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McMAHON ASSOCIATES, INC.
840 Hamilton Street | Suite 203 | Allentown, PA 18101
p 610-628-2994 | f 610-628-3755
mcmahonassociates.com

PRINCIPALS
Joseph W. McMahon, P.E.
Joseph J. DeSantis, P.E., PTOE
John S. DePalma
William T. Steffens
Casey A. Moore, P.E.
Gary R. McNaughton, P.E., PTOE

ASSOCIATES
John J. Mitchell, P.E.
Christopher J. Williams, P.E.
R. Trent Ebersole, P.E.
Matthew M. Kozsuch, P.E.
Maureen Chlebek, P.E., PTOE

MEMORANDUM

To: Andrew Semon, Toll Brothers, Inc.

From: John R. Wichner, P.E., PTOE

Subject: **TIS Supplement – Tigue Road**
East Bradford Township, Chester County, PA
McMahon Project No. 815336.11

Date: March 31, 2016

cc: Mike Downs, Toll Brothers, Inc.
Aaron Real, McMahon Associates, Inc.

Per your request, McMahon Associates, Inc. (McMahon) has evaluated the Tigue Property residential development, from a traffic-perspective, based on the following characteristics:

- 91-units (27 **market-rate** single-family dwelling units and 64 **market-rate** residential condominiums/townhouses)
- One full-access driveway to Lenape Road, two full-access driveways to Tigue Road
- Signal Warrant analysis for the intersection of Lenape Road & Tigue Road

The revised Transportation Impact Study (TIS), dated January 2016, and its supporting documentation, acts as the basis for existing and future no build-conditions of this analysis. The future build-condition scenario is based consistency with the submitted Conditional Use plan, including the characteristics above. This supplement is intended to respond to Comment II.A.1 of Gilmore's Review Memorandum, dated February 10, 2016.

McMahon performed the following steps to determine the impact of the above characteristics:

- Utilized analysis under Scenario 1 (Lenape Road/Route 52 access)
- Calculated trip generation to account for market-rate units (LUC 210 and 230)
- Maintained the trip distribution percentages for Scenario 1 from the January TIS
- Developed future build-condition traffic volumes
- Performed future build-condition capacity/level-of-service analysis
- Performed peak hour and 4-hour signal warrant analysis

Site Access Configuration

Access 1 (Tigue Road)

- Provide a driveway cartway width of 24 feet with one ingress lane and one egress lane for the throat of the driveway for a distance of approximately 50 feet, and then tie into the internal roadway network as proposed
- Provide appropriate corner radius length, which will be verified based on the largest vehicle anticipated to utilize the driveway
- Provide stop-control on the egress lane for the site driveway

Access 2 (Tigue Road)

- Provide a driveway cartway width of 24 feet with one ingress lane and one egress lane for the throat of the driveway for a distance of approximately 50 feet, and then tie into the internal roadway network as proposed
- Provide appropriate corner radius length, which will be verified based on the largest vehicle anticipated to utilize the driveway
- Provide stop-control on the egress lane of the site driveway

Access 3 (Lenape Road S.R. 0052)

- Provide a driveway cartway width of 24 feet with one ingress lane and one egress lane for the throat of the driveway for a distance of approximately 50 feet, and then tie into the internal roadway network as proposed
- Provide appropriate corner radius length, which will be verified based on the largest vehicle anticipated to utilize the driveway
- Provide stop-control on the egress lane for the site driveway

The traffic analyses contained herein reveal that safe and efficient access to and from the proposed development can be provided, and furthermore, site-generated traffic can be accommodated at the access intersections with the construction of the recommended improvements. Matrix tables summarizing the results of the level-of-service and queuing analyses for each of the study area intersections are contained in **Appendix A**.

Trip Generation

Table 1 presents the anticipated vehicular trip generation resulting from the proposed 27 unit single-family detached housing (including existing house) and 64 unit residential condominiums/townhouses. The proposed development will generate approximately 57 total "new" trips (inbound and outbound) during the weekday morning peak hour and approximately 65 "new" total trips (inbound and outbound) during the weekday afternoon peak hour.

Table 1 – Proposed Vehicular Trip Generation(1)

Description	Daily	Size	Weekday Morning			Weekday Afternoon		
			In	Out	Total	In	Out	Total
Single Family Detached (2)	257	27 units	7	22	29	20	12	32
Residential Condominium/ Townhouse (3)	372	64 units	5	23	28	22	11	33
Total "New" Trips	629	91 units	**12**	**45**	**57**	**42**	**23**	**65**

(1) Based on ITE's *Trip Generation Ninth Edition*
(2) Based on rates for ITE Land Use Code 210 – Single-Family Detached Housing
(3) Based on rates for ITE Land Use Code 230 – Residential Condominium/Townhouse

Trip Distribution and Assignment

Site-generated traffic will approach and depart the site via different routes depending on factors such as the existing traffic patterns, location of major roadways, and the location of the development's site access. The distribution percentages for the anticipated directions of approach and departure are illustrated in **Figure 4A**, while the application of the percentages in Figure 4A to the trip generation contained above in Table 1 for the weekday morning and weekday afternoon peak hours for the proposed site are illustrated in **Figure 4B**.

Future 2018 & 2023 With-Development Traffic Volumes

The resultant future 2018 and 2023 with-development peak hour traffic volumes are illustrated in **Figure 5B and 6B** for the weekday morning and weekday afternoon peak hours. The future 2018 and 2023 peak hour traffic volumes, as illustrated in Figures 5B and 6B, were then subjected to detailed capacity/level-of-service analysis. The results of the traffic analyses are illustrated in **Figures 5E and 6E** and the detailed capacity/level-of-service analysis worksheets are provided in **Appendices B and C**.

Capacity/Level-of-Service Analysis

Lenape Road (S.R. 0052) and Tigue Road

Under existing, future (2018), and future (2023) without-development conditions, this stop-controlled intersection operates at acceptable conditions (LOS A) overall during the weekday morning and weekday afternoon peak hours. With development of the site, the same overall levels-of-service will exist during the weekday morning and weekday afternoon peak hours. ***This is consistent with the results presented in the January 2016 Transportation Impact Study.***

A review of the peak hour volumes indicates that this intersection would satisfy PennDOT's Peak Hour traffic signal warrant at this location for two peak hours. However, based on the 4-hour traffic signal warrant, this intersection would not satisfy PennDOT traffic signal warrants at this location. It should be noted that traffic volumes along Tigue Road are artificially inflated due to the closure of Birmingham Road to the south and the resultant redistribution of existing traffic to Tigue Road. Traffic signal warrants are provided in **Appendix D.** Volume development spreadsheets indicating traffic volumes utilized in the 4-hour traffic signal warrant analysis is contained in **Appendix E**. No mitigation measures are recommended.

Tigue Road and Access 1

Under future (2018) and Future (2023) with-development conditions, this stop controlled intersection operates at acceptable conditions (LOS A) overall during the weekday morning and weekday afternoon peak hours. ***This is consistent with the results presented in the January 2016 Transportation Impact Study.***

Tigue Road and Access 2

Under future (2018) and Future (2023) with-development conditions, this stop controlled intersection operates at acceptable conditions (LOS A) overall during the weekday morning and weekday afternoon peak hours. ***This is consistent with the results presented in the January 2016 Transportation Impact Study.***

Lenape Road (S.R. 0052) and Access 3

Under future (2018) and Future (2023) with-development conditions, this stop controlled intersection operates at acceptable conditions (LOS A) overall during the weekday morning and weekday afternoon peak hours. ***This is consistent with the results presented in the January 2016 Transportation Impact Study.***

If you have any questions or comments regarding this memorandum, please contact me.

JRW/agr

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FIGURE 1

Site Location Map

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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FIGURE 2

Site Plan (prepared by ESE)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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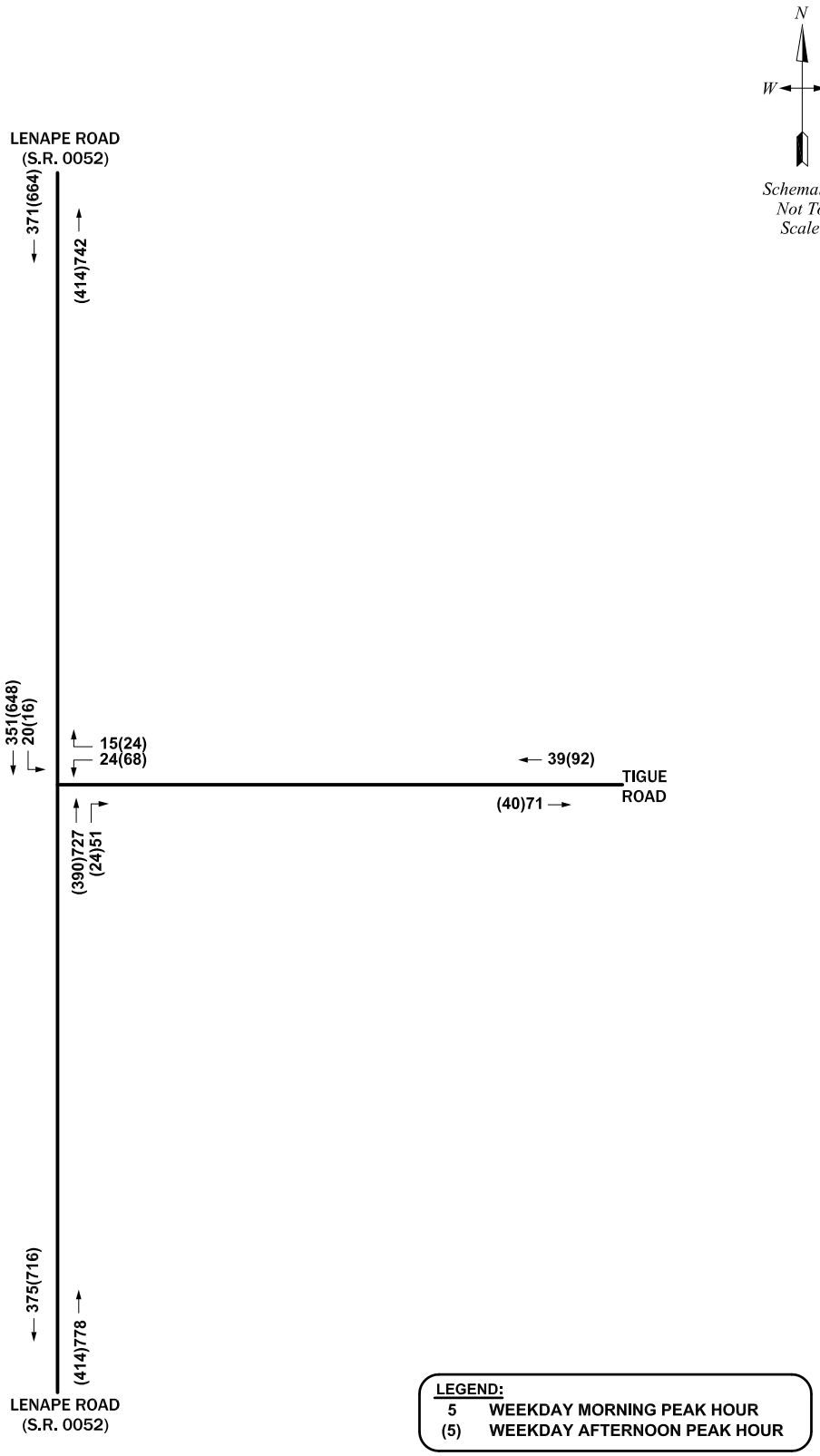

FIGURE 3A

2015 Existing Peak Hour Traffic Volumes

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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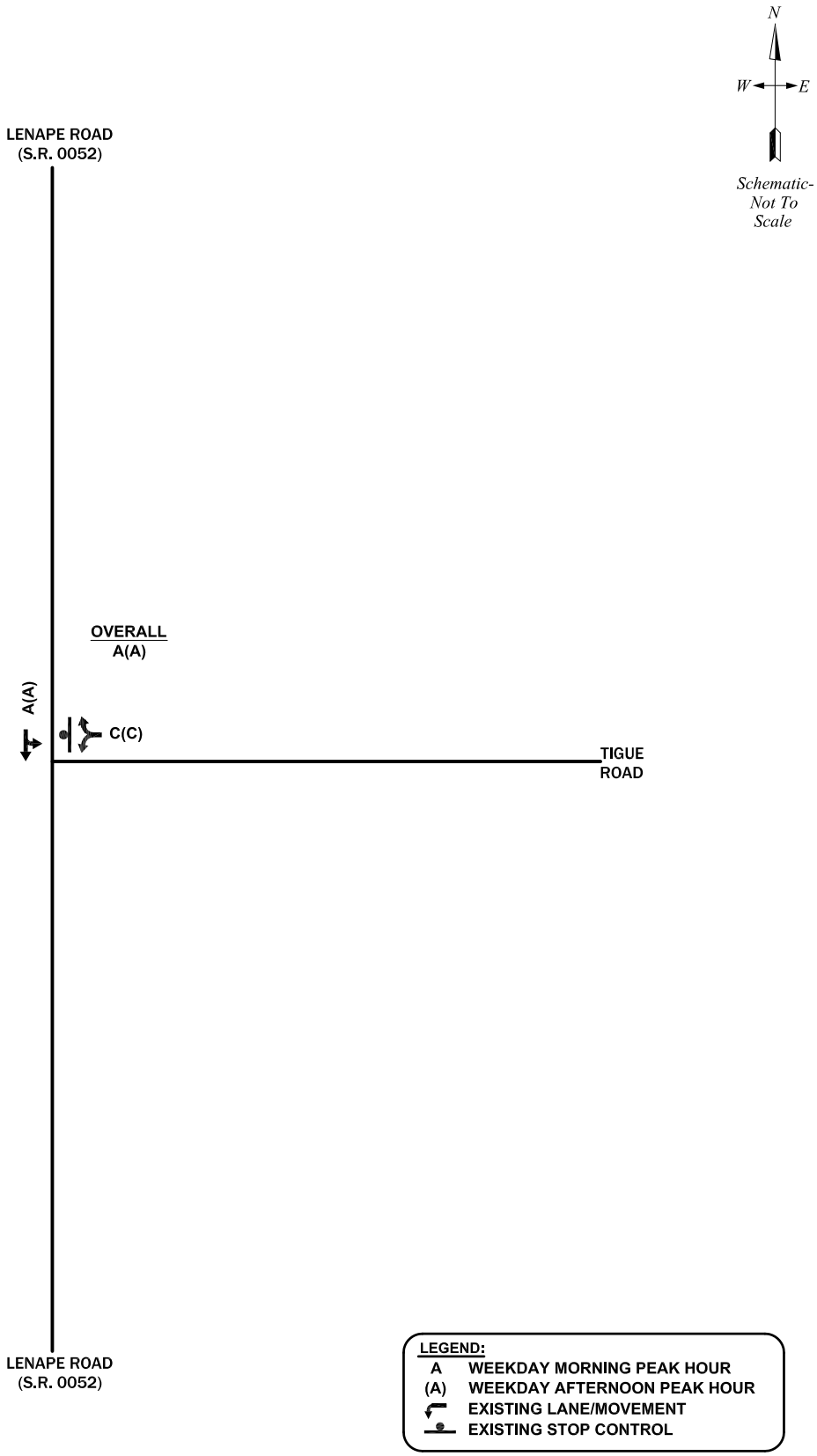

FIGURE 3B

2015 Existing Levels of Service

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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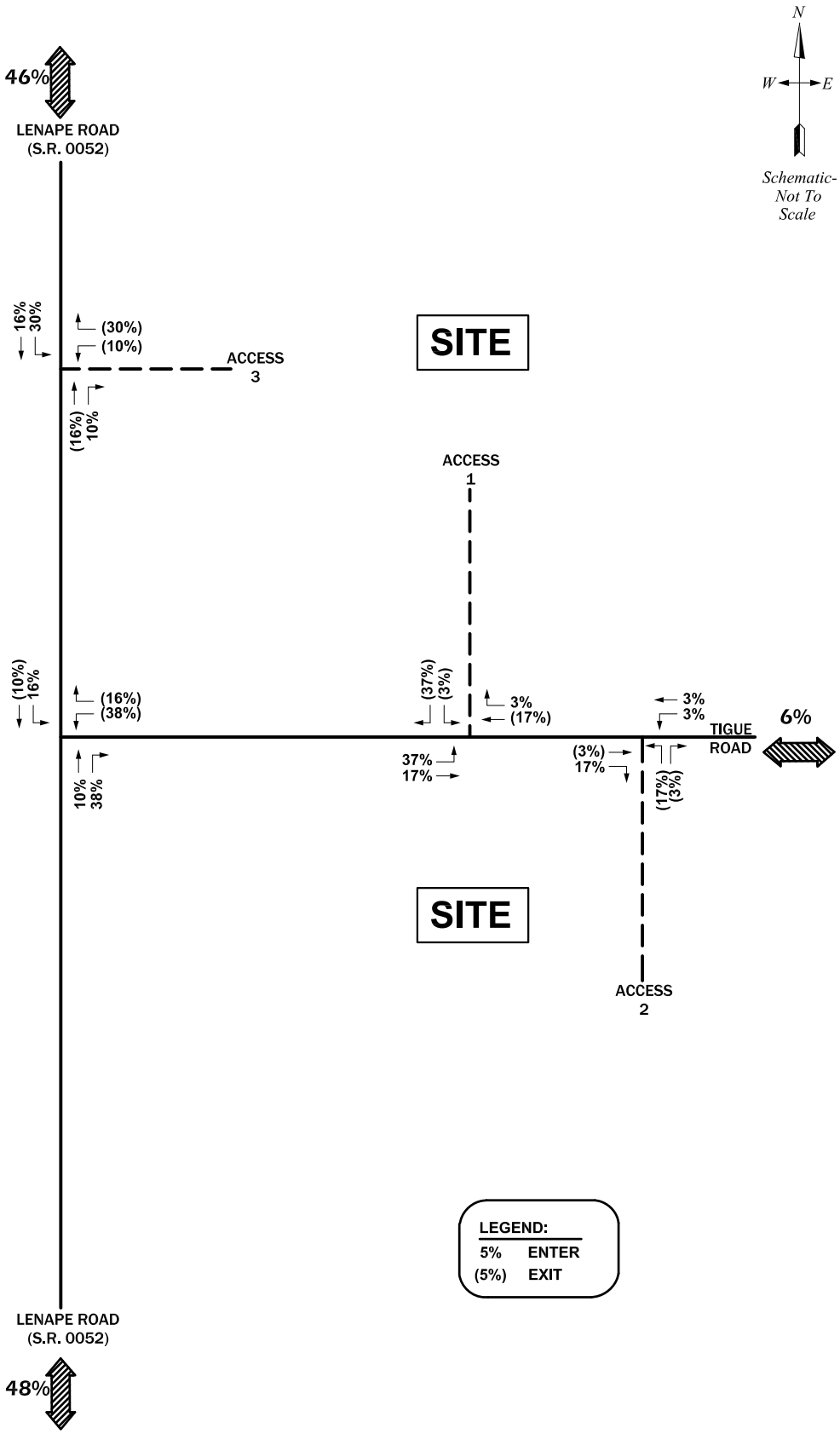

FIGURE 4A

"New" Trip Distribution (Scenario 1)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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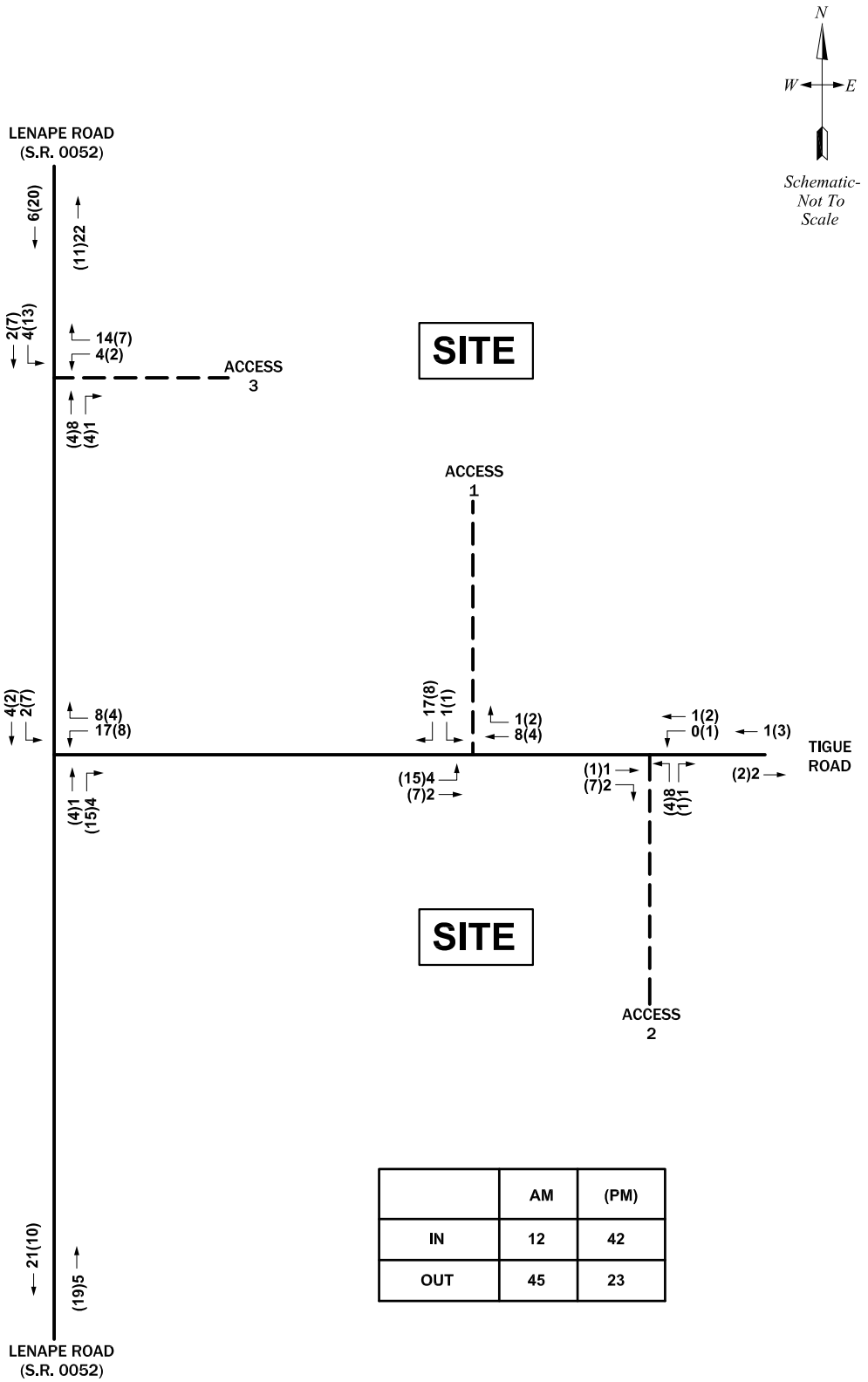

	AM	(PM)
IN	12	42
OUT	45	23

FIGURE 4B

"New" Trip Assignment (Scenario 1)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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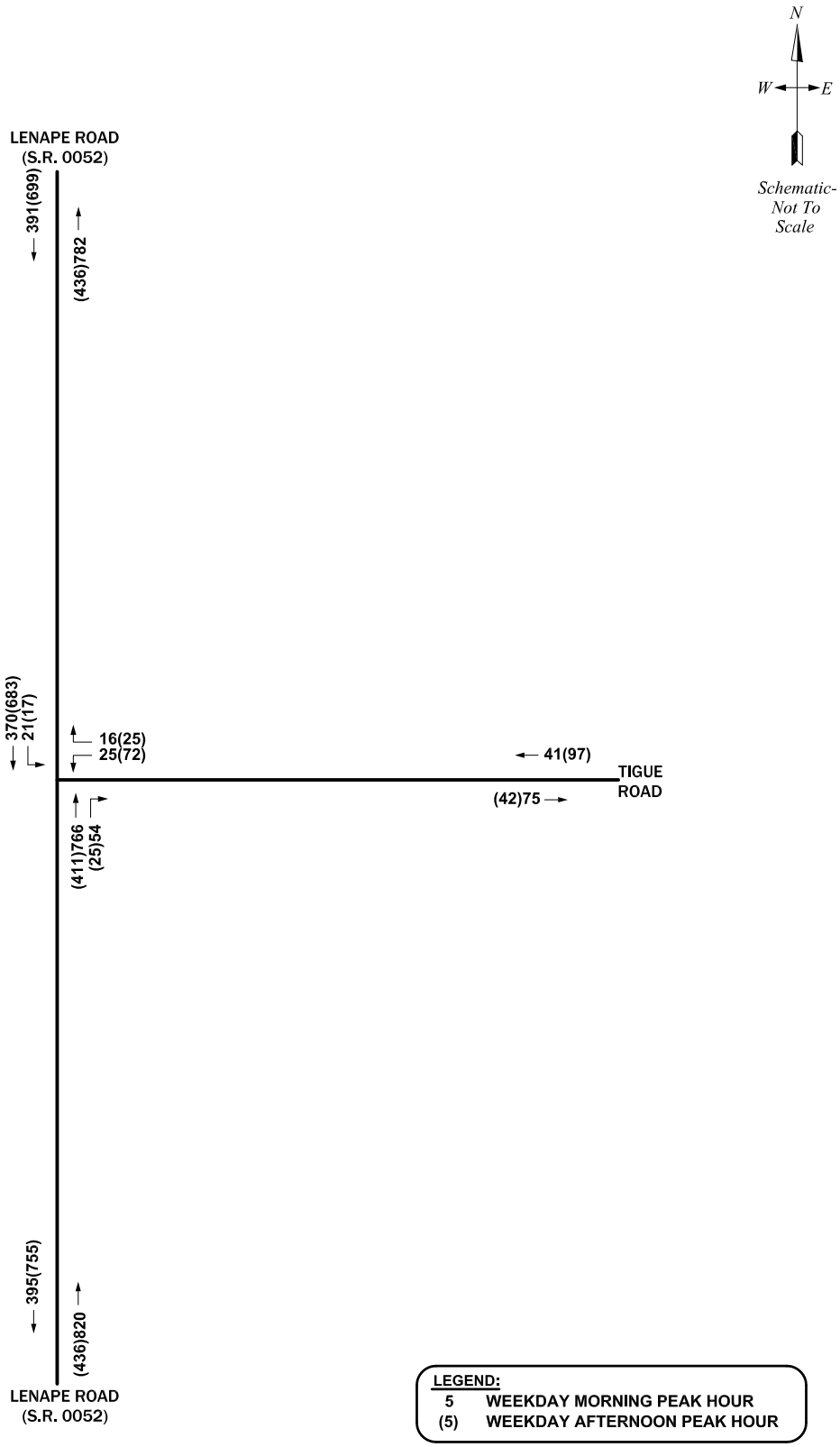

FIGURE 5A

2018 Future Peak Hour Traffic Volumes without Development

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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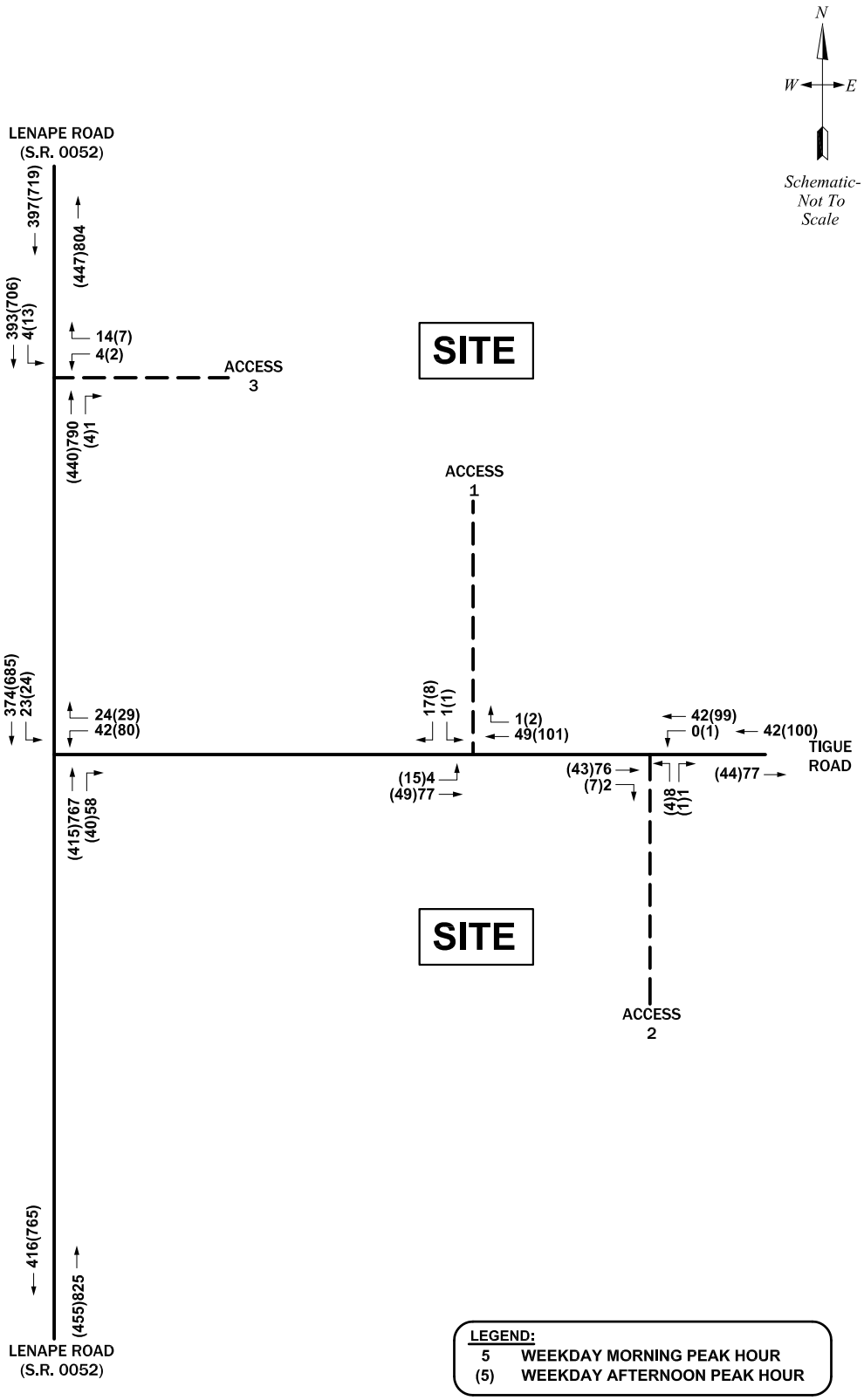

FIGURE 5B

2018 Future Peak Hour Traffic Volumes with Development (Scenario 1)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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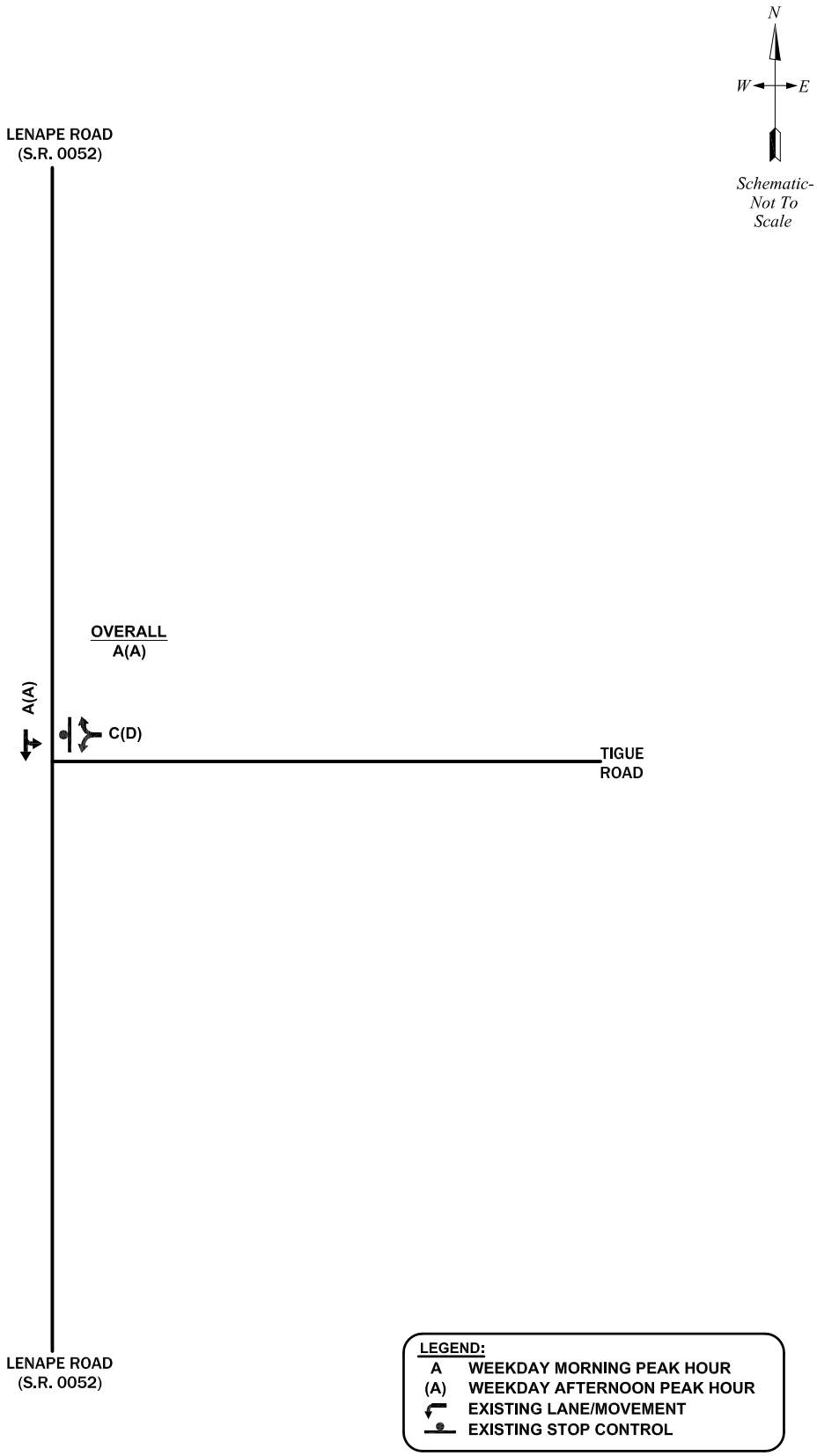

FIGURE 5D

2018 Future Levels of Service without Development

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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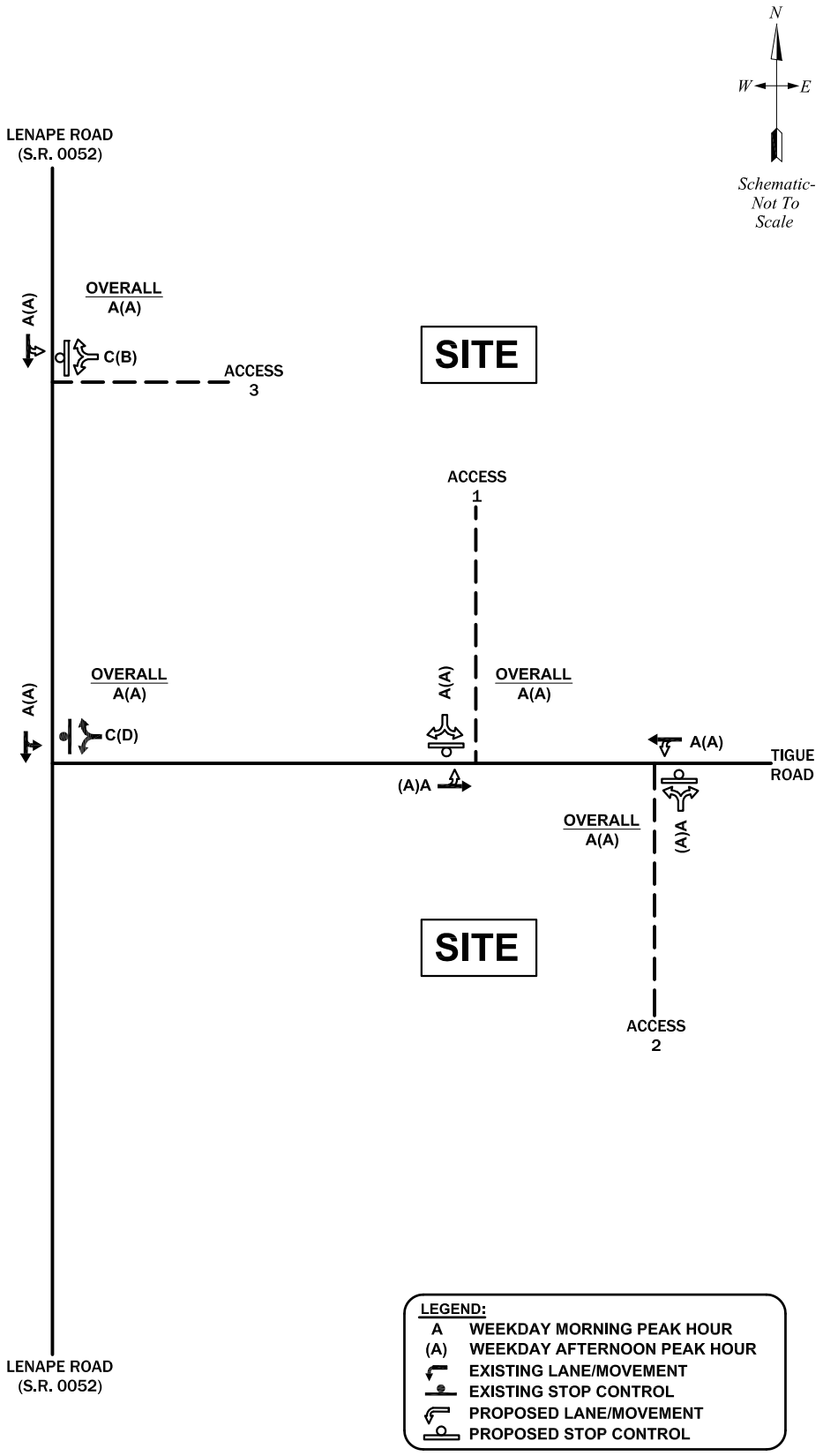

FIGURE 5E

2018 Future Levels of Service with Development (Scenario 1)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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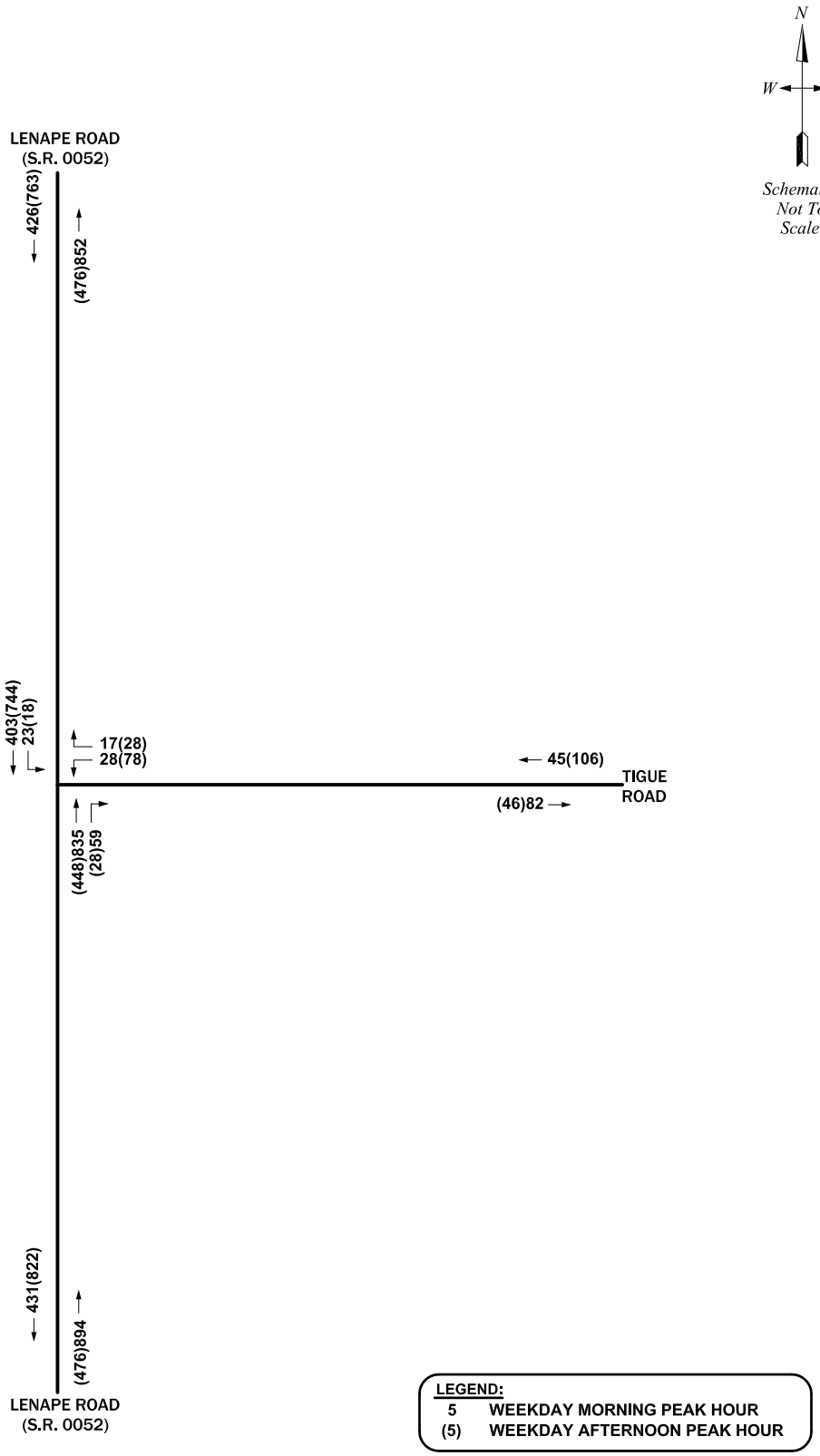

FIGURE 6A

2023 Future Peak Hour Traffic Volumes without Development

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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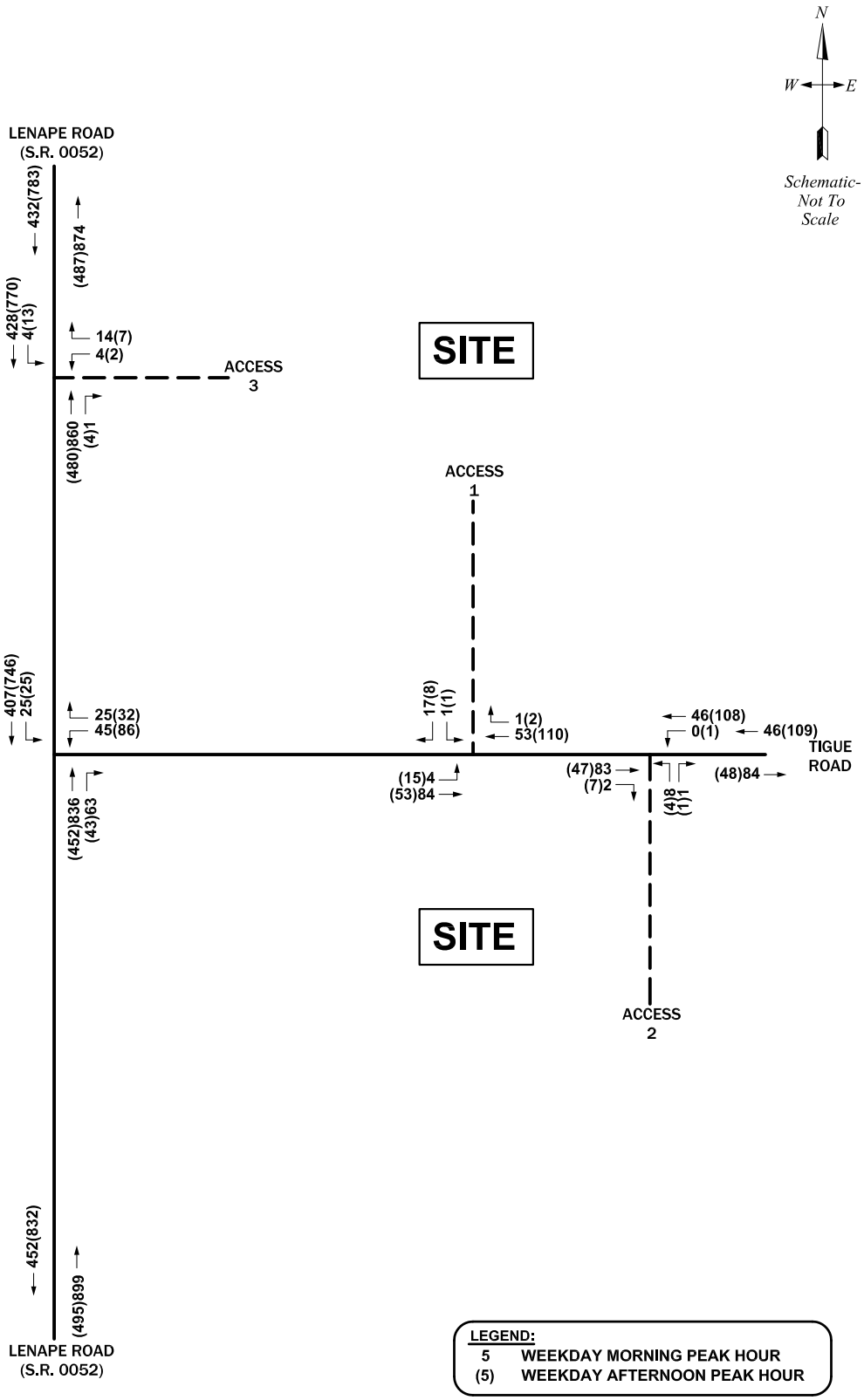

FIGURE 6B

2023 Future Peak Hour Traffic Volumes with Development (Scenario 1)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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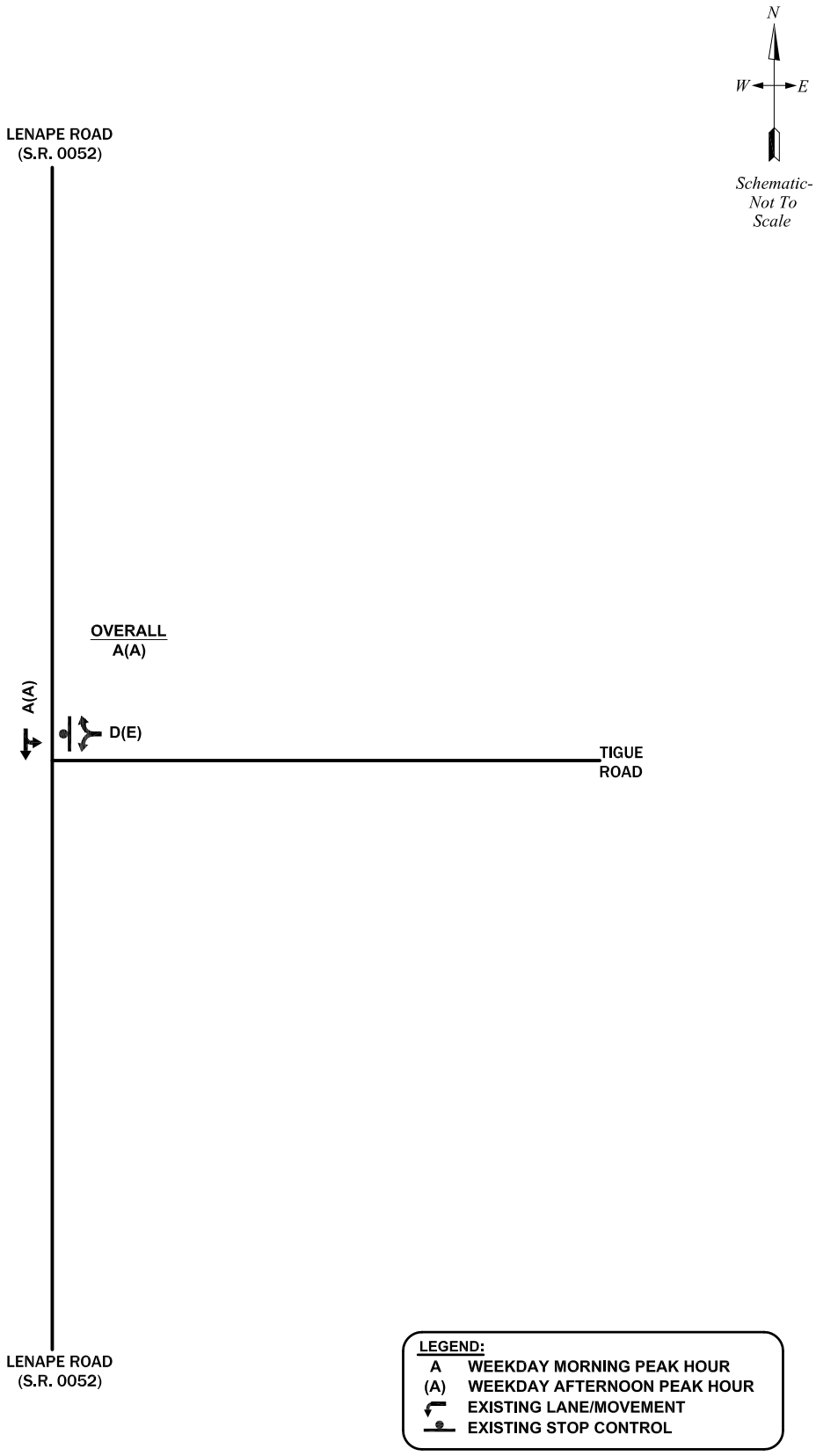

FIGURE 6D

2023 Future Levels of Service without Development

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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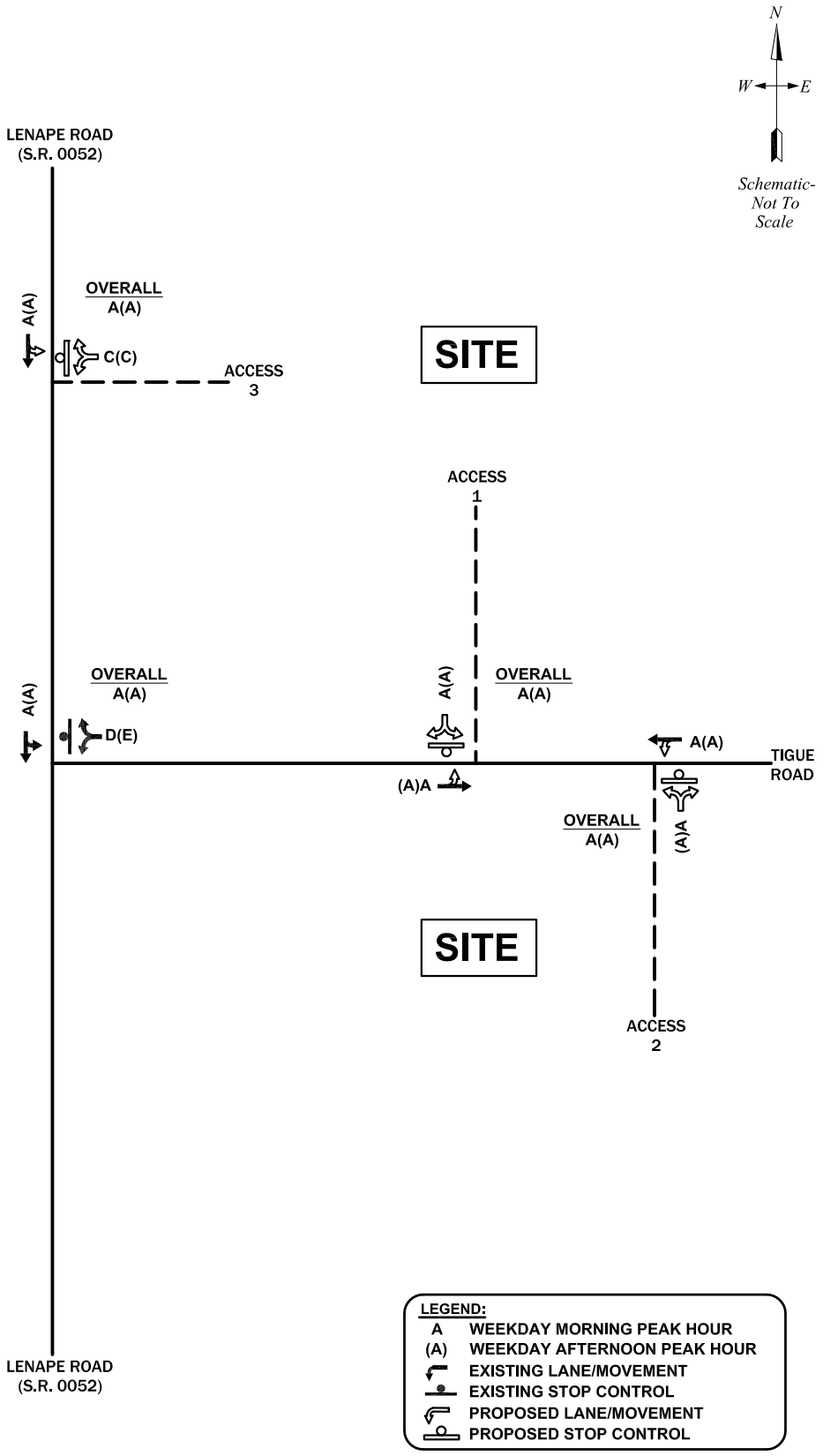

FIGURE 6E

2023 Future Levels of Service with Development (Scenario 1)

TIGUE PROPERTY RESIDENTIAL DEVELOPMENT

EAST BRADFORD TOWNSHIP, CHESTER COUNTY, PA

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APPENDIX A

Level-of-Service and Queue Matrix Tables

Table 1 - Level of Service Matrices

1. Lenape Road (S.R. 0052) and Tigue Road

Time Period			Weekday Morning Peak Hour							Weekday Afternoon Peak Hour						
Design Year			2015	2018 Build-Out Year			2023 Design Year			2015	2018 Build-Out Year			2023 Design Year		
Development Condition			Existing	w/o Dev	w/Dev Base (option 1)	w/Dev Imps	w/o Dev	w/Dev Base (option 1)	w/Dev Imps	Existing	w/o Dev	w/Dev Base (option 1)	w/Dev Imps	w/o Dev	w/Dev Base (option 1)	w/Dev Imps
Tigue Road	WB	Left	C	C	C	- - -	D	D	- - -	C	D	D	- - -	E	E	- - -
		Right	20.1	21.7	24.8	- - -	25.7	30.1	- - -	24.7	28.4	32.6	- - -	37.5	45.1	- - -
Lenape Road (S.R. 0052)	NB	Thru / Right	(1)	(1)	(1)	- - -	(1)	(1)	- - -	(1)	(1)	(1)	- - -	(1)	(1)	- - -
	SB	Left	A	A	A	- - -	A	A	- - -	A	A	A	- - -	A	A	- - -
		Thru	0.6	0.6	0.6	- - -	0.6	0.7	- - -	0.2	0.2	0.3	- - -	0.2	0.3	- - -
Overall			A	A	A	- - -	A	A	- - -	A	A	A	- - -	A	A	- - -
			0.8	0.9	1.5	- - -	1.0	1.7	- - -	2.1	2.3	3.0	- - -	3.1	4.0	- - -

(1) Movement operates at free-flow conditions.

Table 1 - Level of Service Matrices

2. Tigue Road and Access 1

Time Period			Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
Design Year			2018 Build-Out Year		2023 Design Year		2018 Build-Out Year		2023 Design Year	
Development Condition			w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps
Tigue Road	EB	Left	A	- - -	A	- - -	A	- - -	A	- - -
		Thru	0.4	- - -	0.4	- - -	2.0	- - -	1.8	- - -
	WB	Thru / Right	(1)	- - -	(1)	- - -	(1)	- - -	(1)	- - -
Access 1	SB	Left	A	- - -	A	- - -	A	- - -	A	- - -
		Right	8.4	- - -	8.4	- - -	8.7	- - -	8.7	- - -
Overall			A	- - -	A	- - -	A	- - -	A	- - -
			1.2	- - -	1.2	- - -	1.2	- - -	1.1	- - -

(1) Movement operates at free-flow conditions.

Table 1 - Level of Service Matrices

3. Tigue Road and Access 2

Time Period			Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
Design Year			2018 Build-Out Year		2023 Design Year		2018 Build-Out Year		2023 Design Year	
Development Condition			w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps
Tigue Road	EB	Thru Right	(1)	- - -	(1)	- - -	(1)	- - -	(1)	- - -
Tigue Road	WB	Left	A	- - -	A	- - -	A	- - -	A	- - -
Tigue Road	WB	Thru	0.0	- - -	0.0	- - -	0.1	- - -	0.1	- - -
Access 2	NB	Left	A	- - -	A	- - -	A	- - -	A	- - -
Access 2	NB	Right	8.6	- - -	8.7	- - -	8.7	- - -	8.8	- - -
Overall			A 0.6	- - - - - -	A 0.6	- - - - - -	A 0.3	- - - - - -	A 0.3	- - - - - -

(1) Movement operates at free-flow conditions.

Table 1 - Level of Service Matrices

4. Lenape Road (S.R. 0052) and Access 3

Time Period			Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
Design Year			2018 Build-Out Year		2023 Design Year		2018 Build-Out Year		2023 Design Year	
Development Condition			w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps
Access 3	WB	Left	C	- - -	C	- - -	B	- - -	C	- - -
		Right	17.9	- - -	19.8	- - -	14.1	- - -	15.3	- - -
Lenape Road (S.R. 0052)	NB	Thru	(1)	- - -	(1)	- - -	(1)	- - -	(1)	- - -
		Right		- - -		- - -		- - -		- - -
	SB	Left	A	- - -	A	- - -	A	- - -	A	- - -
		Thru	0.1	- - -	0.1	- - -	0.2	- - -	0.2	- - -
Overall			A	- - -	A	- - -	A	- - -	A	- - -
			0.3	- - -	0.3	- - -	0.2	- - -	0.2	- - -

(1) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices

1. Lenape Road (S.R. 0052) and Tigue Road

Time Period			Current Storage (1)	Future Storage (2)	Weekday Morning Peak Hour							Weekday Afternoon Peak Hour						
Design Year					2015	2018 Build-Out Year			2023 Design Year			2015	2018 Build-Out Year			2023 Design Year		
Development Condition					Existing	w/o Dev	w/Dev Base (Option 1)	w/Dev Imps	w/o Dev	w/Dev Base (Option 1)	w/Dev Imps	Existing	w/o Dev	w/Dev Base (Option 1)	w/Dev Imps	w/o Dev	w/Dev Base (Option 1)	w/Dev Imps
Tigue Road	WB	Left	1000+		25	25	28	- - -	25	35	- - -	40	48	60	- - -	68	88	- - -
		Right						- - -			- - -				- - -			- - -
Lenape Road (S.R. 0052)	NB	Thru	950		(3)	(3)	(3)	- - -	(3)	(3)	- - -	(3)	(3)	(3)	- - -	(3)	(3)	- - -
		Right																
	SB	Left	725		25	25	25	- - -	25	25	- - -	25	25	25	- - -	25	25	- - -
		Thru						- - -			- - -				- - -			- - -

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices

2. Tigue Road and Access 1

Time Period			Current Storage (1)	Future Storage (2)	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
Design Year					2018 Build-Out Year		2023 Design Year		2018 Build-Out Year		2023 Design Year	
Development Condition					w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps
Tigue Road	EB	Left		200+	0	- - -	0	- - -	0	- - -	0	- - -
		Thru				- - -		- - -		- - -		- - -
	WB	Thru		200+	(3)	- - -	(3)	- - -	(3)	- - -	(3)	- - -
		Right										
Access 1	SB	Left		100	25	- - -	25	- - -	0	- - -	0	- - -
		Right				- - -		- - -		- - -		- - -

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices

3. Tigue Road and Access 2

Time Period			Current Storage (1)	Future Storage (2)	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
Design Year					2018 Build-Out Year		2023 Design Year		2018 Build-Out Year		2023 Design Year	
Development Condition					w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps
Tigue Road	EB	Thru		200+	(3)	- - -	(3)	- - -	(3)	- - -	(3)	- - -
		Right										
	WB	Left		200+	0	- - -	0	- - -	0	- - -	0	- - -
		Thru				- - -		- - -		- - -		- - -
Access 2	NB	Left		100	0	- - -	0	- - -	0	- - -	0	- - -
		Right				- - -		- - -		- - -		- - -

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

Table 2 - 95th Percentile Queue Matrices

4. Lenape Road (S.R. 0052) and Access 3

Time Period			Current Storage (1)	Future Storage (2)	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
Design Year					2018 Build-Out Year		2023 Design Year		2018 Build-Out Year		2023 Design Year	
Development Condition					w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps	w/Dev Base (option 1)	w/Dev Imps
Access 3	WB	Left		100	25	- - -	25	- - -	25	- - -	25	- - -
		Right				- - -		- - -		- - -		- - -
Lenape Road (S.R. 0052)	NB	Thru		200+	(3)	- - -	(3)	- - -	(3)	- - -	(3)	- - -
		Right										
	SB	Left		200+	0	- - -	0	- - -	25	- - -	25	- - -
		Thru				- - -		- - -		- - -		- - -

(1) Distance to adjacent intersections shown in italics.

(2) Future storage/distance to adjacent intersections shown if different/improved from existing conditions.

(3) Movement operates at free-flow conditions.

APPENDIX B

2018 Future with Development
Capacity/Level-of-Service- Analysis Worksheets

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	42	24	767	58	23	374
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-3%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950		0.990			
Flt Protected	0.969					0.997
Satd. Flow (prot)	1494	0	1760	0	0	1728
Flt Permitted	0.969					0.997
Satd. Flow (perm)	1494	0	1760	0	0	1728
Link Speed (mph)	25		45			45
Link Distance (ft)	339		872			644
Travel Time (s)	9.2		13.2			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	2%	6%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	43	25	791	60	24	386
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	851	0	0	410
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	42	24	767	58	23	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	2	-	-	-3
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	8	13	2	6	0	8
Mvmt Flow	43	25	791	60	24	386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1254	821	0	0	851	0
Stage 1	821	-	-	-	-	-
Stage 2	433	-	-	-	-	-
Critical Hdwy	6.28	6.23	-	-	4.3	-
Critical Hdwy Stg 1	5.28	-	-	-	-	-
Critical Hdwy Stg 2	5.28	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	217	391	-	-	606	-
Stage 1	497	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	391	-	-	606	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	249	606	-
HCM Lane V/C Ratio	-	-	0.273	0.039	-
HCM Control Delay (s)	-	-	24.8	11.2	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	4	77	49	1	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)		5%	4%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.872	
Flt Protected		0.998			0.998	
Satd. Flow (prot)	0	1692	1700	0	1621	0
Flt Permitted		0.998			0.998	
Satd. Flow (perm)	0	1692	1700	0	1621	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		641	396		233	
Travel Time (s)		17.5	10.8		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	86	54	1	1	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	90	55	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	4	77	49	1	1	17
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, %	-	5	4	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	86	54	1	1	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	149	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1149	-	-	-	978	1081
Stage 1	-	-	-	-	1130	-
Stage 2	-	-	-	-	1083	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1149	-	-	-	974	1081
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	1130	-
Stage 2	-	-	-	-	1079	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1149	-	-	-	1074
HCM Lane V/C Ratio	0.004	-	-	-	0.019
HCM Control Delay (s)	8.1	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	76	2	0	42	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	-4%			4%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997				0.986	
Flt Protected					0.957	
Satd. Flow (prot)	1768	0	0	1704	1758	0
Flt Permitted					0.957	
Satd. Flow (perm)	1768	0	0	1704	1758	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	396			377	230	
Travel Time (s)	10.8			10.3	6.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	84	2	0	47	9	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	47	10	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	76	2	0	42	8	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, %	-4	-	-	4	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	2	0	47	9	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	133	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.3	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	1121	-	1000	1038
Stage 1	-	-	-	-	1092	-
Stage 2	-	-	-	-	1140	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1121	-	1000	1038
Mov Cap-2 Maneuver	-	-	-	-	1000	-
Stage 1	-	-	-	-	1092	-
Stage 2	-	-	-	-	1140	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1004	-	-	1121	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	14	790	1	4	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	0%		4%			1%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892					
Flt Protected	0.990					
Satd. Flow (prot)	1645	0	1765	0	0	1792
Flt Permitted	0.990					
Satd. Flow (perm)	1645	0	1765	0	0	1792
Link Speed (mph)	25		45			45
Link Distance (ft)	296		516			639
Travel Time (s)	8.1		7.8			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	4	16	878	1	4	437
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	879	0	0	441
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	14	790	1	4	393
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	1
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	16	878	1	4	437

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1324	878	0	0	879	0
Stage 1	878	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	187	363	-	-	592	-
Stage 1	451	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	185	363	-	-	592	-
Mov Cap-2 Maneuver	185	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	299	592	-
HCM Lane V/C Ratio	-	-	0.067	0.008	-
HCM Control Delay (s)	-	-	17.9	11.1	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	80	29	415	40	24	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-3%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.964		0.988			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1658	0	1743	0	0	1843
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1658	0	1743	0	0	1843
Link Speed (mph)	25		45			45
Link Distance (ft)	339		872			644
Travel Time (s)	9.2		13.2			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	4%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	88	32	456	44	26	753
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	500	0	0	779
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	80	29	415	40	24	685
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	2	-	-	-3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	4	0	1
Mvmt Flow	88	32	456	44	26	753

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1283	478	0	0	500	0
Stage 1	478	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.3	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	214	630	-	-	808	-
Stage 1	729	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	202	630	-	-	808	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.6	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	247	808	-
HCM Lane V/C Ratio	-	-	0.485	0.033	-
HCM Control Delay (s)	-	-	32.6	9.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	15	49	101	2	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)		5%	4%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.878	
Flt Protected		0.988			0.995	
Satd. Flow (prot)	0	1675	1700	0	1627	0
Flt Permitted		0.988			0.995	
Satd. Flow (perm)	0	1675	1700	0	1627	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		641	396		233	
Travel Time (s)		17.5	10.8		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	17	54	112	2	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	71	114	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	15	49	101	2	1	8
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, %	-	5	4	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	54	112	2	1	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	114	0	-	0	201	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1098	-	-	-	911	1003
Stage 1	-	-	-	-	1061	-
Stage 2	-	-	-	-	1090	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1098	-	-	-	896	1003
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	1061	-
Stage 2	-	-	-	-	1073	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1098	-	-	-	990
HCM Lane V/C Ratio	0.015	-	-	-	0.01
HCM Control Delay (s)	8.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	43	7	1	99	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	-4%			4%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.981				0.973	
Flt Protected					0.962	
Satd. Flow (prot)	1740	0	0	1704	1744	0
Flt Permitted					0.962	
Satd. Flow (perm)	1740	0	0	1704	1744	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	396			377	230	
Travel Time (s)	10.8			10.3	6.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	48	8	1	110	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	111	5	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	43	7	1	99	4	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, %	-4	-	-	4	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	8	1	110	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	56	0	164	52
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	-	-	4.3	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	1149	-	958	1085
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	1062	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1149	-	957	1085
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	1061	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1149	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	8.7	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	7	440	4	13	706
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	0%		4%			1%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892		0.999			
Flt Protected	0.990					0.999
Satd. Flow (prot)	1645	0	1763	0	0	1790
Flt Permitted	0.990					0.999
Satd. Flow (perm)	1645	0	1763	0	0	1790
Link Speed (mph)	25		45			45
Link Distance (ft)	296		516			639
Travel Time (s)	8.1		7.8			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	2	8	489	4	14	784
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	493	0	0	798
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	7	440	4	13	706
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	1
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	489	4	14	784

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1304	491	0	0	493	0
Stage 1	491	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	192	610	-	-	812	-
Stage 1	698	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	186	610	-	-	812	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	812	-
HCM Lane V/C Ratio	-	-	0.025	0.018	-
HCM Control Delay (s)	-	-	14.1	9.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

APPENDIX C

2023 Future with Development
Capacity/Level-of-Service- Analysis Worksheets

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	45	25	836	63	25	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-3%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.951		0.991			
Flt Protected	0.969					0.997
Satd. Flow (prot)	1496	0	1762	0	0	1728
Flt Permitted	0.969					0.997
Satd. Flow (perm)	1496	0	1762	0	0	1728
Link Speed (mph)	25		45			45
Link Distance (ft)	339		872			644
Travel Time (s)	9.2		13.2			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	13%	2%	6%	0%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	46	26	862	65	26	420
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	927	0	0	446
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	45	25	836	63	25	407
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	2	-	-	-3
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	8	13	2	6	0	8
Mvmt Flow	46	26	862	65	26	420

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1365	894	0	0	927	0
Stage 1	894	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Critical Hdwy	6.28	6.23	-	-	4.3	-
Critical Hdwy Stg 1	5.28	-	-	-	-	-
Critical Hdwy Stg 2	5.28	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	186	354	-	-	569	-
Stage 1	459	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	354	-	-	569	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	459	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.1	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	214	569	-
HCM Lane V/C Ratio	-	-	0.337	0.045	-
HCM Control Delay (s)	-	-	30.1	11.6	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	4	84	53	1	1	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)		5%	4%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.872	
Flt Protected		0.998			0.998	
Satd. Flow (prot)	0	1692	1700	0	1621	0
Flt Permitted		0.998			0.998	
Satd. Flow (perm)	0	1692	1700	0	1621	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		641	396		233	
Travel Time (s)		17.5	10.8		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	4	93	59	1	1	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	97	60	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	4	84	53	1	1	17
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, %	-	5	4	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	93	59	1	1	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	161	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1145	-	-	-	962	1076
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	1074	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1145	-	-	-	958	1076
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1125	-
Stage 2	-	-	-	-	1070	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1145	-	-	-	1069
HCM Lane V/C Ratio	0.004	-	-	-	0.019
HCM Control Delay (s)	8.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	83	2	0	46	8	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	-4%			4%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997				0.986	
Flt Protected					0.957	
Satd. Flow (prot)	1768	0	0	1704	1758	0
Flt Permitted					0.957	
Satd. Flow (perm)	1768	0	0	1704	1758	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	396			377	230	
Travel Time (s)	10.8			10.3	6.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	92	2	0	51	9	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	94	0	0	51	10	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	83	2	0	46	8	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, %	-4	-	-	4	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	2	0	51	9	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	94	0	144	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.3	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	1115	-	985	1029
Stage 1	-	-	-	-	1084	-
Stage 2	-	-	-	-	1135	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1115	-	985	1029
Mov Cap-2 Maneuver	-	-	-	-	985	-
Stage 1	-	-	-	-	1084	-
Stage 2	-	-	-	-	1135	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1115	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	14	860	1	4	428
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	0%		4%			1%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892					
Flt Protected	0.990					
Satd. Flow (prot)	1645	0	1765	0	0	1792
Flt Permitted	0.990					
Satd. Flow (perm)	1645	0	1765	0	0	1792
Link Speed (mph)	25		45			45
Link Distance (ft)	296		516			639
Travel Time (s)	8.1		7.8			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	4	16	956	1	4	476
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	957	0	0	480
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	14	860	1	4	428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	1
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	16	956	1	4	476

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1440	956	0	0	957	0
Stage 1	956	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	158	327	-	-	555	-
Stage 1	413	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	327	-	-	555	-
Mov Cap-2 Maneuver	156	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	263	555	-
HCM Lane V/C Ratio	-	-	0.076	0.008	-
HCM Control Delay (s)	-	-	19.8	11.5	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	86	32	452	43	25	746
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	11	11	11	11
Grade (%)	-1%		2%			-3%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.964		0.988			
Flt Protected	0.965					0.998
Satd. Flow (prot)	1658	0	1743	0	0	1843
Flt Permitted	0.965					0.998
Satd. Flow (perm)	1658	0	1743	0	0	1843
Link Speed (mph)	25		45			45
Link Distance (ft)	339		872			644
Travel Time (s)	9.2		13.2			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	4%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	95	35	497	47	27	820
Shared Lane Traffic (%)						
Lane Group Flow (vph)	130	0	544	0	0	847
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	86	32	452	43	25	746
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	-1	-	2	-	-	-3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	3	4	0	1
Mvmt Flow	95	35	497	47	27	820

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1395	520	0	0	544	0
Stage 1	520	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Critical Hdwy	6.2	6.1	-	-	4.3	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	184	597	-	-	779	-
Stage 1	698	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	172	597	-	-	779	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	447	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45.1	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	213	779	-
HCM Lane V/C Ratio	-	-	0.609	0.035	-
HCM Control Delay (s)	-	-	45.1	9.8	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3.5	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	15	53	110	2	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)		5%	4%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.878	
Flt Protected		0.989			0.995	
Satd. Flow (prot)	0	1676	1700	0	1627	0
Flt Permitted		0.989			0.995	
Satd. Flow (perm)	0	1676	1700	0	1627	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		641	396		233	
Travel Time (s)		17.5	10.8		6.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	17	59	122	2	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	76	124	0	10	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	15	53	110	2	1	8
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, %	-	5	4	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	59	122	2	1	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	124	0	-	0	215	123
Stage 1	-	-	-	-	123	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.3	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot Cap-1 Maneuver	1089	-	-	-	893	990
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	1085	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	879	990
Mov Cap-2 Maneuver	-	-	-	-	879	-
Stage 1	-	-	-	-	1049	-
Stage 2	-	-	-	-	1068	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	976
HCM Lane V/C Ratio	0.015	-	-	-	0.01
HCM Control Delay (s)	8.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	47	7	1	108	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	-4%			4%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.982				0.973	
Flt Protected					0.962	
Satd. Flow (prot)	1741	0	0	1704	1744	0
Flt Permitted					0.962	
Satd. Flow (perm)	1741	0	0	1704	1744	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	396			377	230	
Travel Time (s)	10.8			10.3	6.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	52	8	1	120	4	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	121	5	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	47	7	1	108	4	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, %	-4	-	-	4	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	1	120	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	178	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	-	-	4.3	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	1145	-	940	1080
Stage 1	-	-	-	-	1129	-
Stage 2	-	-	-	-	1050	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	939	1080
Mov Cap-2 Maneuver	-	-	-	-	939	-
Stage 1	-	-	-	-	1129	-
Stage 2	-	-	-	-	1049	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1145	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	8.8	-	-	8.1	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	7	480	4	13	770
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	11	11	11	11
Grade (%)	0%		4%			1%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	0		0	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892		0.999			
Flt Protected	0.990					0.999
Satd. Flow (prot)	1645	0	1763	0	0	1790
Flt Permitted	0.990					0.999
Satd. Flow (perm)	1645	0	1763	0	0	1790
Link Speed (mph)	25		45			45
Link Distance (ft)	296		516			639
Travel Time (s)	8.1		7.8			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	2	8	533	4	14	856
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	537	0	0	870
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	7	480	4	13	770
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	4	-	-	1
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	8	533	4	14	856

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1420	536	0	0	538	0
Stage 1	536	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	163	574	-	-	783	-
Stage 1	664	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	574	-	-	783	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	433	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	361	783	-
HCM Lane V/C Ratio	-	-	0.028	0.018	-
HCM Control Delay (s)	-	-	15.3	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

APPENDIX D

Traffic Signal Warrants

2023 Future with Development
Lenape Road and Tigue Road

Signal Warrants - Summary

Major Street Approaches

Northbound: **Lenape Road**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,612**

Southbound: **Lenape Road**
Number of Lanes: **1**
85% Speed > 40 MPH.
Total Approach Volume: **2,202**

Minor Street Approaches

Westbound: **Tigue Road**
Number of Lanes: **1**

Total Approach Volume: **354**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Evaluated**

Warrant 1A - Minimum Vehicular Volume ..... **Not Evaluated**

Warrant 1B - Interruption of Continuous Traffic ..... **Not Evaluated**

Warrant 1 A&B - Combination of Warrants ..... **Not Evaluated**

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Number of hours (6) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Evaluated**

Warrant 5 - School Crossing ..... **Not Evaluated**

Warrant 6 - Coordinated Signal System ..... **Not Evaluated**

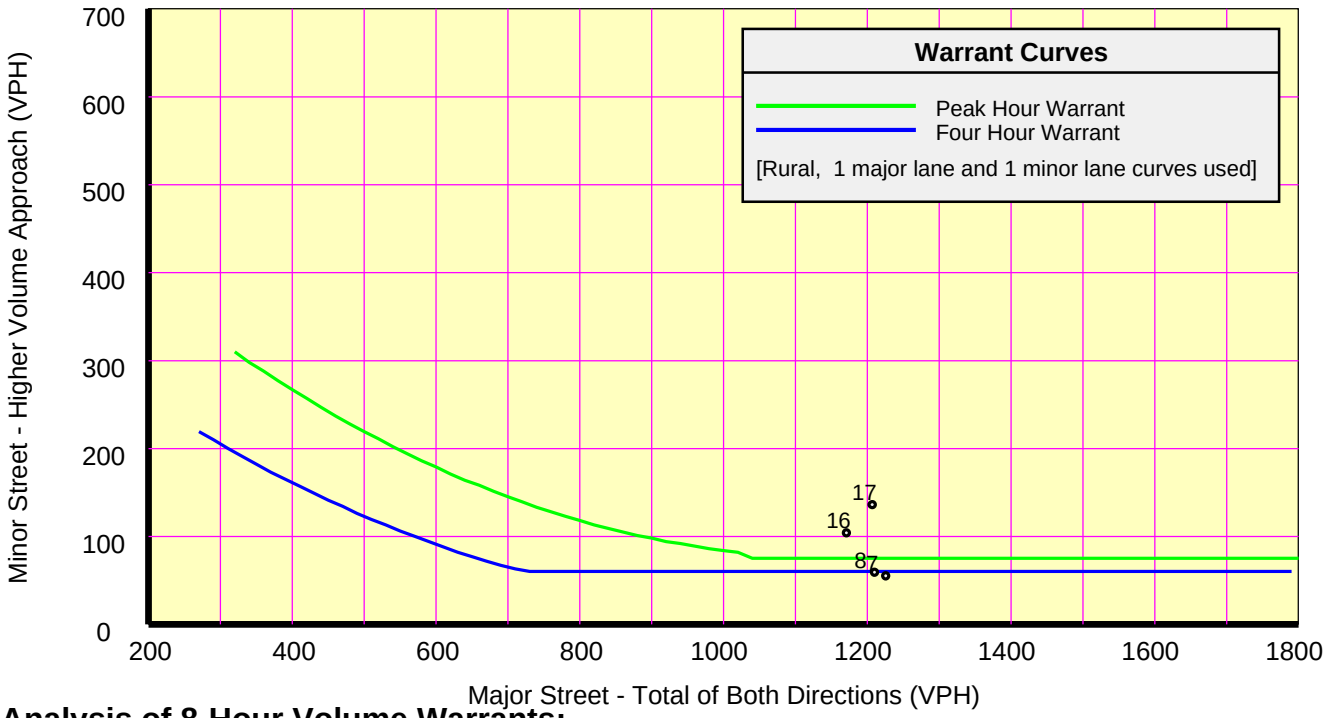
Warrant 7 - Crash Experience ..... **Not Evaluated**

Warrant 8 - Roadway Network ..... **Not Evaluated**

Warrant 9 - Intersection Near a Grade Crossing ..... **Not Evaluated**

2023 Future with Development
Lenape Road and Tigue Road

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

War 1A-Minimum Volume

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 0	Min 0
07:00	1,226	55	W	Yes	Yes
08:00	1,210	59	W	Yes	Yes
17:00	1,207	136	W	Yes	Yes
16:00	1,171	104	W	Yes	Yes
22:00	0	0	W	Yes	Yes
21:00	0	0	W	Yes	Yes
20:00	0	0	W	Yes	Yes
19:00	0	0	W	Yes	Yes
18:00	0	0	W	Yes	Yes
15:00	0	0	W	Yes	Yes
14:00	0	0	W	Yes	Yes
13:00	0	0	W	Yes	Yes
12:00	0	0	W	Yes	Yes
11:00	0	0	W	Yes	Yes
10:00	0	0	W	Yes	Yes
09:00	0	0	W	Yes	Yes
06:00	0	0	W	Yes	Yes
05:00	0	0	W	Yes	Yes
04:00	0	0	W	Yes	Yes
03:00	0	0	W	Yes	Yes
02:00	0	0	W	Yes	Yes
01:00	0	0	W	Yes	Yes
00:00	0	0	W	Yes	Yes
07:30	1,329	67	W	Yes	Yes

War 1B-Interruption of Traffic

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 0	Min 0
07:00	1,226	55	W	Yes	Yes
08:00	1,210	59	W	Yes	Yes
17:00	1,207	136	W	Yes	Yes
16:00	1,171	104	W	Yes	Yes
22:00	0	0	W	Yes	Yes
21:00	0	0	W	Yes	Yes
20:00	0	0	W	Yes	Yes
19:00	0	0	W	Yes	Yes
18:00	0	0	W	Yes	Yes
15:00	0	0	W	Yes	Yes
14:00	0	0	W	Yes	Yes
13:00	0	0	W	Yes	Yes
12:00	0	0	W	Yes	Yes
11:00	0	0	W	Yes	Yes
10:00	0	0	W	Yes	Yes
09:00	0	0	W	Yes	Yes
06:00	0	0	W	Yes	Yes
05:00	0	0	W	Yes	Yes
04:00	0	0	W	Yes	Yes
03:00	0	0	W	Yes	Yes
02:00	0	0	W	Yes	Yes
01:00	0	0	W	Yes	Yes
00:00	0	0	W	Yes	Yes
07:30	1,329	67	W	Yes	Yes

War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol	Minor Dir	Maj 0	Min 0
07:00	1,226	55	W	Yes	Yes
08:00	1,210	59	W	Yes	Yes
17:00	1,207	136	W	Yes	Yes
16:00	1,171	104	W	Yes	Yes
22:00	0	0	W	Yes	Yes
21:00	0	0	W	Yes	Yes
20:00	0	0	W	Yes	Yes
19:00	0	0	W	Yes	Yes
18:00	0	0	W	Yes	Yes
15:00	0	0	W	Yes	Yes
14:00	0	0	W	Yes	Yes
13:00	0	0	W	Yes	Yes
12:00	0	0	W	Yes	Yes
11:00	0	0	W	Yes	Yes
10:00	0	0	W	Yes	Yes
09:00	0	0	W	Yes	Yes
06:00	0	0	W	Yes	Yes
05:00	0	0	W	Yes	Yes
04:00	0	0	W	Yes	Yes
03:00	0	0	W	Yes	Yes
02:00	0	0	W	Yes	Yes
01:00	0	0	W	Yes	Yes
00:00	0	0	W	Yes	Yes
07:30	1,329	67	W	Yes	Yes

APPENDIX E

2023 Volume Spreadsheets (4-Hour Volume)

INTERSECTION VOLUME SUMMARY
Lenape Road (0)/Tigue Road (0)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 7-8 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (0)			NORTHBOUND Lenape Road (0)			WESTBOUND Tigue Road (0)			SOUTHBOUND Lenape Road (0)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	133	10	2	0	1	4	71	0
Seasonal Adjustment Factor	1.000	0	0	0	0	133	10	2	0	1	4	71	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**133**	**10**	**2**	**0**	**1**	**4**	**71**	**0**
Background Growth	14.89 %	0	0	0	0	20	1	0	0	0	1	11	0
EXISTING W/ BACKGROUND		0	0	0	0	153	11	2	0	1	5	82	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**153**	**11**	**2**	**0**	**1**	**5**	**82**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	1	5	0	2	1	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**154**	**12**	**7**	**0**	**3**	**6**	**83**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (15)/Tigue Road (15)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 7-8 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (15)			NORTHBOUND Lenape Road (15)			WESTBOUND Tigue Road (15)			SOUTHBOUND Lenape Road (15)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	163	15	2	0	2	3	77	0
Seasonal Adjustment Factor	1.000	0	0	0	0	163	15	2	0	2	3	77	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**163**	**15**	**2**	**0**	**2**	**3**	**77**	**0**
Background Growth	14.89 %	0	0	0	0	24	2	0	0	0	0	11	0
EXISTING W/ BACKGROUND		0	0	0	0	187	17	2	0	2	3	88	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**187**	**17**	**2**	**0**	**2**	**3**	**88**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	1	4	0	2	1	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**187**	**18**	**6**	**0**	**4**	**4**	**89**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (30)/Tigue Road (30)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 7-8 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (30)			NORTHBOUND Lenape Road (30)			WESTBOUND Tigue Road (30)			SOUTHBOUND Lenape Road (30)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	181	18	3	0	2	8	87	0
Seasonal Adjustment Factor	1.000	0	0	0	0	181	18	3	0	2	8	87	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**181**	**18**	**3**	**0**	**2**	**8**	**87**	**0**
Background Growth	14.89 %	0	0	0	0	27	3	0	0	0	1	13	0
EXISTING W/ BACKGROUND		0	0	0	0	208	21	3	0	2	9	100	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**208**	**21**	**3**	**0**	**2**	**9**	**100**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	1	4	0	2	0	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**208**	**22**	**7**	**0**	**4**	**9**	**101**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (45)/Tigue Road (45)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 7-8 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (45)			NORTHBOUND Lenape Road (45)			WESTBOUND Tigue Road (45)			SOUTHBOUND Lenape Road (45)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	183	15	9	0	7	8	83	0
Seasonal Adjustment Factor	1.000	0	0	0	0	183	15	9	0	7	8	83	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**183**	**15**	**9**	**0**	**7**	**8**	**83**	**0**
Background Growth	14.89 %	0	0	0	0	27	2	1	0	1	1	12	0
EXISTING W/ BACKGROUND		0	0	0	0	210	17	10	0	8	9	95	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**210**	**17**	**10**	**0**	**8**	**9**	**95**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	1	4	0	2	0	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**210**	**18**	**14**	**0**	**10**	**9**	**96**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (0)/Tigue Road (0)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 8-9 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (0)			NORTHBOUND Lenape Road (0)			WESTBOUND Tigue Road (0)			SOUTHBOUND Lenape Road (0)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	183	8	6	0	3	3	97	0
Seasonal Adjustment Factor	1.000	0	0	0	0	183	8	6	0	3	3	97	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**183**	**8**	**6**	**0**	**3**	**3**	**97**	**0**
Background Growth	14.89 %	0	0	0	0	27	1	1	0	0	0	14	0
EXISTING W/ BACKGROUND		0	0	0	0	210	9	7	0	3	3	111	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**210**	**9**	**7**	**0**	**3**	**3**	**111**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	1	4	0	2	1	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**211**	**10**	**11**	**0**	**5**	**4**	**112**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (15)/Tigue Road (15)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 8-9 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (15)			NORTHBOUND Lenape Road (15)			WESTBOUND Tigue Road (15)			SOUTHBOUND Lenape Road (15)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	180	10	6	0	3	1	84	0
Seasonal Adjustment Factor	1.000	0	0	0	0	180	10	6	0	3	1	84	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**180**	**10**	**6**	**0**	**3**	**1**	**84**	**0**
Background Growth	14.89 %	0	0	0	0	27	1	1	0	0	0	13	0
EXISTING W/ BACKGROUND		0	0	0	0	207	11	7	0	3	1	97	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**207**	**11**	**7**	**0**	**3**	**1**	**97**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	1	4	0	2	1	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**207**	**12**	**11**	**0**	**5**	**2**	**98**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (30)/Tigue Road (30)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 8-9 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (30)			NORTHBOUND Lenape Road (30)			WESTBOUND Tigue Road (30)			SOUTHBOUND Lenape Road (30)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	145	9	8	0	0	6	88	0
Seasonal Adjustment Factor	1.000	0	0	0	0	145	9	8	0	0	6	88	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**145**	**9**	**8**	**0**	**0**	**6**	**88**	**0**
Background Growth	14.89 %	0	0	0	0	22	1	1	0	0	1	13	0
EXISTING W/ BACKGROUND		0	0	0	0	167	10	9	0	0	7	101	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**167**	**10**	**9**	**0**	**0**	**7**	**101**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	1	3	0	1	0	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**167**	**11**	**12**	**0**	**1**	**7**	**102**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (45)/Tigue Road (45)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 8-9 AM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (45)			NORTHBOUND Lenape Road (45)			WESTBOUND Tigue Road (45)			SOUTHBOUND Lenape Road (45)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	138	12	8	0	1	6	76	0
Seasonal Adjustment Factor	1.000	0	0	0	0	138	12	8	0	1	6	76	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**138**	**12**	**8**	**0**	**1**	**6**	**76**	**0**
Background Growth	14.89 %	0	0	0	0	21	2	1	0	0	1	11	0
EXISTING W/ BACKGROUND		0	0	0	0	159	14	9	0	1	7	87	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**159**	**14**	**9**	**0**	**1**	**7**	**87**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	0	3	0	1	0	0	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**159**	**14**	**12**	**0**	**2**	**7**	**87**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (0)/Tigue Road (0)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 4-5 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (0)			NORTHBOUND Lenape Road (0)			WESTBOUND Tigue Road (0)			SOUTHBOUND Lenape Road (0)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	84	8	17	0	7	3	113	0
Seasonal Adjustment Factor	1.000	0	0	0	0	84	8	17	0	7	3	113	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**84**	**8**	**17**	**0**	**7**	**3**	**113**	**0**
Background Growth	14.89 %	0	0	0	0	13	1	3	0	1	0	17	0
EXISTING W/ BACKGROUND		0	0	0	0	97	9	20	0	8	3	130	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**97**	**9**	**20**	**0**	**8**	**3**	**130**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	3	2	0	1	2	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**98**	**12**	**22**	**0**	**9**	**5**	**131**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (15)/Tigue Road (15)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 4-5 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (15)			NORTHBOUND Lenape Road (15)			WESTBOUND Tigue Road (15)			SOUTHBOUND Lenape Road (15)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	96	2	15	0	5	4	141	0
Seasonal Adjustment Factor	1.000	0	0	0	0	96	2	15	0	5	4	141	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**96**	**2**	**15**	**0**	**5**	**4**	**141**	**0**
Background Growth	14.89 %	0	0	0	0	14	0	2	0	1	1	21	0
EXISTING W/ BACKGROUND		0	0	0	0	110	2	17	0	6	5	162	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**110**	**2**	**17**	**0**	**6**	**5**	**162**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	3	2	0	1	2	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**111**	**5**	**19**	**0**	**7**	**7**	**163**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (30)/Tigue Road (30)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 4-5 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (30)			NORTHBOUND Lenape Road (30)			WESTBOUND Tigue Road (30)			SOUTHBOUND Lenape Road (30)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	96	6	19	0	3	6	170	0
Seasonal Adjustment Factor	1.000	0	0	0	0	96	6	19	0	3	6	170	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**96**	**6**	**19**	**0**	**3**	**6**	**170**	**0**
Background Growth	14.89 %	0	0	0	0	14	1	3	0	0	1	25	0
EXISTING W/ BACKGROUND		0	0	0	0	110	7	22	0	3	7	195	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**110**	**7**	**22**	**0**	**3**	**7**	**195**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	3	1	0	1	1	0	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**111**	**10**	**23**	**0**	**4**	**8**	**195**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (45)/Tigue Road (45)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 4-5 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (45)			NORTHBOUND Lenape Road (45)			WESTBOUND Tigue Road (45)			SOUTHBOUND Lenape Road (45)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	97	4	12	0	4	3	167	0
Seasonal Adjustment Factor	1.000	0	0	0	0	97	4	12	0	4	3	167	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**97**	**4**	**12**	**0**	**4**	**3**	**167**	**0**
Background Growth	14.89 %	0	0	0	0	14	1	2	0	1	0	25	0
EXISTING W/ BACKGROUND		0	0	0	0	111	5	14	0	5	3	192	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**111**	**5**	**14**	**0**	**5**	**3**	**192**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	0	3	1	0	0	1	0	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**111**	**8**	**15**	**0**	**5**	**4**	**192**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (0)/Tigue Road (0)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 5-6 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (0)			NORTHBOUND Lenape Road (0)			WESTBOUND Tigue Road (0)			SOUTHBOUND Lenape Road (0)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	85	6	19	0	7	3	140	0
Seasonal Adjustment Factor	1.000	0	0	0	0	85	6	19	0	7	3	140	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**85**	**6**	**19**	**0**	**7**	**3**	**140**	**0**
Background Growth	14.89 %	0	0	0	0	13	1	3	0	1	0	21	0
EXISTING W/ BACKGROUND		0	0	0	0	98	7	22	0	8	3	161	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**98**	**7**	**22**	**0**	**8**	**3**	**161**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	4	2	0	1	2	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**99**	**11**	**24**	**0**	**9**	**5**	**162**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (15)/Tigue Road (15)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 5-6 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (15)			NORTHBOUND Lenape Road (15)			WESTBOUND Tigue Road (15)			SOUTHBOUND Lenape Road (15)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	112	8	18	0	10	4	171	0
Seasonal Adjustment Factor	1.000	0	0	0	0	112	8	18	0	10	4	171	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**112**	**8**	**18**	**0**	**10**	**4**	**171**	**0**
Background Growth	14.89 %	0	0	0	0	17	1	3	0	1	1	25	0
EXISTING W/ BACKGROUND		0	0	0	0	129	9	21	0	11	5	196	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**129**	**9**	**21**	**0**	**11**	**5**	**196**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	4	2	0	1	2	1	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**130**	**13**	**23**	**0**	**12**	**7**	**197**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (30)/Tigue Road (30)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 5-6 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (30)			NORTHBOUND Lenape Road (30)			WESTBOUND Tigue Road (30)			SOUTHBOUND Lenape Road (30)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	111	3	18	0	10	4	135	0
Seasonal Adjustment Factor	1.000	0	0	0	0	111	3	18	0	10	4	135	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**111**	**3**	**18**	**0**	**10**	**4**	**135**	**0**
Background Growth	14.89 %	0	0	0	0	17	0	3	0	1	1	20	0
EXISTING W/ BACKGROUND		0	0	0	0	128	3	21	0	11	5	155	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**128**	**3**	**21**	**0**	**11**	**5**	**155**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	4	2	0	1	2	0	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**129**	**7**	**23**	**0**	**12**	**7**	**155**	**0**
"New" Site Traffic % of 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	0.0

INTERSECTION VOLUME SUMMARY
Lenape Road (45)/Tigue Road (45)

Tigue Property Residential Development
I:\eng\815336 - Tigue Property Residential Development\Traffic\Analysis\March TIS **Weekday 5-6 PM**
Signal Warrant SDS (2023)

Traffic Component		EASTBOUND Tigue Road (45)			NORTHBOUND Lenape Road (45)			WESTBOUND Tigue Road (45)			SOUTHBOUND Lenape Road (45)		
		L	S	R	L	S	R	L	S	R	L	S	R
EXISTING TRAFFIC		0	0	0	0	111	4	21	0	5	5	123	0
Seasonal Adjustment Factor	1.000	0	0	0	0	111	4	21	0	5	5	123	0
Balancing Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
ADJUSTED EXISTING TRAFFIC		**0**	**0**	**0**	**0**	**111**	**4**	**21**	**0**	**5**	**5**	**123**	**0**
Background Growth	14.89 %	0	0	0	0	17	1	3	0	1	1	18	0
EXISTING W/ BACKGROUND		0	0	0	0	128	5	24	0	6	6	141	0
TOTAL "OTHER" DEVELOPMENTS		0	0	0	0	0	0	0	0	0	0	0	0
Other Adjustments		0	0	0	0	0	0	0	0	0	0	0	0
FUTURE TRAFFIC W/O PROJECT		**0**	**0**	**0**	**0**	**128**	**5**	**24**	**0**	**6**	**6**	**141**	**0**
TOTAL "NEW" SITE TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0
Pass-By Traffic		0	0	0	0	0	0	0	0	0	0	0	0
"New" Site Traffic		0	0	0	0	1	3	2	0	1	1	0	0
FUTURE TRAFFIC W/ PROJECT		**0**	**0**	**0**	**0**	**129**	**8**	**26**	**0**	**7**	**7**	**141**	**0**
"New" Site Traffic % of 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	0.0