt. 206 & Woodlane Rd/Pemberton Rd - TMC

Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

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

Leg	Woodlane Rd							Pemberton Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-07-12 4:00PM	8	56	15	0	4	**83**	0	5	54	14	0	2	**75**	0
4:15PM	2	73	11	0	5	**91**	0	6	56	13	0	0	**75**	0
4:30PM	2	59	22	0	4	**87**	0	10	64	25	0	0	**99**	0
4:45PM	3	57	12	0	3	**75**	0	11	78	13	0	0	**102**	0
Total	15	245	60	0	16	**336**	0	32	252	65	0	2	**351**	0
% Approach	4.5%	72.9%	17.9%	0%	4.8%	**-**	-	9.1%	71.8%	18.5%	0%	0.6%	**-**	-
% Total	0.7%	11.8%	2.9%	0%	0.8%	**16.1%**	-	1.5%	12.1%	3.1%	0%	0.1%	**16.9%**	-
PHF	0.469	0.839	0.682	-	0.800	**0.923**	-	0.727	0.808	0.650	-	0.250	**0.860**	-
Lights	15	240	60	0	16	**331**	-	31	244	63	0	2	**340**	-
% Lights	100%	98.0%	100%	0%	100%	**98.5%**	-	96.9%	96.8%	96.9%	0%	100%	**96.9%**	-
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	1	7	2	0	0	**10**	-
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	0%	**0.9%**	-	3.1%	2.8%	3.1%	0%	0%	**2.8%**	-
Buses	0	2	0	0	0	**2**	-	0	1	0	0	0	**1**	-
% Buses	0%	0.8%	0%	0%	0%	**0.6%**	-	0%	0.4%	0%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC

Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

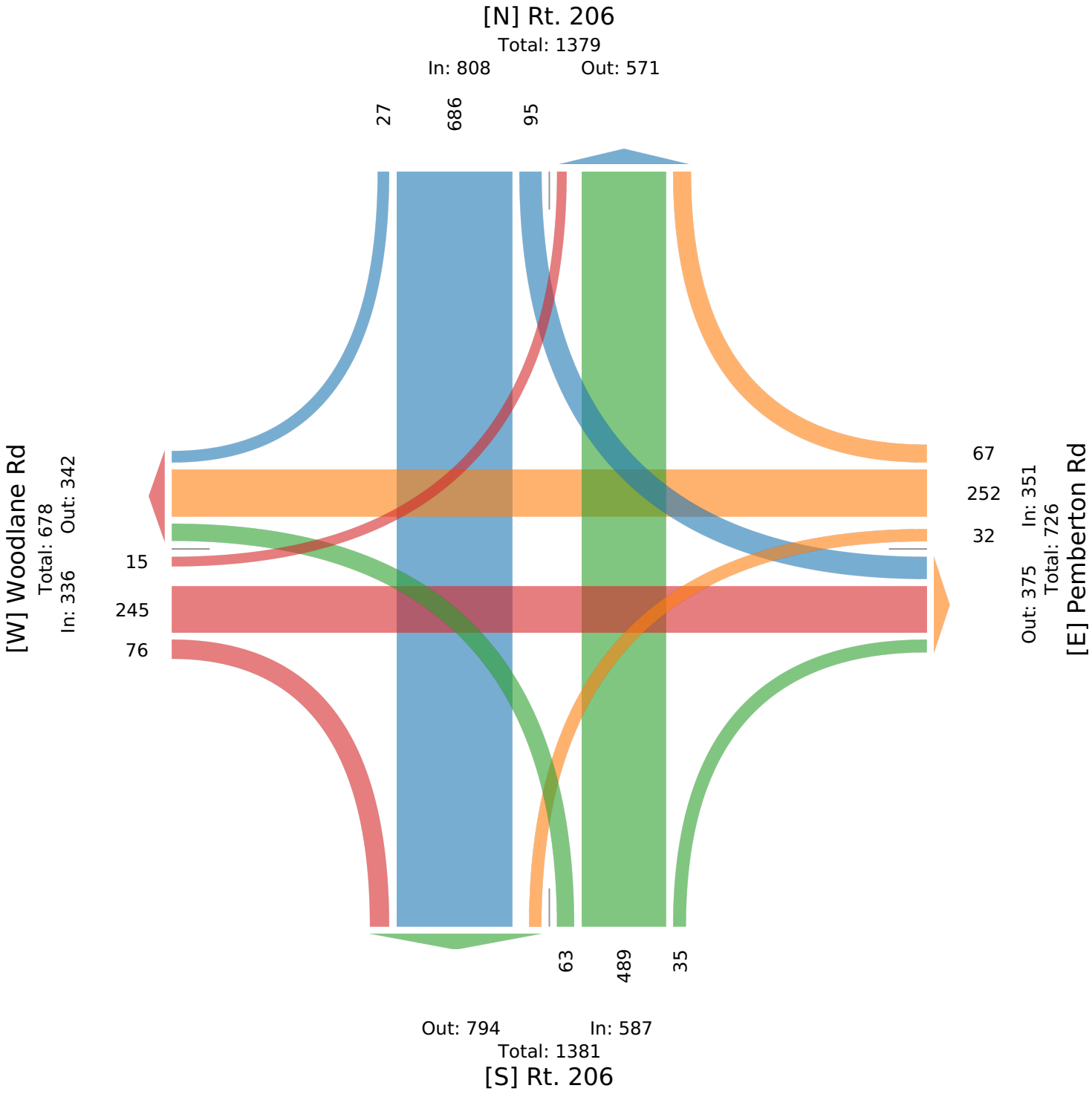
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rt. 206							Rt. 206							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-07-12 4:00PM	19	123	5	0	4	**151**	0	27	167	4	0	4	**202**	0	**511**
4:15PM	17	114	6	0	1	**138**	0	23	178	6	0	2	**209**	0	**513**
4:30PM	13	139	6	0	3	**161**	0	19	182	2	0	3	**206**	0	**553**
4:45PM	14	113	6	0	4	**137**	0	26	159	4	0	2	**191**	0	**505**
Total	63	489	23	0	12	**587**	0	95	686	16	0	11	**808**	0	**2082**
% Approach	10.7%	83.3%	3.9%	0%	2.0%	**-**	-	11.8%	84.9%	2.0%	0%	1.4%	**-**	-	**-**
% Total	3.0%	23.5%	1.1%	0%	0.6%	**28.2%**	-	4.6%	32.9%	0.8%	0%	0.5%	**38.8%**	-	**-**
PHF	0.829	0.879	0.958	-	0.750	**0.911**	-	0.880	0.942	0.667	-	0.688	**0.967**	-	0.941
Lights	57	449	22	0	12	**540**	-	93	644	15	0	11	**763**	-	1974
% Lights	90.5%	91.8%	95.7%	0%	100%	**92.0%**	-	97.9%	93.9%	93.8%	0%	100%	**94.4%**	-	94.8%
Articulated Trucks and Single-Unit Trucks	6	40	1	0	0	**47**	-	2	40	1	0	0	**43**	-	103
% Articulated Trucks and Single-Unit Trucks	9.5%	8.2%	4.3%	0%	0%	**8.0%**	-	2.1%	5.8%	6.3%	0%	0%	**5.3%**	-	4.9%
Buses	0	0	0	0	0	**0**	-	0	2	0	0	0	**2**	-	5
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0.3%	0%	0%	0%	**0.2%**	-	0.2%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & Woodlane Rd/Pemberton Rd - TMC
Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971756, Location: 39.997186, -74.733854

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



Woodlane Rd & Smithville Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

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

Leg	Woodlane Rd							Woodlane Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2022-07-12 6:00AM	2	22	0	0	0	**24**	0	1	25	6	0	0	**32**	0
6:15AM	5	40	2	0	0	**47**	0	2	56	2	0	0	**60**	0
6:30AM	5	53	0	0	0	**58**	0	1	44	5	0	0	**50**	0
6:45AM	3	49	2	0	0	**54**	0	2	50	5	0	0	**57**	0
Hourly Total	15	164	4	0	0	**183**	0	6	175	18	0	0	**199**	0
7:00AM	10	43	3	0	1	**57**	0	3	42	3	0	0	**48**	0
7:15AM	6	39	1	0	3	**49**	0	5	65	7	0	1	**78**	0
7:30AM	7	43	3	0	2	**55**	0	2	95	6	0	0	**103**	0
7:45AM	11	35	5	0	2	**53**	0	7	71	3	0	0	**81**	0
Hourly Total	34	160	12	0	8	**214**	0	17	273	19	0	1	**310**	0
8:00AM	11	41	4	0	1	**57**	0	5	81	6	0	0	**92**	0
8:15AM	7	32	4	0	5	**48**	0	5	77	7	0	0	**89**	0
8:30AM	10	38	8	0	0	**56**	1	5	58	6	0	0	**69**	0
8:45AM	3	39	4	0	1	**47**	0	4	56	7	0	1	**68**	0
Hourly Total	31	150	20	0	7	**208**	1	19	272	26	0	1	**318**	0
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
3:00PM	9	71	9	0	1	**90**	0	5	68	3	0	1	**77**	0
3:15PM	6	58	4	0	3	**71**	0	7	49	9	0	2	**67**	0
3:30PM	2	60	4	0	1	**67**	0	12	80	13	0	1	**106**	0
3:45PM	5	53	10	0	1	**69**	0	9	72	6	0	3	**90**	0
Hourly Total	22	242	27	0	6	**297**	0	33	269	31	0	7	**340**	0
4:00PM	4	62	7	0	1	**74**	0	16	59	8	0	1	**84**	0
4:15PM	3	72	7	0	1	**83**	0	16	67	1	0	1	**85**	0
4:30PM	3	62	6	0	0	**71**	0	13	60	4	0	1	**78**	0
4:45PM	7	59	10	0	1	**77**	0	18	77	4	0	4	**103**	0
Hourly Total	17	255	30	0	3	**305**	0	63	263	17	0	7	**350**	0
5:00PM	7	63	3	0	2	**75**	0	9	62	6	0	1	**78**	0
5:15PM	3	52	10	0	0	**65**	0	6	70	3	0	2	**81**	0
5:30PM	6	54	8	0	2	**70**	0	8	62	9	0	0	**79**	0
5:45PM	6	47	4	0	2	**59**	0	3	52	6	0	1	**62**	0
Hourly Total	22	216	25	0	6	**269**	0	26	246	24	0	4	**300**	0
6:00PM	6	37	3	0	1	**47**	0	6	44	2	0	1	**53**	0
6:15PM	3	53	9	0	2	**67**	0	4	45	3	0	0	**52**	0
6:30PM	3	46	6	0	1	**56**	0	1	47	2	0	1	**51**	0
6:45PM	3	44	8	0	0	**55**	0	3	35	3	0	0	**41**	0
Hourly Total	15	180	26	0	4	**225**	0	14	171	10	0	2	**197**	0
7:00PM	0	1	0	0	0	**1**	0	0	0	0	0	0	**0**	0
Hourly Total	0	1	0	0	0	**1**	0	0	0	0	0	0	**0**	0
Total	156	1368	144	0	34	**1702**	1	178	1669	145	0	22	**2014**	0
% Approach	9.2%	80.4%	8.5%	0%	2.0%	**-**	-	8.8%	82.9%	7.2%	0%	1.1%	**-**	-
% Total	2.6%	23.1%	2.4%	0%	0.6%	**28.8%**	-	3.0%	28.2%	2.5%	0%	0.4%	**34.1%**	-
Lights	154	1322	139	0	31	**1646**	-	175	1609	134	0	20	**1938**	-
% Lights	98.7%	96.6%	96.5%	0%	91.2%	**96.7%**	-	98.3%	96.4%	92.4%	0%	90.9%	**96.2%**	-
Articulated Trucks and Single-Unit Trucks	1	26	1	0	1	**29**	-	2	39	11	0	2	**54**	-
% Articulated Trucks and Single-Unit Trucks	0.6%	1.9%	0.7%	0%	2.9%	**1.7%**	-	1.1%	2.3%	7.6%	0%	9.1%	**2.7%**	-
Buses	1	20	4	0	2	**27**	-	1	21	0	0	0	**22**	-
% Buses	0.6%	1.5%	2.8%	0%	5.9%	**1.6%**	-	0.6%	1.3%	0%	0%	0%	**1.1%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	1	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

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

Woodlane Rd & Smithville Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

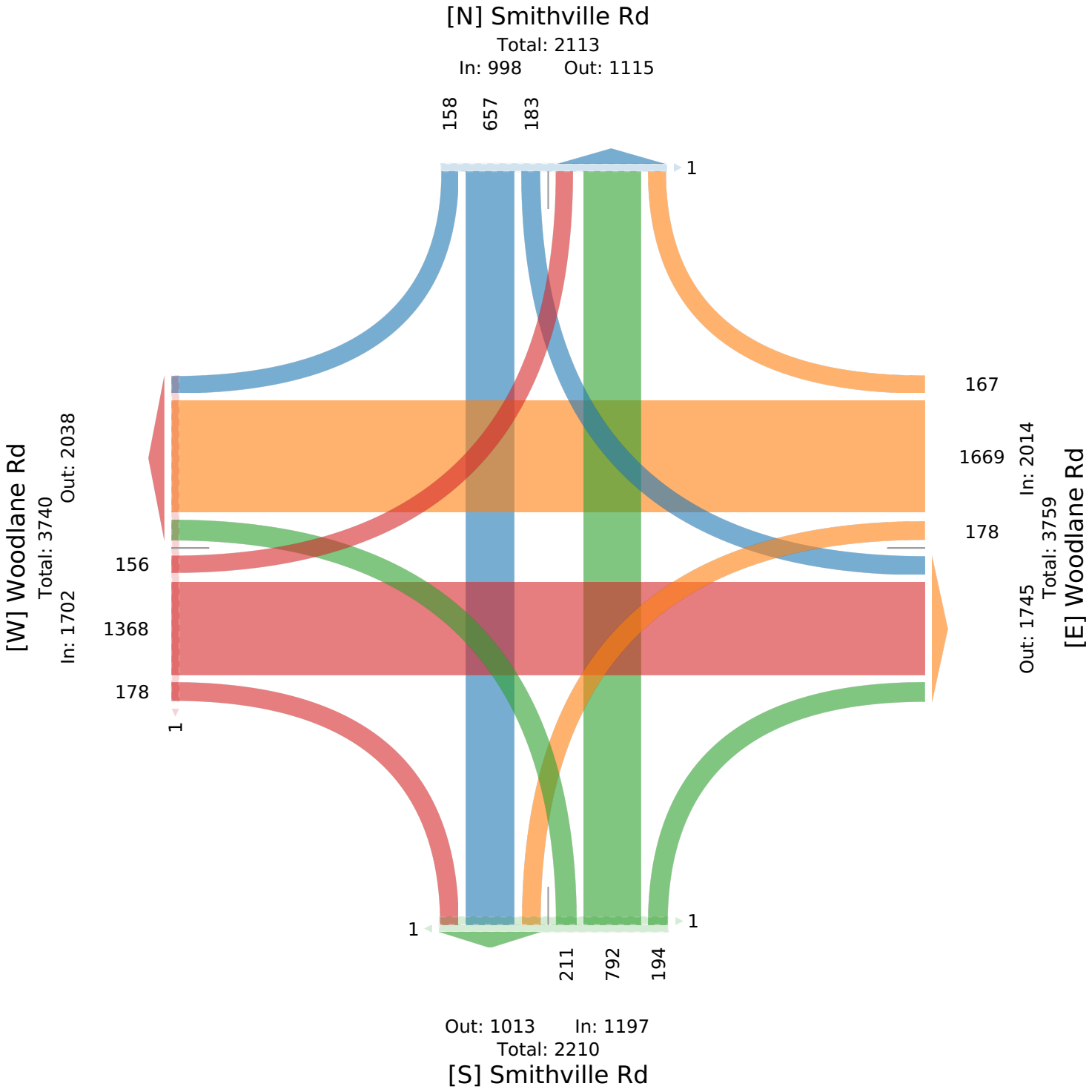
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Smithville Rd							Smithville Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-07-12 6:00AM	1	12	0	0	2	**15**	0	4	6	0	0	0	**10**	0	**81**
6:15AM	2	24	4	0	4	**34**	0	1	7	1	0	0	**9**	0	**150**
6:30AM	6	23	3	0	1	**33**	0	2	8	2	0	2	**14**	0	**155**
6:45AM	2	33	3	0	5	**43**	0	10	13	1	0	0	**24**	0	**178**
Hourly Total	11	92	10	0	12	**125**	0	17	34	4	0	2	**57**	0	**564**
7:00AM	4	43	10	0	5	**62**	0	2	5	2	0	0	**9**	0	**176**
7:15AM	9	36	7	0	3	**55**	0	6	10	1	0	1	**18**	0	**200**
7:30AM	11	47	9	0	1	**68**	0	4	22	1	0	0	**27**	0	**253**
7:45AM	10	41	8	0	5	**64**	0	6	16	2	0	0	**24**	0	**222**
Hourly Total	34	167	34	0	14	**249**	0	18	53	6	0	1	**78**	0	**851**
8:00AM	10	28	3	0	2	**43**	1	3	18	2	0	2	**25**	0	**217**
8:15AM	8	47	10	0	2	**67**	0	2	16	1	0	1	**20**	1	**224**
8:30AM	8	27	2	0	3	**40**	0	5	12	3	0	1	**21**	0	**186**
8:45AM	9	21	2	0	1	**33**	1	6	12	2	0	3	**23**	0	**171**
Hourly Total	35	123	17	0	8	**183**	2	16	58	8	0	7	**89**	1	**798**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**0**
3:00PM	3	22	5	0	4	**34**	0	5	19	2	0	4	**30**	0	**231**
3:15PM	11	34	9	0	3	**57**	0	7	26	3	0	1	**37**	0	**232**
3:30PM	11	27	5	0	0	**43**	0	9	20	2	0	5	**36**	0	**252**
3:45PM	10	23	5	0	2	**40**	0	11	52	6	0	3	**72**	0	**271**
Hourly Total	35	106	24	0	9	**174**	0	32	117	13	0	13	**175**	0	**986**
4:00PM	6	24	5	0	3	**38**	0	8	38	11	0	1	**58**	0	**254**
4:15PM	5	27	4	0	1	**37**	0	17	40	6	0	3	**66**	0	**271**
4:30PM	12	30	7	0	3	**52**	0	9	38	8	0	3	**58**	0	**259**
4:45PM	9	32	3	0	4	**48**	0	9	38	9	0	3	**59**	0	**287**
Hourly Total	32	113	19	0	11	**175**	0	43	154	34	0	10	**241**	0	**1071**
5:00PM	7	26	5	0	2	**40**	0	4	52	8	0	4	**68**	0	**261**
5:15PM	4	30	7	0	2	**43**	0	8	42	6	0	2	**58**	0	**247**
5:30PM	5	37	2	0	1	**45**	0	8	28	5	0	4	**45**	0	**239**
5:45PM	11	25	1	0	2	**39**	0	11	31	7	0	3	**52**	0	**212**
Hourly Total	27	118	15	0	7	**167**	0	31	153	26	0	13	**223**	0	**959**
6:00PM	10	22	1	0	3	**36**	0	8	26	4	0	2	**40**	0	**176**
6:15PM	8	11	0	0	2	**21**	0	7	19	0	0	4	**30**	0	**170**
6:30PM	10	22	4	0	2	**38**	0	6	18	1	0	1	**26**	0	**171**
6:45PM	9	18	0	0	2	**29**	0	5	25	2	0	7	**39**	0	**164**
Hourly Total	37	73	5	0	9	**124**	0	26	88	7	0	14	**135**	0	**681**
7:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Total	211	792	124	0	70	**1197**	2	183	657	98	0	60	**998**	1	**5911**
% Approach	17.6%	66.2%	10.4%	0%	5.8%	**-**	-	18.3%	65.8%	9.8%	0%	6.0%	**-**	-	-
% Total	3.6%	13.4%	2.1%	0%	1.2%	**20.3%**	-	3.1%	11.1%	1.7%	0%	1.0%	**16.9%**	-	-
Lights	204	780	122	0	70	**1176**	-	180	643	94	0	60	**977**	-	5737
% Lights	96.7%	98.5%	98.4%	0%	100%	**98.2%**	-	98.4%	97.9%	95.9%	0%	100%	**97.9%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	2	9	2	0	0	**13**	-	3	9	4	0	0	**16**	-	112
% Articulated Trucks and Single-Unit Trucks	0.9%	1.1%	1.6%	0%	0%	**1.1%**	-	1.6%	1.4%	4.1%	0%	0%	**1.6%**	-	1.9%
Buses	5	3	0	0	0	**8**	-	0	5	0	0	0	**5**	-	62
% Buses	2.4%	0.4%	0%	0%	0%	**0.7%**	-	0%	0.8%	0%	0%	0%	**0.5%**	-	1.0%
Pedestrians	-	-	-	-	-	-	2	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Woodlane Rd & Smithville Rd - TMC
Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

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



Woodlane Rd & Smithville Rd - TMC

Tue Jul 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

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

Leg	Woodlane Rd							Woodlane Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-07-12 7:30AM	7	43	3	0	2	**55**	0	2	95	6	0	0	**103**	0
7:45AM	11	35	5	0	2	**53**	0	7	71	3	0	0	**81**	0
8:00AM	11	41	4	0	1	**57**	0	5	81	6	0	0	**92**	0
8:15AM	7	32	4	0	5	**48**	0	5	77	7	0	0	**89**	0
Total	36	151	16	0	10	**213**	0	19	324	22	0	0	**365**	0
% Approach	16.9%	70.9%	7.5%	0%	4.7%	**-**	-	5.2%	88.8%	6.0%	0%	0%	**-**	-
% Total	3.9%	16.5%	1.7%	0%	1.1%	**23.3%**	-	2.1%	35.4%	2.4%	0%	0%	**39.8%**	-
PHF	0.818	0.878	0.800	-	0.500	**0.934**	-	0.679	0.853	0.786	-	-	**0.886**	-
Lights	35	146	15	0	9	**205**	-	17	304	19	0	0	**340**	-
% Lights	97.2%	96.7%	93.8%	0%	90.0%	**96.2%**	-	89.5%	93.8%	86.4%	0%	0%	**93.2%**	-
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	1	10	3	0	0	**14**	-
% Articulated Trucks and Single-Unit Trucks	0%	2.0%	0%	0%	0%	**1.4%**	-	5.3%	3.1%	13.6%	0%	0%	**3.8%**	-
Buses	1	2	1	0	1	**5**	-	1	10	0	0	0	**11**	-
% Buses	2.8%	1.3%	6.3%	0%	10.0%	**2.3%**	-	5.3%	3.1%	0%	0%	0%	**3.0%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Smithville Rd - TMC

Tue Jul 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

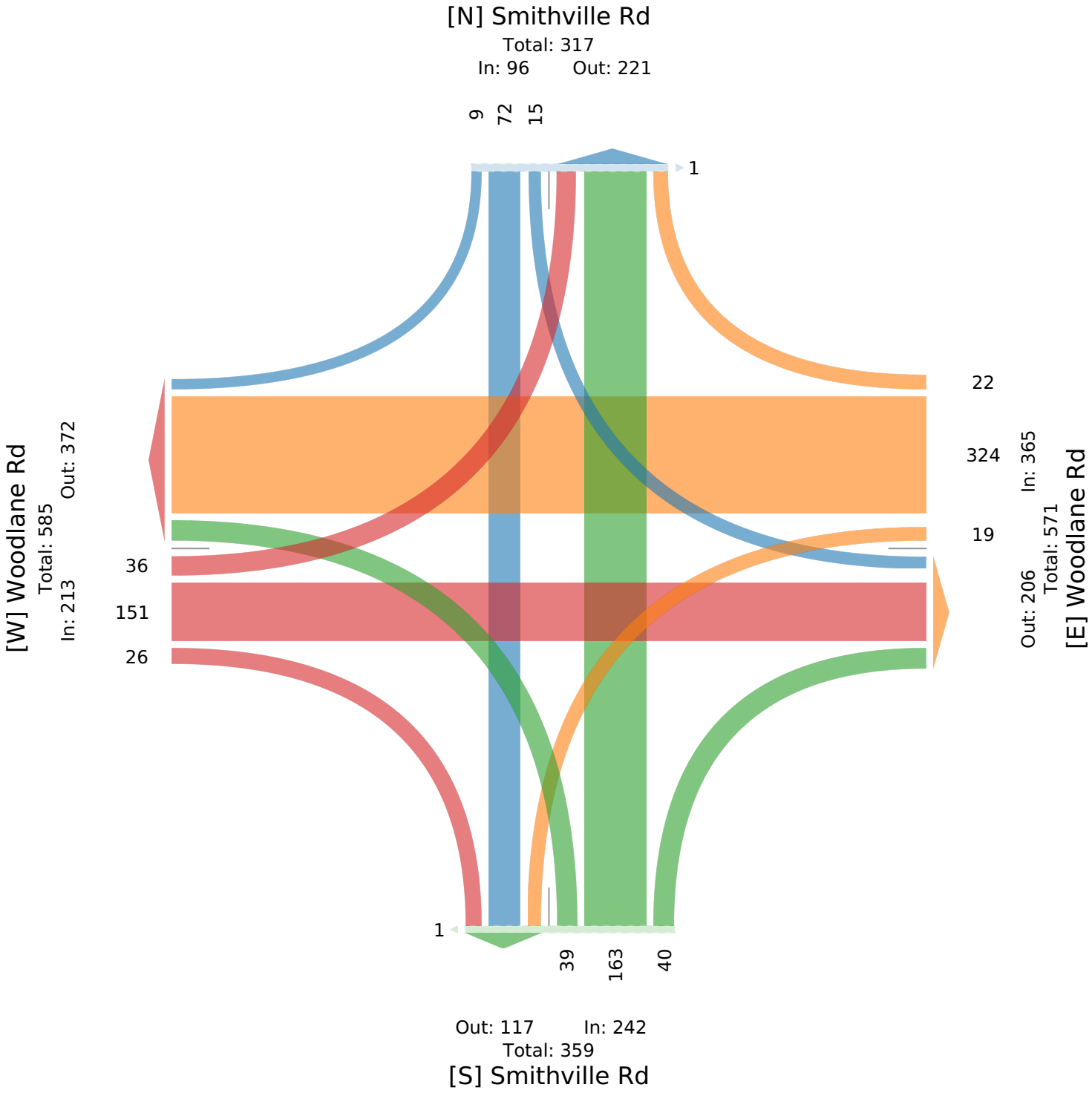
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Smithville Rd							Smithville Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-07-12 7:30AM	11	47	9	0	1	**68**	0	4	22	1	0	0	**27**	0	**253**
7:45AM	10	41	8	0	5	**64**	0	6	16	2	0	0	**24**	0	**222**
8:00AM	10	28	3	0	2	**43**	1	3	18	2	0	2	**25**	0	**217**
8:15AM	8	47	10	0	2	**67**	0	2	16	1	0	1	**20**	1	**224**
Total	39	163	30	0	10	**242**	1	15	72	6	0	3	**96**	1	**916**
% Approach	16.1%	67.4%	12.4%	0%	4.1%	**-**	-	15.6%	75.0%	6.3%	0%	3.1%	**-**	-	**-**
% Total	4.3%	17.8%	3.3%	0%	1.1%	**26.4%**	-	1.6%	7.9%	0.7%	0%	0.3%	**10.5%**	-	**-**
PHF	0.886	0.867	0.750	-	0.500	**0.890**	-	0.625	0.818	0.750	-	0.375	**0.889**	-	0.905
Lights	33	162	29	0	10	**234**	-	14	67	6	0	3	**90**	-	869
% Lights	84.6%	99.4%	96.7%	0%	100%	**96.7%**	-	93.3%	93.1%	100%	0%	100%	**93.8%**	-	94.9%
Articulated Trucks and Single-Unit Trucks	2	1	1	0	0	**4**	-	1	4	0	0	0	**5**	-	26
% Articulated Trucks and Single-Unit Trucks	5.1%	0.6%	3.3%	0%	0%	**1.7%**	-	6.7%	5.6%	0%	0%	0%	**5.2%**	-	2.8%
Buses	4	0	0	0	0	**4**	-	0	1	0	0	0	**1**	-	21
% Buses	10.3%	0%	0%	0%	0%	**1.7%**	-	0%	1.4%	0%	0%	0%	**1.0%**	-	2.3%
Pedestrians	-	-	-	-	-	-	1	-	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	100%	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%	-

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

Woodlane Rd & Smithville Rd - TMC
Tue Jul 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

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



Woodlane Rd & Smithville Rd - TMC

Tue Jul 12, 2022
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

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

Leg	Woodlane Rd							Woodlane Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-07-12 4:00PM	4	62	7	0	1	**74**	0	16	59	8	0	1	**84**	0
4:15PM	3	72	7	0	1	**83**	0	16	67	1	0	1	**85**	0
4:30PM	3	62	6	0	0	**71**	0	13	60	4	0	1	**78**	0
4:45PM	7	59	10	0	1	**77**	0	18	77	4	0	4	**103**	0
Total	17	255	30	0	3	**305**	0	63	263	17	0	7	**350**	0
% Approach	5.6%	83.6%	9.8%	0%	1.0%	**-**	-	18.0%	75.1%	4.9%	0%	2.0%	**-**	-
% Total	1.6%	23.8%	2.8%	0%	0.3%	**28.5%**	-	5.9%	24.6%	1.6%	0%	0.7%	**32.7%**	-
PHF	0.607	0.885	0.750	-	0.750	**0.919**	-	0.875	0.854	0.531	-	0.438	**0.850**	-
Lights	17	248	29	0	3	**297**	-	63	251	16	0	5	**335**	-
% Lights	100%	97.3%	96.7%	0%	100%	**97.4%**	-	100%	95.4%	94.1%	0%	71.4%	**95.7%**	-
Articulated Trucks and Single-Unit Trucks	0	5	0	0	0	**5**	-	0	11	1	0	2	**14**	-
% Articulated Trucks and Single-Unit Trucks	0%	2.0%	0%	0%	0%	**1.6%**	-	0%	4.2%	5.9%	0%	28.6%	**4.0%**	-
Buses	0	2	1	0	0	**3**	-	0	1	0	0	0	**1**	-
% Buses	0%	0.8%	3.3%	0%	0%	**1.0%**	-	0%	0.4%	0%	0%	0%	**0.3%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Smithville Rd - TMC

Tue Jul 12, 2022
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

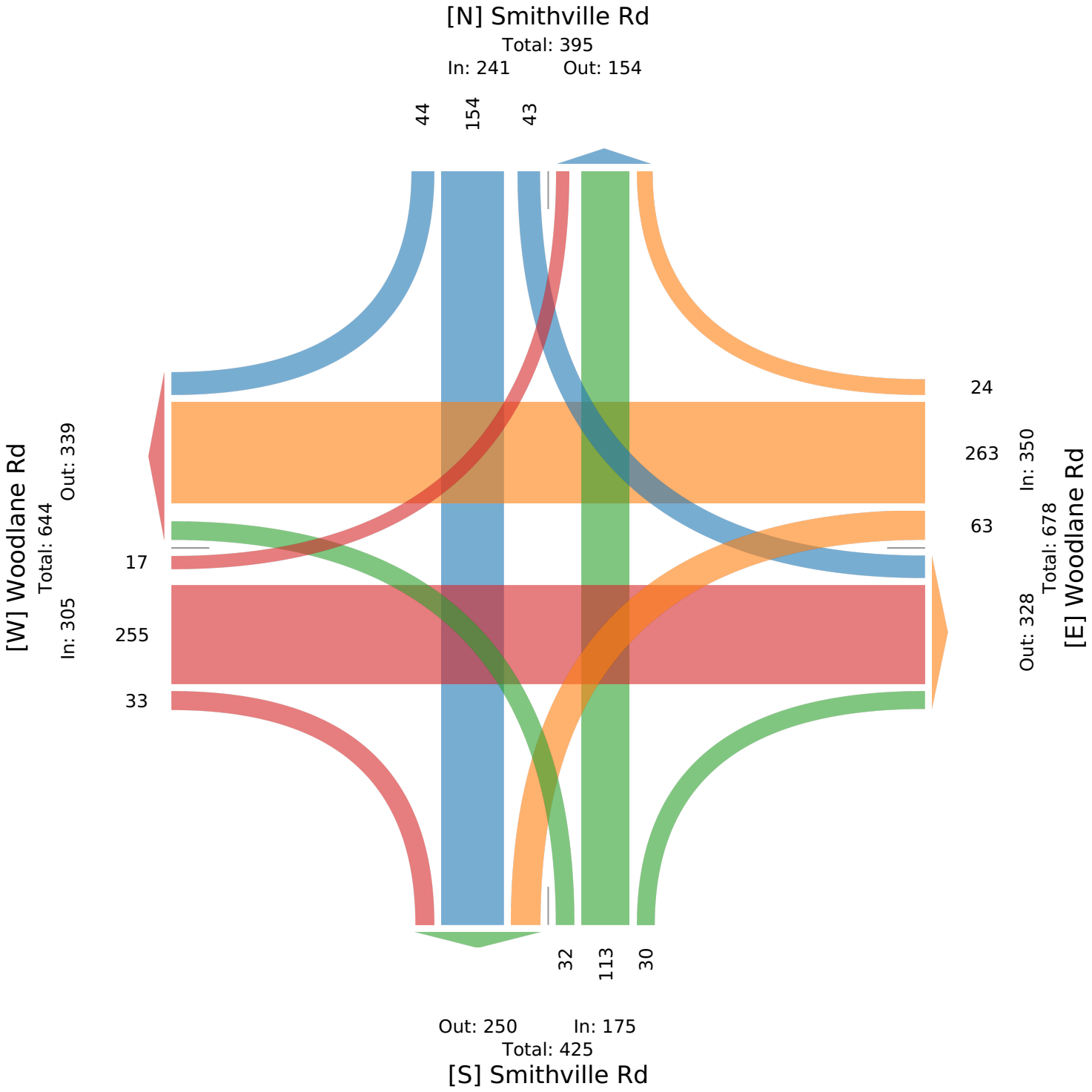
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Smithville Rd							Smithville Rd							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-07-12 4:00PM	6	24	5	0	3	**38**	0	8	38	11	0	1	**58**	0	**254**
4:15PM	5	27	4	0	1	**37**	0	17	40	6	0	3	**66**	0	**271**
4:30PM	12	30	7	0	3	**52**	0	9	38	8	0	3	**58**	0	**259**
4:45PM	9	32	3	0	4	**48**	0	9	38	9	0	3	**59**	0	**287**
Total	32	113	19	0	11	**175**	0	43	154	34	0	10	**241**	0	**1071**
% Approach	18.3%	64.6%	10.9%	0%	6.3%	**-**	-	17.8%	63.9%	14.1%	0%	4.1%	**-**	-	**-**
% Total	3.0%	10.6%	1.8%	0%	1.0%	**16.3%**	-	4.0%	14.4%	3.2%	0%	0.9%	**22.5%**	-	**-**
PHF	0.667	0.883	0.679	-	0.688	**0.841**	-	0.632	0.963	0.773	-	0.833	**0.913**	-	0.933
Lights	32	110	19	0	11	**172**	-	42	153	33	0	10	**238**	-	1042
% Lights	100%	97.3%	100%	0%	100%	**98.3%**	-	97.7%	99.4%	97.1%	0%	100%	**98.8%**	-	97.3%
Articulated Trucks and Single-Unit Trucks	0	3	0	0	0	**3**	-	1	1	1	0	0	**3**	-	25
% Articulated Trucks and Single-Unit Trucks	0%	2.7%	0%	0%	0%	**1.7%**	-	2.3%	0.6%	2.9%	0%	0%	**1.2%**	-	2.3%
Buses	0	0	0	0	0	**0**	-	0	0	0	0	0	**0**	-	4
% Buses	0%	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Smithville Rd - TMC
Tue Jul 12, 2022
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971752, Location: 40.000589, -74.746456

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



Woodlane Rd & Maple Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971755, Location: 39.998522, -74.738784

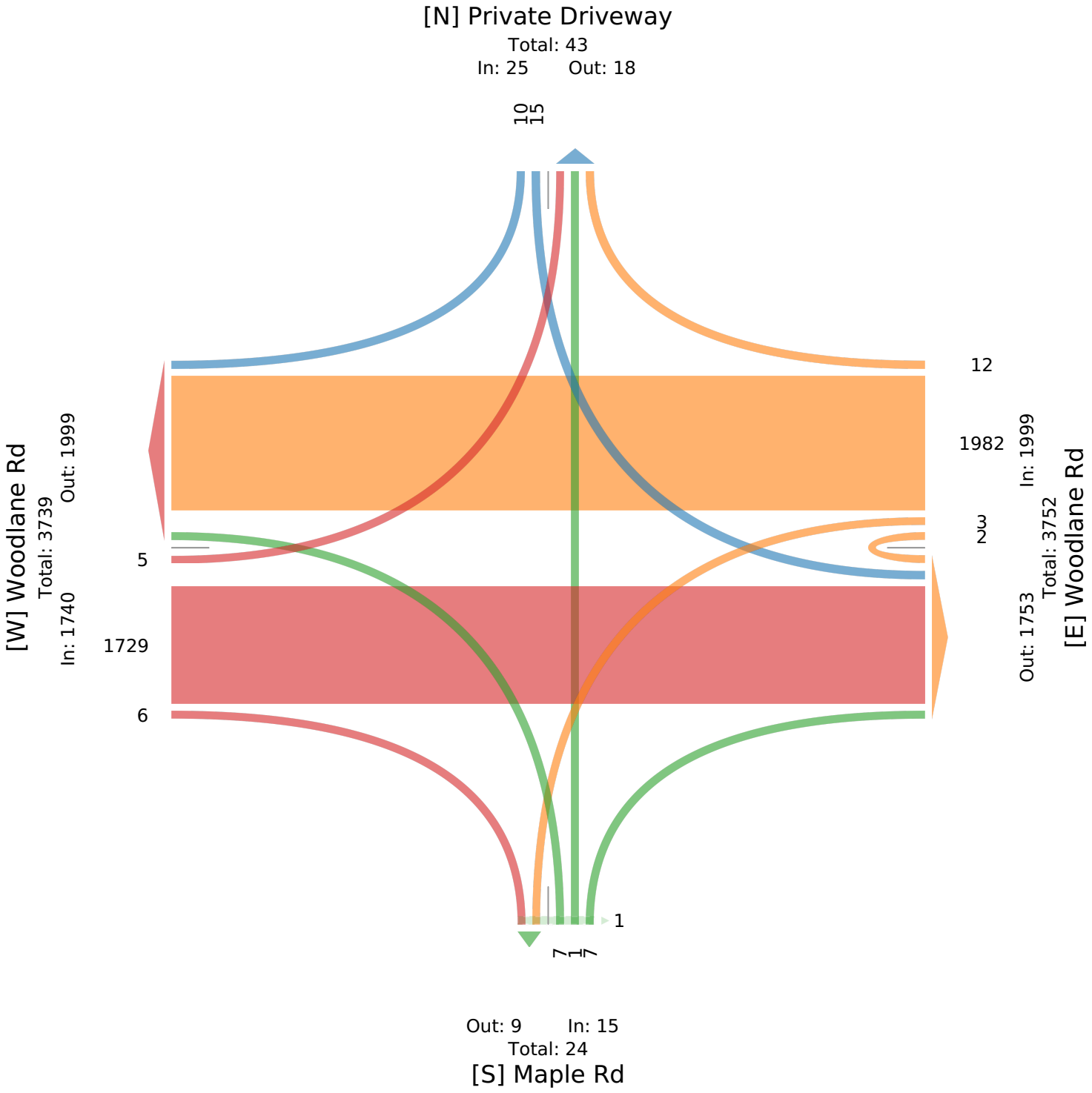
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Woodlane Rd						Woodlane Rd						Maple Rd						Private Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2022-07-12 6:00AM	0	27	0	0	**27**	0	1	37	2	0	**40**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**67**
6:15AM	1	49	0	0	**50**	0	0	62	0	0	**62**	0	0	0	1	0	**1**	0	2	0	0	0	**2**	0	**115**
6:30AM	0	52	0	0	**52**	0	0	57	0	0	**57**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**109**
6:45AM	0	67	0	0	**67**	0	0	57	0	0	**57**	0	0	0	0	0	**0**	0	2	0	2	0	**4**	0	**128**
Hourly Total	1	195	0	0	**196**	0	1	213	2	0	**216**	0	0	0	1	0	**1**	0	4	0	2	0	**6**	0	**419**
7:00AM	0	55	0	0	**55**	0	0	59	0	0	**59**	0	1	0	2	0	**3**	0	0	0	0	0	**0**	0	**117**
7:15AM	0	54	0	0	**54**	0	0	75	0	0	**75**	0	1	0	0	0	**1**	1	0	0	1	0	**1**	0	**131**
7:30AM	3	63	0	0	**66**	0	0	104	0	0	**104**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**170**
7:45AM	0	49	0	0	**49**	0	0	89	0	0	**89**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**139**
Hourly Total	3	221	0	0	**224**	0	0	327	0	0	**327**	0	3	0	2	0	**5**	1	0	0	1	0	**1**	0	**557**
8:00AM	0	47	0	0	**47**	0	0	78	0	0	**78**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**125**
8:15AM	0	42	0	0	**42**	0	0	85	0	1	**86**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**129**
8:30AM	0	51	0	0	**51**	0	0	76	1	0	**77**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**128**
8:45AM	0	46	0	0	**46**	0	0	66	0	0	**66**	0	1	1	0	0	**2**	0	0	0	0	0	**0**	0	**114**
Hourly Total	0	186	0	0	**186**	0	0	305	1	1	**307**	0	1	1	1	0	**3**	0	0	0	0	0	**0**	0	**496**
9:00AM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
3:00PM	0	80	0	0	**80**	0	0	71	0	0	**71**	0	0	0	0	0	**0**	0	2	0	2	0	**4**	0	**155**
3:15PM	0	72	0	0	**72**	0	0	70	1	0	**71**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**145**
3:30PM	0	79	1	0	**80**	0	0	95	2	1	**98**	0	0	0	1	0	**1**	0	0	0	1	0	**1**	0	**180**
3:45PM	0	64	0	0	**64**	0	0	86	0	0	**86**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**151**
Hourly Total	0	295	1	0	**296**	0	0	322	3	1	**326**	0	0	0	2	0	**2**	0	3	0	4	0	**7**	0	**631**
4:00PM	0	87	0	0	**87**	0	0	76	2	0	**78**	0	0	0	0	0	**0**	0	2	0	0	0	**2**	0	**167**
4:15PM	0	94	0	0	**94**	0	0	81	0	0	**81**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**176**
4:30PM	0	86	0	0	**86**	0	0	79	0	0	**79**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	0	**168**
4:45PM	0	73	1	0	**74**	0	0	99	1	0	**100**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**174**
Hourly Total	0	340	1	0	**341**	0	0	335	3	0	**338**	0	0	0	0	0	**0**	0	4	0	2	0	**6**	0	**685**
5:00PM	0	75	0	0	**75**	0	0	78	1	0	**79**	0	1	0	0	0	**1**	0	1	0	0	0	**1**	0	**156**
5:15PM	0	70	1	0	**71**	0	0	75	0	0	**75**	0	1	0	0	0	**1**	0	1	0	0	0	**1**	0	**148**
5:30PM	0	62	2	0	**64**	0	0	73	0	0	**73**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**138**
5:45PM	0	60	0	0	**60**	0	0	69	0	0	**69**	0	1	0	0	0	**1**	0	0	0	1	0	**1**	0	**131**
Hourly Total	0	267	3	0	**270**	0	0	295	1	0	**296**	0	3	0	1	0	**4**	0	2	0	1	0	**3**	0	**573**
6:00PM	0	52	1	0	**53**	0	1	46	1	0	**48**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**101**
6:15PM	0	64	0	0	**64**	0	1	53	1	0	**55**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**120**
6:30PM	0	57	0	0	**57**	0	0	45	0	0	**45**	0	0	0	0	0	**0**	0	1	0	0	0	**1**	0	**103**
6:45PM	1	52	0	0	**53**	0	0	41	0	0	**41**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**94**
Hourly Total	1	225	1	0	**227**	0	2	185	2	0	**189**	0	0	0	0	0	**0**	0	2	0	0	0	**2**	0	**418**
7:00PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	5	1729	6	0	**1740**	0	3	1982	12	2	**1999**	0	7	1	7	0	**15**	1	15	0	10	0	**25**	0	**3779**
% Approach	0.3%	99.4%	0.3%	0%	**-**	-	0.2%	99.1%	0.6%	0.1%	**-**	-	46.7%	6.7%	46.7%	0%	**-**	-	60.0%	0%	40.0%	0%	**-**	-	-
% Total	0.1%	45.8%	0.2%	0%	**46.0%**	-	0.1%	52.4%	0.3%	0.1%	**52.9%**	-	0.2%	0%	0.2%	0%	**0.4%**	-	0.4%	0%	0.3%	0%	**0.7%**	-	-
Lights	5	1684	6	0	**1695**	-	3	1905	12	2	**1922**	-	5	1	6	0	**12**	-	15	0	9	0	**24**	-	3653
% Lights	100%	97.4%	100%	0%	**97.4%**	-	100%	96.1%	100%	100%	**96.1%**	-	71.4%	100%	85.7%	0%	**80.0%**	-	100%	0%	90.0%	0%	**96.0%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	0	30	0	0	**30**	-	0	56	0	0	**56**	-	1	0	1	0	**2**	-	0	0	1	0	**1**	-	89
% Articulated Trucks and Single-Unit Trucks	0%	1.7%	0%	0%	**1.7%**	-	0%	2.8%	0%	0%	**2.8%**	-	14.3%	0%	14.3%	0%	**13.3%**	-	0%	0%	10.0%	0%	**4.0%**	-	2.4%
Buses	0	15	0	0	**15**	-	0	21	0	0	**21**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	37
% Buses	0%	0.9%	0%	0%	**0.9%**	-	0%	1.1%	0%	0%	**1.1%**	-	14.3%	0%	0%	0%	**6.7%**	-	0%	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

Woodlane Rd & Maple Rd - TMC
Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971755, Location: 39.998522, -74.738784

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



Woodlane Rd & Maple Rd - TMC

Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971755, Location: 39.998522, -74.738784

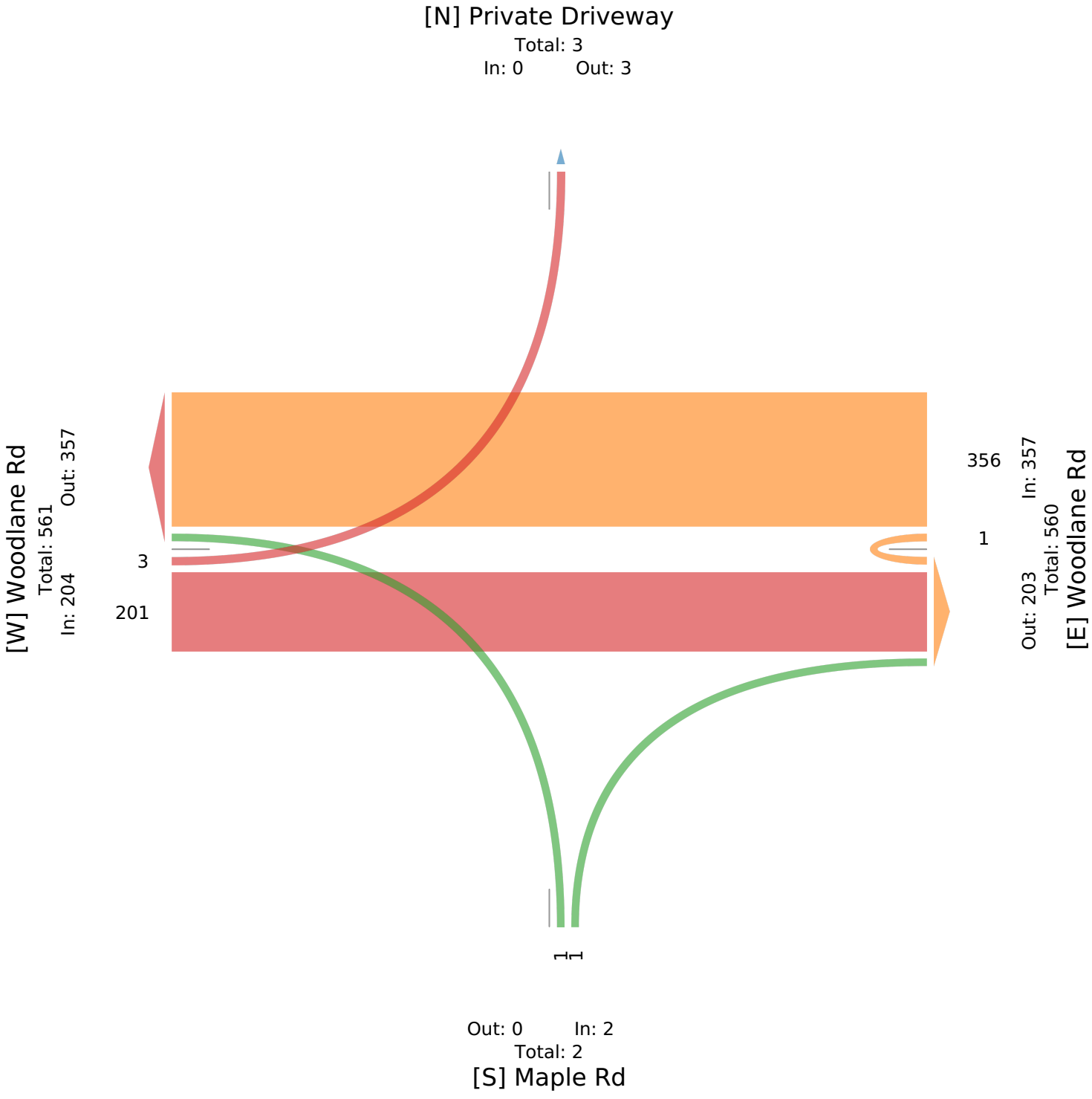
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Woodlane Rd						Woodlane Rd						Maple Rd						Private Driveway						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-12 7:30AM	3	63	0	0	**66**	0	0	104	0	0	**104**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**170**
7:45AM	0	49	0	0	**49**	0	0	89	0	0	**89**	0	1	0	0	0	**1**	0	0	0	0	0	**0**	0	**139**
8:00AM	0	47	0	0	**47**	0	0	78	0	0	**78**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**125**
8:15AM	0	42	0	0	**42**	0	0	85	0	1	**86**	0	0	0	1	0	**1**	0	0	0	0	0	**0**	0	**129**
Total	3	201	0	0	**204**	0	0	356	0	1	**357**	0	1	0	1	0	**2**	0	0	0	0	0	**0**	0	**563**
% Approach	1.5%	98.5%	0%	0%	**-**	-	0%	99.7%	0%	0.3%	**-**	-	50.0%	0%	50.0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	0.5%	35.7%	0%	0%	**36.2%**	-	0%	63.2%	0%	0.2%	**63.4%**	-	0.2%	0%	0.2%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.250	0.798	-	-	**0.773**	-	-	0.856	-	0.250	**0.858**	-	0.250	-	0.250	-	**0.500**	-	-	-	-	-	**-**	-	0.828
Lights	3	195	0	0	**198**	-	0	332	0	1	**333**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	532
% Lights	100%	97.0%	0%	0%	**97.1%**	-	0%	93.3%	0%	100%	**93.3%**	-	0%	0%	100%	0%	**50.0%**	-	0%	0%	0%	0%	**-**	-	94.5%
Articulated Trucks and Single-Unit Trucks	0	5	0	0	**5**	-	0	14	0	0	**14**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	19
% Articulated Trucks and Single-Unit Trucks	0%	2.5%	0%	0%	**2.5%**	-	0%	3.9%	0%	0%	**3.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	3.4%
Buses	0	1	0	0	**1**	-	0	10	0	0	**10**	-	1	0	0	0	**1**	-	0	0	0	0	**0**	-	12
% Buses	0%	0.5%	0%	0%	**0.5%**	-	0%	2.8%	0%	0%	**2.8%**	-	100%	0%	0%	0%	**50.0%**	-	0%	0%	0%	0%	**-**	-	2.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Maple Rd - TMC
Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971755, Location: 39.998522, -74.738784

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



Woodlane Rd & Maple Rd - TMC

Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971755, Location: 39.998522, -74.738784

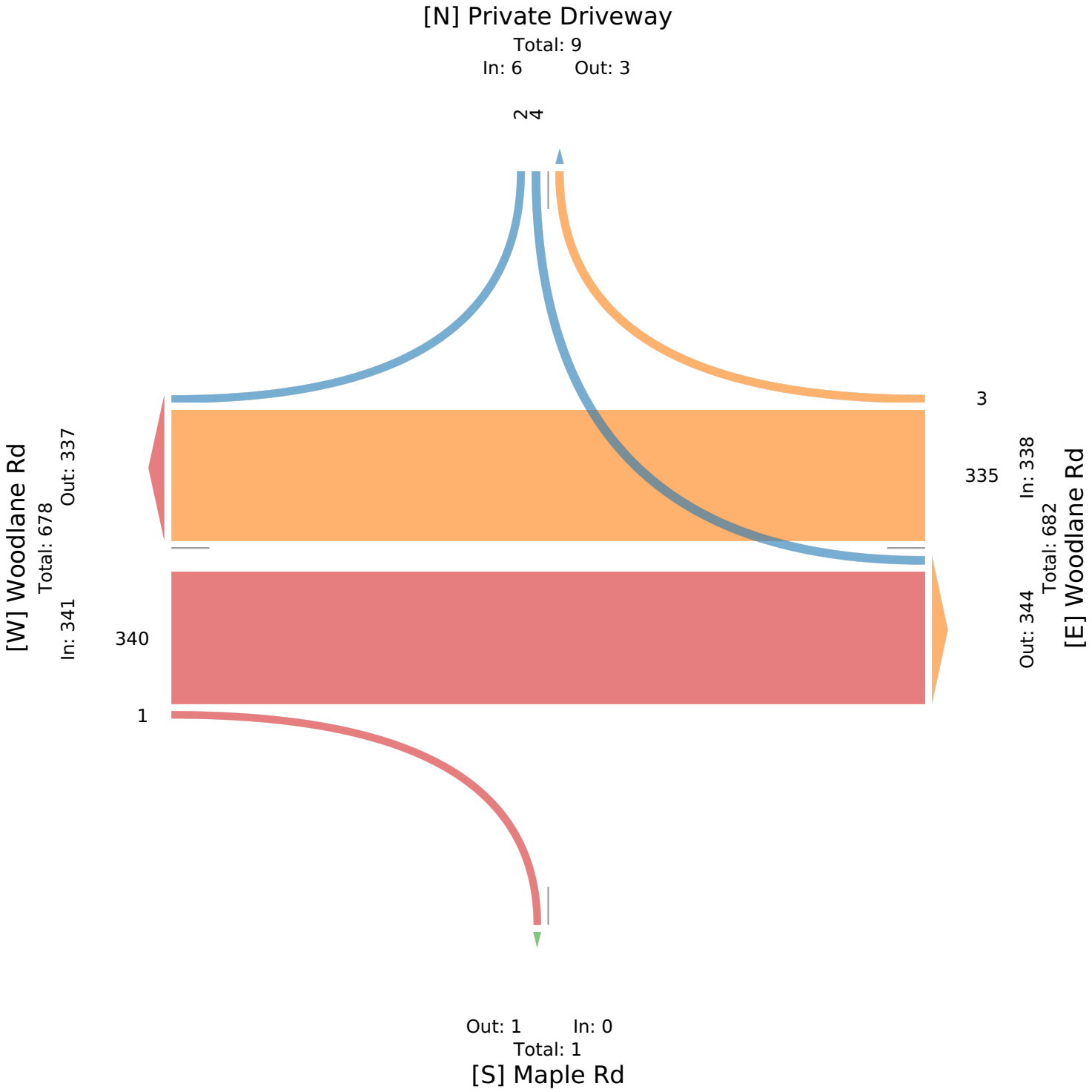
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Woodlane Rd Eastbound						Woodlane Rd Westbound						Maple Rd Northbound						Private Driveway Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2022-07-12 4:00PM	0	87	0	0	**87**	0	0	76	2	0	**78**	0	0	0	0	0	**0**	0	2	0	0	0	**2**	0	**167**
4:15PM	0	94	0	0	**94**	0	0	81	0	0	**81**	0	0	0	0	0	**0**	0	0	0	1	0	**1**	0	**176**
4:30PM	0	86	0	0	**86**	0	0	79	0	0	**79**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	0	**168**
4:45PM	0	73	1	0	**74**	0	0	99	1	0	**100**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**174**
Total	0	340	1	0	**341**	0	0	335	3	0	**338**	0	0	0	0	0	**0**	0	4	0	2	0	**6**	0	**685**
% Approach	0%	99.7%	0.3%	0%	**-**	-	0%	99.1%	0.9%	0%	**-**	-	0%	0%	0%	0%	**-**	-	66.7%	0%	33.3%	0%	**-**	-	-
% Total	0%	49.6%	0.1%	0%	**49.8%**	-	0%	48.9%	0.4%	0%	**49.3%**	-	0%	0%	0%	0%	**0%**	-	0.6%	0%	0.3%	0%	**0.9%**	-	-
PHF	-	0.904	0.250	-	**0.907**	-	-	0.846	0.375	-	**0.845**	-	-	-	-	-	**-**	-	0.500	-	0.500	-	**0.500**	-	0.973
Lights	0	334	1	0	**335**	-	0	321	3	0	**324**	-	0	0	0	0	**0**	-	4	0	2	0	**6**	-	665
% Lights	0%	98.2%	100%	0%	**98.2%**	-	0%	95.8%	100%	0%	**95.9%**	-	0%	0%	0%	0%	**-**	-	100%	0%	100%	0%	**100%**	-	97.1%
Articulated Trucks and Single-Unit Trucks	0	4	0	0	**4**	-	0	13	0	0	**13**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	17
% Articulated Trucks and Single-Unit Trucks	0%	1.2%	0%	0%	**1.2%**	-	0%	3.9%	0%	0%	**3.8%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	2.5%
Buses	0	2	0	0	**2**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Buses	0%	0.6%	0%	0%	**0.6%**	-	0%	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Maple Rd - TMC
Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971755, Location: 39.998522, -74.738784

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



Woodlane Rd & Park Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971754, Location: 39.999139, -74.74114

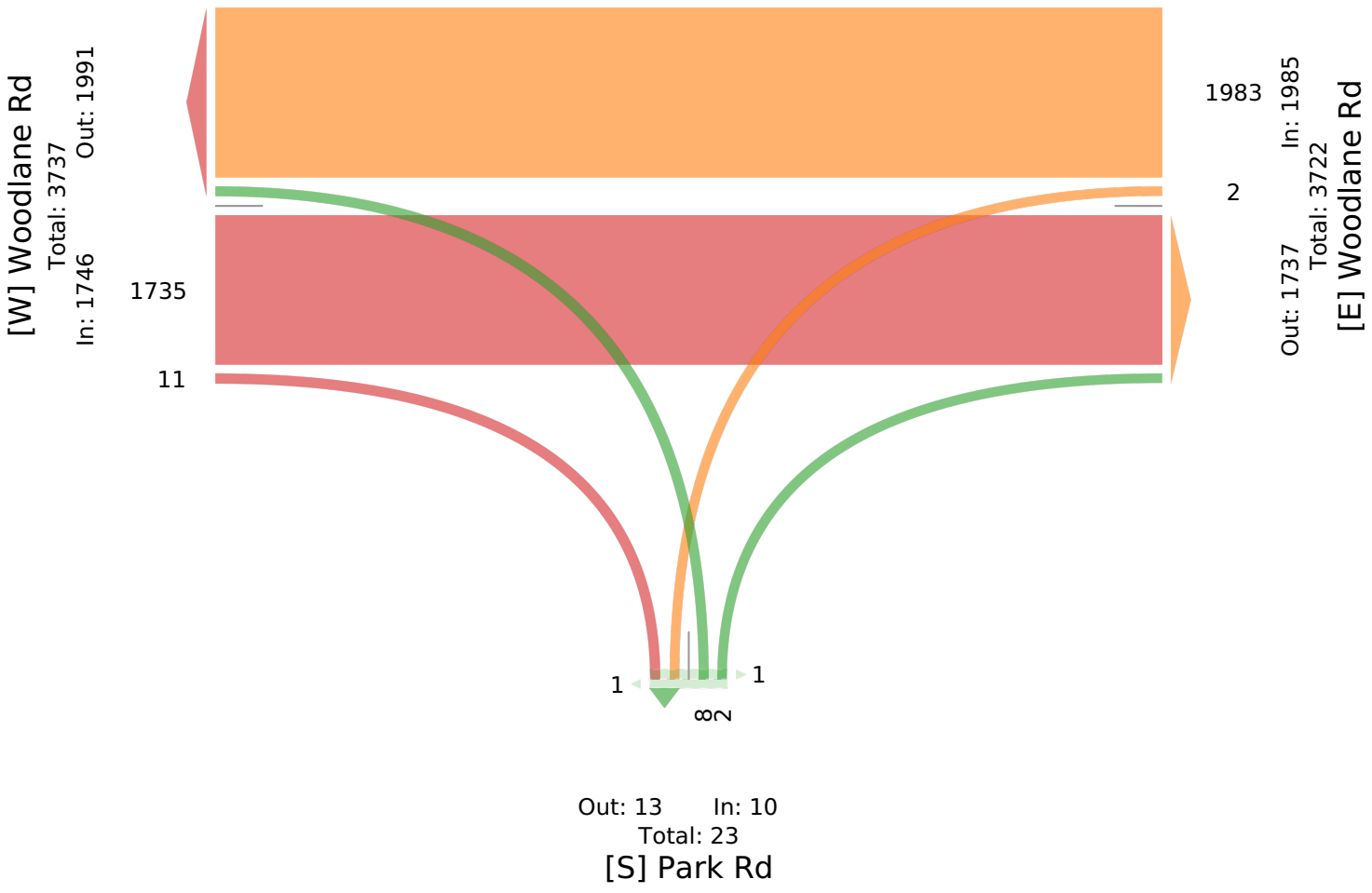
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Woodlane Rd					Woodlane Rd					Park Rd					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-07-12 6:00AM	25	0	0	**25**	0	0	31	0	**31**	0	0	0	0	**0**	0	**56**
6:15AM	49	0	0	**49**	0	0	63	0	**63**	0	0	0	0	**0**	0	**112**
6:30AM	58	0	0	**58**	0	0	50	0	**50**	0	0	0	0	**0**	0	**108**
6:45AM	67	0	0	**67**	0	0	66	0	**66**	0	1	0	0	**1**	0	**134**
Hourly Total	199	0	0	**199**	0	0	210	0	**210**	0	1	0	0	**1**	0	**410**
7:00AM	53	0	0	**53**	0	0	57	0	**57**	0	0	0	0	**0**	0	**110**
7:15AM	56	0	0	**56**	0	0	75	0	**75**	0	1	0	0	**1**	1	**132**
7:30AM	56	0	0	**56**	0	0	108	0	**108**	0	0	0	0	**0**	0	**164**
7:45AM	47	1	0	**48**	0	0	82	0	**82**	0	1	0	0	**1**	0	**131**
Hourly Total	212	1	0	**213**	0	0	322	0	**322**	0	2	0	0	**2**	1	**537**
8:00AM	54	0	0	**54**	0	0	88	0	**88**	0	0	0	0	**0**	1	**142**
8:15AM	43	0	0	**43**	0	0	85	0	**85**	0	2	0	0	**2**	0	**130**
8:30AM	49	1	0	**50**	0	1	74	0	**75**	0	1	0	0	**1**	0	**126**
8:45AM	48	0	0	**48**	0	0	63	0	**63**	0	0	0	0	**0**	0	**111**
Hourly Total	194	1	0	**195**	0	1	310	0	**311**	0	3	0	0	**3**	1	**509**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:00PM	80	1	0	**81**	0	0	74	0	**74**	0	0	0	0	**0**	0	**155**
3:15PM	73	0	0	**73**	0	0	60	0	**60**	0	0	1	0	**1**	0	**134**
3:30PM	75	1	0	**76**	0	0	110	0	**110**	0	0	0	0	**0**	0	**186**
3:45PM	69	0	0	**69**	0	0	81	0	**81**	0	1	0	0	**1**	0	**151**
Hourly Total	297	2	0	**299**	0	0	325	0	**325**	0	1	1	0	**2**	0	**626**
4:00PM	83	1	0	**84**	0	0	80	0	**80**	0	0	0	0	**0**	0	**164**
4:15PM	96	1	0	**97**	0	0	77	0	**77**	0	0	0	0	**0**	0	**174**
4:30PM	86	1	0	**87**	0	0	82	0	**82**	0	0	1	0	**1**	0	**170**
4:45PM	71	1	0	**72**	0	0	93	0	**93**	0	1	0	0	**1**	0	**166**
Hourly Total	336	4	0	**340**	0	0	332	0	**332**	0	1	1	0	**2**	0	**674**
5:00PM	75	0	0	**75**	0	0	70	0	**70**	0	0	0	0	**0**	0	**145**
5:15PM	70	0	0	**70**	0	0	81	0	**81**	0	0	0	0	**0**	0	**151**
5:30PM	65	1	0	**66**	0	1	79	0	**80**	0	0	0	0	**0**	0	**146**
5:45PM	63	0	0	**63**	0	0	67	0	**67**	0	0	0	0	**0**	0	**130**
Hourly Total	273	1	0	**274**	0	1	297	0	**298**	0	0	0	0	**0**	0	**572**
6:00PM	50	1	0	**51**	0	0	48	0	**48**	0	0	0	0	**0**	0	**99**
6:15PM	67	0	0	**67**	0	0	50	0	**50**	0	0	0	0	**0**	0	**117**
6:30PM	60	0	0	**60**	0	0	48	0	**48**	0	0	0	0	**0**	0	**108**
6:45PM	47	1	0	**48**	0	0	41	0	**41**	0	0	0	0	**0**	0	**89**
Hourly Total	224	2	0	**226**	0	0	187	0	**187**	0	0	0	0	**0**	0	**413**
Total	1735	11	0	**1746**	0	2	1983	0	**1985**	0	8	2	0	**10**	2	**3741**
% Approach	99.4%	0.6%	0%	**-**	-	0.1%	99.9%	0%	**-**	-	80.0%	20.0%	0%	**-**	-	-
% Total	46.4%	0.3%	0%	**46.7%**	-	0.1%	53.0%	0%	**53.1%**	-	0.2%	0.1%	0%	**0.3%**	-	-
Lights	1690	9	0	**1699**	-	1	1910	0	**1911**	-	8	2	0	**10**	-	3620
% Lights	97.4%	81.8%	0%	**97.3%**	-	50.0%	96.3%	0%	**96.3%**	-	100%	100%	0%	**100%**	-	96.8%
Articulated Trucks and Single-Unit Trucks	28	1	0	**29**	-	1	50	0	**51**	-	0	0	0	**0**	-	80
% Articulated Trucks and Single-Unit Trucks	1.6%	9.1%	0%	**1.7%**	-	50.0%	2.5%	0%	**2.6%**	-	0%	0%	0%	**0%**	-	2.1%
Buses	17	1	0	**18**	-	0	23	0	**23**	-	0	0	0	**0**	-	41
% Buses	1.0%	9.1%	0%	**1.0%**	-	0%	1.2%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	1.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Woodlane Rd & Park Rd - TMC
Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971754, Location: 39.999139, -74.74114

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



Woodlane Rd & Park Rd - TMC

Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971754, Location: 39.999139, -74.74114

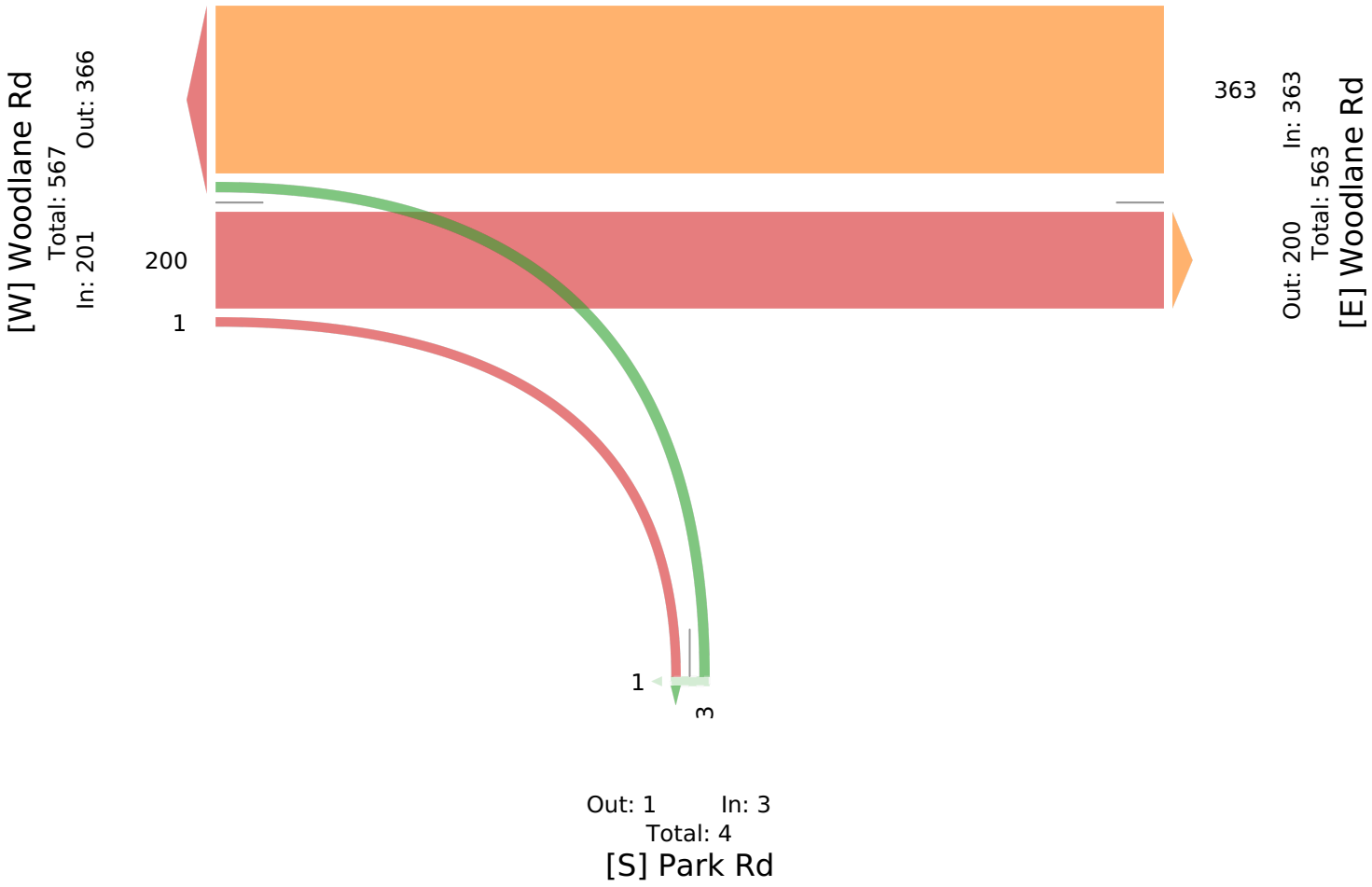
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Woodlane Rd					Woodlane Rd					Park Rd					
Direction	Eastbound					Westbound					Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-07-12 7:30AM	56	0	0	**56**	0	0	108	0	**108**	0	0	0	0	**0**	0	**164**
7:45AM	47	1	0	**48**	0	0	82	0	**82**	0	1	0	0	**1**	0	**131**
8:00AM	54	0	0	**54**	0	0	88	0	**88**	0	0	0	0	**0**	1	**142**
8:15AM	43	0	0	**43**	0	0	85	0	**85**	0	2	0	0	**2**	0	**130**
Total	200	1	0	**201**	0	0	363	0	**363**	0	3	0	0	**3**	1	**567**
% Approach	99.5%	0.5%	0%	**-**	-	0%	100%	0%	**-**	-	100%	0%	0%	**-**	-	**-**
% Total	35.3%	0.2%	0%	**35.4%**	-	0%	64.0%	0%	**64.0%**	-	0.5%	0%	0%	**0.5%**	-	**-**
PHF	0.893	0.250	-	**0.897**	-	-	0.840	-	**0.840**	-	0.375	-	-	**0.375**	-	0.864
Lights	194	0	0	**194**	-	0	340	0	**340**	-	3	0	0	**3**	-	537
% Lights	97.0%	0%	0%	**96.5%**	-	0%	93.7%	0%	**93.7%**	-	100%	0%	0%	**100%**	-	94.7%
Articulated Trucks and Single-Unit Trucks	5	0	0	**5**	-	0	13	0	**13**	-	0	0	0	**0**	-	18
% Articulated Trucks and Single-Unit Trucks	2.5%	0%	0%	**2.5%**	-	0%	3.6%	0%	**3.6%**	-	0%	0%	0%	**0%**	-	3.2%
Buses	1	1	0	**2**	-	0	10	0	**10**	-	0	0	0	**0**	-	12
% Buses	0.5%	100%	0%	**1.0%**	-	0%	2.8%	0%	**2.8%**	-	0%	0%	0%	**0%**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Woodlane Rd & Park Rd - TMC
Tue Jul 12, 2022
Forced Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971754, Location: 39.999139, -74.74114

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



Woodlane Rd & Park Rd - TMC

Tue Jul 12, 2022
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971754, Location: 39.999139, -74.74114

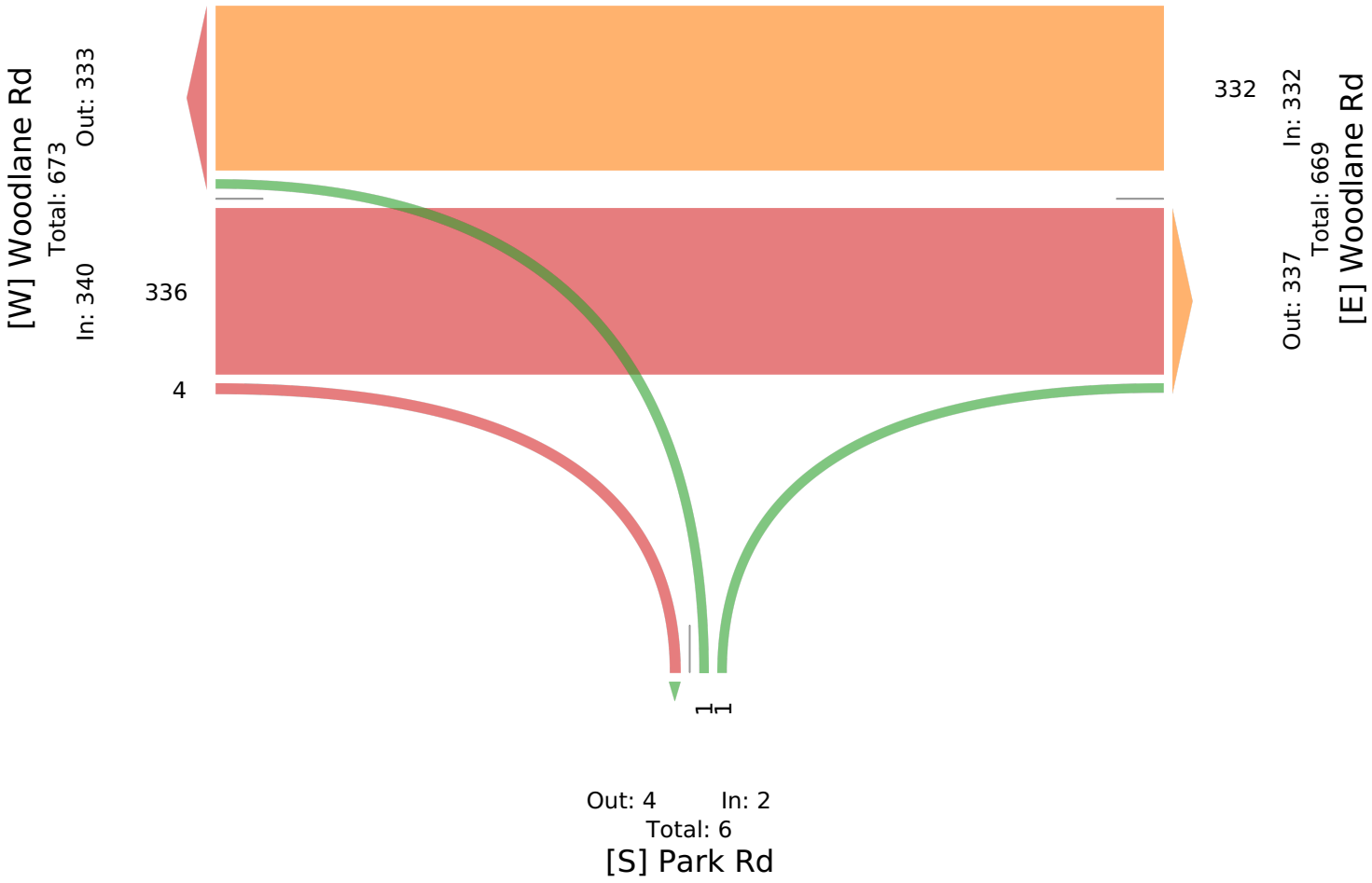
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg Direction	Woodlane Rd Eastbound					Woodlane Rd Westbound					Park Rd Northbound					
Time	T	R	U	**App**	Ped*	L	T	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-07-12 4:00PM	83	1	0	**84**	0	0	80	0	**80**	0	0	0	0	**0**	0	**164**
4:15PM	96	1	0	**97**	0	0	77	0	**77**	0	0	0	0	**0**	0	**174**
4:30PM	86	1	0	**87**	0	0	82	0	**82**	0	0	1	0	**1**	0	**170**
4:45PM	71	1	0	**72**	0	0	93	0	**93**	0	1	0	0	**1**	0	**166**
Total	336	4	0	**340**	0	0	332	0	**332**	0	1	1	0	**2**	0	**674**
% Approach	98.8%	1.2%	0%	**-**	-	0%	100%	0%	**-**	-	50.0%	50.0%	0%	**-**	-	**-**
% Total	49.9%	0.6%	0%	**50.4%**	-	0%	49.3%	0%	**49.3%**	-	0.1%	0.1%	0%	**0.3%**	-	**-**
PHF	0.875	1.000	-	**0.876**	-	-	0.892	-	**0.892**	-	0.250	0.250	-	**0.500**	-	0.968
Lights	331	4	0	**335**	-	0	317	0	**317**	-	1	1	0	**2**	-	654
% Lights	98.5%	100%	0%	**98.5%**	-	0%	95.5%	0%	**95.5%**	-	100%	100%	0%	**100%**	-	97.0%
Articulated Trucks and Single-Unit Trucks	3	0	0	**3**	-	0	12	0	**12**	-	0	0	0	**0**	-	15
% Articulated Trucks and Single-Unit Trucks	0.9%	0%	0%	**0.9%**	-	0%	3.6%	0%	**3.6%**	-	0%	0%	0%	**0%**	-	2.2%
Buses	2	0	0	**2**	-	0	3	0	**3**	-	0	0	0	**0**	-	5
% Buses	0.6%	0%	0%	**0.6%**	-	0%	0.9%	0%	**0.9%**	-	0%	0%	0%	**0%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Park Rd - TMC
Tue Jul 12, 2022
Forced Peak (4 PM - 5 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971754, Location: 39.999139, -74.74114

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



Woodlane Rd & Compass Rd - TMC

Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971753, Location: 39.999438, -74.742092

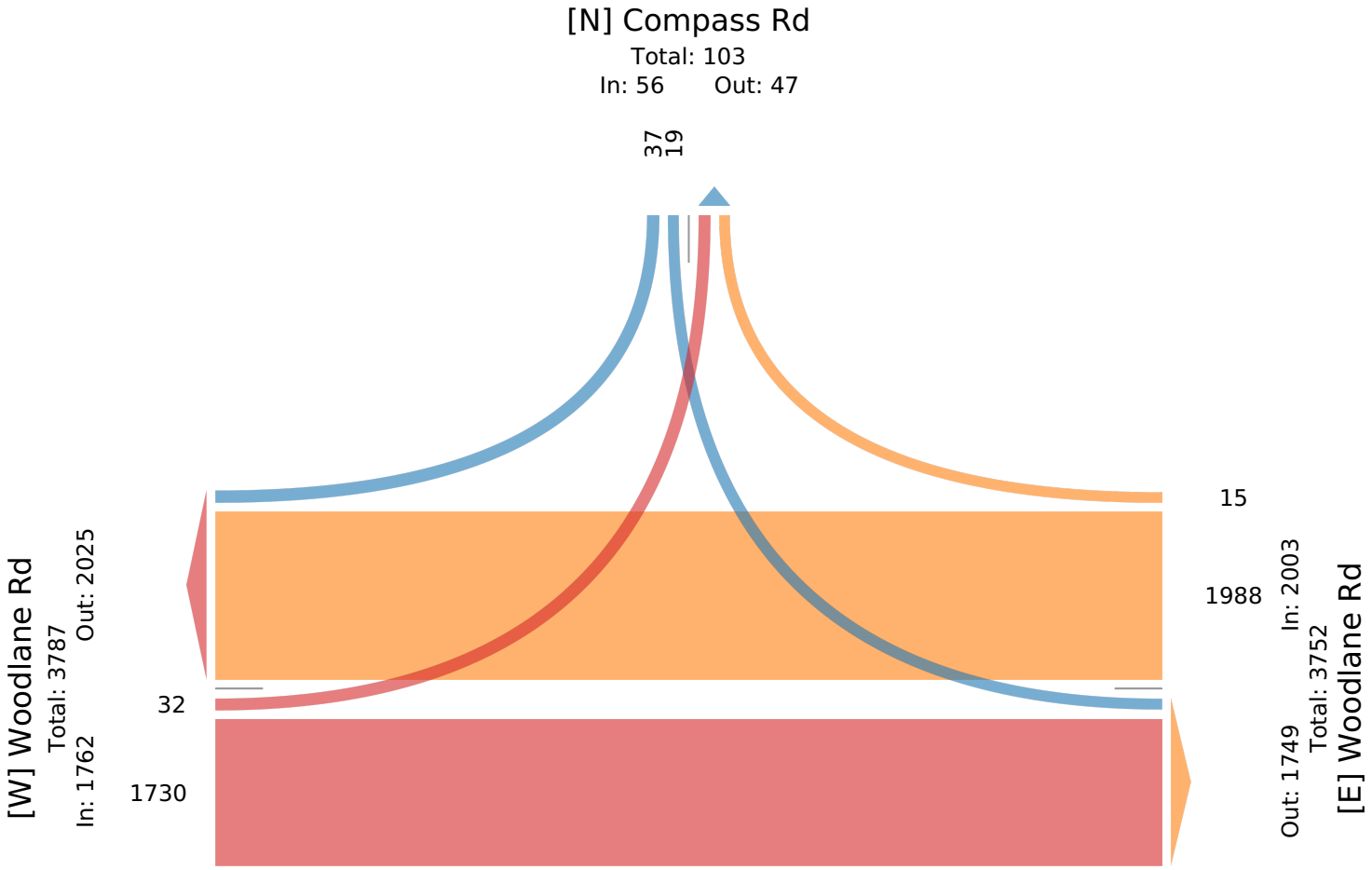
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Woodlane Rd					Woodlane Rd					Compass Rd					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2022-07-12 6:00AM	1	28	0	**29**	0	34	0	0	**34**	0	0	0	0	**0**	0	**63**
6:15AM	1	48	0	**49**	0	61	1	0	**62**	0	0	3	0	**3**	0	**114**
6:30AM	3	55	0	**58**	0	48	1	0	**49**	0	0	0	0	**0**	0	**107**
6:45AM	6	65	0	**71**	0	61	6	0	**67**	0	0	0	0	**0**	0	**138**
Hourly Total	11	196	0	**207**	0	204	8	0	**212**	0	0	3	0	**3**	0	**422**
7:00AM	6	55	0	**61**	0	57	3	0	**60**	0	0	0	0	**0**	0	**121**
7:15AM	1	53	0	**54**	0	73	1	0	**74**	0	1	0	0	**1**	0	**129**
7:30AM	1	63	0	**64**	0	107	0	0	**107**	0	0	0	0	**0**	0	**171**
7:45AM	3	51	0	**54**	0	83	0	0	**83**	0	0	1	0	**1**	0	**138**
Hourly Total	11	222	0	**233**	0	320	4	0	**324**	0	1	1	0	**2**	0	**559**
8:00AM	2	45	0	**47**	0	85	2	0	**87**	0	0	1	0	**1**	0	**135**
8:15AM	2	44	0	**46**	0	89	0	0	**89**	0	0	0	0	**0**	0	**135**
8:30AM	0	49	0	**49**	0	77	1	0	**78**	0	0	0	0	**0**	0	**127**
8:45AM	1	48	0	**49**	0	60	0	0	**60**	0	0	1	0	**1**	0	**110**
Hourly Total	5	186	0	**191**	0	311	3	0	**314**	0	0	2	0	**2**	0	**507**
9:00AM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
3:00PM	1	82	0	**83**	0	78	0	0	**78**	0	0	3	0	**3**	0	**164**
3:15PM	0	72	0	**72**	0	60	0	0	**60**	0	0	3	0	**3**	0	**135**
3:30PM	1	76	0	**77**	0	103	0	0	**103**	0	0	3	0	**3**	0	**183**
3:45PM	0	70	0	**70**	0	82	0	0	**82**	0	0	0	0	**0**	0	**152**
Hourly Total	2	300	0	**302**	0	323	0	0	**323**	0	0	9	0	**9**	0	**634**
4:00PM	0	80	0	**80**	0	80	0	0	**80**	0	8	8	0	**16**	0	**176**
4:15PM	1	93	0	**94**	0	79	0	0	**79**	0	1	4	0	**5**	0	**178**
4:30PM	0	82	0	**82**	0	87	0	0	**87**	0	5	1	0	**6**	0	**175**
4:45PM	1	73	0	**74**	0	97	0	0	**97**	0	2	4	0	**6**	0	**177**
Hourly Total	2	328	0	**330**	0	343	0	0	**343**	0	16	17	0	**33**	0	**706**
5:00PM	0	75	0	**75**	0	76	0	0	**76**	0	1	3	0	**4**	0	**155**
5:15PM	0	69	0	**69**	0	75	0	0	**75**	0	0	0	0	**0**	0	**144**
5:30PM	0	66	0	**66**	0	78	0	0	**78**	0	1	1	0	**2**	0	**146**
5:45PM	1	60	0	**61**	0	66	0	0	**66**	0	0	1	0	**1**	0	**128**
Hourly Total	1	270	0	**271**	0	295	0	0	**295**	0	2	5	0	**7**	0	**573**
6:00PM	0	51	0	**51**	0	49	0	0	**49**	0	0	0	0	**0**	0	**100**
6:15PM	0	66	0	**66**	0	50	0	0	**50**	0	0	0	0	**0**	0	**116**
6:30PM	0	58	0	**58**	0	51	0	0	**51**	0	0	0	0	**0**	0	**109**
6:45PM	0	53	0	**53**	0	41	0	0	**41**	0	0	0	0	**0**	0	**94**
Hourly Total	0	228	0	**228**	0	191	0	0	**191**	0	0	0	0	**0**	0	**419**
7:00PM	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	**0**	0	1	0	0	**1**	0	0	0	0	**0**	0	**1**
Total	32	1730	0	**1762**	0	1988	15	0	**2003**	0	19	37	0	**56**	0	**3821**
% Approach	1.8%	98.2%	0%	**-**	-	99.3%	0.7%	0%	**-**	-	33.9%	66.1%	0%	**-**	-	-
% Total	0.8%	45.3%	0%	**46.1%**	-	52.0%	0.4%	0%	**52.4%**	-	0.5%	1.0%	0%	**1.5%**	-	-
Lights	31	1682	0	**1713**	-	1912	15	0	**1927**	-	19	35	0	**54**	-	3694
% Lights	96.9%	97.2%	0%	**97.2%**	-	96.2%	100%	0%	**96.2%**	-	100%	94.6%	0%	**96.4%**	-	96.7%
Articulated Trucks and Single-Unit Trucks	1	31	0	**32**	-	54	0	0	**54**	-	0	2	0	**2**	-	88
% Articulated Trucks and Single-Unit Trucks	3.1%	1.8%	0%	**1.8%**	-	2.7%	0%	0%	**2.7%**	-	0%	5.4%	0%	**3.6%**	-	2.3%
Buses	0	17	0	**17**	-	22	0	0	**22**	-	0	0	0	**0**	-	39
% Buses	0%	1.0%	0%	**1.0%**	-	1.1%	0%	0%	**1.1%**	-	0%	0%	0%	**0%**	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Compass Rd - TMC
Tue Jul 12, 2022
Full Length (6 AM-9 AM, 3 PM-7 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971753, Location: 39.999438, -74.742092

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



Woodlane Rd & Compass Rd - TMC

Tue Jul 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971753, Location: 39.999438, -74.742092

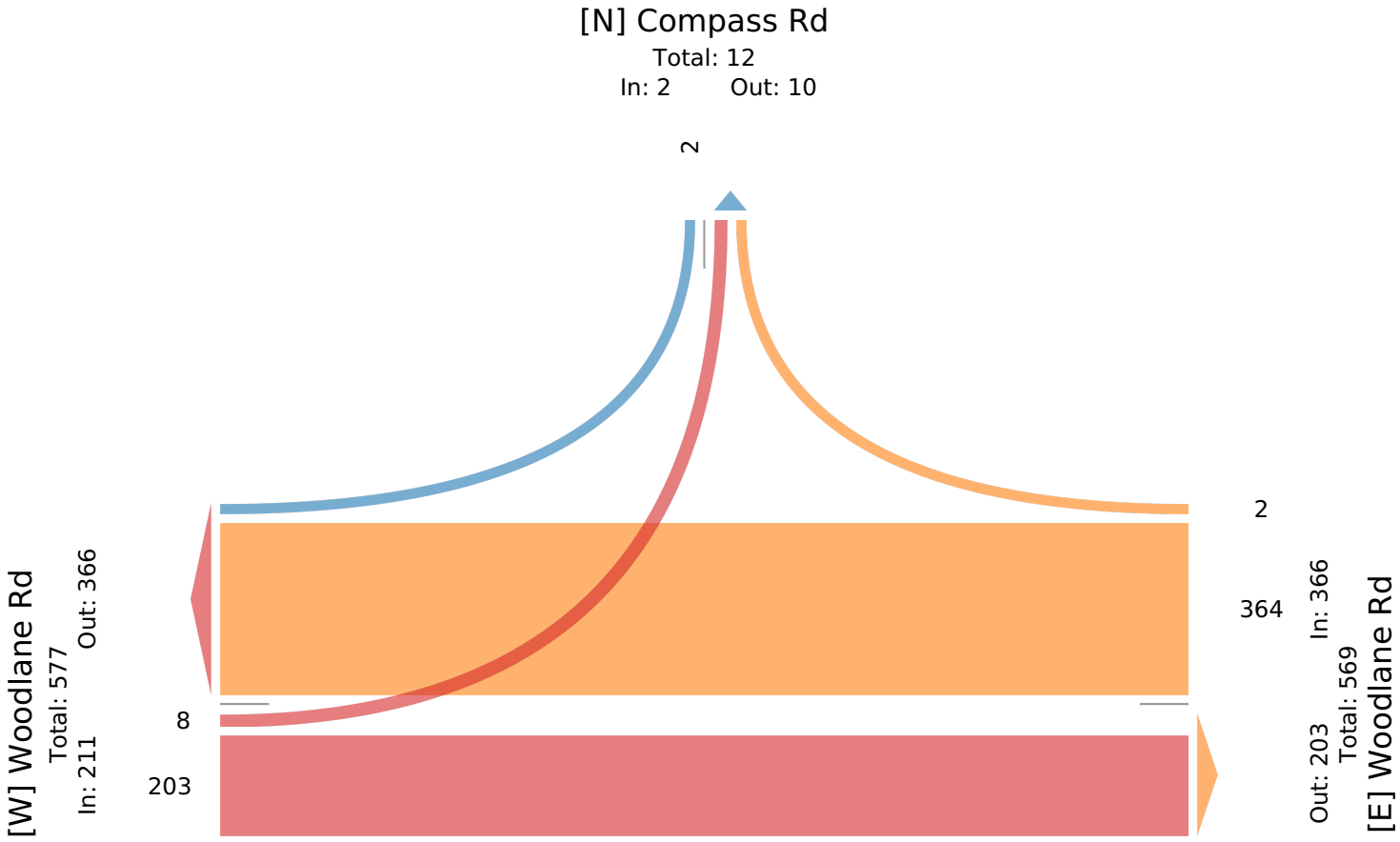
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Woodlane Rd Eastbound					Woodlane Rd Westbound					Compass Rd Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-07-12 7:30AM	1	63	0	**64**	0	107	0	0	**107**	0	0	0	0	**0**	0	**171**
7:45AM	3	51	0	**54**	0	83	0	0	**83**	0	0	1	0	**1**	0	**138**
8:00AM	2	45	0	**47**	0	85	2	0	**87**	0	0	1	0	**1**	0	**135**
8:15AM	2	44	0	**46**	0	89	0	0	**89**	0	0	0	0	**0**	0	**135**
Total	8	203	0	**211**	0	364	2	0	**366**	0	0	2	0	**2**	0	**579**
% Approach	3.8%	96.2%	0%	**-**	-	99.5%	0.5%	0%	**-**	-	0%	100%	0%	**-**	-	-
% Total	1.4%	35.1%	0%	**36.4%**	-	62.9%	0.3%	0%	**63.2%**	-	0%	0.3%	0%	**0.3%**	-	-
PHF	0.667	0.806	-	**0.824**	-	0.850	0.250	-	**0.855**	-	-	0.500	-	**0.500**	-	0.846
Lights	7	197	0	**204**	-	340	2	0	**342**	-	0	1	0	**1**	-	547
% Lights	87.5%	97.0%	0%	**96.7%**	-	93.4%	100%	0%	**93.4%**	-	0%	50.0%	0%	**50.0%**	-	94.5%
Articulated Trucks and Single-Unit Trucks	1	4	0	**5**	-	13	0	0	**13**	-	0	1	0	**1**	-	19
% Articulated Trucks and Single-Unit Trucks	12.5%	2.0%	0%	**2.4%**	-	3.6%	0%	0%	**3.6%**	-	0%	50.0%	0%	**50.0%**	-	3.3%
Buses	0	2	0	**2**	-	11	0	0	**11**	-	0	0	0	**0**	-	13
% Buses	0%	1.0%	0%	**0.9%**	-	3.0%	0%	0%	**3.0%**	-	0%	0%	0%	**0%**	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Compass Rd - TMC
Tue Jul 12, 2022
AM Peak (7:30 AM - 8:30 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971753, Location: 39.999438, -74.742092

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



Woodlane Rd & Compass Rd - TMC

Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971753, Location: 39.999438, -74.742092

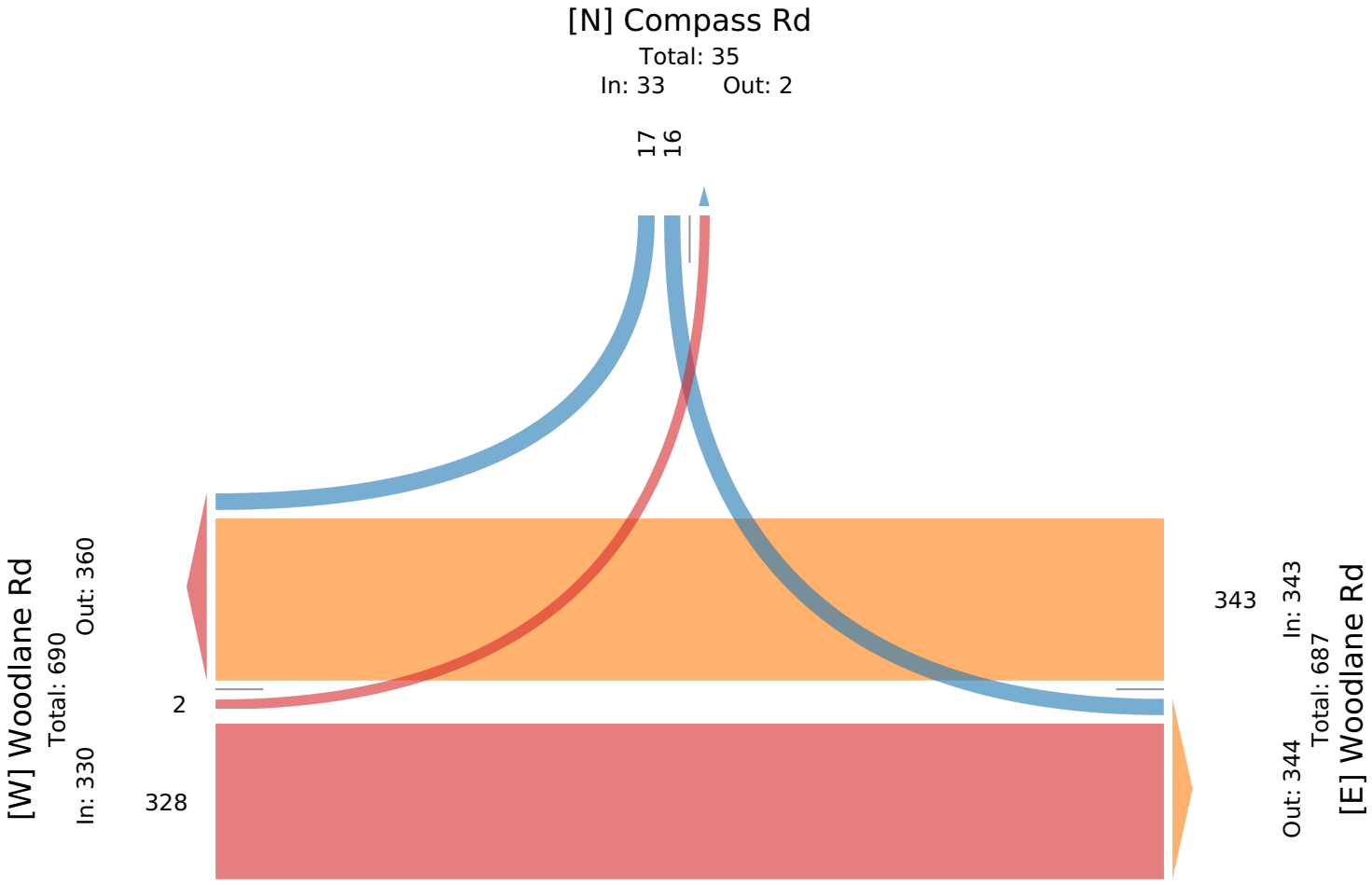
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg / Direction	Woodlane Rd Eastbound					Woodlane Rd Westbound					Compass Rd Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2022-07-12 4:00PM	0	80	0	**80**	0	80	0	0	**80**	0	8	8	0	**16**	0	**176**
4:15PM	1	93	0	**94**	0	79	0	0	**79**	0	1	4	0	**5**	0	**178**
4:30PM	0	82	0	**82**	0	87	0	0	**87**	0	5	1	0	**6**	0	**175**
4:45PM	1	73	0	**74**	0	97	0	0	**97**	0	2	4	0	**6**	0	**177**
Total	2	328	0	**330**	0	343	0	0	**343**	0	16	17	0	**33**	0	**706**
% Approach	0.6%	99.4%	0%	**-**	-	100%	0%	0%	**-**	-	48.5%	51.5%	0%	**-**	-	**-**
% Total	0.3%	46.5%	0%	**46.7%**	-	48.6%	0%	0%	**48.6%**	-	2.3%	2.4%	0%	**4.7%**	-	**-**
PHF	0.500	0.882	-	**0.878**	-	0.884	-	-	**0.884**	-	0.500	0.531	-	**0.516**	-	0.992
Lights	2	323	0	**325**	-	328	0	0	**328**	-	16	17	0	**33**	-	686
% Lights	100%	98.5%	0%	**98.5%**	-	95.6%	0%	0%	**95.6%**	-	100%	100%	0%	**100%**	-	97.2%
Articulated Trucks and Single-Unit Trucks	0	3	0	**3**	-	14	0	0	**14**	-	0	0	0	**0**	-	17
% Articulated Trucks and Single-Unit Trucks	0%	0.9%	0%	**0.9%**	-	4.1%	0%	0%	**4.1%**	-	0%	0%	0%	**0%**	-	2.4%
Buses	0	2	0	**2**	-	1	0	0	**1**	-	0	0	0	**0**	-	3
% Buses	0%	0.6%	0%	**0.6%**	-	0.3%	0%	0%	**0.3%**	-	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Woodlane Rd & Compass Rd - TMC
Tue Jul 12, 2022
PM Peak (4 PM - 5 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 971753, Location: 39.999438, -74.742092

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



Rt. 206 & N. Pemberton Rd - TMC

Wed Sep 7, 2022
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

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

Leg	Woodlane Rd							N. Pemberton Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2022-09-07 6:00AM	3	27	3	0	3	**36**	0	4	18	10	0	7	**39**	0
6:15AM	8	37	1	0	3	**49**	0	2	31	17	0	5	**55**	0
6:30AM	7	48	3	0	3	**61**	0	0	33	15	0	1	**49**	0
6:45AM	7	63	7	0	1	**78**	0	0	43	19	0	3	**65**	0
Hourly Total	25	175	14	0	10	**224**	0	6	125	61	0	16	**208**	0
7:00AM	19	53	3	0	1	**76**	0	3	37	13	0	1	**54**	0
7:15AM	4	53	4	0	2	**63**	0	6	71	14	0	3	**94**	0
7:30AM	6	56	7	0	7	**76**	0	6	69	11	0	3	**89**	0
7:45AM	4	47	8	0	3	**62**	0	9	70	18	0	2	**99**	0
Hourly Total	33	209	22	0	13	**277**	0	24	247	56	0	9	**336**	0
8:00AM	3	44	8	0	3	**58**	0	8	67	10	0	1	**86**	0
8:15AM	7	42	4	0	8	**61**	0	5	72	9	0	3	**89**	0
8:30AM	2	55	6	0	3	**66**	0	4	43	14	0	0	**61**	0
8:45AM	4	42	5	0	3	**54**	0	3	43	5	0	0	**51**	0
Hourly Total	16	183	23	0	17	**239**	0	20	225	38	0	4	**287**	0
9:00AM	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
Hourly Total	0	0	0	0	0	**0**	0	0	1	0	0	0	**1**	0
3:00PM	7	55	12	0	3	**77**	0	7	76	9	0	2	**94**	0
3:15PM	4	78	13	0	5	**100**	0	9	61	11	0	2	**83**	0
3:30PM	2	61	24	0	9	**96**	0	20	65	13	0	2	**100**	0
3:45PM	4	67	27	0	3	**101**	0	13	86	6	0	3	**108**	0
Hourly Total	17	261	76	0	20	**374**	0	49	288	39	0	9	**385**	0
4:00PM	1	68	17	0	3	**89**	0	8	50	8	0	3	**69**	0
4:15PM	8	63	16	0	3	**90**	0	5	73	12	0	2	**92**	0
4:30PM	2	70	19	0	0	**91**	0	7	81	11	0	4	**103**	0
4:45PM	4	62	14	0	3	**83**	0	4	76	14	0	2	**96**	0
Hourly Total	15	263	66	0	9	**353**	0	24	280	45	0	11	**360**	0
5:00PM	2	57	8	0	4	**71**	0	2	45	7	0	2	**56**	0
5:15PM	1	68	12	0	1	**82**	0	5	63	13	0	3	**84**	0
5:30PM	6	67	8	0	5	**86**	0	5	49	6	0	3	**63**	0
5:45PM	2	46	6	0	6	**60**	0	7	46	4	0	2	**59**	0
Hourly Total	11	238	34	0	16	**299**	0	19	203	30	0	10	**262**	0
6:00PM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0
Total	117	1329	235	0	85	**1766**	0	142	1369	269	0	59	**1839**	0
% Approach	6.6%	75.3%	13.3%	0%	4.8%	**-**	-	7.7%	74.4%	14.6%	0%	3.2%	**-**	-
% Total	1.1%	12.2%	2.2%	0%	0.8%	**16.3%**	-	1.3%	12.6%	2.5%	0%	0.5%	**16.9%**	-
Lights	103	1288	218	0	79	**1688**	-	140	1332	263	0	58	**1793**	-
% Lights	88.0%	96.9%	92.8%	0%	92.9%	**95.6%**	-	98.6%	97.3%	97.8%	0%	98.3%	**97.5%**	-
Articulated Trucks and Single-Unit Trucks	14	20	12	0	6	**52**	-	1	22	5	0	1	**29**	-
% Articulated Trucks and Single-Unit Trucks	12.0%	1.5%	5.1%	0%	7.1%	**2.9%**	-	0.7%	1.6%	1.9%	0%	1.7%	**1.6%**	-
Buses	0	21	5	0	0	**26**	-	1	15	1	0	0	**17**	-
% Buses	0%	1.6%	2.1%	0%	0%	**1.5%**	-	0.7%	1.1%	0.4%	0%	0%	**0.9%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & N. Pemberton Rd - TMC

Wed Sep 7, 2022
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

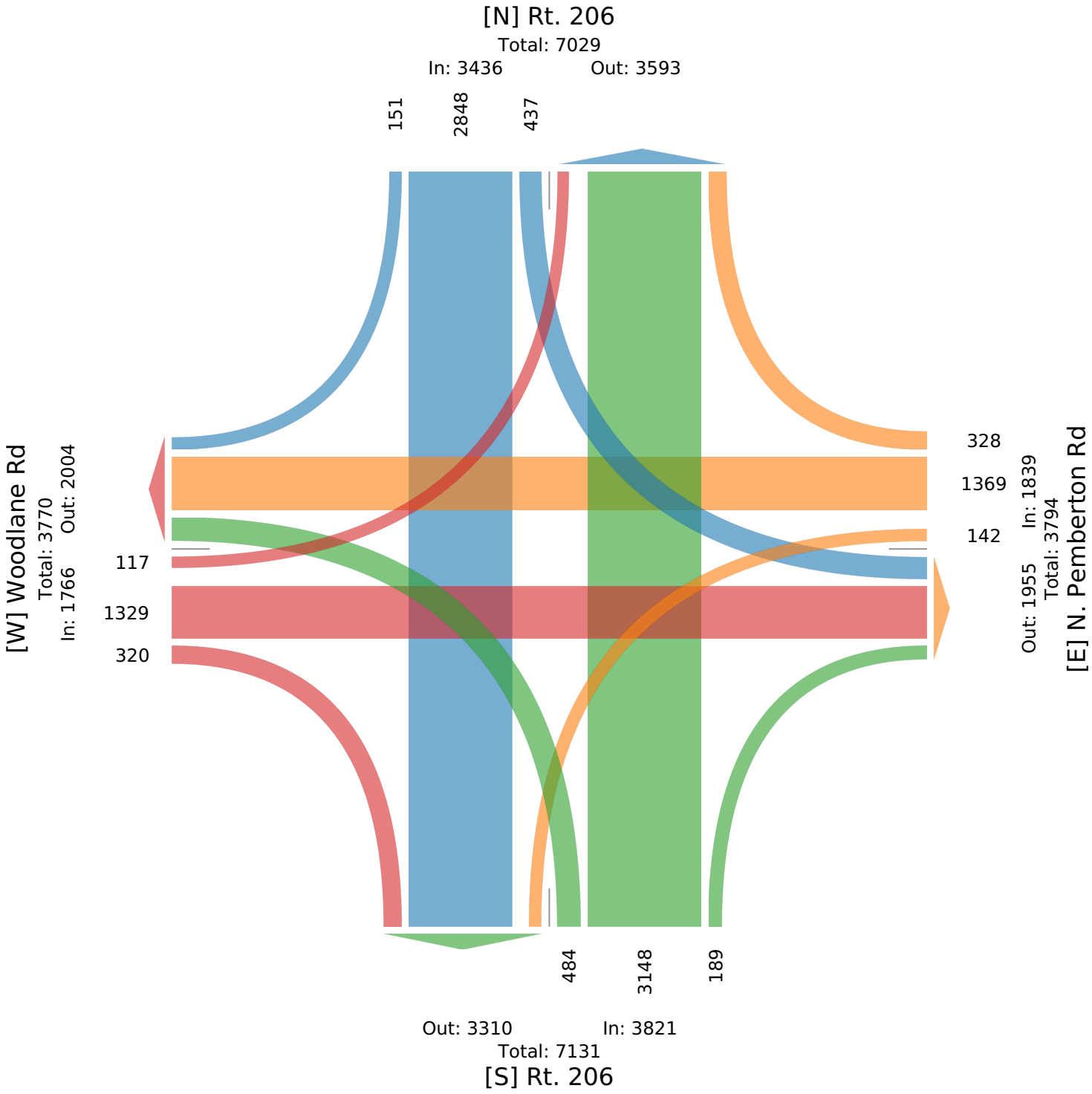
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rt. 206							Rt. 206							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*	Int
2022-09-07 6:00AM	14	106	4	0	1	**125**	0	5	42	3	0	0	**50**	0	**250**
6:15AM	18	143	8	0	2	**171**	0	19	52	0	0	0	**71**	0	**346**
6:30AM	15	194	12	0	3	**224**	0	10	71	1	0	0	**82**	0	**416**
6:45AM	14	171	9	0	9	**203**	0	14	89	1	0	0	**104**	0	**450**
Hourly Total	61	614	33	0	15	**723**	0	48	254	5	0	0	**307**	0	**1462**
7:00AM	15	167	8	0	1	**191**	0	18	84	3	0	1	**106**	0	**427**
7:15AM	31	189	4	0	1	**225**	0	20	104	0	0	0	**124**	0	**506**
7:30AM	28	161	6	0	3	**198**	0	18	106	6	0	0	**130**	0	**493**
7:45AM	30	188	7	0	3	**228**	0	22	120	4	0	1	**147**	0	**536**
Hourly Total	104	705	25	0	8	**842**	0	78	414	13	0	2	**507**	0	**1962**
8:00AM	30	181	0	0	1	**212**	0	17	86	1	0	0	**104**	0	**460**
8:15AM	28	173	5	0	2	**208**	0	17	77	4	0	0	**98**	0	**456**
8:30AM	21	139	2	0	1	**163**	0	15	85	6	0	2	**108**	0	**398**
8:45AM	21	135	8	0	1	**165**	0	13	94	3	0	0	**110**	0	**380**
Hourly Total	100	628	15	0	5	**748**	0	62	342	14	0	2	**420**	0	**1694**
9:00AM	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
Hourly Total	0	0	0	0	0	**0**	0	0	0	0	0	0	**0**	0	**1**
3:00PM	20	95	1	0	4	**120**	0	15	145	6	0	0	**166**	0	**457**
3:15PM	21	114	3	0	4	**142**	0	18	150	6	0	2	**176**	0	**501**
3:30PM	17	118	5	0	1	**141**	0	5	63	3	0	1	**72**	0	**409**
3:45PM	21	99	1	0	3	**124**	0	19	161	6	0	2	**188**	0	**521**
Hourly Total	79	426	10	0	12	**527**	0	57	519	21	0	5	**602**	0	**1888**
4:00PM	25	101	6	0	1	**133**	0	15	142	10	0	4	**171**	0	**462**
4:15PM	25	114	6	0	0	**145**	0	25	160	19	0	6	**210**	0	**537**
4:30PM	14	99	3	0	3	**119**	0	25	187	11	0	2	**225**	0	**538**
4:45PM	14	92	7	0	0	**113**	0	21	190	5	0	1	**217**	0	**509**
Hourly Total	78	406	22	0	4	**510**	0	86	679	45	0	13	**823**	0	**2046**
5:00PM	11	84	8	0	5	**108**	0	27	187	11	0	1	**226**	0	**461**
5:15PM	17	91	13	0	2	**123**	0	30	168	5	0	3	**206**	0	**495**
5:30PM	13	104	1	0	1	**119**	0	20	154	7	0	0	**181**	0	**449**
5:45PM	21	90	8	0	1	**120**	0	28	131	4	0	0	**163**	0	**402**
Hourly Total	62	369	30	0	9	**470**	0	105	640	27	0	4	**776**	0	**1807**
6:00PM	0	0	1	0	0	**1**	0	1	0	0	0	0	**1**	0	**2**
Hourly Total	0	0	1	0	0	**1**	0	1	0	0	0	0	**1**	0	**2**
Total	484	3148	136	0	53	**3821**	0	437	2848	125	0	26	**3436**	0	**10862**
% Approach	12.7%	82.4%	3.6%	0%	1.4%	**-**	-	12.7%	82.9%	3.6%	0%	0.8%	**-**	-	-
% Total	4.5%	29.0%	1.3%	0%	0.5%	**35.2%**	-	4.0%	26.2%	1.2%	0%	0.2%	**31.6%**	-	-
Lights	445	2876	130	0	48	**3499**	-	425	2562	114	0	23	**3124**	-	10104
% Lights	91.9%	91.4%	95.6%	0%	90.6%	**91.6%**	-	97.3%	90.0%	91.2%	0%	88.5%	**90.9%**	-	93.0%
Articulated Trucks and Single-Unit Trucks	32	258	1	0	5	**296**	-	11	260	11	0	3	**285**	-	662
% Articulated Trucks and Single-Unit Trucks	6.6%	8.2%	0.7%	0%	9.4%	**7.7%**	-	2.5%	9.1%	8.8%	0%	11.5%	**8.3%**	-	6.1%
Buses	7	14	5	0	0	**26**	-	1	26	0	0	0	**27**	-	96
% Buses	1.4%	0.4%	3.7%	0%	0%	**0.7%**	-	0.2%	0.9%	0%	0%	0%	**0.8%**	-	0.9%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & N. Pemberton Rd - TMC
Wed Sep 7, 2022
Full Length (6 AM-9 AM, 3 PM-6 PM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

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



Rt. 206 & N. Pemberton Rd - TMC

Wed Sep 7, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

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

Leg	Woodlane Rd							N. Pemberton Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*
2022-09-07 7:15AM	4	53	4	0	2	**63**	0	6	71	14	0	3	**94**	0
7:30AM	6	56	7	0	7	**76**	0	6	69	11	0	3	**89**	0
7:45AM	4	47	8	0	3	**62**	0	9	70	18	0	2	**99**	0
8:00AM	3	44	8	0	3	**58**	0	8	67	10	0	1	**86**	0
Total	17	200	27	0	15	**259**	0	29	277	53	0	9	**368**	0
% Approach	6.6%	77.2%	10.4%	0%	5.8%	**-**	-	7.9%	75.3%	14.4%	0%	2.4%	**-**	-
% Total	0.9%	10.0%	1.4%	0%	0.8%	**13.0%**	-	1.5%	13.9%	2.7%	0%	0.5%	**18.4%**	-
PHF	0.708	0.893	0.844	-	0.536	**0.852**	-	0.806	0.975	0.736	-	0.750	**0.929**	-
Lights	14	191	25	0	13	**243**	-	29	270	52	0	9	**360**	-
% Lights	82.4%	95.5%	92.6%	0%	86.7%	**93.8%**	-	100%	97.5%	98.1%	0%	100%	**97.8%**	-
Articulated Trucks and Single-Unit Trucks	3	7	1	0	2	**13**	-	0	1	1	0	0	**2**	-
% Articulated Trucks and Single-Unit Trucks	17.6%	3.5%	3.7%	0%	13.3%	**5.0%**	-	0%	0.4%	1.9%	0%	0%	**0.5%**	-
Buses	0	2	1	0	0	**3**	-	0	6	0	0	0	**6**	-
% Buses	0%	1.0%	3.7%	0%	0%	**1.2%**	-	0%	2.2%	0%	0%	0%	**1.6%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & N. Pemberton Rd - TMC

Wed Sep 7, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

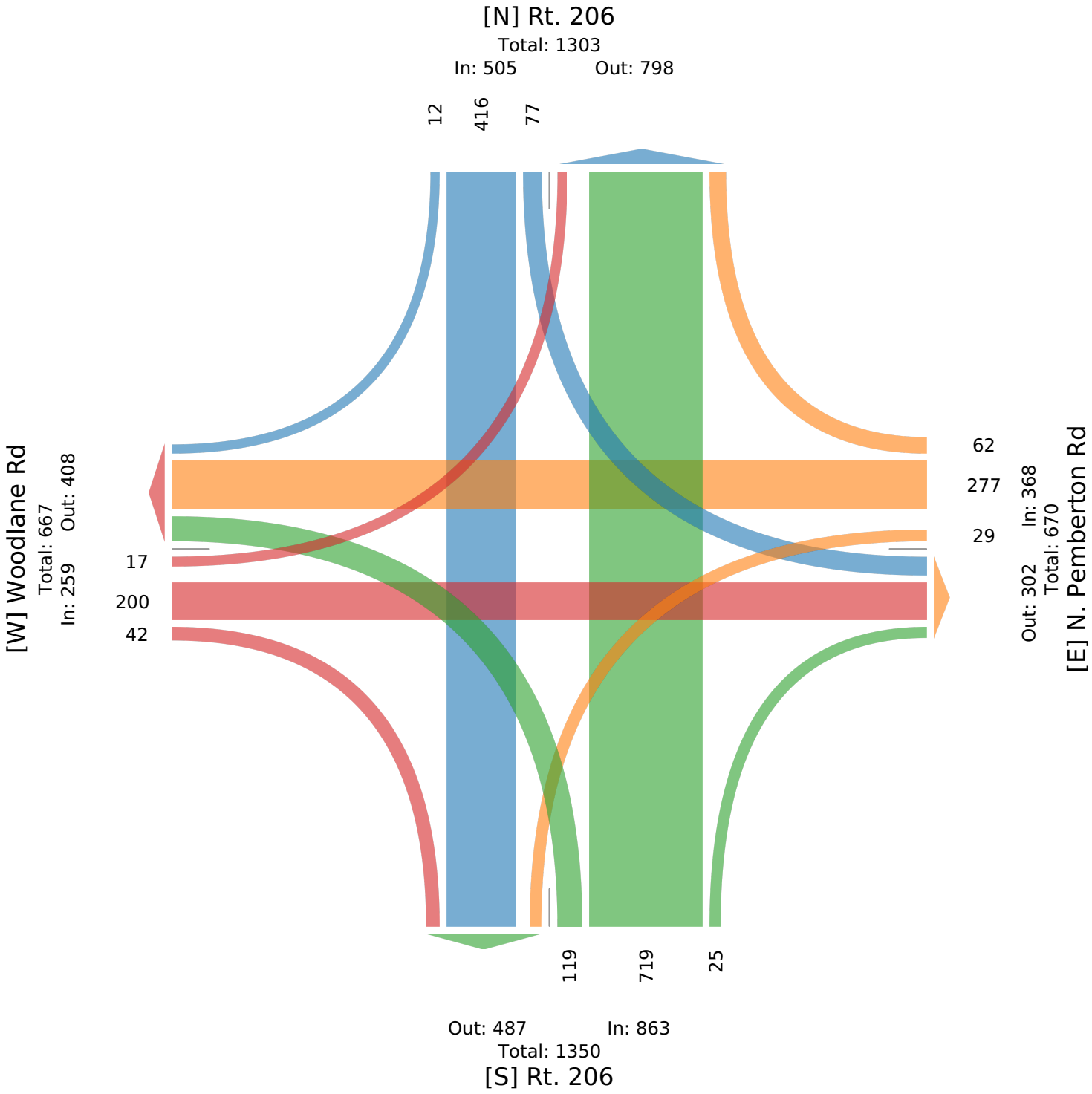
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rt. 206							Rt. 206							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-09-07 7:15AM	31	189	4	0	1	**225**	0	20	104	0	0	0	**124**	0	**506**
7:30AM	28	161	6	0	3	**198**	0	18	106	6	0	0	**130**	0	**493**
7:45AM	30	188	7	0	3	**228**	0	22	120	4	0	1	**147**	0	**536**
8:00AM	30	181	0	0	1	**212**	0	17	86	1	0	0	**104**	0	**460**
Total	119	719	17	0	8	**863**	0	77	416	11	0	1	**505**	0	**1995**
% Approach	13.8%	83.3%	2.0%	0%	0.9%	**-**	-	15.2%	82.4%	2.2%	0%	0.2%	**-**	-	**-**
% Total	6.0%	36.0%	0.9%	0%	0.4%	**43.3%**	-	3.9%	20.9%	0.6%	0%	0.1%	**25.3%**	-	**-**
PHF	0.960	0.951	0.607	-	0.667	**0.946**	-	0.875	0.867	0.458	-	0.250	**0.859**	-	0.931
Lights	114	664	16	0	7	**801**	-	76	351	9	0	1	**437**	-	1841
% Lights	95.8%	92.4%	94.1%	0%	87.5%	**92.8%**	-	98.7%	84.4%	81.8%	0%	100%	**86.5%**	-	92.3%
Articulated Trucks and Single-Unit Trucks	3	54	0	0	1	**58**	-	1	62	2	0	0	**65**	-	138
% Articulated Trucks and Single-Unit Trucks	2.5%	7.5%	0%	0%	12.5%	**6.7%**	-	1.3%	14.9%	18.2%	0%	0%	**12.9%**	-	6.9%
Buses	2	1	1	0	0	**4**	-	0	3	0	0	0	**3**	-	16
% Buses	1.7%	0.1%	5.9%	0%	0%	**0.5%**	-	0%	0.7%	0%	0%	0%	**0.6%**	-	0.8%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & N. Pemberton Rd - TMC
Wed Sep 7, 2022
AM Peak (7:15 AM - 8:15 AM)
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

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



Rt. 206 & N. Pemberton Rd - TMC

Wed Sep 7, 2022
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

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

Leg	Woodlane Rd							N. Pemberton Rd						
Direction	Eastbound							Westbound						
Time	L	T	R	U	RR	App	Ped*	L	T	R	U	RR	App	Ped*
2022-09-07 3:45PM	4	67	27	0	3	**101**	0	13	86	6	0	3	**108**	0
4:00PM	1	68	17	0	3	**89**	0	8	50	8	0	3	**69**	0
4:15PM	8	63	16	0	3	**90**	0	5	73	12	0	2	**92**	0
4:30PM	2	70	19	0	0	**91**	0	7	81	11	0	4	**103**	0
Total	15	268	79	0	9	**371**	0	33	290	37	0	12	**372**	0
% Approach	4.0%	72.2%	21.3%	0%	2.4%	**-**	-	8.9%	78.0%	9.9%	0%	3.2%	**-**	-
% Total	0.7%	13.0%	3.8%	0%	0.4%	**18.0%**	-	1.6%	14.1%	1.8%	0%	0.6%	**18.1%**	-
PHF	0.469	0.957	0.731	-	0.750	**0.918**	-	0.635	0.843	0.771	-	0.750	**0.861**	-
Lights	14	263	76	0	9	**362**	-	31	284	35	0	12	**362**	-
% Lights	93.3%	98.1%	96.2%	0%	100%	**97.6%**	-	93.9%	97.9%	94.6%	0%	100%	**97.3%**	-
Articulated Trucks and Single-Unit Trucks	1	2	3	0	0	**6**	-	1	5	1	0	0	**7**	-
% Articulated Trucks and Single-Unit Trucks	6.7%	0.7%	3.8%	0%	0%	**1.6%**	-	3.0%	1.7%	2.7%	0%	0%	**1.9%**	-
Buses	0	3	0	0	0	**3**	-	1	1	1	0	0	**3**	-
% Buses	0%	1.1%	0%	0%	0%	**0.8%**	-	3.0%	0.3%	2.7%	0%	0%	**0.8%**	-
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & N. Pemberton Rd - TMC

Wed Sep 7, 2022
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

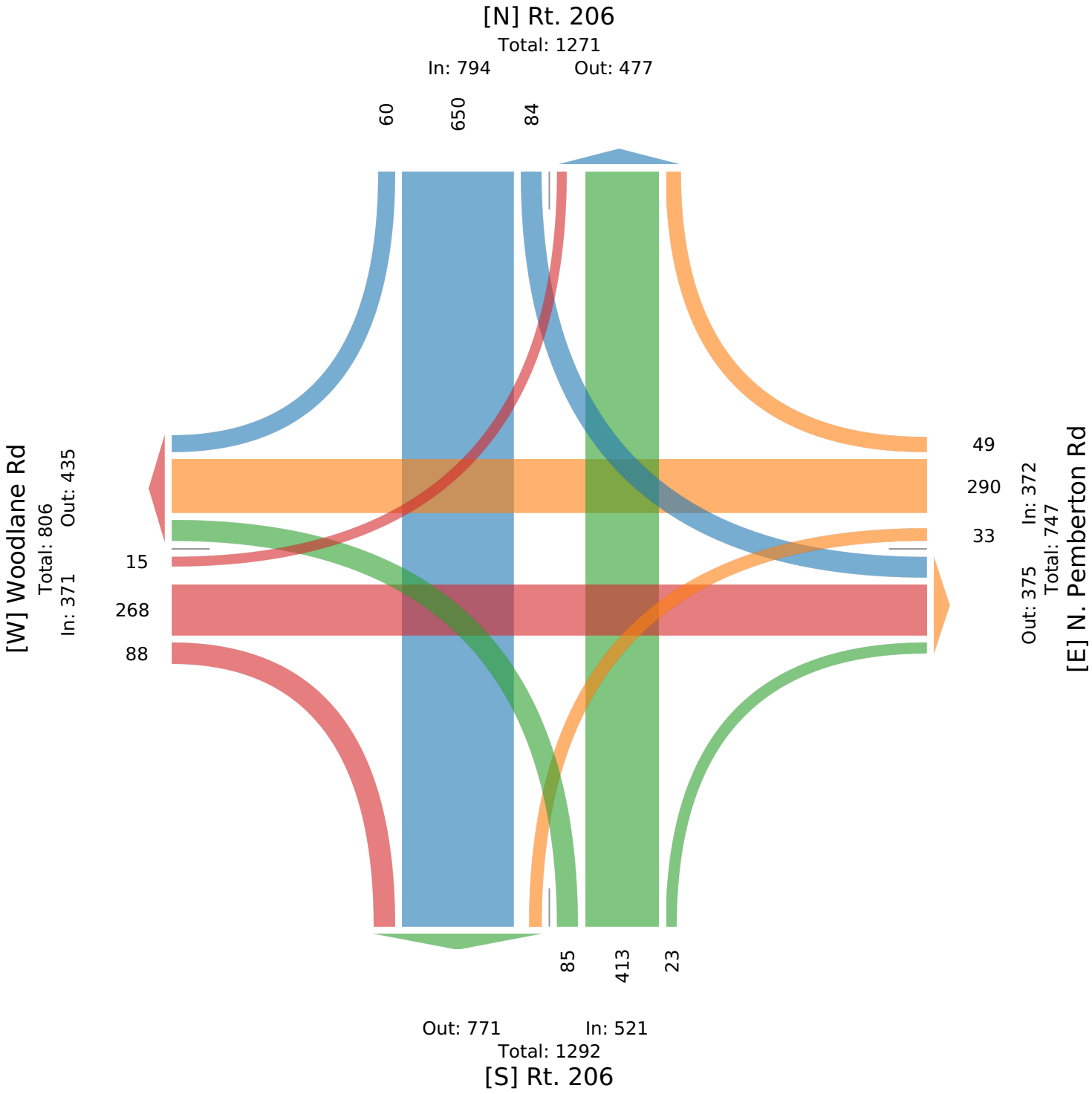
Provided by: Tri-State Traffic Data, Inc.
184 Baker Road,
Coatesville, PA, 19320, US

Leg	Rt. 206							Rt. 206							
Direction	Northbound							Southbound							
Time	L	T	R	U	RR	**App**	Ped*	L	T	R	U	RR	**App**	Ped*	**Int**
2022-09-07 3:45PM	21	99	1	0	3	**124**	0	19	161	6	0	2	**188**	0	**521**
4:00PM	25	101	6	0	1	**133**	0	15	142	10	0	4	**171**	0	**462**
4:15PM	25	114	6	0	0	**145**	0	25	160	19	0	6	**210**	0	**537**
4:30PM	14	99	3	0	3	**119**	0	25	187	11	0	2	**225**	0	**538**
Total	85	413	16	0	7	**521**	0	84	650	46	0	14	**794**	0	**2058**
% Approach	16.3%	79.3%	3.1%	0%	1.3%	**-**	-	10.6%	81.9%	5.8%	0%	1.8%	**-**	-	-
% Total	4.1%	20.1%	0.8%	0%	0.3%	**25.3%**	-	4.1%	31.6%	2.2%	0%	0.7%	**38.6%**	-	-
PHF	0.850	0.906	0.667	-	0.583	**0.898**	-	0.840	0.869	0.605	-	0.583	**0.882**	-	0.956
Lights	78	376	16	0	6	**476**	-	82	602	42	0	12	**738**	-	1938
% Lights	91.8%	91.0%	100%	0%	85.7%	**91.4%**	-	97.6%	92.6%	91.3%	0%	85.7%	**92.9%**	-	94.2%
Articulated Trucks and Single-Unit Trucks	7	36	0	0	1	**44**	-	2	43	4	0	2	**51**	-	108
% Articulated Trucks and Single-Unit Trucks	8.2%	8.7%	0%	0%	14.3%	**8.4%**	-	2.4%	6.6%	8.7%	0%	14.3%	**6.4%**	-	5.2%
Buses	0	1	0	0	0	**1**	-	0	5	0	0	0	**5**	-	12
% Buses	0%	0.2%	0%	0%	0%	**0.2%**	-	0%	0.8%	0%	0%	0%	**0.6%**	-	0.6%
Pedestrians	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	0	-	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Rt. 206 & N. Pemberton Rd - TMC
Wed Sep 7, 2022
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 985758, Location: 39.997186, -74.733854

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



Tri-State Traffic Data, Inc.

610-466-1469
TSTData.com

Road: Rt. 206
Location: 980 ft N of Woodlane Rd
Counter: 24991 & 22577

Site Code: 1
Station ID:

Latitude: 39' 99991.0000 North
Longitude: 74' 73360.0000 West

Start	Monday, February 13, 2023		Tuesday, February 14, 2023		Wednesday, February 15, 2023		Thursday, February 16, 2023		Friday, February 17, 2023		Saturday, February 18, 2023		Sunday, February 19, 2023		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	36	39	24	53	44	50	34	64	47	78	87	67	45	58
01:00	*	*	12	18	17	33	15	30	19	38	35	48	54	43	25	35
02:00	*	*	20	19	30	30	26	20	21	22	29	29	49	29	29	25
03:00	*	*	74	33	66	35	66	34	52	36	28	28	33	27	53	32
04:00	*	*	134	68	142	59	146	54	121	51	42	40	31	34	103	51
05:00	*	*	432	130	407	133	384	139	317	122	114	54	106	56	293	106
06:00	*	*	714	327	710	314	693	308	534	235	176	116	138	80	494	230
07:00	*	*	**817**	**452**	**807**	**465**	**846**	443	**627**	396	264	186	202	158	**594**	350
08:00	*	*	667	388	705	431	688	402	488	388	304	339	321	288	529	373
09:00	*	*	479	328	469	402	550	398	418	379	375	403	382	372	446	380
10:00	*	*	399	408	417	378	470	454	320	**460**	403	523	450	464	410	448
11:00	*	*	367	342	389	373	467	**497**	374	426	**455**	**564**	**519**	**563**	428	**461**
12:00 PM	*	*	361	396	384	419	427	484	335	505	**445**	**586**	**553**	**595**	418	498
01:00	*	*	409	430	416	430	406	496	410	553	445	560	465	573	425	507
02:00	409	504	418	499	425	584	431	562	438	681	425	563	476	592	432	569
03:00	405	649	**498**	677	**511**	690	**469**	708	**484**	751	416	559	497	510	**469**	649
04:00	**440**	**684**	474	721	509	**709**	414	758	404	**753**	345	500	445	463	433	**655**
05:00	399	608	427	**732**	469	689	367	**766**	358	738	361	465	399	397	397	628
06:00	248	440	319	459	288	513	228	473	315	571	343	386	348	341	298	455
07:00	200	271	177	302	230	334	203	318	211	361	219	288	222	254	209	304
08:00	132	174	152	190	161	250	142	225	156	263	183	262	175	203	157	224
09:00	119	133	132	115	152	144	123	194	131	209	161	215	142	139	137	164
10:00	54	97	59	117	71	114	62	126	121	167	123	172	80	113	81	129
11:00	36	79	44	89	44	96	42	96	58	130	90	121	52	70	52	97
Total	2442	3639	7621	7279	7843	7678	7709	8035	6746	8299	5828	7085	6226	6431	6957	7428
Day	6081		14900		15521		15744		15045		12913		12657		14385	
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	11:00	07:00	10:00	11:00	11:00	11:00	11:00	07:00	11:00
Vol.	-	-	817	452	807	465	846	497	627	460	455	564	519	563	594	461
PM Peak	16:00	16:00	15:00	17:00	15:00	16:00	15:00	17:00	15:00	16:00	12:00	12:00	12:00	12:00	15:00	16:00
Vol.	440	684	498	732	511	709	469	766	484	753	445	586	553	595	469	655

Tri-State Traffic Data, Inc.

610-466-1469
TSTData.com

Road: Rt. 206
Location: 980 ft N of Woodlane Rd
Counter: 24991 & 22577

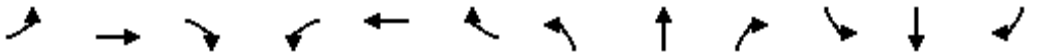
Site Code: 1
Station ID:

Latitude: 39' 99991.0000 North
Longitude: 74' 73360.0000 West

Start	Monday, February 20, 2023		Tuesday, February 21, 2023		Wednesday, February 22, 2023		Thursday, February 23, 2023		Friday, February 24, 2023		Saturday, February 25, 2023		Sunday, February 26, 2023		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	37	54	34	50	*	*	*	*	*	*	*	*	*	*	36	52
01:00	18	20	19	34	*	*	*	*	*	*	*	*	*	*	18	27
02:00	26	21	26	31	*	*	*	*	*	*	*	*	*	*	26	26
03:00	45	23	68	28	*	*	*	*	*	*	*	*	*	*	56	26
04:00	83	48	142	74	*	*	*	*	*	*	*	*	*	*	112	61
05:00	225	88	368	133	*	*	*	*	*	*	*	*	*	*	296	110
06:00	377	244	588	292	*	*	*	*	*	*	*	*	*	*	482	268
07:00	427	319	**620**	**411**	*	*	*	*	*	*	*	*	*	*	**524**	365
08:00	390	353	571	409	*	*	*	*	*	*	*	*	*	*	480	381
09:00	413	343	*	*	*	*	*	*	*	*	*	*	*	*	413	343
10:00	378	404	*	*	*	*	*	*	*	*	*	*	*	*	378	404
11:00	**458**	**422**	*	*	*	*	*	*	*	*	*	*	*	*	458	**422**
12:00 PM	435	429	*	*	*	*	*	*	*	*	*	*	*	*	435	429
01:00	472	419	*	*	*	*	*	*	*	*	*	*	*	*	472	419
02:00	431	555	*	*	*	*	*	*	*	*	*	*	*	*	431	555
03:00	**499**	**569**	*	*	*	*	*	*	*	*	*	*	*	*	**499**	**569**
04:00	471	550	*	*	*	*	*	*	*	*	*	*	*	*	471	550
05:00	393	526	*	*	*	*	*	*	*	*	*	*	*	*	393	526
06:00	329	404	*	*	*	*	*	*	*	*	*	*	*	*	329	404
07:00	210	270	*	*	*	*	*	*	*	*	*	*	*	*	210	270
08:00	153	202	*	*	*	*	*	*	*	*	*	*	*	*	153	202
09:00	123	137	*	*	*	*	*	*	*	*	*	*	*	*	123	137
10:00	66	104	*	*	*	*	*	*	*	*	*	*	*	*	66	104
11:00	45	67	*	*	*	*	*	*	*	*	*	*	*	*	45	67
Total	6504	6571	2436	1462	0	0	0	0	0	0	0	0	0	0	6906	6717
Day	13075		3898		0		0		0		0		0		13623	
AM Peak	11:00	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	07:00	11:00
Vol.	458	422	620	411	-	-	-	-	-	-	-	-	-	-	524	422
PM Peak	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00
Vol.	499	569	-	-	-	-	-	-	-	-	-	-	-	-	499	569

Comb. Total	19156	18798	15521	15744	15045	12913	12657	28008
ADT	ADT 14,276	AADT 14,276						

APPENDIX C
CAPACITY ANALYSIS PRINTOUTS



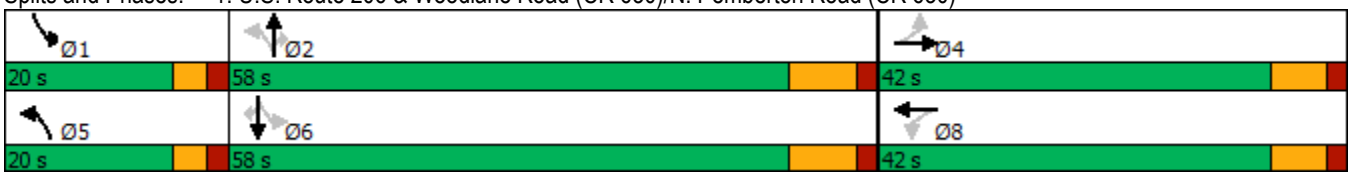
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	154	82	24	262	93	143	805	31	63	439	21
Future Volume (vph)	39	154	82	24	262	93	143	805	31	63	439	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		0	175		145	160		80
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			65			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.967				0.850			0.850
Flt Protected		0.993			0.997		0.950			0.950		
Satd. Flow (prot)	0	1699	0	0	1757	0	1494	1789	1467	1816	1726	1454
Flt Permitted		0.744			0.954		0.326			0.078		
Satd. Flow (perm)	0	1273	0	0	1681	0	513	1789	1467	149	1726	1454
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			14				82			82
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1462			2063			579			529	
Travel Time (s)		19.9			28.1			7.9			7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	1%	18%	4%	4%	5%	24%	9%	13%	2%	13%	14%
Adj. Flow (vph)	43	169	90	26	288	102	157	885	34	69	482	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	302	0	0	416	0	157	885	34	69	482	23
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			-5			0	
Crosswalk Width(ft)		25			16			55			65	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

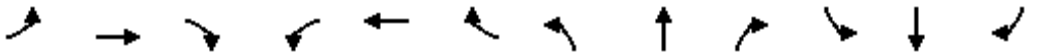
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	50.0	50.0	5.0	50.0	50.0
Minimum Split (s)	14.0	14.0		14.0	14.0		10.0	58.0	58.0	10.0	58.0	58.0
Total Split (s)	42.0	42.0		42.0	42.0		20.0	58.0	58.0	20.0	58.0	58.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		16.7%	48.3%	48.3%	16.7%	48.3%	48.3%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	50.0	50.0	15.0	50.0	50.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0			7.0		5.0	8.0	8.0	5.0	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)		29.4			29.4		67.9	56.5	56.5	59.6	50.3	50.3
Actuated g/C Ratio		0.27			0.27		0.62	0.51	0.51	0.54	0.46	0.46
v/c Ratio		0.86			0.91		0.38	0.96	0.04	0.39	0.61	0.03
Control Delay		59.4			62.5		12.5	51.0	0.1	18.0	28.3	0.1
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.4			62.5		12.5	51.0	0.1	18.0	28.3	0.1
LOS		E			E		B	D	A	B	C	A
Approach Delay		59.4			62.5			43.8			26.0	
Approach LOS		E			E			D			C	
90th %ile Green (s)	35.0	35.0		35.0	35.0		14.7	56.5	56.5	8.2	50.0	50.0
90th %ile Term Code	Max	Max		Max	Max		Gap	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	35.0	35.0		35.0	35.0		12.1	55.1	55.1	7.0	50.0	50.0
70th %ile Term Code	Hold	Hold		Max	Max		Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	31.7	31.7		31.7	31.7		10.2	54.0	54.0	6.2	50.0	50.0
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	26.5	26.5		26.5	26.5		8.3	52.8	52.8	5.5	50.0	50.0
30th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	20.0	20.0		20.0	20.0		6.6	61.6	61.6	0.0	50.0	50.0
10th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Skip	Max	Max
Stops (vph)		233			333		59	631	0	28	327	0
Fuel Used(gal)		9			15		2	23	0	1	10	0
CO Emissions (g/hr)		661			1041		145	1581	12	68	682	7
NOx Emissions (g/hr)		129			203		28	308	2	13	133	1
VOC Emissions (g/hr)		153			241		34	366	3	16	158	2
Dilemma Vehicles (#)		10			15		0	27	0	0	20	0
Queue Length 50th (ft)		191			274		46	~680	0	19	260	0
Queue Length 95th (ft)		#345			#458		83	#990	0	43	420	0
Internal Link Dist (ft)		1382			1983			499			449	
Turn Bay Length (ft)							175		145	160		80
Base Capacity (vph)		419			547		454	918	792	319	789	709
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.72			0.76		0.35	0.96	0.04	0.22	0.61	0.03

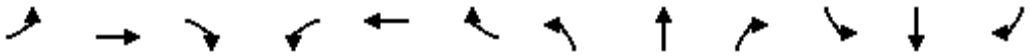
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 110			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 44.7		Intersection LOS: D	
Intersection Capacity Utilization 92.1%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 119.7			
70th %ile Actuated Cycle: 117.1			
50th %ile Actuated Cycle: 111.9			
30th %ile Actuated Cycle: 104.8			
10th %ile Actuated Cycle: 96.6			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 206 & Woodlane Road (CR 630)/N. Pemberton Road (CR 630)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	156	83	24	265	93	149	805	31	63	439	30
Future Volume (vph)	48	156	83	24	265	93	149	805	31	63	439	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	100		0	100		0	175		145	160		80
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	65			65			65			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.961				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1492	1675	0	1736	1751	0	1506	1789	1467	1816	1726	1348
Flt Permitted	0.217			0.443			0.334			0.094		
Satd. Flow (perm)	341	1675	0	809	1751	0	530	1789	1467	180	1726	1348
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			15				82			82
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		294			298			579			529	
Travel Time (s)		4.0			4.1			7.9			7.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	21%	2%	18%	4%	4%	5%	23%	9%	13%	2%	13%	23%
Adj. Flow (vph)	53	171	91	26	291	102	164	885	34	69	482	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	262	0	26	393	0	164	885	34	69	482	33
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			-5			0	
Crosswalk Width(ft)		25			16			55			65	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

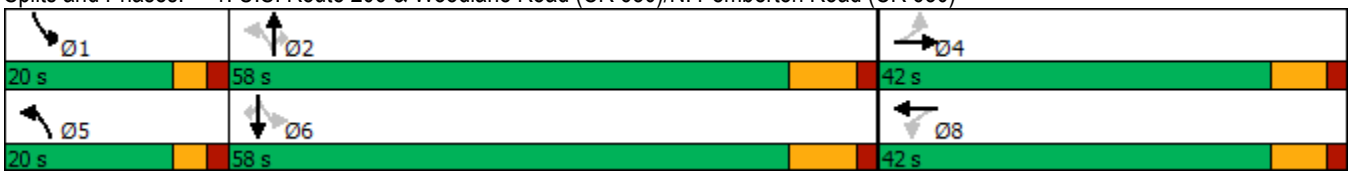


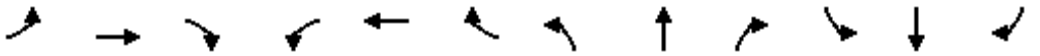
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	50.0	50.0	5.0	50.0	50.0
Minimum Split (s)	14.0	14.0		14.0	14.0		10.0	58.0	58.0	10.0	58.0	58.0
Total Split (s)	42.0	42.0		42.0	42.0		20.0	58.0	58.0	20.0	58.0	58.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		16.7%	48.3%	48.3%	16.7%	48.3%	48.3%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	50.0	50.0	15.0	50.0	50.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		5.0	8.0	8.0	5.0	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	26.8	26.8		26.8	26.8		68.0	56.6	56.6	59.7	50.4	50.4
Actuated g/C Ratio	0.25	0.25		0.25	0.25		0.63	0.53	0.53	0.55	0.47	0.47
v/c Ratio	0.63	0.60		0.13	0.88		0.38	0.94	0.04	0.35	0.60	0.05
Control Delay	69.3	38.7		32.9	58.7		11.7	45.3	0.1	14.9	26.9	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	38.7		32.9	58.7		11.7	45.3	0.1	14.9	26.9	0.1
LOS	E	D		C	E		B	D	A	B	C	A
Approach Delay		43.8			57.1			38.8			24.0	
Approach LOS		D			E			D			C	
90th %ile Green (s)	35.0	35.0		35.0	35.0		15.0	56.8	56.8	8.2	50.0	50.0
90th %ile Term Code	Hold	Hold		Max	Max		Max	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	32.9	32.9		32.9	32.9		12.3	55.4	55.4	6.9	50.0	50.0
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	27.7	27.7		27.7	27.7		10.0	53.9	53.9	6.1	50.0	50.0
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	23.1	23.1		23.1	23.1		8.1	52.7	52.7	5.4	50.0	50.0
30th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	17.3	17.3		17.3	17.3		6.6	61.6	61.6	0.0	50.0	50.0
10th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Skip	Max	Max
Stops (vph)	43	183		19	319		59	628	0	26	322	0
Fuel Used(gal)	2	7		1	14		2	22	0	1	10	0
CO Emissions (g/hr)	125	482		54	969		147	1512	12	63	668	11
NOx Emissions (g/hr)	24	94		10	188		29	294	2	12	130	2
VOC Emissions (g/hr)	29	112		12	224		34	350	3	15	155	2
Dilemma Vehicles (#)	0	9		0	14		0	28	0	0	20	0
Queue Length 50th (ft)	32	145		14	250		43	582	0	17	240	0
Queue Length 95th (ft)	#92	240		39	388		86	#991	0	40	422	0
Internal Link Dist (ft)		214			218			499			449	
Turn Bay Length (ft)	100			100			175		145	160		80
Base Capacity (vph)	111	564		264	584		475	941	811	342	808	674
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.48	0.46		0.10	0.67		0.35	0.94	0.04	0.20	0.60	0.05

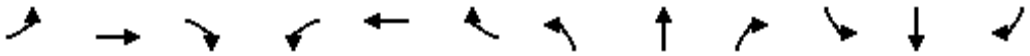
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 107.6			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 39.0		Intersection LOS: D	
Intersection Capacity Utilization 97.6%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 120			
70th %ile Actuated Cycle: 115.2			
50th %ile Actuated Cycle: 107.7			
30th %ile Actuated Cycle: 101.2			
10th %ile Actuated Cycle: 93.9			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 206 & Woodlane Road (CR 630)/N. Pemberton Road (CR 630)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	260	106	34	267	71	119	542	38	101	745	59
Future Volume (vph)	21	260	106	34	267	71	119	542	38	101	745	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	0		0	0		0	175		145	160		80
Storage Lanes	0		0	0		0	1		1	1		1
Taper Length (ft)	25			25			65			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.974				0.850			0.850
Flt Protected		0.997			0.995		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1788	0	1557	1806	1609	1816	1840	1625
Flt Permitted		0.946			0.852		0.076			0.295		
Satd. Flow (perm)	0	1629	0	0	1531	0	125	1806	1609	564	1840	1625
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			10				82			82
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		1462			2063			579			529	
Travel Time (s)		19.9			28.1			7.9			7.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	2%	18%	3%	3%	3%	19%	8%	3%	2%	6%	2%
Adj. Flow (vph)	22	277	113	36	284	76	127	577	40	107	793	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	412	0	0	396	0	127	577	40	107	793	63
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			-5			0	
Crosswalk Width(ft)		25			16			55			65	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

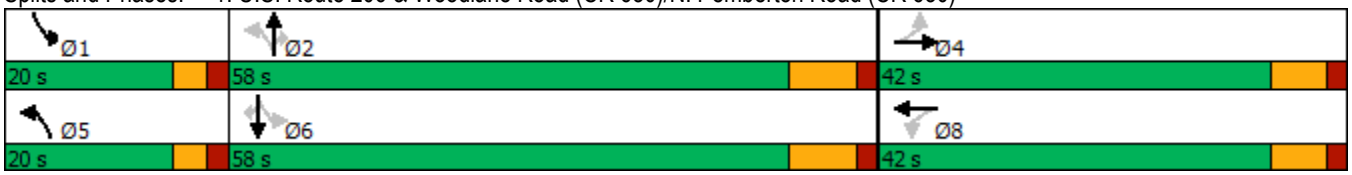


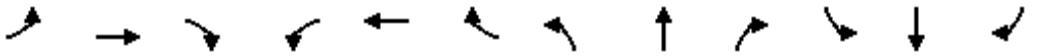
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	50.0	50.0	5.0	50.0	50.0
Minimum Split (s)	14.0	14.0		14.0	14.0		10.0	58.0	58.0	10.0	58.0	58.0
Total Split (s)	42.0	42.0		42.0	42.0		20.0	58.0	58.0	20.0	58.0	58.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		16.7%	48.3%	48.3%	16.7%	48.3%	48.3%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	50.0	50.0	15.0	50.0	50.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0			7.0		5.0	8.0	8.0	5.0	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)		30.7			30.7		65.1	52.6	52.6	60.5	50.3	50.3
Actuated g/C Ratio		0.28			0.28		0.59	0.48	0.48	0.55	0.45	0.45
v/c Ratio		0.89			0.92		0.64	0.67	0.05	0.27	0.95	0.08
Control Delay		59.5			65.5		33.7	28.3	0.3	11.8	52.1	3.0
Queue Delay		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.5			65.5		33.7	28.3	0.3	11.8	52.1	3.0
LOS		E			E		C	C	A	B	D	A
Approach Delay		59.5			65.5			27.7			44.4	
Approach LOS		E			E			C			D	
90th %ile Green (s)	35.0	35.0		35.0	35.0		15.0	55.4	55.4	9.6	50.0	50.0
90th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	35.0	35.0		35.0	35.0		11.7	53.4	53.4	8.3	50.0	50.0
70th %ile Term Code	Max	Max		Max	Max		Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	34.3	34.3		34.3	34.3		9.1	51.7	51.7	7.4	50.0	50.0
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	28.6	28.6		28.6	28.6		7.3	51.0	51.0	6.3	50.0	50.0
30th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	21.6	21.6		21.6	21.6		5.6	50.5	50.5	5.1	50.0	50.0
10th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Hold	Hold	Gap	Max	Max
Stops (vph)		333			323		63	410	0	44	606	4
Fuel Used(gal)		13			15		2	12	0	1	21	0
CO Emissions (g/hr)		936			1034		172	874	15	100	1464	27
NOx Emissions (g/hr)		182			201		33	170	3	19	285	5
VOC Emissions (g/hr)		217			240		40	202	4	23	339	6
Dilemma Vehicles (#)		15			14		0	20	0	0	31	0
Queue Length 50th (ft)		268			264		43	328	0	32	556	0
Queue Length 95th (ft)		#464			#465		105	481	2	57	#900	18
Internal Link Dist (ft)		1382			1983			499			449	
Turn Bay Length (ft)							175		145	160		80
Base Capacity (vph)		529			493		271	858	807	510	836	783
Starvation Cap Reductn		0			0		0	0	0	0	0	0
Spillback Cap Reductn		0			0		0	0	0	0	0	0
Storage Cap Reductn		0			0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio		0.78			0.80		0.47	0.67	0.05	0.21	0.95	0.08

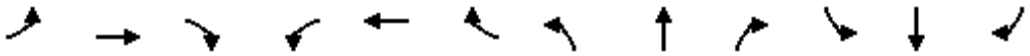
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 110.6			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 45.3		Intersection LOS: D	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 120			
70th %ile Actuated Cycle: 116.7			
50th %ile Actuated Cycle: 113.4			
30th %ile Actuated Cycle: 105.9			
10th %ile Actuated Cycle: 97.2			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 206 & Woodlane Road (CR 630)/N. Pemberton Road (CR 630)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	260	113	34	265	71	120	542	38	101	745	66
Future Volume (vph)	32	260	113	34	265	71	120	542	38	101	745	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1950	1950	1950	1950	1950	1950
Storage Length (ft)	100		0	100		0	175		145	160		80
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	65			65			65			110		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.968				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1556	1703	0	1752	1786	0	1557	1806	1609	1816	1840	1493
Flt Permitted	0.294			0.230			0.094			0.308		
Satd. Flow (perm)	482	1703	0	424	1786	0	154	1806	1609	589	1840	1493
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			11				82			82
Link Speed (mph)		50			50			50			50	
Link Distance (ft)		294			298			579			529	
Travel Time (s)		4.0			4.1			7.9			7.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	16%	2%	17%	3%	3%	3%	19%	8%	3%	2%	6%	11%
Adj. Flow (vph)	34	277	120	36	282	76	128	577	40	107	793	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	397	0	36	358	0	128	577	40	107	793	70
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			-5			0	
Crosswalk Width(ft)		25			16			55			65	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

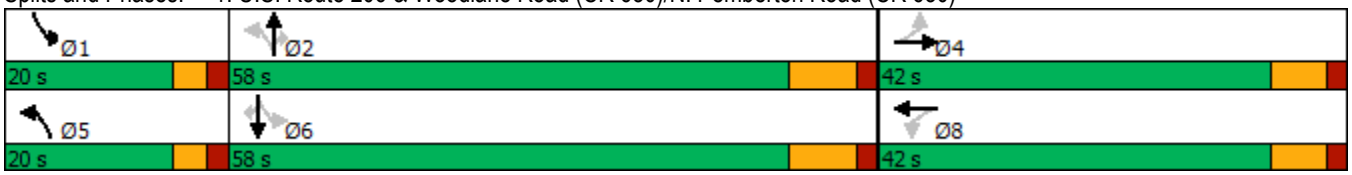


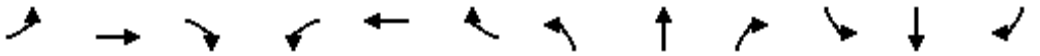
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	50.0	50.0	5.0	50.0	50.0
Minimum Split (s)	14.0	14.0		14.0	14.0		10.0	58.0	58.0	10.0	58.0	58.0
Total Split (s)	42.0	42.0		42.0	42.0		20.0	58.0	58.0	20.0	58.0	58.0
Total Split (%)	35.0%	35.0%		35.0%	35.0%		16.7%	48.3%	48.3%	16.7%	48.3%	48.3%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	50.0	50.0	15.0	50.0	50.0
Yellow Time (s)	5.0	5.0		5.0	5.0		3.0	6.0	6.0	3.0	6.0	6.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		5.0	8.0	8.0	5.0	8.0	8.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min	Min	None	Min	Min
Act Effct Green (s)	27.7	27.7		27.7	27.7		65.0	52.7	52.7	60.6	50.4	50.4
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.60	0.49	0.49	0.56	0.47	0.47
v/c Ratio	0.27	0.88		0.33	0.77		0.60	0.65	0.05	0.26	0.92	0.09
Control Delay	38.7	58.1		42.1	47.6		25.1	26.5	0.3	11.0	46.2	3.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	58.1		42.1	47.6		25.1	26.5	0.3	11.0	46.2	3.8
LOS	D	E		D	D		C	C	A	B	D	A
Approach Delay		56.6			47.1			24.9			39.3	
Approach LOS		E			D			C			D	
90th %ile Green (s)	35.0	35.0		35.0	35.0		15.0	55.4	55.4	9.6	50.0	50.0
90th %ile Term Code	Max	Max		Max	Max		Max	Hold	Hold	Gap	Max	Max
70th %ile Green (s)	34.6	34.6		34.6	34.6		11.9	53.6	53.6	8.3	50.0	50.0
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Hold	Hold	Gap	Max	Max
50th %ile Green (s)	28.8	28.8		28.8	28.8		8.8	51.7	51.7	7.1	50.0	50.0
50th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Hold	Hold	Gap	Max	Max
30th %ile Green (s)	24.0	24.0		24.0	24.0		7.0	50.9	50.9	6.1	50.0	50.0
30th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Hold	Hold	Gap	Max	Max
10th %ile Green (s)	18.0	18.0		18.0	18.0		5.5	50.4	50.4	5.1	50.0	50.0
10th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Hold	Hold	Gap	Max	Max
Stops (vph)	25	327		28	292		54	401	0	44	588	6
Fuel Used(gal)	1	11		1	10		2	12	0	1	20	0
CO Emissions (g/hr)	54	745		70	723		148	850	15	98	1382	33
NOx Emissions (g/hr)	10	145		14	141		29	165	3	19	269	6
VOC Emissions (g/hr)	12	173		16	168		34	197	4	23	320	8
Dilemma Vehicles (#)	0	14		0	13		0	20	0	0	32	0
Queue Length 50th (ft)	19	249		20	219		34	294	0	28	500	0
Queue Length 95th (ft)	51	#416		55	346		93	481	2	57	#900	23
Internal Link Dist (ft)		214			218			499			449	
Turn Bay Length (ft)	100			100			175		145	160		80
Base Capacity (vph)	157	570		138	592		294	883	828	536	861	742
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.22	0.70		0.26	0.60		0.44	0.65	0.05	0.20	0.92	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 107.7			
Natural Cycle: 95			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 39.2		Intersection LOS: D	
Intersection Capacity Utilization 93.1%		ICU Level of Service F	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 120			
70th %ile Actuated Cycle: 116.5			
50th %ile Actuated Cycle: 107.6			
30th %ile Actuated Cycle: 101			
10th %ile Actuated Cycle: 93.5			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: U.S. Route 206 & Woodlane Road (CR 630)/N. Pemberton Road (CR 630)





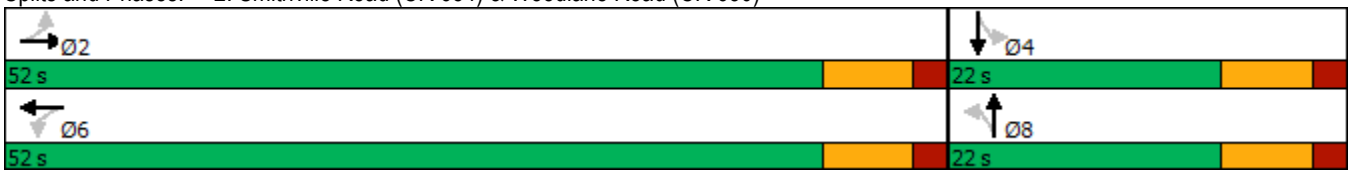
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	215	28	23	382	23	41	173	51	16	76	10
Future Volume (vph)	38	215	28	23	382	23	41	173	51	16	76	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	170		0	100		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			40			60			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.992			0.966			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1731	0	1656	1682	0	1570	1813	0	1703	1759	0
Flt Permitted	0.479			0.595			0.695			0.606		
Satd. Flow (perm)	884	1731	0	1037	1682	0	1148	1813	0	1086	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			7			18			8	
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1079			706			536			595	
Travel Time (s)		14.7			9.6			8.1			9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	8%	7%	9%	12%	13%	15%	1%	2%	6%	7%	0%
Adj. Flow (vph)	42	236	31	25	420	25	45	190	56	18	84	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	267	0	25	445	0	45	246	0	18	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			30			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

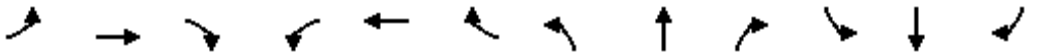
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0		22.0	22.0	
Total Split (%)	70.3%	70.3%		70.3%	70.3%		29.7%	29.7%		29.7%	29.7%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	19.1	19.1		19.1	19.1		10.3	10.3		10.3	10.3	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.24	0.24		0.24	0.24	
v/c Ratio	0.11	0.35		0.06	0.60		0.17	0.56		0.07	0.23	
Control Delay	8.4	9.3		7.8	13.5		16.4	20.0		15.3	15.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.4	9.3		7.8	13.5		16.4	20.0		15.3	15.2	
LOS	A	A		A	B		B	B		B	B	
Approach Delay		9.2			13.2			19.4			15.2	
Approach LOS		A			B			B			B	
90th %ile Green (s)	27.3	27.3		27.3	27.3		15.0	15.0		15.0	15.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Max	Max		Hold	Hold	
70th %ile Green (s)	21.4	21.4		21.4	21.4		11.7	11.7		11.7	11.7	
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Gap		Hold	Hold	
50th %ile Green (s)	18.1	18.1		18.1	18.1		9.6	9.6		9.6	9.6	
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Gap		Hold	Hold	
30th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
30th %ile Term Code	Min	Min		Min	Min		Min	Min		Hold	Hold	
10th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
10th %ile Term Code	Min	Min		Min	Min		Min	Min		Hold	Hold	
Stops (vph)	22	132		15	274		34	168		15	61	
Fuel Used(gal)	1	4		0	9		1	5		0	2	
CO Emissions (g/hr)	46	290		32	605		60	321		23	108	
NOx Emissions (g/hr)	9	56		6	118		12	63		5	21	
VOC Emissions (g/hr)	11	67		7	140		14	74		5	25	
Dilemma Vehicles (#)	0	22		0	37		0	21		0	7	
Queue Length 50th (ft)	5	36		3	73		9	47		3	17	
Queue Length 95th (ft)	21	88		14	167		33	122		18	53	
Internal Link Dist (ft)		999			626			456			515	
Turn Bay Length (ft)	155			170			100			135		
Base Capacity (vph)	840	1647		986	1600		402	648		381	622	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.05	0.16		0.03	0.28		0.11	0.38		0.05	0.15	

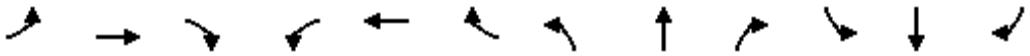
Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 43.8			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 56.3			
70th %ile Actuated Cycle: 47.1			
50th %ile Actuated Cycle: 41.7			
30th %ile Actuated Cycle: 37			
10th %ile Actuated Cycle: 37			

Splits and Phases: 2: Smithville Road (CR 684) & Woodlane Road (CR 630)





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	222	28	24	386	24	41	173	56	20	76	10
Future Volume (vph)	38	222	28	24	386	24	41	173	56	20	76	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	170		0	100		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			40			60			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.991			0.963			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1717	0	1671	1680	0	1570	1807	0	1719	1759	0
Flt Permitted	0.473			0.590			0.695			0.603		
Satd. Flow (perm)	873	1717	0	1038	1680	0	1148	1807	0	1091	1759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			8			20			8	
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1079			706			536			595	
Travel Time (s)		14.7			9.6			8.1			9.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	9%	7%	8%	12%	13%	15%	1%	2%	5%	7%	0%
Adj. Flow (vph)	42	244	31	26	424	26	45	190	62	22	84	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	275	0	26	450	0	45	252	0	22	95	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			30			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

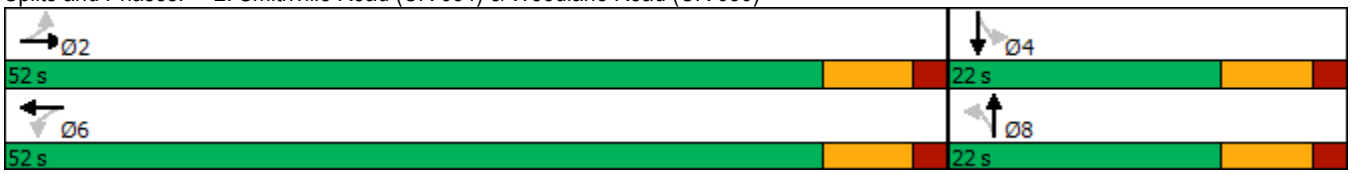


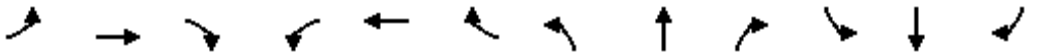
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0		22.0	22.0	
Total Split (%)	70.3%	70.3%		70.3%	70.3%		29.7%	29.7%		29.7%	29.7%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	19.3	19.3		19.3	19.3		10.4	10.4		10.4	10.4	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.24	0.24		0.24	0.24	
v/c Ratio	0.11	0.36		0.06	0.61		0.17	0.57		0.09	0.23	
Control Delay	8.5	9.5		7.9	13.6		16.4	20.2		15.6	15.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.5	9.5		7.9	13.6		16.4	20.2		15.6	15.2	
LOS	A	A		A	B		B	C		B	B	
Approach Delay		9.4			13.3			19.6			15.3	
Approach LOS		A			B			B			B	
90th %ile Green (s)	27.6	27.6		27.6	27.6		15.0	15.0		15.0	15.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Max	Max		Hold	Hold	
70th %ile Green (s)	21.7	21.7		21.7	21.7		12.0	12.0		12.0	12.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Gap		Hold	Hold	
50th %ile Green (s)	18.3	18.3		18.3	18.3		9.9	9.9		9.9	9.9	
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Gap		Hold	Hold	
30th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
30th %ile Term Code	Min	Min		Min	Min		Min	Min		Hold	Hold	
10th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
10th %ile Term Code	Min	Min		Min	Min		Min	Min		Hold	Hold	
Stops (vph)	22	135		15	277		34	172		17	60	
Fuel Used(gal)	1	4		0	9		1	5		0	2	
CO Emissions (g/hr)	46	298		33	613		60	329		28	107	
NOx Emissions (g/hr)	9	58		6	119		12	64		5	21	
VOC Emissions (g/hr)	11	69		8	142		14	76		6	25	
Dilemma Vehicles (#)	0	22		0	37		0	21		0	7	
Queue Length 50th (ft)	6	38		3	74		9	49		4	17	
Queue Length 95th (ft)	21	91		15	169		33	125		20	54	
Internal Link Dist (ft)		999			626			456			515	
Turn Bay Length (ft)	155			170			100			135		
Base Capacity (vph)	827	1628		984	1592		401	643		381	619	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.05	0.17		0.03	0.28		0.11	0.39		0.06	0.15	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 44.1			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 56.6			
70th %ile Actuated Cycle: 47.7			
50th %ile Actuated Cycle: 42.2			
30th %ile Actuated Cycle: 37			
10th %ile Actuated Cycle: 37			

Splits and Phases: 2: Smithville Road (CR 684) & Woodlane Road (CR 630)





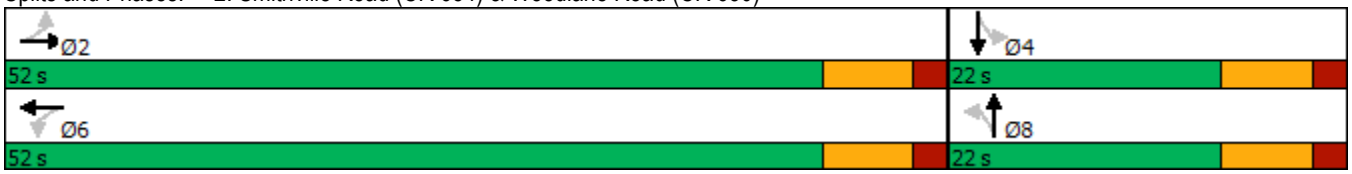
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	299	35	78	350	25	34	120	34	46	163	47
Future Volume (vph)	18	299	35	78	350	25	34	120	34	46	163	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	170		0	100		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			40			60			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.990			0.967			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1725	0	1805	1737	0	1805	1795	0	1770	1813	0
Flt Permitted	0.525			0.546			0.617			0.652		
Satd. Flow (perm)	998	1725	0	1037	1737	0	1172	1795	0	1215	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			9			18			18	
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1079			706			536			595	
Travel Time (s)		14.7			9.6			8.1			9.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	9%	3%	0%	8%	12%	0%	3%	0%	2%	1%	2%
Adj. Flow (vph)	19	322	38	84	376	27	37	129	37	49	175	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	360	0	84	403	0	37	166	0	49	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			30			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

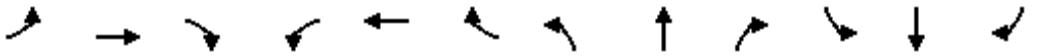
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0		22.0	22.0	
Total Split (%)	70.3%	70.3%		70.3%	70.3%		29.7%	29.7%		29.7%	29.7%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	17.7	17.7		17.7	17.7		9.8	9.8		9.8	9.8	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.24	0.24		0.24	0.24	
v/c Ratio	0.04	0.49		0.19	0.54		0.14	0.38		0.17	0.52	
Control Delay	7.8	11.1		9.1	12.2		15.0	15.6		15.4	18.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.8	11.1		9.1	12.2		15.0	15.6		15.4	18.1	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		11.0			11.7			15.5			17.6	
Approach LOS		B			B			B			B	
90th %ile Green (s)	24.1	24.1		24.1	24.1		14.0	14.0		14.0	14.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Hold	Hold		Gap	Gap	
70th %ile Green (s)	19.2	19.2		19.2	19.2		10.6	10.6		10.6	10.6	
70th %ile Term Code	Hold	Hold		Gap	Gap		Hold	Hold		Gap	Gap	
50th %ile Green (s)	16.0	16.0		16.0	16.0		8.8	8.8		8.8	8.8	
50th %ile Term Code	Hold	Hold		Gap	Gap		Hold	Hold		Gap	Gap	
30th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
30th %ile Term Code	Min	Min		Min	Min		Min	Min		Min	Min	
10th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
10th %ile Term Code	Min	Min		Min	Min		Hold	Hold		Min	Min	
Stops (vph)	12	208		45	248		28	106		38	155	
Fuel Used(gal)	0	6		1	8		1	3		1	4	
CO Emissions (g/hr)	23	437		103	547		49	203		63	278	
NOx Emissions (g/hr)	5	85		20	107		9	40		12	54	
VOC Emissions (g/hr)	5	101		24	127		11	47		15	64	
Dilemma Vehicles (#)	0	32		0	36		0	14		0	19	
Queue Length 50th (ft)	2	50		11	60		6	27		9	39	
Queue Length 95th (ft)	12	121		35	141		27	77		33	105	
Internal Link Dist (ft)		999			626			456			515	
Turn Bay Length (ft)	155			170			100			135		
Base Capacity (vph)	971	1678		1009	1690		428	667		444	673	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.21		0.08	0.24		0.09	0.25		0.11	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 41.7			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 73.9%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 52.1			
70th %ile Actuated Cycle: 43.8			
50th %ile Actuated Cycle: 38.8			
30th %ile Actuated Cycle: 37			
10th %ile Actuated Cycle: 37			

Splits and Phases: 2: Smithville Road (CR 684) & Woodlane Road (CR 630)





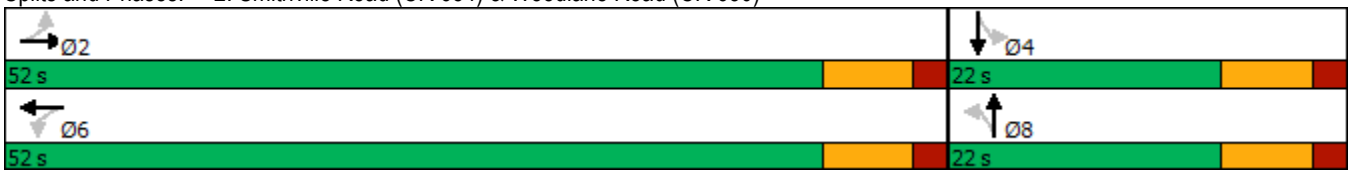
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	303	35	83	359	30	34	120	35	46	163	47
Future Volume (vph)	18	303	35	83	359	30	34	120	35	46	163	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	170		0	100		0	135		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	40			40			60			65		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.989			0.966			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1725	0	1805	1737	0	1805	1794	0	1770	1813	0
Flt Permitted	0.511			0.544			0.617			0.651		
Satd. Flow (perm)	971	1725	0	1034	1737	0	1172	1794	0	1213	1813	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			10			18			18	
Link Speed (mph)		50			50			45			45	
Link Distance (ft)		1079			706			536			595	
Travel Time (s)		14.7			9.6			8.1			9.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	9%	3%	0%	8%	10%	0%	3%	0%	2%	1%	2%
Adj. Flow (vph)	19	326	38	89	386	32	37	129	38	49	175	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	364	0	89	418	0	37	167	0	49	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			30			30			30	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	15.0		15.0	15.0	
Total Split (s)	52.0	52.0		52.0	52.0		22.0	22.0		22.0	22.0	
Total Split (%)	70.3%	70.3%		70.3%	70.3%		29.7%	29.7%		29.7%	29.7%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	18.2	18.2		18.2	18.2		9.9	9.9		9.9	9.9	
Actuated g/C Ratio	0.43	0.43		0.43	0.43		0.23	0.23		0.23	0.23	
v/c Ratio	0.05	0.49		0.20	0.56		0.14	0.39		0.17	0.52	
Control Delay	7.7	11.1		9.2	12.3		15.4	16.1		15.8	18.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.7	11.1		9.2	12.3		15.4	16.1		15.8	18.5	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		10.9			11.8			15.9			18.0	
Approach LOS		B			B			B			B	
90th %ile Green (s)	25.8	25.8		25.8	25.8		14.4	14.4		14.4	14.4	
90th %ile Term Code	Hold	Hold		Gap	Gap		Hold	Hold		Gap	Gap	
70th %ile Green (s)	19.7	19.7		19.7	19.7		10.7	10.7		10.7	10.7	
70th %ile Term Code	Hold	Hold		Gap	Gap		Hold	Hold		Gap	Gap	
50th %ile Green (s)	16.4	16.4		16.4	16.4		8.9	8.9		8.9	8.9	
50th %ile Term Code	Hold	Hold		Gap	Gap		Hold	Hold		Gap	Gap	
30th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
30th %ile Term Code	Min	Min		Min	Min		Min	Min		Min	Min	
10th %ile Green (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
10th %ile Term Code	Min	Min		Min	Min		Hold	Hold		Min	Min	
Stops (vph)	12	209		48	254		28	107		37	155	
Fuel Used(gal)	0	6		2	8		1	3		1	4	
CO Emissions (g/hr)	23	440		110	565		49	206		62	279	
NOx Emissions (g/hr)	5	86		21	110		9	40		12	54	
VOC Emissions (g/hr)	5	102		26	131		11	48		14	65	
Dilemma Vehicles (#)	0	32		0	37		0	14		0	19	
Queue Length 50th (ft)	2	52		11	62		7	28		9	40	
Queue Length 95th (ft)	12	125		37	148		28	81		34	109	
Internal Link Dist (ft)		999			626			456			515	
Turn Bay Length (ft)	155			170			100			135		
Base Capacity (vph)	938	1667		999	1678		423	660		438	666	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.22		0.09	0.25		0.09	0.25		0.11	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 74			
Actuated Cycle Length: 42.4			
Natural Cycle: 40			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			
90th %ile Actuated Cycle: 54.2			
70th %ile Actuated Cycle: 44.4			
50th %ile Actuated Cycle: 39.3			
30th %ile Actuated Cycle: 37			
10th %ile Actuated Cycle: 37			

Splits and Phases: 2: Smithville Road (CR 684) & Woodlane Road (CR 630)



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	277	0	0	425	0	1	0	1	0	0	0
Future Vol, veh/h	3	277	0	0	425	0	1	0	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	7	0	0	11	0	100	0	0	0	0	0
Mvmt Flow	4	334	0	0	512	0	1	0	1	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	512	0	0	334	0	0	854	854	334	855	854	512
Stage 1	-	-	-	-	-	-	342	342	-	512	512	-
Stage 2	-	-	-	-	-	-	512	512	-	343	342	-
Critical Hdwy	4.1	-	-	4.1	-	-	8.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	4.4	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1064	-	-	1237	-	-	193	298	712	281	298	566
Stage 1	-	-	-	-	-	-	510	642	-	548	540	-
Stage 2	-	-	-	-	-	-	401	540	-	676	642	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1064	-	-	1237	-	-	192	297	712	280	297	566
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	297	-	280	297	-
Stage 1	-	-	-	-	-	-	507	639	-	545	540	-
Stage 2	-	-	-	-	-	-	401	540	-	671	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	17	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	302	1064	-	-	1237	-	-	-
HCM Lane V/C Ratio	0.008	0.003	-	-	-	-	-	-
HCM Control Delay (s)	17	8.4	0	-	0	-	-	0
HCM Lane LOS	C	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	287	0	0	430	13	1	0	1	2	0	3
Future Vol, veh/h	13	287	0	0	430	13	1	0	1	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	8	10	0	0	11	31	100	0	0	0	0	0
Mvmt Flow	16	346	0	0	518	16	1	0	1	2	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	534	0	0	346	0	0	906	912	346	905	904	526
Stage 1	-	-	-	-	-	-	378	378	-	526	526	-
Stage 2	-	-	-	-	-	-	528	534	-	379	378	-
Critical Hdwy	4.18	-	-	4.1	-	-	8.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	7.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	7.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.272	-	-	2.2	-	-	4.4	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1004	-	-	1224	-	-	176	276	702	260	279	556
Stage 1	-	-	-	-	-	-	485	619	-	539	532	-
Stage 2	-	-	-	-	-	-	392	528	-	647	619	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1004	-	-	1224	-	-	172	270	702	256	273	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	270	-	256	273	-
Stage 1	-	-	-	-	-	-	475	607	-	528	532	-
Stage 2	-	-	-	-	-	-	389	528	-	633	607	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	18.2	14.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	1004	-	-	1224	-	-	379
HCM Lane V/C Ratio	0.009	0.016	-	-	-	-	-	0.016
HCM Control Delay (s)	18.2	8.6	0	-	0	-	-	14.7
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	391	1	0	443	3	0	0	0	4	0	2
Future Vol, veh/h	0	391	1	0	443	3	0	0	0	4	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	6	0	0	7	0	0	0	0	0	0	0
Mvmt Flow	0	403	1	0	457	3	0	0	0	4	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	404	0	0	864	864	404	863	863	459
Stage 1	-	-	-	-	-	-	404	404	-	459	459	-
Stage 2	-	-	-	-	-	-	460	460	-	404	404	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1112	-	-	1166	-	-	277	294	651	277	295	606
Stage 1	-	-	-	-	-	-	627	603	-	586	570	-
Stage 2	-	-	-	-	-	-	585	569	-	627	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	1166	-	-	276	294	651	277	295	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	294	-	277	295	-
Stage 1	-	-	-	-	-	-	627	603	-	586	570	-
Stage 2	-	-	-	-	-	-	583	569	-	627	603	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	15.8
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1112	-	-	1166	-	-	338
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.018
HCM Control Delay (s)	0	0	-	-	0	-	-	15.8
HCM Lane LOS	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	403	1	0	444	8	0	0	0	10	0	13
Future Vol, veh/h	4	403	1	0	444	8	0	0	0	10	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	50	8	0	0	7	75	0	0	0	0	0	0
Mvmt Flow	4	415	1	0	458	8	0	0	0	10	0	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	466	0	0	416	0	0	893	890	416	886	886	462
Stage 1	-	-	-	-	-	-	424	424	-	462	462	-
Stage 2	-	-	-	-	-	-	469	466	-	424	424	-
Critical Hdwy	4.6	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.65	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	885	-	-	1154	-	-	264	284	641	267	286	604
Stage 1	-	-	-	-	-	-	612	590	-	584	568	-
Stage 2	-	-	-	-	-	-	579	566	-	612	590	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	885	-	-	1154	-	-	257	282	641	266	284	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	282	-	266	284	-
Stage 1	-	-	-	-	-	-	608	586	-	580	568	-
Stage 2	-	-	-	-	-	-	566	566	-	608	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	14.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	885	-	-	1154	-	-	389
HCM Lane V/C Ratio	-	0.005	-	-	-	-	-	0.061
HCM Control Delay (s)	0	9.1	0	-	0	-	-	14.9
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	281	1	0	426	3	0
Future Vol, veh/h	281	1	0	426	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	100	0	11	0	0
Mvmt Flow	327	1	0	495	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	328	0	823	328
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	495	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1243	-	346	718
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1243	-	346	718
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	1243	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	15.5	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	302	1	0	434	3	0
Future Vol, veh/h	302	1	0	434	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	100	0	11	0	0
Mvmt Flow	351	1	0	505	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	352	0	857	352
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	505	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1218	-	330	696
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	610	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1218	-	330	696
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	610	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	330	-	-	1218	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	16	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	391	4	0	445	1	1
Future Vol, veh/h	391	4	0	445	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	6	0	0	7	0	0
Mvmt Flow	403	4	0	459	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	407	0	864	405
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	459	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1163	-	327	650
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1163	-	327	650
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	1163	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	13.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	411	4	0	457	1	1
Future Vol, veh/h	411	4	0	457	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	8	0	0	7	0	0
Mvmt Flow	424	4	0	471	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	428	0	897	426
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1142	-	313	633
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1142	-	313	633
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	419	-	-	1142	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	13.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	282	427	2	0	2
Future Vol, veh/h	8	282	427	2	0	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	13	7	11	0	0	50
Mvmt Flow	9	332	502	2	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	504	0	-	0	853	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	4.23	-	-	-	6.4	6.7
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.317	-	-	-	3.5	3.75
Pot Cap-1 Maneuver	1006	-	-	-	332	484
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1006	-	-	-	328	484
Mov Cap-2 Maneuver	-	-	-	-	328	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	718	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1006	-	-	-	484
HCM Lane V/C Ratio	0.009	-	-	-	0.005
HCM Control Delay (s)	8.6	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	292	430	7	10	5
Future Vol, veh/h	14	292	430	7	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	7	7	11	0	90	60
Mvmt Flow	16	344	506	8	12	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	514	0	-	0	886	510
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.17	-	-	-	7.3	6.8
Critical Hdwy Stg 1	-	-	-	-	6.3	-
Critical Hdwy Stg 2	-	-	-	-	6.3	-
Follow-up Hdwy	2.263	-	-	-	4.31	3.84
Pot Cap-1 Maneuver	1026	-	-	-	225	464
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1026	-	-	-	221	464
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1026	-	-	-	268
HCM Lane V/C Ratio	0.016	-	-	-	0.066
HCM Control Delay (s)	8.6	0	-	-	19.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	378	446	0	17	18
Future Vol, veh/h	2	378	446	0	17	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	6	7	0	0	0
Mvmt Flow	2	382	451	0	17	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	451	0	-	0	837	451
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1120	-	-	-	339	613
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1120	-	-	-	338	613
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1120	-	-	-	439
HCM Lane V/C Ratio	0.002	-	-	-	0.081
HCM Control Delay (s)	8.2	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	382	457	1	29	26
Future Vol, veh/h	3	382	457	1	29	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	7	7	0	21	4
Mvmt Flow	3	386	462	1	29	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	463	0	-	0	855	463
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	4.1	-	-	-	6.61	6.24
Critical Hdwy Stg 1	-	-	-	-	5.61	-
Critical Hdwy Stg 2	-	-	-	-	5.61	-
Follow-up Hdwy	2.2	-	-	-	3.689	3.336
Pot Cap-1 Maneuver	1109	-	-	-	305	595
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1109	-	-	-	304	595
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	395
HCM Lane V/C Ratio	0.003	-	-	-	0.141
HCM Control Delay (s)	8.3	0	-	-	15.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5