

TRAFFIC IMPACT STUDY

For

**Mavis Tire Supply LLC
Proposed Automotive Service and Retail Center**

Property Located at:

**460 Prospect Avenue (CR 577)
Block 105 – Lot 64.01
Township of West Orange, Essex County, NJ**

Prepared by:



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DT# 1956 24-04212

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INTRODUCTION

It is proposed to construct a Mavis automotive service and retail center on a parcel of land currently developed with an office building, located along the northbound side of Prospect Avenue (CR 577) in West Orange Township, Essex County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 105 – Lot 64.01 on the Township of West Orange Tax Maps. It is proposed to raze the existing site and construct a 6,952 SF Mavis Tire store with 8 service bays and 1,482 SF of retail space (“The Project”). It is noted that the proposed Mavis is being relocated from its existing location within the West Orange Plaza located at 235 Prospect Avenue. Access to the site is currently provided via a right in/right out driveway along Prospect Avenue and cross access to the adjacent property to the south which has access to the signalized intersection of Prospect Avenue and Rooney Circle. It is proposed to reconstruct the existing Prospect Avenue access point.

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

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via turning movement counts (TMC) during the weekday morning, weekday evening, and Saturday midday peak periods at the intersections of:
 - Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway
 - Prospect Avenue (CR 577) and Blueberry Bend Driveway
 - Prospect Avenue (CR 577) and Site Driveway
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

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

Existing Roadway Conditions

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

Prospect Avenue (CR 577) is an Urban Principal Arterial roadway under Essex County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides two travel lanes in each direction separated by a concrete median between Rooney Circle and Guerino Drive with additional turning lanes and signalized intersections. Curb and sidewalk are generally provided along both sides of the roadway in the vicinity of the site. Prospect Avenue provides a straight horizontal alignment along the site frontage with a slight horizontal curve just south of Rooney Circle and an uphill grade from south to north. The land uses along Prospect Avenue in the vicinity of The Project are a mix of commercial and residential.

Rooney Circle is a local roadway under the Township of West Orange Jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is not permitted along either side of the roadway. Curb is provided along both sides of the roadway, while sidewalk is not provided along either side of the roadway. Rooney circle provides a curved horizontal alignment to the north and a downhill grade from east to west. The land uses along Rooney Circle in the vicinity of The Project are a mix of commercial and residential.

Existing Traffic Volumes

Turning movement counts (TMC) were conducted on Tuesday, June 17, 2025 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM as well as Saturday, June 21, 2025 from 11:00 AM to 2:00 PM at the following intersections:

- Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway
- Prospect Avenue (CR 577) and Blueberry Bend Driveway
- Prospect Avenue (CR 577) and Site Driveway

Existing Capacity Analysis

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

At signalized intersections, factors that affect the various approach capacities include width of approach, number of lanes, signal “green time”, turning percentages, truck volumes, etc. However, delays cannot be related to capacity in a simple one-to-one fashion. For example, it is possible to have delays in the Level of Service “F” range without exceeding roadway capacity. Substantial delays can exist without exceeding capacity if one or more of the following conditions exist: long signal cycle lengths; a particular traffic movement experiences a long red time; or progressive movement for a particular lane group is poor. Table 1 describes the level of service ranges for signalized intersections.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 2 describes the level of service ranges for unsignalized (stop controlled) intersections.

Table 1
Level of Service Criteria
for Signalized Intersections

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

Table 2
Level of Service Criteria
for Unsignalized Intersections

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

Analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles, such as the signalized intersection of Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway.

All capacity analyses were performed utilizing Synchro 12 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table 3 summarizes the existing levels of service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

Table 3
Existing Levels of Service

Intersection	Direction/ Movement	AM PSH	PM PSH	Sat PSH
Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway	EB L	D (40)	C (34)	C (33)
	EB TR	A (1)	A (2)	A (1)
	WB LTR	D (41)	D (35)	C (35)
	NB L	A (5)	A (8)	A (7)
	NB TR	A (6)	A (7)	A (7)
	SB LT	A (10)	B (14)	B (14)
	SB R	A (3)	A (4)	A (4)
	Overall	B (10)	B (11)	B (11)
Prospect Avenue (CR 577) and Blueberry Bend Driveway	WB LR	a (10)	b (12)	a (10)
	SB L	a (8)	a (10)	a (8)
Prospect Avenue (CR 577) and Site Driveway	WB R	a (10)	b (11)	a (10)

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

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

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

Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway

Rooney Circle and the Shopping Center Driveway intersect Prospect Avenue to form a four-leg intersection controlled by a traffic signal. The signal timing directive was obtained from Essex County which indicates that a four-phase 90-second background cycle is utilized (the traffic signal timing directive is included in Appendix B).

The northbound approach of Prospect Avenue provides one left turn lane, one dedicated through lane, and one shared through/right turn lane, while the southbound approach provides one shared left turn/through lane, one dedicated through lane, and one right turn lane. The eastbound approach of Rooney Circle provides one left turn lane and one shared through/right turn lane. The westbound approach of the shopping center driveway provides one shared lane for all movements. Right turn on red is only allowed for the eastbound approach of Rooney Circle and the southbound approach of Prospect Avenue.

A review of the existing analysis reveals that the intersection operates at overall levels of service “B” or better and all movements operate at levels of service “D” or better during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

Prospect Avenue (CR 577) and Blueberry Bend Driveway

The Blueberry Bend driveway intersects Prospect Avenue to form an unsignalized T-intersection with the westbound approach of the driveway operating under stop control. The northbound approach of Prospect Avenue provides one dedicated through lane and one shared through/right turn lane, while the southbound approach provides one shared left turn/through lane and two dedicated through lanes. The westbound approach of the Blueberry Bend driveway provides one shared lane for all turning movements.

A review of the existing analysis reveals that the individual intersection movements operate at levels of service “B” or better during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

Prospect Avenue (CR 577) and Site Driveway

The site driveway intersects Prospect Avenue to form an unsignalized T-intersection with the westbound approach of the site driveway operating under stop control. The northbound approach provides one dedicated through lane and one shared through/right turn lane, while the southbound approach is separated by a concrete median. The westbound approach of the site driveway provides one right turn lane.

A review of the existing analysis reveals that the individual intersection movements operate at levels of service “B” or better during the analyzed peak periods. See Table 3 for the individual movement levels of service and delays.

FUTURE CONDITIONS

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

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 2.0% per year.

Through consultation with the Township of West Orange, there are two developments in the immediate vicinity of the site that have been approved but not yet constructed that are identified as potential significant traffic generators, shown below. The Adjacent Development Traffic Volumes passing the sites are shown on Figures 3 and 4, while the Total Adjacent Development Traffic Volumes are shown on Figure 5. It was assumed that the background growth rate was adequate to account for the traffic associated with all developments not listed hereafter.

- Fast Food-Restaurant with Drive-Through and Strip Retail Plaza – 495 Prospect Avenue – Block 155.21 – Lot 40: A 15,000 SF building consisting of approximately 5,000 SF fast-food restaurant with drive-through and 10,000 SF of retail, located within the Essex Green Shopping Center along Rooney Circle near the intersection with Prospect Avenue, has been approved. Projections of the associated traffic volumes were developed using the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) 934 – Fast Food Restaurant with Drive Through Window and LUC 822 – Strip Retail Plaza.
- Shopping Center Expansion and Fulfillment Center – 235 Prospect Avenue – Block 152.01 – Lots 1445 and 1445.05: The expansion of an existing shopping center from 297,448 SF to 335,199 SF and the addition of a 50,000 SF Target fulfillment center, located within West Orange Plaza at 235 Prospect Avenue, has been approved. Projections of the associated traffic volumes were referenced from the *Traffic Impact Assessment for West Orange Plaza*, prepared by Dolan and Dean Consulting Engineers, LLC dated May 17, 2023.

Future 2027 No Build traffic volumes were developed by applying the background growth rate of 2.0% for two (2) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 6, in Appendix A, shows the 2027 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 848 – Tire Store in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 11th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites.

Passby Traffic

According to studies conducted by ITE, traffic associated with LUC 848 is not 100% newly generated. Rather, a portion of the traffic is diverted from the existing traffic stream on the adjacent roadway network. This is because the Mavis Tire store is not exclusively a destination land use, instead patrons stop on their way to/from other locations such as home or work. ITE identifies a 25% passby traffic percentage for the evening peak hour. It should be noted that there will realistically be passby traffic during the weekday morning and Saturday midday peak periods as well even though there is no data published by ITE, however conservatively no credit was taken for this effect. Table 4 below details the traffic volumes associated with the subject project taking into account the passby credits.

Table 4
Trip Generation Considering Passby Traffic

Land Use	Trip Type	AM PSH			PM PSH			SAT PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
6,952 SF Mavis Tire	Total	12	6	18	11	15	26	16	19	35
	Passby	-	-	-	3	4	7	-	-	-
	New (Primary)	12	6	18	8	11	19	16	19	35

As can be seen above, the proposed site is projected to generate 18 trips during the weekday morning peak hour, 19 trips during the weekday evening peak hour, and 35 trips during the midday Saturday peak hour. It should be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 50 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 50 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” As such, it is not anticipated that the change in use will result in a significant degradation of operating conditions.

Trip Generation Comparison

As previously noted, the site is currently occupied by an office building which has an existing trip generation. Trip generation projections for the office building were prepared utilizing trip generation research data as published under Land Use Code 712 – Small Office Building in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation Manual, 11th Edition*. The table below provides a comparison between the trips associated with the existing site and the trips projected for the proposed redevelopment.

Table 5
Existing vs. Proposed Primary Trip Generation Comparison

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
6,668 SF Office Building (<i>Existing</i>) ^[1]	9	2	11	5	9	14	2	2	4
6,952 SF Mavis Tire Store (<i>Proposed</i>)	12	6	18	8	11	19	16	19	35
Difference	+3	+4	+7	+3	+2	+5	+14	+17	+31

^[1] ITE does not publish Saturday trip generation data for LUC 712. As such, the Saturday trip generation data for LUC 710 – General Office Building was utilized.

As shown in the table above, it is anticipated that 7 additional trips during the weekday morning, 5 additional trips during the weekday evening peak hour, and 31 additional trips during the Saturday midday peak hour are anticipated to access the site from the adjacent roadway network with the proposed redevelopment. However, in order to perform a conservative analysis, no credit was taken for the existing trip generation of the office building. Rather the trip generation of the proposed Mavis Tire store was surcharged over vacant land in order to perform the “worst case scenario” from a traffic perspective.

Trip Distribution

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 7-11, located in Appendix A, illustrate the Primary Traffic Trip Distribution, Primary Site Generated Volumes, Passby Traffic Trip Distribution, Passby Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the 2027 No Build traffic volumes to generate the 2027 Build traffic volumes, which are shown in Figure 12.

Future Capacity Analysis

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

**Table 6
Future Levels of Service**

Intersection	Direction/ Movement		AM PSH		PM PSH		Sat PSH	
			No Build	Build	No Build	Build	No Build	Build
Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway	EB	L	D (42)	D (42)	D (35)	D (37)	C (34)	C (34)
		TR	A (1)	A (1)	A (2)	A (2)	A (1)	A (1)
	WB	LTR	D (41)	D (41)	D (36)	D (38)	D (35)	D (36)
	NB	L	A (6)	A (6)	A (8)	A (10)	A (8)	A (8)
		TR	A (6)	A (6)	A (8)	A (9)	A (7)	A (8)
	SB	LT	B (10)	B (10)	B (15)	B (17)	B (16)	B (16)
		R	A (3)	A (3)	A (4)	A (5)	A (5)	A (5)
	Overall		B (11)	B (11)	B (12)	B (13)	B (12)	B (12)
Prospect Avenue (577) and Blueberry Bend Driveway	WB	LR	a (10)	a (10)	b (13)	b (12)	b (10)	b (10)
	SB	L	a (8)	a (8)	b (10)	b (10)	a (9)	a (9)
Prospect Avenue (CR 577) and Site Driveway	WB	R	a (10)	b (10)	b (11)	b (11)	b (10)	b (11)

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

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

Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway

With the addition of site generated traffic, the intersection is projected to operate at overall intersection levels of service “B” during the analyzed peak hours. Additionally, each movement is anticipated to operate at No Build levels of service “D” or better. See Table 6 for the individual movement levels of service and delays.

Prospect Avenue (CR 577) and Blueberry Bend Driveway

With the addition of site generated traffic, the individual intersection movements are projected to operate at No Build levels of service “B” or better during the analyzed peak hours. See Table 6 for the individual movement levels of service and delays.

Prospect Avenue (CR 577) and Site Driveway

With the addition of site generated traffic, the individual intersection movements are projected to operate at No Build levels of service “B” or better during the analyzed peak hours. See Table 6 for the individual movement levels of service and delays.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via a right in/right out driveway along Prospect Avenue and cross access to the adjacent property to the south which has access to the signalized intersection of Prospect Avenue and Rooney Circle.

The parking lot will be serviced by parking aisles with widths between 24' and 30', which satisfy the Ordinance's minimum requirement of 24'. These aisles will allow for two-way circulation and 90-degree parking. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), along with the automobile traffic anticipated.

Parking

The Township of West Orange Ordinance sets forth a parking requirement of 5 parking spaces plus 2 parking spaces for each service bay and 1 for each 200 square feet of gross floor area of retail space for motor vehicle service stations. This equates to 29 spaces for the proposed Mavis Tire store with 8 service bays and 1,482± SF of retail space. The site as proposed provides 19 parking spaces, inclusive of one ADA-accessible space, which does not meet the Ordinance requirement. As such, relief is required. ITE identifies a typical peak parking demand of 1.66 spaces per employee for the LUC 848 in their publication *Parking Generation Manual, 6th Edition*. This equates to a total anticipated demand for The Project of 17 spaces for the proposed 10 employees on maximum shift, which is exceeded as designed. As such, the board can feel comfortable granting the requisite relief.

It is proposed to provide parking stalls with dimensions of 9'x18', which satisfy the Ordinance minimum requirement of 9'x18'. It should be noted that industry standards recommend stall widths of between 8'9" and 9' and a length of 18' for high-turnover land uses such as The Project, which is satisfied as designed.

FINDINGS & CONCLUSIONS

Findings

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

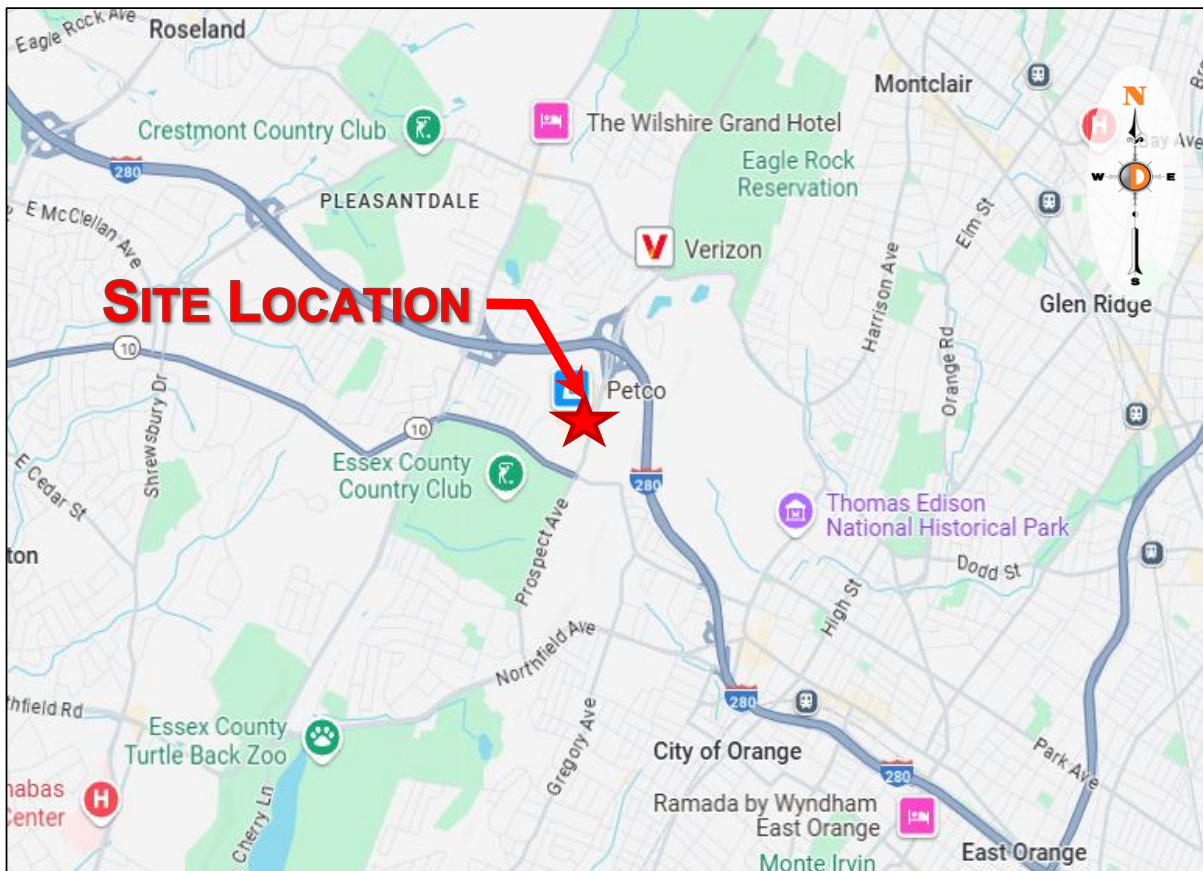
- The proposed 6,952 SF Mavis Tire store is projected to generate 12 entering trips and 6 exiting trips during the weekday morning peak hour, 8 entering trips and 11 exiting trips during the evening peak hour, and 16 entering trips and 19 exiting trips during the Saturday peak hour that are “new” to the adjacent roadway network. It should be noted that the “new” weekday morning and Saturday trips are likely to be lower than that projected since no credit was taken for passby trips.
- Access to the site is proposed to be provided via a right in/right out driveway along Prospect Avenue and existing cross access to the adjacent property to the south which has access to the signalized intersection of Prospect Avenue and Rooney Circle.
- With the addition of site generated traffic, the intersection of Prospect Avenue (CR 577) and Rooney Circle / Shopping Center Driveway is projected to operate at overall intersection levels of service “B” during the analyzed peak hours. Additionally, each movement is anticipated to operate at No Build levels of service “D” or better.
- With the addition of site generated traffic, the intersection of Prospect Avenue (CR 577) and Blueberry Bend driveway is projected to operate at No Build levels of service “B” or better during the analyzed peak periods.
- With the addition of site generated traffic, the intersection of Prospect Avenue (CR 577) and the site driveway is projected to operate at No Build levels of service “B” or better during the analyzed peak periods.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the projected demand.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic LLC that the adjacent street system of Essex County and the Township of West Orange will not experience any significant degradation in operating conditions with the redevelopment of The Project. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project’s needs.

Appendix A

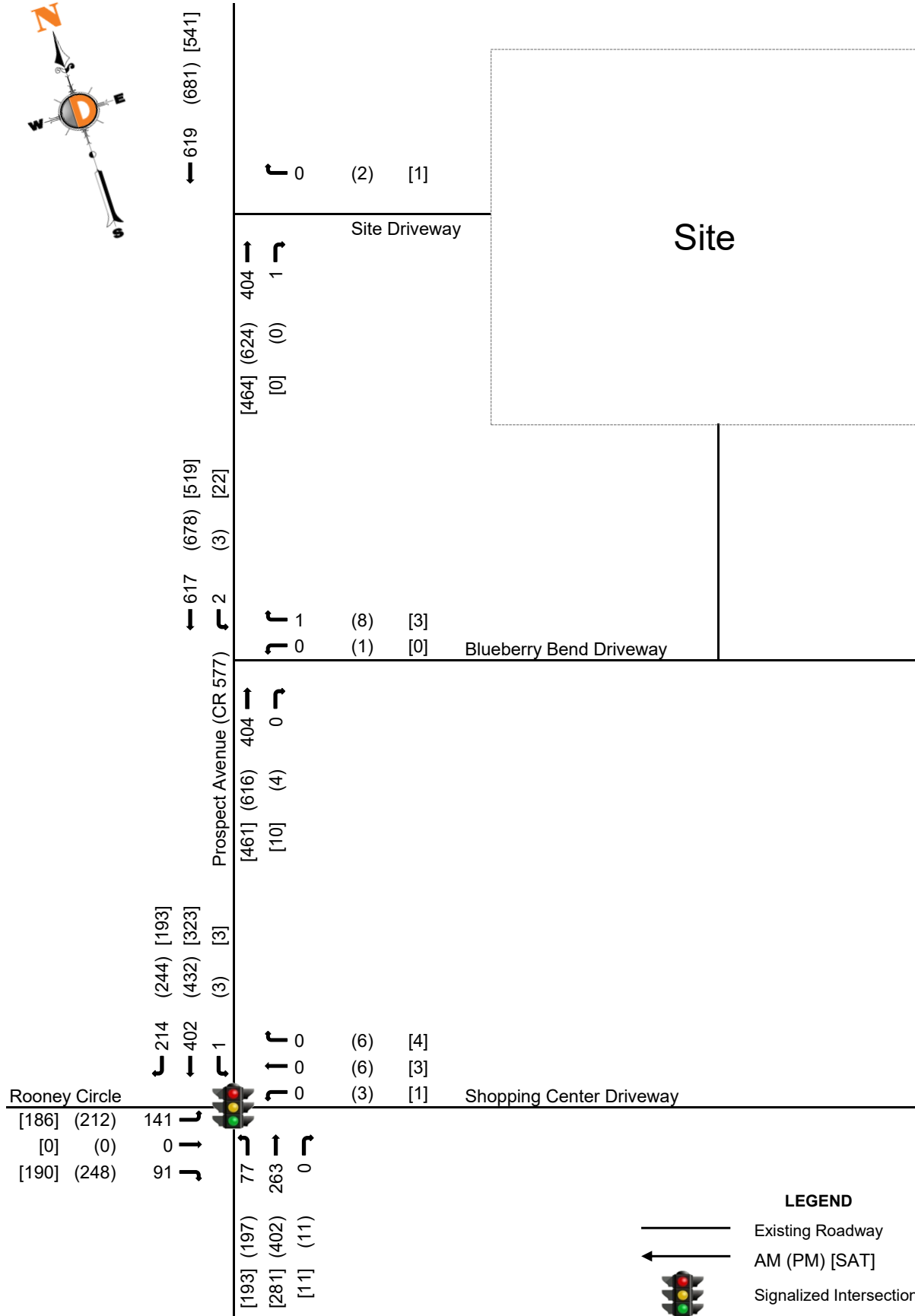
Traffic Volume Figures



Proposed Automotive Service and Retail Center
 Traffic Impact Study
 1956 24-04212

Figure 1

Site Location Map



LEGEND

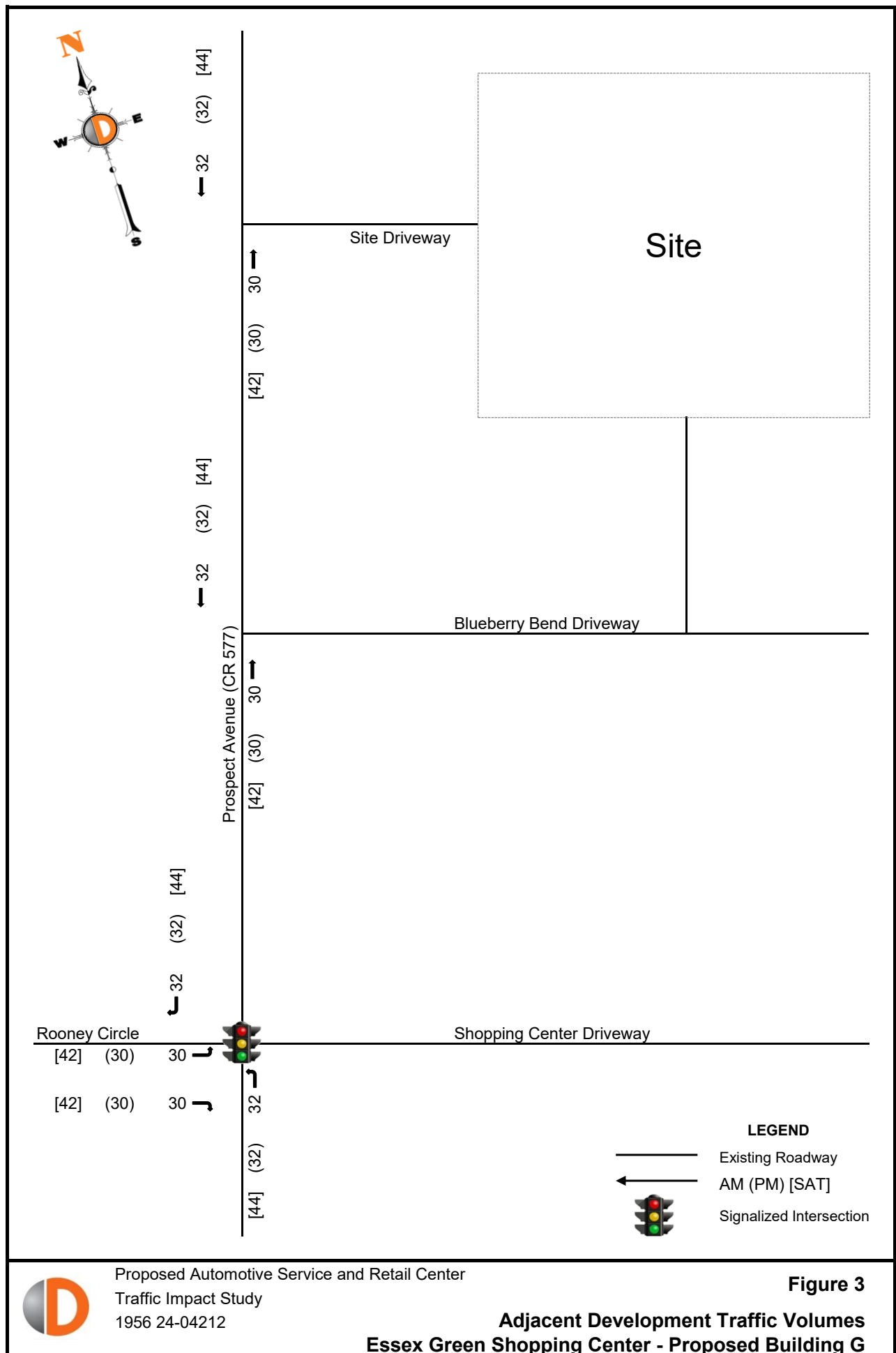
- Existing Roadway
- AM (PM) [SAT]
- Signalized Intersection

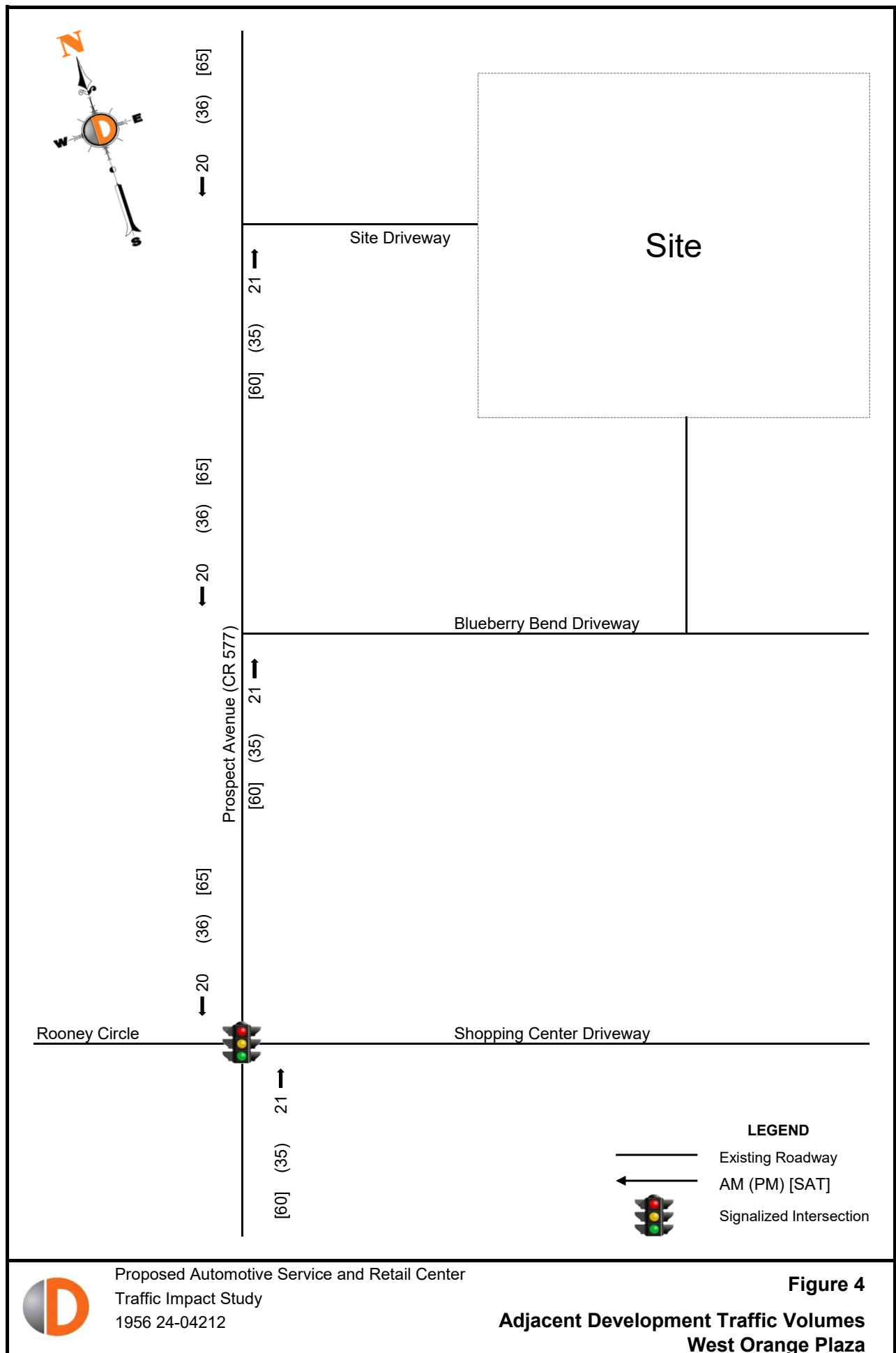


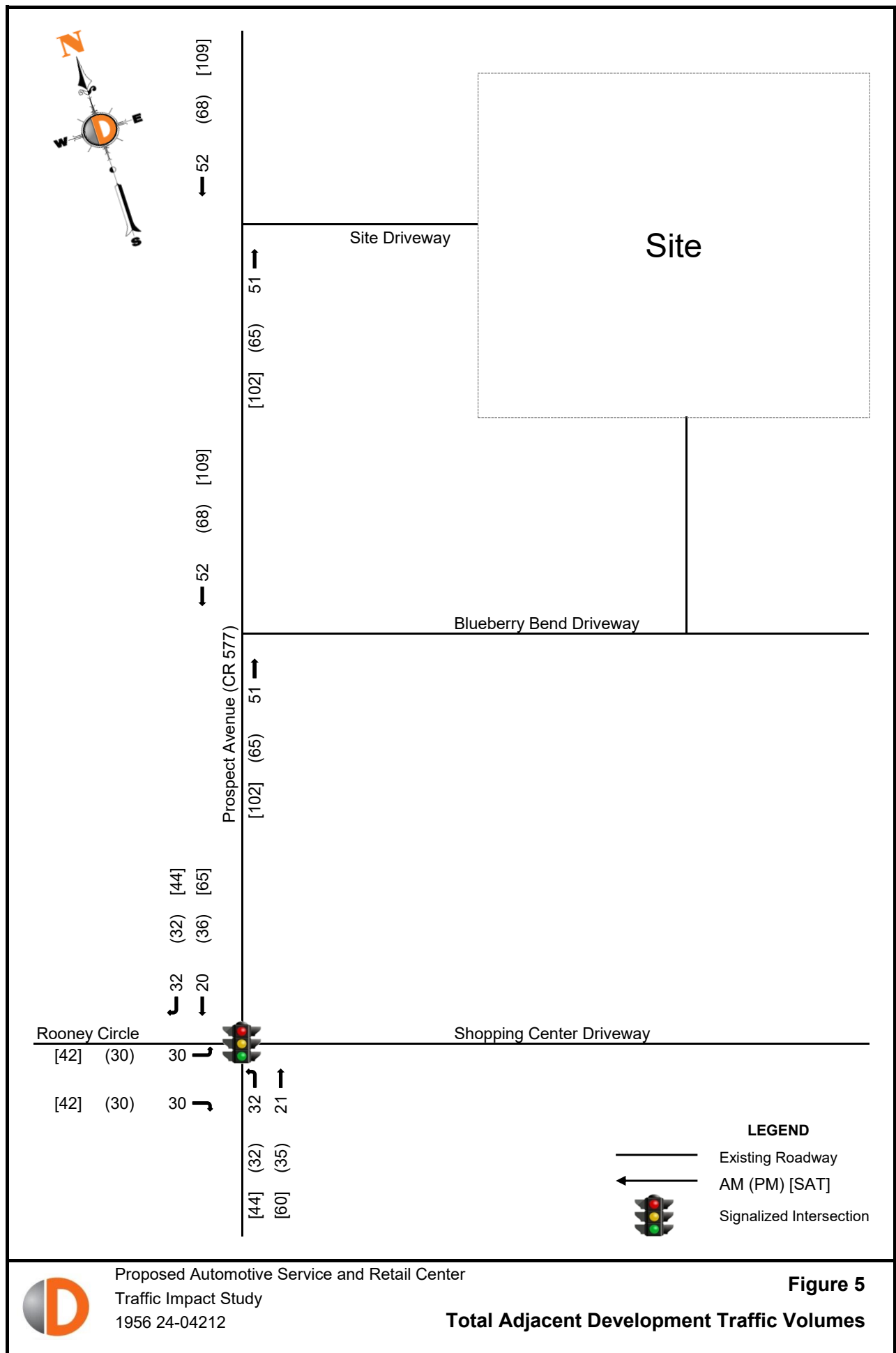
Proposed Automotive Service and Retail Center
 Traffic Impact Study
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Figure 2

Existing Traffic Volumes



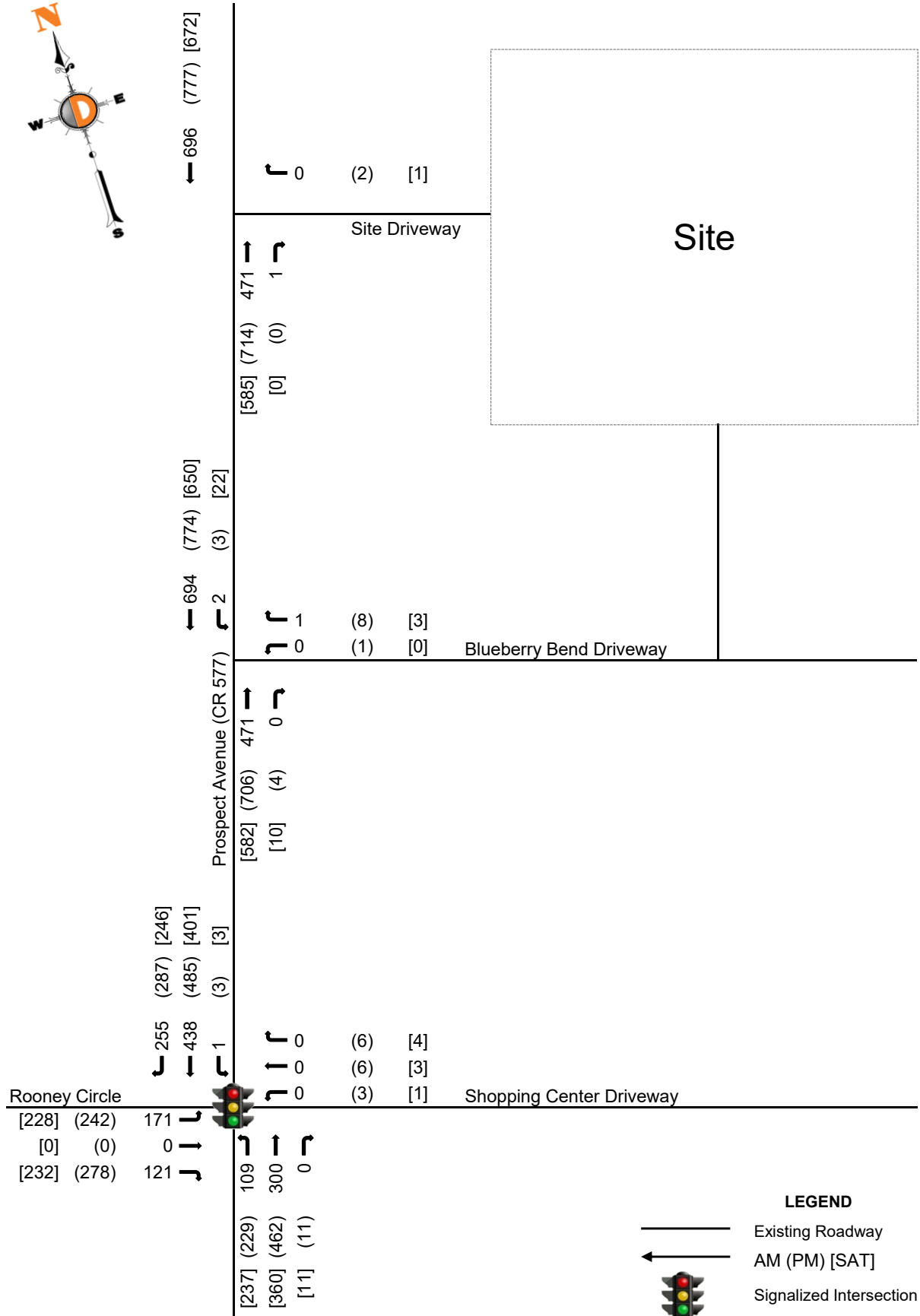


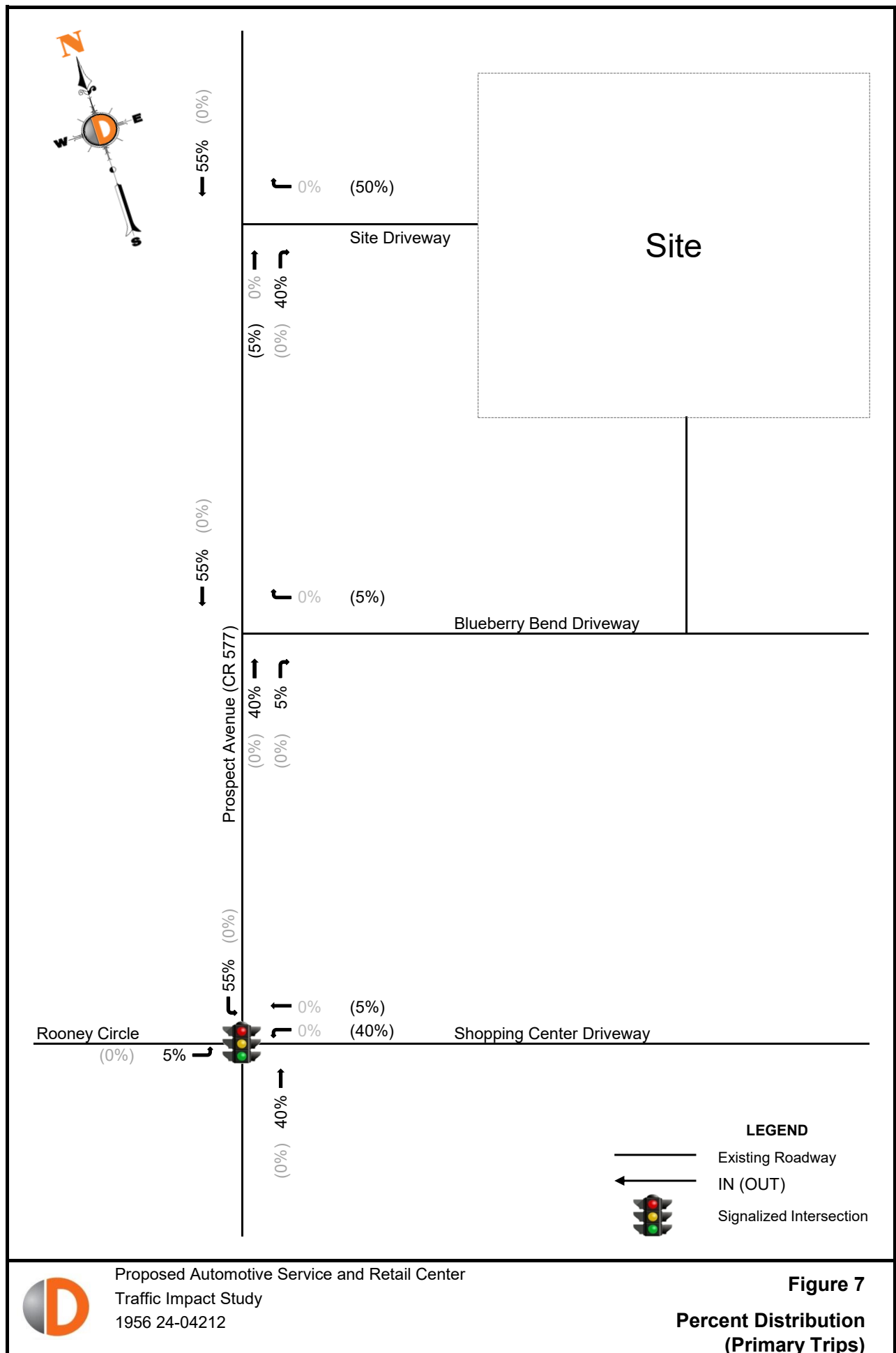


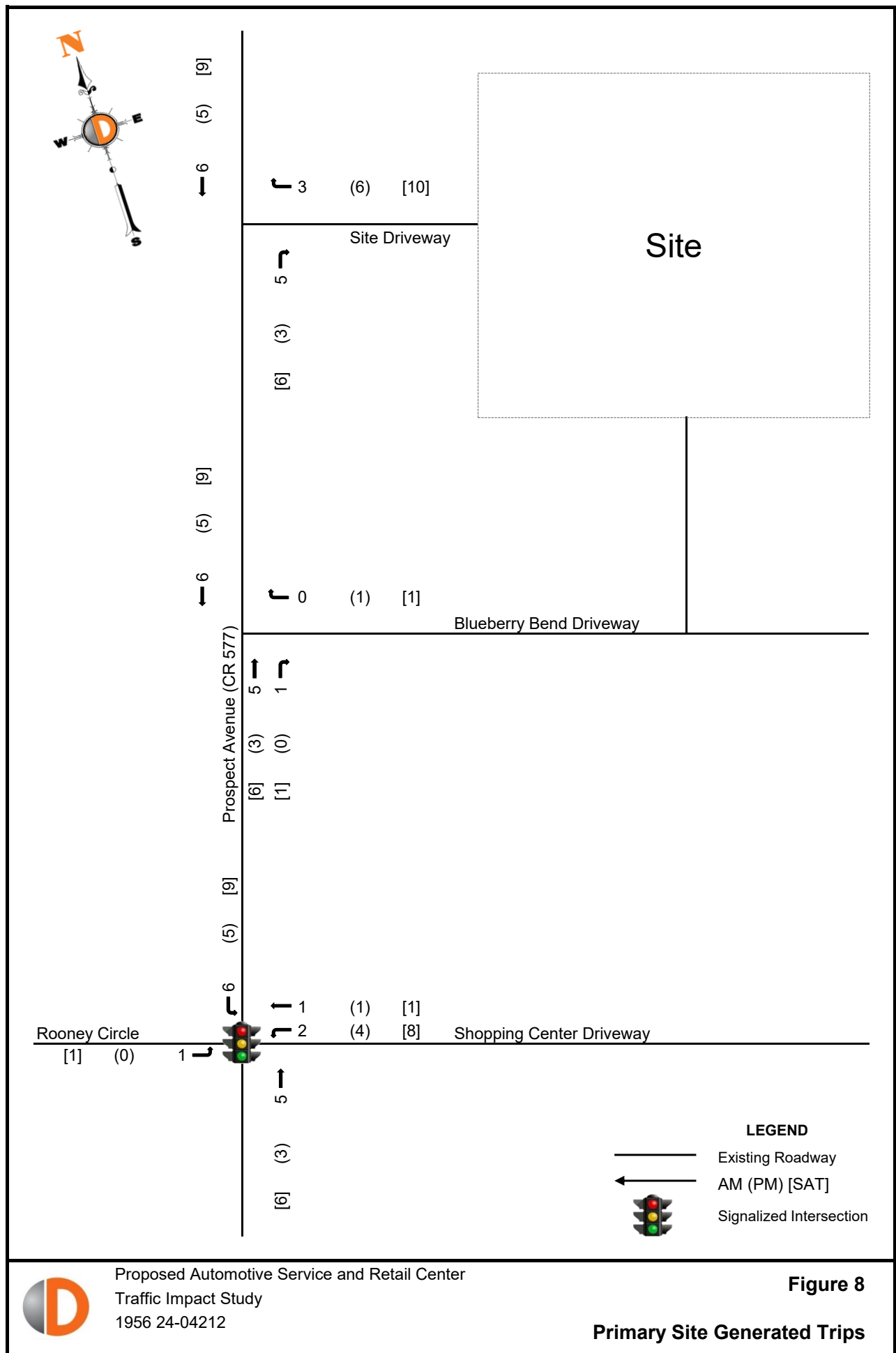
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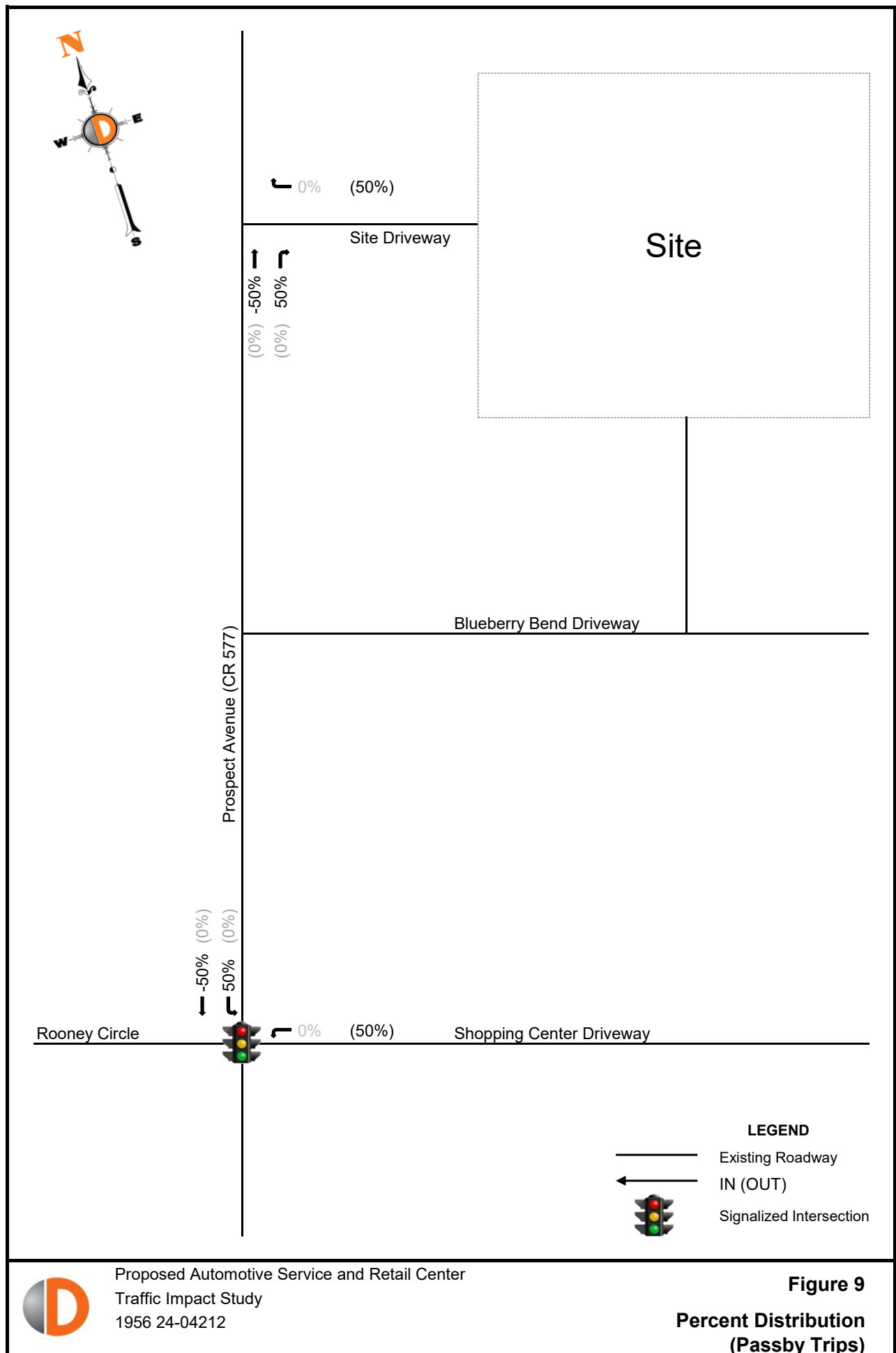
Figure 5

Total Adjacent Development Traffic Volumes



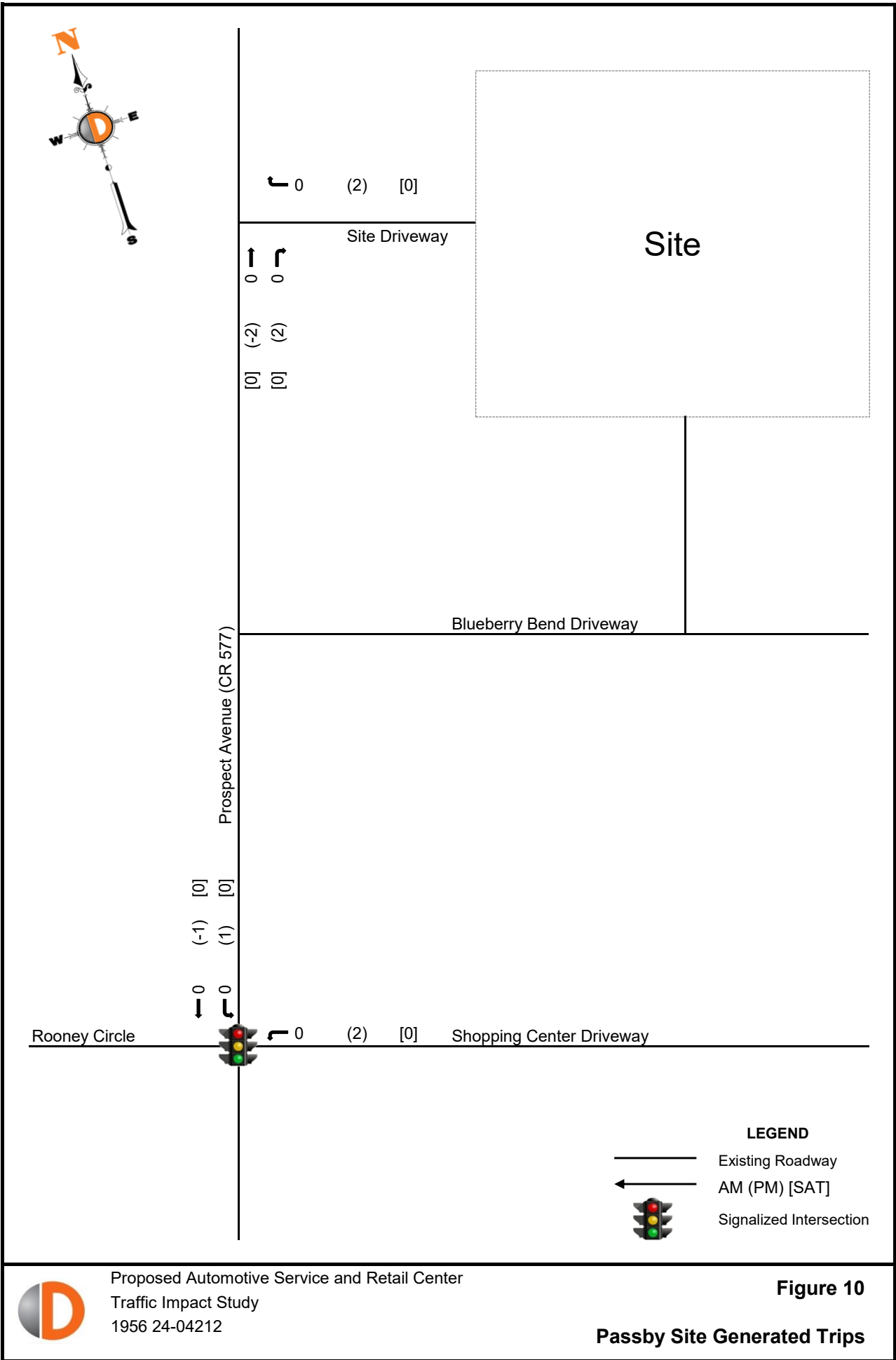


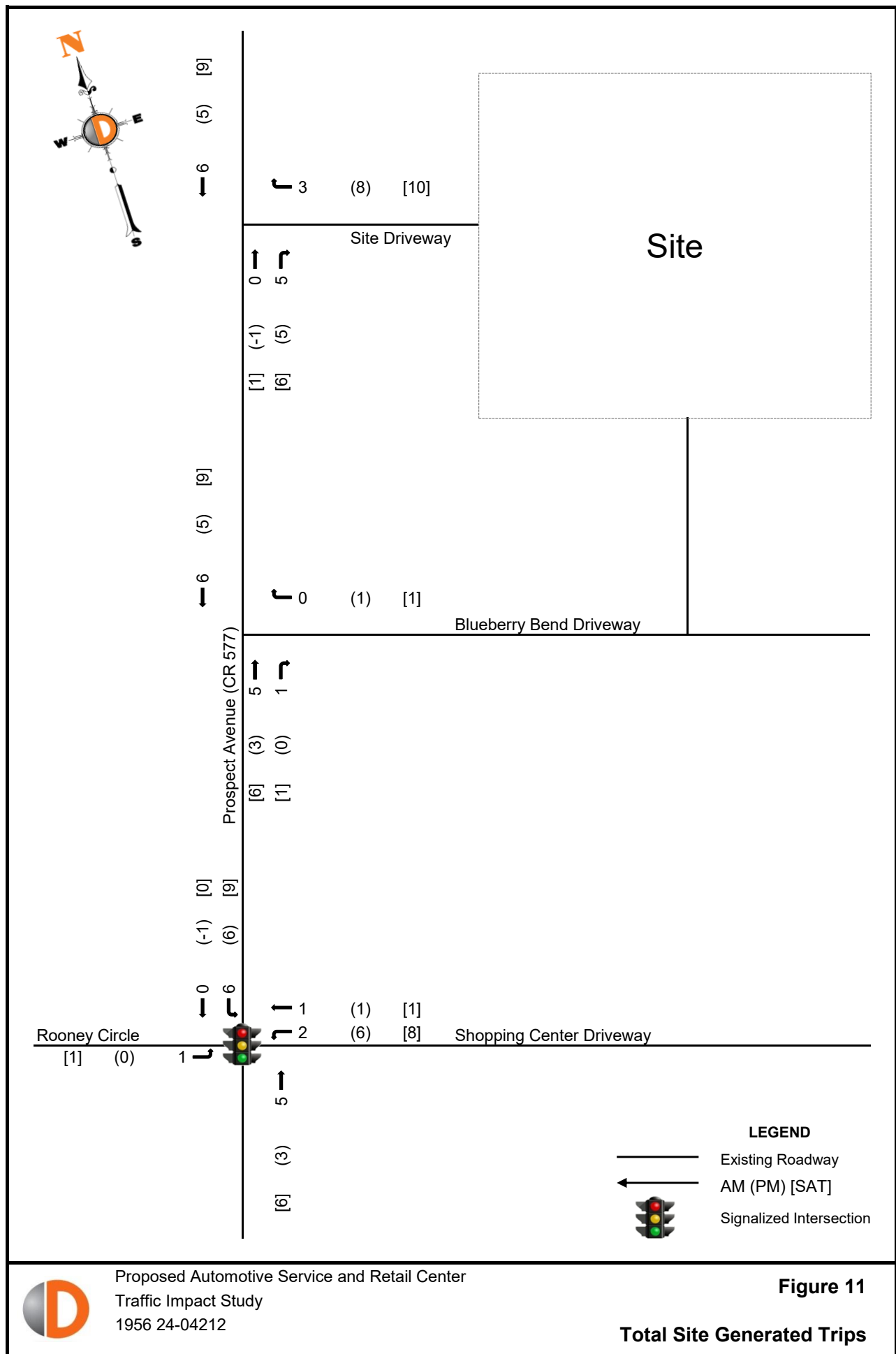


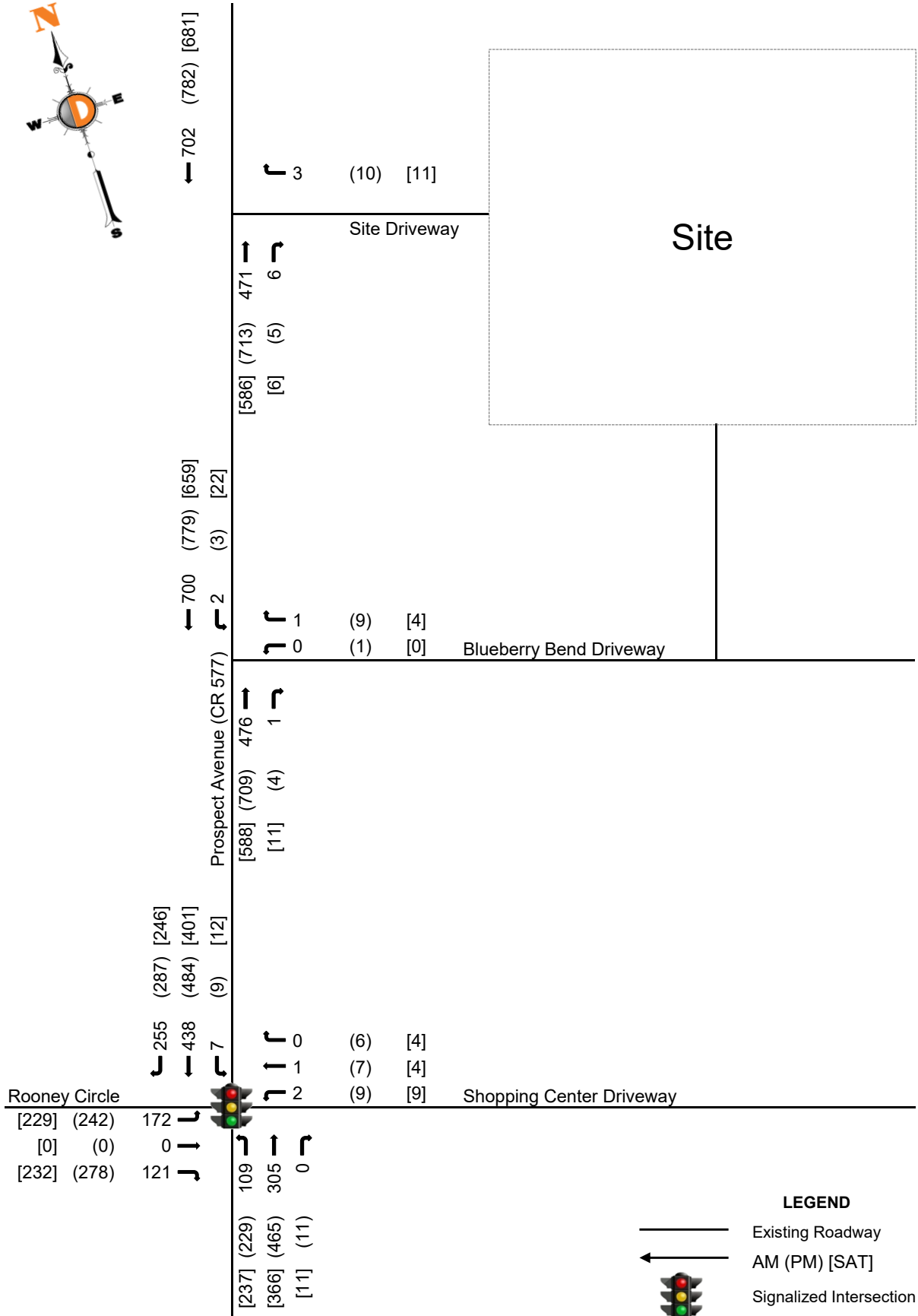


Proposed Automotive Service and Retail Center
Traffic Impact Study
1956 24-04212

Figure 9
Percent Distribution
(Passby Trips)







Proposed Automotive Service and Retail Center
Traffic Impact Study
1956 24-04212

Figure 12

Build Traffic Volumes

Appendix B

Project Information

Dynamic Traffic, LLC

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732-681-0760

E/W: Rooney Circle/Driveway
N/S: Prospect Street (CR 577)
Town/County: West Orange/Essex
Job #: 1956 24-04212

File Name : Prospect Ave (CR 577) & Rooney Circle - AMPM
Site Code : 00000000
Start Date : 6/17/2025
Page No : 1

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

	Rooney Circle Eastbound					Driveway Westbound					Prospect Avenue (CR 577) Northbound					Prospect Avenue (CR 577) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	30	0	13	0	43	0	0	1	0	1	17	39	0	0	56	8	46	38	0	92	192
07:15 AM	32	0	12	0	44	0	0	0	0	0	16	56	0	0	72	0	60	39	0	99	215
07:30 AM	41	0	22	1	64	0	0	0	0	0	18	61	0	0	79	0	95	48	0	143	286
07:45 AM	33	0	32	1	66	0	0	0	0	0	25	62	0	0	87	0	102	46	0	148	301
Total	136	0	79	2	217	0	0	1	0	1	76	218	0	0	294	8	303	171	0	482	994
08:00 AM	42	0	26	0	68	0	0	0	0	0	9	48	0	1	58	0	99	52	0	151	277
08:15 AM	31	0	19	2	52	0	0	0	0	0	17	71	0	1	89	1	104	50	0	155	296
08:30 AM	35	0	14	1	50	0	0	0	0	0	26	82	0	0	108	0	97	66	0	163	321
08:45 AM	28	0	21	0	49	0	0	0	0	0	22	57	1	2	82	0	78	59	0	137	268
Total	136	0	80	3	219	0	0	0	0	0	74	258	1	4	337	1	378	227	0	606	1162
*** BREAK ***																					
04:30 PM	51	0	65	0	116	2	2	3	0	7	49	88	4	2	143	1	117	44	0	162	428
04:45 PM	42	0	62	4	108	0	2	1	2	5	51	89	5	0	145	1	116	70	0	187	445
Total	93	0	127	4	224	2	4	4	2	12	100	177	9	2	288	2	233	114	0	349	873
05:00 PM	64	0	60	4	128	0	1	0	0	1	40	121	0	0	161	0	94	54	0	148	438
05:15 PM	55	0	61	1	117	1	1	2	0	4	57	104	2	1	164	1	105	76	0	182	467
05:30 PM	51	0	66	1	118	2	1	0	0	3	34	87	2	1	124	1	100	63	1	165	410
05:45 PM	58	0	63	0	121	2	0	4	0	6	44	77	1	2	124	1	108	78	0	187	438
Total	228	0	250	6	484	5	3	6	0	14	175	389	5	4	573	3	407	271	1	682	1753
06:00 PM	49	0	53	0	102	0	2	1	0	3	49	88	0	0	137	1	115	62	0	178	420
06:15 PM	45	0	52	2	99	0	4	2	0	6	42	103	5	0	150	0	79	60	0	139	394
Grand Total	687	0	641	17	1345	7	13	14	2	36	516	1233	20	10	1779	15	1515	905	1	2436	5596
Apprch %	51.1	0	47.7	1.3		19.4	36.1	38.9	5.6		29	69.3	1.1	0.6		0.6	62.2	37.2	0		
Total %	12.3	0	11.5	0.3	24	0.1	0.2	0.3	0	0.6	9.2	22	0.4	0.2	31.8	0.3	27.1	16.2	0	43.5	
Cars	677	0	631	17	1325	7	13	14	2	36	516	1214	20	10	1760	15	1484	887	1	2387	5508
% Cars	98.5	0	98.4	100	98.5	100	100	100	100	100	100	98.5	100	100	98.9	100	98	98	100	98	98.4
Trucks (SU)	10	0	10	0	20	0	0	0	0	0	0	17	0	0	17	0	30	14	0	44	81
% Trucks (SU)	1.5	0	1.6	0	1.5	0	0	0	0	0	0	1.4	0	0	1	0	2	1.5	0	1.8	1.4
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	4	0	5	7
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.1	0	0.1	0.4	0	0.2	0.1

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732-681-0760

E/W: Rooney Circle/Driveway
N/S: Prospect Street (CR 577)
Town/County: West Orange/Essex
Job #: 1956 24-04212

File Name : Prospect Ave (CR 577) & Rooney Circle - AMPM
Site Code : 00000000
Start Date : 6/17/2025
Page No : 2

	Rooney Circle Eastbound					Driveway Westbound					Prospect Avenue (CR 577) Northbound					Prospect Avenue (CR 577) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

07:45 AM	33	0	32	1	66	0	0	0	0	0	25	62	0	0	87	0	102	46	0	148	301
08:00 AM	42	0	26	0	68	0	0	0	0	0	9	48	0	1	58	0	99	52	0	151	277
08:15 AM	31	0	19	2	52	0	0	0	0	0	17	71	0	1	89	1	104	50	0	155	296
08:30 AM	35	0	14	1	50	0	0	0	0	0	26	82	0	0	108	0	97	66	0	163	321
Total Volume	141	0	91	4	236	0	0	0	0	0	77	263	0	2	342	1	402	214	0	617	1195
% App. Total	59.7	0	38.6	1.7		0	0	0	0		22.5	76.9	0	0.6		0.2	65.2	34.7	0		
PHF	.839	.000	.711	.500	.868	.000	.000	.000	.000	.000	.740	.802	.000	.500	.792	.250	.966	.811	.000	.946	.931
Cars	134	0	89	4	227	0	0	0	0	0	77	256	0	2	335	1	388	206	0	595	1157
% Cars	95.0	0	97.8	100	96.2	0	0	0	0	0	100	97.3	0	100	98.0	100	96.5	96.3	0	96.4	96.8
Trucks (SU)	7	0	2	0	9	0	0	0	0	0	0	5	0	0	5	0	14	7	0	21	35
% Trucks (SU)	5.0	0	2.2	0	3.8	0	0	0	0	0	0	1.9	0	0	1.5	0	3.5	3.3	0	3.4	2.9
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	3
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0.6	0	0	0.5	0	0.2	0.3

Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	51	0	65	0	116	2	2	3	0	7	49	88	4	2	143	1	117	44	0	162	428
04:45 PM	42	0	62	4	108	0	2	1	2	5	51	89	5	0	145	1	116	70	0	187	445
05:00 PM	64	0	60	4	128	0	1	0	0	1	40	121	0	0	161	0	94	54	0	148	438
05:15 PM	55	0	61	1	117	1	1	2	0	4	57	104	2	1	164	1	105	76	0	182	467
Total Volume	212	0	248	9	469	3	6	6	2	17	197	402	11	3	613	3	432	244	0	679	1778
% App. Total	45.2	0	52.9	1.9		17.6	35.3	35.3	11.8		32.1	65.6	1.8	0.5		0.4	63.6	35.9	0		
PHF	.828	.000	.954	.563	.916	.375	.750	.500	.250	.607	.864	.831	.550	.375	.934	.750	.923	.803	.000	.908	.952
Cars	210	0	248	9	467	3	6	6	2	17	197	400	11	3	611	3	428	243	0	674	1769
% Cars	99.1	0	100	100	99.6	100	100	100	100	100	100	99.5	100	100	99.7	100	99.1	99.6	0	99.3	99.5
Trucks (SU)	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	4	0	0	4	8
% Trucks (SU)	0.9	0	0	0	0.4	0	0	0	0	0	0	0.5	0	0	0.3	0	0.9	0	0	0.6	0.4
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.1	0.1

Dynamic Traffic, LLC

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732-681-0760

E/W: Rooney Circle/Driveway
N/S: Prospect Street (CR 577)
Town/County: West Orange/Essex
Job #: 1956 24-04212

File Name : Prospect Ave (CR 577) & Rooney Circle - SAT
Site Code : 00000000
Start Date : 6/21/2025
Page No : 1

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

	Rooney Circle Eastbound					Driveway Westbound					Prospect Avenue (CR 577) Northbound					Prospect Avenue (CR 577) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	48	0	43	5	96	0	0	2	0	2	44	66	6	2	118	2	89	54	0	145	361
11:15 AM	51	0	47	1	99	0	1	0	0	1	53	69	1	1	124	0	62	38	0	100	324
11:30 AM	44	0	41	0	85	0	1	1	0	2	49	73	1	0	123	1	82	49	0	132	342
11:45 AM	43	0	59	0	102	1	1	1	0	3	47	73	3	0	123	0	90	52	0	142	370
Total	186	0	190	6	382	1	3	4	0	8	193	281	11	3	488	3	323	193	0	519	1397
12:00 PM	58	0	43	0	101	2	0	4	0	6	27	55	1	0	83	3	78	40	0	121	311
12:15 PM	44	0	50	0	94	0	0	2	1	3	30	72	2	1	105	1	94	52	0	147	349
12:30 PM	50	0	61	0	111	1	0	3	0	4	39	69	4	0	112	4	70	40	0	114	341
12:45 PM	58	0	48	2	108	0	2	1	0	3	49	73	2	0	124	2	76	43	0	121	356
Total	210	0	202	2	414	3	2	10	1	16	145	269	9	1	424	10	318	175	0	503	1357
01:00 PM	46	0	51	0	97	0	0	0	0	0	20	43	3	0	66	3	77	57	0	137	300
01:15 PM	41	0	45	0	86	0	1	0	0	1	37	72	3	0	112	1	94	50	0	145	344
01:30 PM	42	0	55	2	99	1	0	1	0	2	42	73	2	3	120	0	74	61	0	135	356
01:45 PM	35	0	52	0	87	0	0	4	0	4	36	86	0	0	122	1	85	50	0	136	349
Total	164	0	203	2	369	1	1	5	0	7	135	274	8	3	420	5	330	218	0	553	1349
Grand Total	560	0	595	10	1165	5	6	19	1	31	473	824	28	7	1332	18	971	586	0	1575	4103
Apprch %	48.1	0	51.1	0.9		16.1	19.4	61.3	3.2		35.5	61.9	2.1	0.5		1.1	61.7	37.2	0		
Total %	13.6	0	14.5	0.2	28.4	0.1	0.1	0.5	0	0.8	11.5	20.1	0.7	0.2	32.5	0.4	23.7	14.3	0	38.4	
Cars	557	0	594	10	1161	5	6	19	1	31	472	816	28	7	1323	18	964	583	0	1565	4080
% Cars	99.5	0	99.8	100	99.7	100	100	100	100	100	99.8	99	100	100	99.3	100	99.3	99.5	0	99.4	99.4
Trucks (SU)	3	0	1	0	4	0	0	0	0	0	1	8	0	0	9	0	6	2	0	8	21
% Trucks (SU)	0.5	0	0.2	0	0.3	0	0	0	0	0	0.2	1	0	0	0.7	0	0.6	0.3	0	0.5	0.5
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0.2	0	0.1	0

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732-681-0760

E/W: Rooney Circle/Driveway
N/S: Prospect Street (CR 577)
Town/County: West Orange/Essex
Job #: 1956 24-04212

File Name : Prospect Ave (CR 577) & Rooney Circle - SAT
Site Code : 00000000
Start Date : 6/21/2025
Page No : 2

	Rooney Circle Eastbound					Driveway Westbound					Prospect Avenue (CR 577) Northbound					Prospect Avenue (CR 577) Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00 AM																					
11:00 AM	48	0	43	5	96	0	0	2	0	2	44	66	6	2	118	2	89	54	0	145	361
11:15 AM	51	0	47	1	99	0	1	0	0	1	53	69	1	1	124	0	62	38	0	100	324
11:30 AM	44	0	41	0	85	0	1	1	0	2	49	73	1	0	123	1	82	49	0	132	342
11:45 AM	43	0	59	0	102	1	1	1	0	3	47	73	3	0	123	0	90	52	0	142	370
Total Volume	186	0	190	6	382	1	3	4	0	8	193	281	11	3	488	3	323	193	0	519	1397
% App. Total	48.7	0	49.7	1.6		12.5	37.5	50	0		39.5	57.6	2.3	0.6		0.6	62.2	37.2	0		
PHF	.912	.000	.805	.300	.936	.250	.750	.500	.000	.667	.910	.962	.458	.375	.984	.375	.897	.894	.000	.895	.944
Cars	185	0	189	6	380	1	3	4	0	8	193	277	11	3	484	3	320	193	0	516	1388
% Cars	99.5	0	99.5	100	99.5	100	100	100	0	100	100	98.6	100	100	99.2	100	99.1	100	0	99.4	99.4
Trucks (SU)	1	0	1	0	2	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	8
% Trucks (SU)	0.5	0	0.5	0	0.5	0	0	0	0	0	0	1.4	0	0	0.8	0	0.6	0	0	0.4	0.6
Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks (TT)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1

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732-681-0760

File Name : Prospect Ave (CR 577) & Driveways - AM
Site Code : 00000000
Start Date : 6/17/2025
Page No : 1

[illegible]

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732-681-0760

E/W: 460 Prospect Avenue Driveways
N/S: Prospect Avenue (CR 577)
Town/County: West Orange/Essex
Job # 1956 24-04212

File Name : Prospect Ave (CR 577) & Driveways - AM
Site Code : 00000000
Start Date : 6/17/2025
Page No : 2

[illegible]

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732-681-0760

File Name : Prospect Ave (CR 577) & Driveways - PM
Site Code : 00000000
Start Date : 6/17/2025
Page No : 1

[illegible]

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732-681-0760

E/W: 460 Prospect Avenue Driveways
N/S: Prospect Avenue (CR 577)
Town/County: West Orange/Essex
Job # 1956 24-04212

File Name : Prospect Ave (CR 577) & Driveways - PM
Site Code : 00000000
Start Date : 6/17/2025
Page No : 2

[illegible]

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File Name : Prospect Ave (CR 577) & Driveways - SAT
Site Code : 00000000
Start Date : 6/21/2025
Page No : 1

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File Name : Prospect Ave (CR 577) & Driveways - SAT
Site Code : 00000000
Start Date : 6/21/2025
Page No : 2

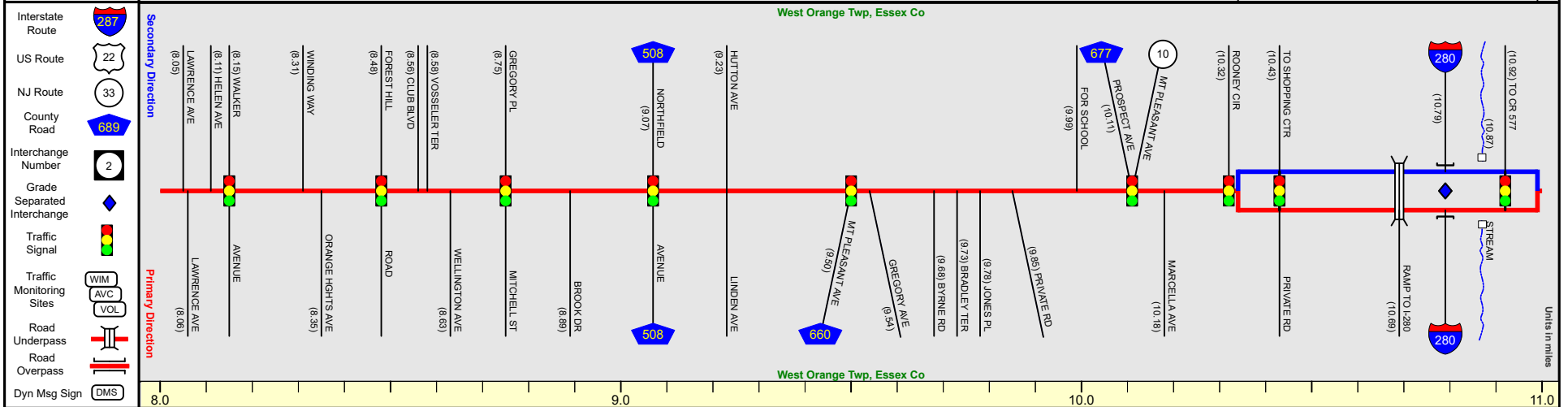
[illegible]

ROUTE 577 (South to North)

Mile Posts: 8.000 - 11.000



Pavement	30	26
Shoulder		
Number of Lanes	3	2
Speed Limit	40	
Street Name	Prospect Avenue	



Street Name	North - Gregory Avenue	Mt Pleasant Avenue	Prospect Avenue
Jurisdiction	County		
Functional Class	Urban Minor Arterial		Urban Principal Arterial
Federal Aid - NHS Sy	STP		NHS
Control Section			
Speed Limit	25		40
Number of Lanes	2	4	2
Med. Type	None		Curbed
Med. Width			VAR
Pavement	24	40	34
Shoulder	2	6	2
Traffic Volume	22,103 (2019) 23,300 (2016)		
Traffic Sta. ID	90727 140701		
Structure No.	0730151 0730150		
Enlarged Views			

SRI = 00000577__

Date last inventoried: June 2012

ASIF MAHMOOD

PAGE 2. BY-PHASE TIMING DATA

	Ring 1 :				Ring 2 :				Direction:				PHASE			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
MINIMUM GREEN.	5	9	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BIKE MINIMUM GREEN.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
COND SERV MIN GREEN.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	9	7	0	0	10	0	10	0	10	0	10	0	10	0	10
PED CLEARANCE.	0	15	17	7	0	16	0	16	0	16	0	16	0	16	0	16
VEHICLE EXTENSION.	2.0	2.0	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
ALT VEH EXTENSION.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX EXTENSION.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAX 1.	7	45	12	7	35	35	35	35	35	35	35	35	35	35	35	35
MAX 2.	10	30	24	7	40	40	40	40	40	40	40	40	40	40	40	40
MAX 3.	16	24	24	7	0	0	0	0	0	0	0	0	0	0	0	0
DETECTOR FAIL MAX.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YELLOW CHANGE.	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLEARANCE.	0.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
RED REVERT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

04-29-1997 20:46:10 INTERSECTION NO. 24-02 PROSPECT AVE & ROONEY CIRCLE

PAGE 3. BY-PHASE DENSITY TIMING DATA

	Ring 1 :				Ring 2 :				Direction:				PHASE			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
ACTUATIONS B4 INIT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SECONDS/ACTUATION	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INITIAL.	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
TIME B4 REDUCTION.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WAITING	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME TO REDUCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MINIMUM GAP.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

04-29-1997 20:46:10 INTERSECTION NO. 24-02 PROSPECT AVE & ROONEY CIRCLE

445

Appendix C

Capacity Analysis

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	0	91	1	0	0	77	263	0	1	402	214
Future Volume (vph)	141	0	91	1	0	0	77	263	0	1	402	214
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			0.99		1.00					0.97
Frt		0.850										0.850
Flt Protected	0.950				0.950		0.950					
Satd. Flow (prot)	1881	1620	0	0	1881	0	1890	3670	0	0	3653	1691
Flt Permitted	0.950				0.950		0.473				0.955	
Satd. Flow (perm)	1881	1620	0	0	1868	0	937	3670	0	0	3489	1644
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		619										
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
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 (%)	5%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	152	98	0	0	1	0	83	283	0	0	433	230
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	17.0			12.0	12.0		10.0	61.0		51.0	51.0	17.0
Total Split (%)	18.9%			13.3%	13.3%		11.1%	67.8%		56.7%	56.7%	18.9%
Maximum Green (s)	12.0			7.0	7.0		7.0	55.0		45.0	45.0	12.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	12.2	0.0			5.1		61.6	58.5			51.3	64.6
Actuated g/C Ratio	0.15	0.00			0.06		0.74	0.70			0.61	0.77

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.55	0.16			0.01		0.11	0.11			0.20	0.18
Control Delay (s/veh)	40.0	0.5			41.0		5.4	5.7			9.6	2.6
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	40.0	0.5			41.0		5.4	5.7			9.6	2.6
LOS	D	A			D		A	A			A	A
Approach Delay (s/veh)		24.6			41.0			5.6			7.2	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	69	0			0		8	17			43	14
Queue Length 95th (ft)	139	0			6		43	65			123	57
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	318	619			158		770	2568			2141	1276
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.48	0.16			0.01		0.11	0.11			0.20	0.18

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.6

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 10.1

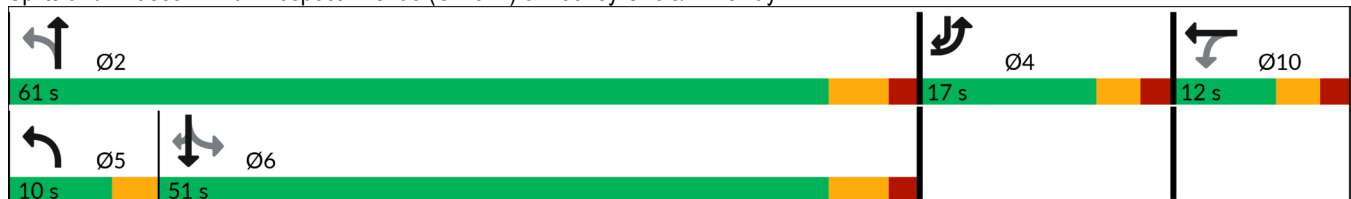
Intersection LOS: B

Intersection Capacity Utilization 47.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	0	248	3	6	6	197	402	11	3	432	244
Future Volume (vph)	212	0	248	3	6	6	197	402	11	3	432	244
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.91			1.00		0.99	1.00			1.00	0.96
Frt		0.850			0.946			0.996				0.850
Flt Protected	0.950				0.990		0.950					
Satd. Flow (prot)	1955	1606	0	0	1854	0	1890	3726	0	0	3762	1758
Flt Permitted	0.950				0.990		0.444				0.953	
Satd. Flow (perm)	1955	1606	0	0	1851	0	876	3726	0	0	3585	1694
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		696						4				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			3	3			9		2	2		9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	261	0	0	15	0	207	435	0	0	458	257
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	29.0			12.0	12.0		13.0	49.0		36.0	36.0	29.0
Total Split (%)	32.2%			13.3%	13.3%		14.4%	54.4%		40.0%	40.0%	32.2%
Maximum Green (s)	24.0			7.0	7.0		10.0	43.0		30.0	30.0	24.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	9							3		0	0	9
Act Effct Green (s)	13.1	0.0			5.6		46.8	43.8			33.3	47.4
Actuated g/C Ratio	0.19	0.00			0.08		0.67	0.63			0.48	0.68

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.61	0.38			0.10		0.30	0.19			0.27	0.22
Control Delay (s/veh)	33.7	1.5			35.4		7.5	7.4			13.9	4.1
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	33.7	1.5			35.4		7.5	7.4			13.9	4.1
LOS	C	A			D		A	A			B	A
Approach Delay (s/veh)		16.4			35.4			7.4			10.3	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	84	0			6		23	30			52	19
Queue Length 95th (ft)	171	0			28		102	103			145	81
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	683	696			188		734	2335			1709	1161
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.33	0.38			0.08		0.28	0.19			0.27	0.22

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.9

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 11.1

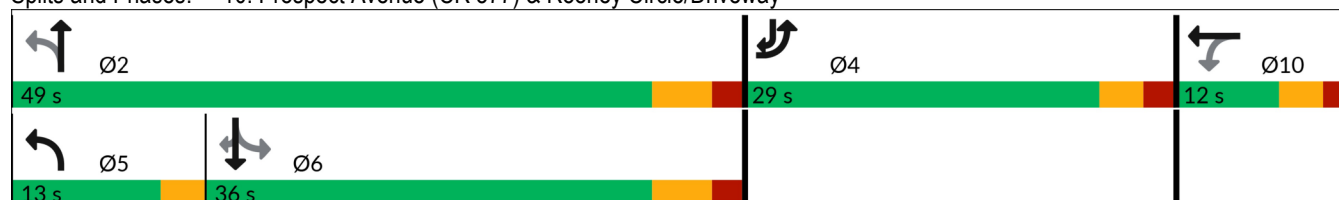
Intersection LOS: B

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	0	190	1	3	4	193	281	11	3	323	193
Future Volume (vph)	186	0	190	1	3	4	193	281	11	3	323	193
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.91			1.00		0.99					0.97
Frt		0.850			0.932			0.994				0.850
Flt Protected	0.950				0.994		0.950					
Satd. Flow (prot)	1955	1590	0	0	1834	0	1890	3721	0	0	3762	1758
Flt Permitted	0.950				0.994		0.498				0.953	
Satd. Flow (perm)	1955	1590	0	0	1832	0	984	3721	0	0	3585	1704
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		784						6				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			3	3			6					6
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 (%)	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	202	0	0	8	0	205	311	0	0	347	205
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	29.0			12.0	12.0		19.0	49.0		30.0	30.0	29.0
Total Split (%)	32.2%			13.3%	13.3%		21.1%	54.4%		33.3%	33.3%	32.2%
Maximum Green (s)	24.0			7.0	7.0		16.0	43.0		24.0	24.0	24.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	6							3		0	0	6
Act Effct Green (s)	12.4	0.0			5.4		46.9	43.8			33.0	46.4
Actuated g/C Ratio	0.18	0.00			0.08		0.68	0.63			0.48	0.67

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.57	0.26			0.06		0.27	0.13			0.20	0.18
Control Delay (s/veh)	32.5	0.8			34.9		7.0	6.9			13.8	4.2
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	32.5	0.8			34.9		7.0	6.9			13.8	4.2
LOS	C	A			C		A	A			B	A
Approach Delay (s/veh)		16.5			34.9			6.9			10.3	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)	73	0			3		21	19			36	14
Queue Length 95th (ft)	152	0			19		100	73			116	72
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	691	784			189		880	2360			1710	1152
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.29	0.26			0.04		0.23	0.13			0.20	0.18

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 69.1

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 10.9

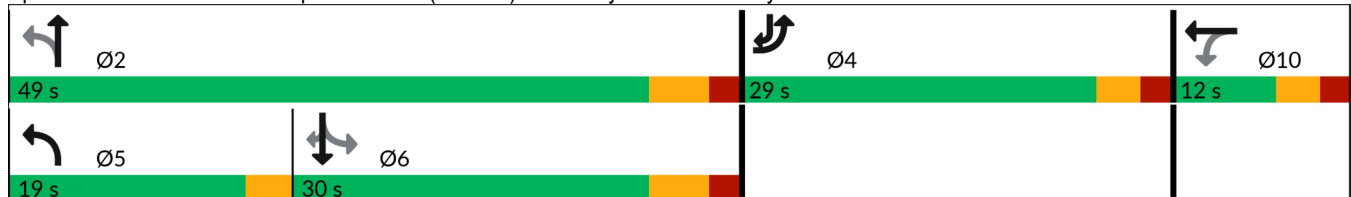
Intersection LOS: B

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	0	121	1	0	0	109	300	0	1	438	255
Future Volume (vph)	171	0	121	1	0	0	109	300	0	1	438	255
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			0.99		1.00					0.97
Frt		0.850										0.850
Flt Protected	0.950				0.950		0.950					
Satd. Flow (prot)	1881	1620	0	0	1881	0	1890	3670	0	0	3653	1691
Flt Permitted	0.950				0.950		0.454				0.955	
Satd. Flow (perm)	1881	1620	0	0	1869	0	900	3670	0	0	3489	1644
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		597										
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
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 (%)	5%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	130	0	0	1	0	117	323	0	0	472	274
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	17.0			12.0	12.0		10.0	61.0		51.0	51.0	17.0
Total Split (%)	18.9%			13.3%	13.3%		11.1%	67.8%		56.7%	56.7%	18.9%
Maximum Green (s)	12.0			7.0	7.0		7.0	55.0		45.0	45.0	12.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	13.1	0.0			5.1		60.7	57.6			50.2	64.4
Actuated g/C Ratio	0.16	0.00			0.06		0.73	0.69			0.60	0.77

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.62	0.22			0.01		0.16	0.13			0.23	0.22
Control Delay (s/veh)	42.1	0.8			41.0		5.6	5.9			10.1	2.7
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	42.1	0.8			41.0		5.6	5.9			10.1	2.7
LOS	D	A			D		A	A			B	A
Approach Delay (s/veh)		25.0			41.0			5.8			7.4	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	85	0			1		12	22			51	18
Queue Length 95th (ft)	164	0			6		57	73			134	68
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	317	597			158		737	2530			2096	1273
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.58	0.22			0.01		0.16	0.13			0.23	0.22

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.6

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 10.6

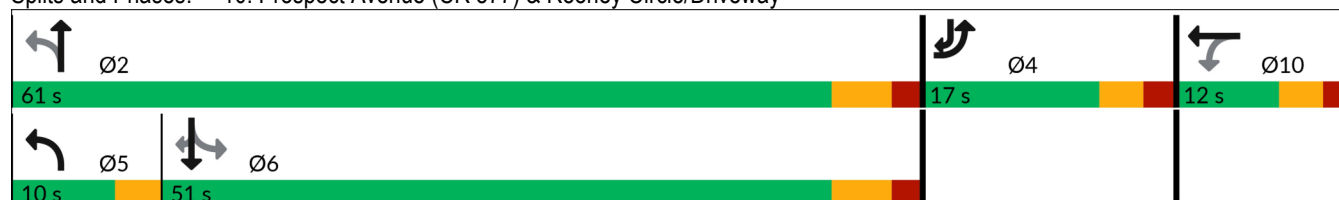
Intersection LOS: B

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	0	278	3	6	6	229	462	11	3	485	287
Future Volume (vph)	242	0	278	3	6	6	229	462	11	3	485	287
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			1.00		1.00					0.97
Frt		0.850			0.946			0.996				0.850
Flt Protected	0.950				0.990		0.950					
Satd. Flow (prot)	1955	1652	0	0	1854	0	1890	3728	0	0	3762	1758
Flt Permitted	0.950				0.990		0.405				0.953	
Satd. Flow (perm)	1955	1652	0	0	1852	0	803	3728	0	0	3585	1710
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		684						4				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	293	0	0	15	0	241	498	0	0	514	302
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	29.0			12.0	12.0		13.0	49.0		36.0	36.0	29.0
Total Split (%)	32.2%			13.3%	13.3%		14.4%	54.4%		40.0%	40.0%	32.2%
Maximum Green (s)	24.0			7.0	7.0		10.0	43.0		30.0	30.0	24.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	14.0	0.0			5.6		46.8	43.7			32.8	47.8
Actuated g/C Ratio	0.20	0.00			0.08		0.66	0.62			0.46	0.68

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.66	0.43			0.10		0.37	0.22			0.31	0.26
Control Delay (s/veh)	35.1	2.0			35.7		8.4	7.8			14.8	4.4
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	35.1	2.0			35.7		8.4	7.8			14.8	4.4
LOS	D	A			D		A	A			B	A
Approach Delay (s/veh)		17.4			35.7			8.0			10.9	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	98	0			6		29	37			63	25
Queue Length 95th (ft)	196	0			28		118	118			163	96
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	673	684			186		686	2304			1660	1163
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.38	0.43			0.08		0.35	0.22			0.31	0.26

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 70.8

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 11.7

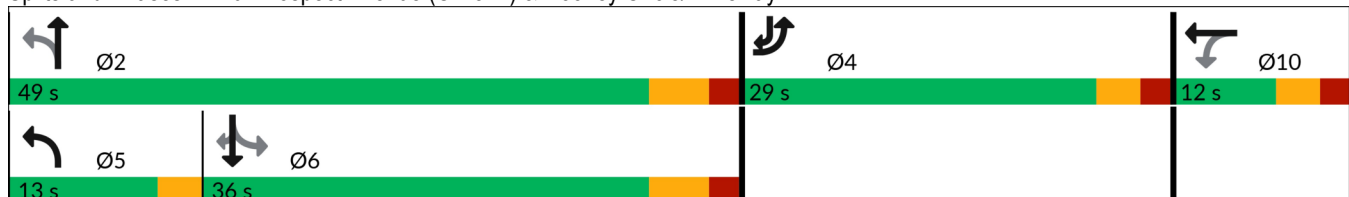
Intersection LOS: B

Intersection Capacity Utilization 64.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	0	232	1	3	4	237	360	11	3	401	246
Future Volume (vph)	228	0	232	1	3	4	237	360	11	3	401	246
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			1.00		1.00					0.97
Frt		0.850			0.932			0.995				0.850
Flt Protected	0.950				0.994		0.950					
Satd. Flow (prot)	1955	1636	0	0	1834	0	1890	3725	0	0	3762	1758
Flt Permitted	0.950				0.994		0.457				0.953	
Satd. Flow (perm)	1955	1636	0	0	1833	0	906	3725	0	0	3585	1710
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		763						5				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
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 (%)	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	243	247	0	0	8	0	252	395	0	0	430	262
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	29.0			12.0	12.0		19.0	49.0		30.0	30.0	29.0
Total Split (%)	32.2%			13.3%	13.3%		21.1%	54.4%		33.3%	33.3%	32.2%
Maximum Green (s)	24.0			7.0	7.0		16.0	43.0		24.0	24.0	24.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	13.7	0.0			5.4		46.7	43.7			31.8	46.5
Actuated g/C Ratio	0.19	0.00			0.08		0.66	0.62			0.45	0.66

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.64	0.32			0.06		0.35	0.17			0.27	0.23
Control Delay (s/veh)	34.3	1.1			35.4		7.9	7.4			15.5	4.9
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	34.3	1.1			35.4		7.9	7.4			15.5	4.9
LOS	C	A			D		A	A			B	A
Approach Delay (s/veh)		17.6			35.4			7.6			11.5	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	93	0			3		30	28			51	22
Queue Length 95th (ft)	184	0			19		121	92			148	99
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	678	763			185		829	2317			1622	1140
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.36	0.32			0.04		0.30	0.17			0.27	0.23

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 70.3

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 11.9

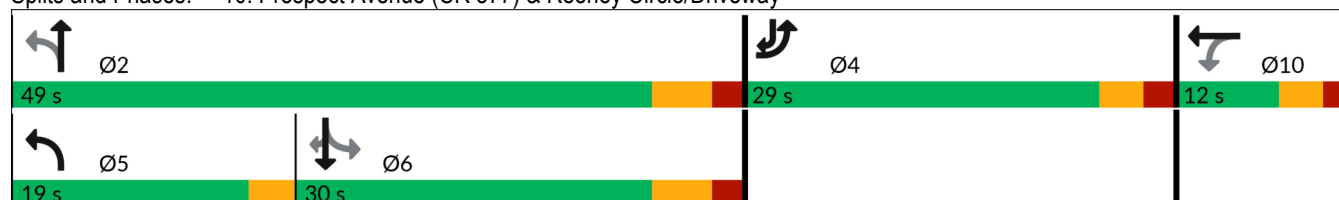
Intersection LOS: B

Intersection Capacity Utilization 63.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	0	121	2	1	0	109	305	0	7	438	255
Future Volume (vph)	172	0	121	2	1	0	109	305	0	7	438	255
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			1.00		1.00					0.97
Frt		0.850										0.850
Flt Protected	0.950				0.968		0.950				0.999	
Satd. Flow (prot)	1881	1620	0	0	1916	0	1890	3670	0	0	3652	1691
Flt Permitted	0.950				0.968		0.450				0.949	
Satd. Flow (perm)	1881	1620	0	0	1908	0	892	3670	0	0	3469	1644
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		596										
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
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 (%)	5%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	130	0	0	3	0	117	328	0	0	479	274
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	17.0			12.0	12.0		10.0	61.0		51.0	51.0	17.0
Total Split (%)	18.9%			13.3%	13.3%		11.1%	67.8%		56.7%	56.7%	18.9%
Maximum Green (s)	12.0			7.0	7.0		7.0	55.0		45.0	45.0	12.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	13.1	0.0			5.2		60.6	57.6			50.2	64.3
Actuated g/C Ratio	0.16	0.00			0.06		0.72	0.69			0.60	0.77

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.22			0.03		0.16	0.13			0.23	0.22
Control Delay (s/veh)	42.3	0.8			41.0		5.7	6.0			10.2	2.8
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	42.3	0.8			41.0		5.7	6.0			10.2	2.8
LOS	D	A			D		A	A			B	A
Approach Delay (s/veh)		25.2			41.0			5.9			7.5	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	86	0			1		12	22			52	18
Queue Length 95th (ft)	166	0			11		57	75			138	70
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	317	596			161		730	2527			2082	1272
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.58	0.22			0.02		0.16	0.13			0.23	0.22

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 83.6

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 10.8

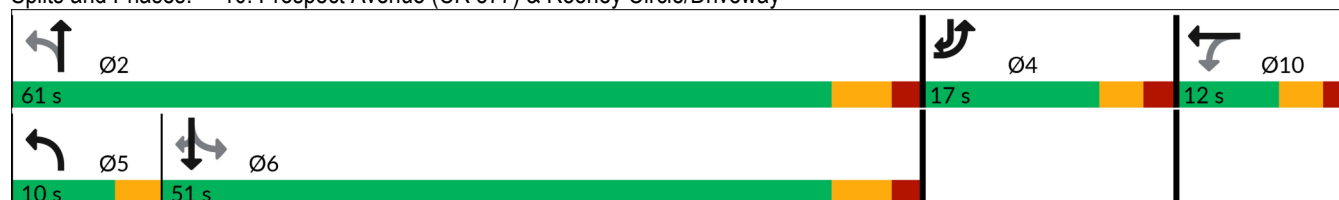
Intersection LOS: B

Intersection Capacity Utilization 52.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	0	278	9	7	6	229	465	11	9	484	287
Future Volume (vph)	242	0	278	9	7	6	229	465	11	9	484	287
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			1.00		1.00					0.97
Frt		0.850			0.963			0.996				0.850
Flt Protected	0.950				0.980		0.950				0.999	
Satd. Flow (prot)	1955	1652	0	0	1868	0	1890	3728	0	0	3758	1758
Flt Permitted	0.950				0.980		0.399				0.945	
Satd. Flow (perm)	1955	1652	0	0	1864	0	791	3728	0	0	3555	1710
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		675						4				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	293	0	0	22	0	241	501	0	0	518	302
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	29.0			12.0	12.0		13.0	49.0		36.0	36.0	29.0
Total Split (%)	32.2%			13.3%	13.3%		14.4%	54.4%		40.0%	40.0%	32.2%
Maximum Green (s)	24.0			7.0	7.0		10.0	43.0		30.0	30.0	24.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	14.4	0.0			5.8		46.9	43.9			32.8	48.2
Actuated g/C Ratio	0.20	0.00			0.08		0.64	0.60			0.45	0.66

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.67	0.43			0.15		0.39	0.22			0.33	0.27
Control Delay (s/veh)	36.8	2.0			38.3		9.9	9.1			16.7	5.3
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	36.8	2.0			38.3		9.9	9.1			16.7	5.3
LOS	D	A			D		A	A			B	A
Approach Delay (s/veh)		18.2			38.3			9.3			12.5	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	98	0			9		29	37			64	25
Queue Length 95th (ft)	196	0			35		119	119			165	96
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	651	675			181		658	2227			1587	1131
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.39	0.43			0.12		0.37	0.22			0.33	0.27

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 73.5

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 13.1

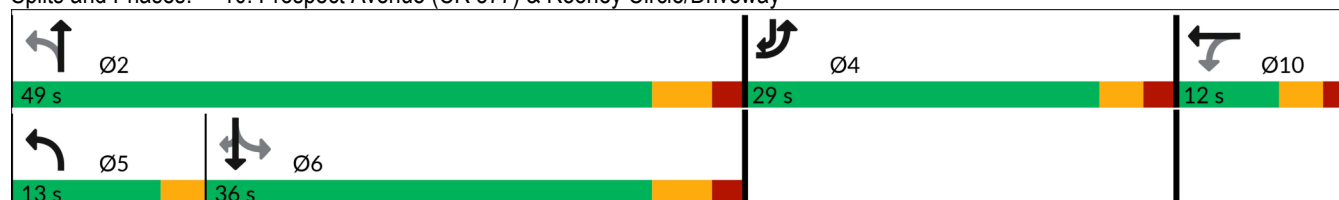
Intersection LOS: B

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	0	232	9	4	4	237	366	11	12	401	246
Future Volume (vph)	229	0	232	9	4	4	237	366	11	12	401	246
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100	2100
Lane Width (ft)	12	12	12	10	10	10	10	10	10	13	11	12
Grade (%)		2%			-2%			-3%			3%	
Storage Length (ft)	0		0	0		0	100		0	0		0
Storage Lanes	1		0	0		0	1		0	0		1
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor		0.94			1.00		1.00					0.97
Frt		0.850			0.970			0.996				0.850
Flt Protected	0.950				0.973		0.950				0.999	
Satd. Flow (prot)	1955	1636	0	0	1868	0	1890	3729	0	0	3759	1758
Flt Permitted	0.950				0.973		0.447				0.939	
Satd. Flow (perm)	1955	1636	0	0	1863	0	886	3729	0	0	3533	1710
Right Turn on Red			Yes			No			Yes			No
Satd. Flow (RTOR)		749						5				
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		277			225			325			94	
Travel Time (s)		7.6			6.1			5.5			1.6	
Confl. Peds. (#/hr)			2	2			4					4
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 (%)	1%	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	247	0	0	18	0	252	401	0	0	440	262
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		Perm	NA	pm+ov
Protected Phases	4				10		5	2			6	4
Permitted Phases				10			2			6		6
Detector Phase	4			10	10		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0			5.0	5.0		5.0	9.0		9.0	9.0	5.0
Minimum Split (s)	10.0			10.0	10.0		8.0	15.0		15.0	15.0	10.0
Total Split (s)	29.0			12.0	12.0		19.0	49.0		30.0	30.0	29.0
Total Split (%)	32.2%			13.3%	13.3%		21.1%	54.4%		33.3%	33.3%	32.2%
Maximum Green (s)	24.0			7.0	7.0		16.0	43.0		24.0	24.0	24.0
Yellow Time (s)	3.0			3.0	3.0		3.0	4.0		4.0	4.0	3.0
All-Red Time (s)	2.0			2.0	2.0		0.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0				0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)	5.0				5.0		3.0	6.0			6.0	5.0
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	2.0			2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None			None	None		None	Max		Max	Max	None
Walk Time (s)	7.0							9.0		9.0	9.0	7.0
Flash Don't Walk (s)	17.0							15.0		15.0	15.0	17.0
Pedestrian Calls (#/hr)	4							2		0	0	4
Act Effct Green (s)	14.1	0.0			5.7		46.8	43.8			31.4	46.5
Actuated g/C Ratio	0.20	0.00			0.08		0.66	0.62			0.44	0.66

10: Prospect Avenue (CR 577) & Rooney Circle/Driveway

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.63	0.33			0.12		0.35	0.17			0.28	0.23
Control Delay (s/veh)	33.9	1.2			36.0		8.2	7.6			16.4	5.2
Queue Delay	0.0	0.0			0.0		0.0	0.0			0.0	0.0
Total Delay (s/veh)	33.9	1.2			36.0		8.2	7.6			16.4	5.2
LOS	C	A			D		A	A			B	A
Approach Delay (s/veh)		17.4			36.0			7.9			12.2	
Approach LOS		B			D			A			B	
Queue Length 50th (ft)	93	0			7		30	28			52	22
Queue Length 95th (ft)	188	0			31		123	95			155	102
Internal Link Dist (ft)		197			145			245			14	
Turn Bay Length (ft)							100					
Base Capacity (vph)	673	749			187		815	2303			1565	1130
Starvation Cap Reductn	0	0			0		0	0			0	0
Spillback Cap Reductn	0	0			0		0	0			0	0
Storage Cap Reductn	0	0			0		0	0			0	0
Reduced v/c Ratio	0.36	0.33			0.10		0.31	0.17			0.28	0.23

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 70.9

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 12.3

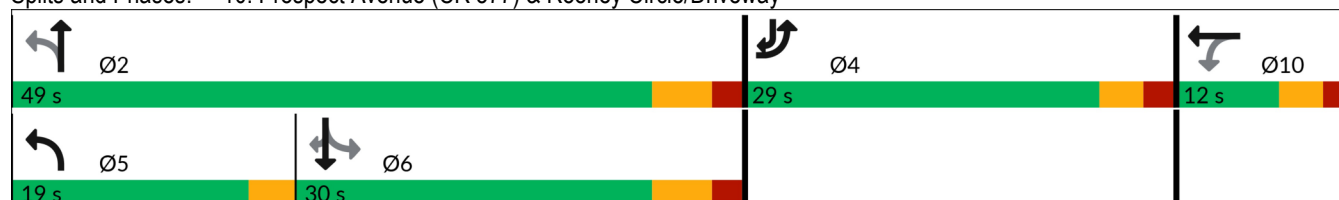
Intersection LOS: B

Intersection Capacity Utilization 63.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: Prospect Avenue (CR 577) & Rooney Circle/Driveway



Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	404	0	2	617
Future Vol, veh/h	0	1	404	0	2	617
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, %	2	-	-3	-	-	3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	1	444	0	2	678

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	720	222	0
Stage 1	444	-	-
Stage 2	276	-	-
Critical Hdwy	6.65	7.1	-
Critical Hdwy Stg 1	6.2	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	3.65	3.3	-
Pot Cap-1 Maneuver	368	778	-
Stage 1	570	-	-
Stage 2	693	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	367	778	-
Mov Cap-2 Maneuver	367	-	-
Stage 1	570	-	-
Stage 2	691	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.63	0	0.04
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	778	17
HCM Lane V/C Ratio	-	-	0.001	0.002
HCM Ctrl Dly (s/v)	-	-	9.6	8.2
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	8	616	4	3	678
Future Vol, veh/h	1	8	616	4	3	678
Conflicting Peds, #/hr	0	0	0	4	4	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, %	2	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	13	1	0	25	1
Mvmt Flow	1	8	648	4	3	714

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	946	330	0
Stage 1	655	-	-
Stage 2	292	-	-
Critical Hdwy	6.65	7.36	-
Critical Hdwy Stg 1	6.2	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	3.65	3.43	-
Pot Cap-1 Maneuver	267	623	-
Stage 1	437	-	-
Stage 2	678	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	265	621	-
Mov Cap-2 Maneuver	265	-	-
Stage 1	436	-	-
Stage 2	675	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.78	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	540	24
HCM Lane V/C Ratio	-	-	0.018	0.004
HCM Ctrl Dly (s/v)	-	-	11.8	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	461	10	22	519
Future Vol, veh/h	0	3	461	10	22	519
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, %	2	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	3	485	11	23	546

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	755	248	0
Stage 1	491	-	-
Stage 2	265	-	-
Critical Hdwy	6.65	7.1	-
Critical Hdwy Stg 1	6.2	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	3.65	3.3	-
Pot Cap-1 Maneuver	350	748	-
Stage 1	538	-	-
Stage 2	702	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	341	748	-
Mov Cap-2 Maneuver	341	-	-
Stage 1	538	-	-
Stage 2	686	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.83	0	0.51
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	748	220
HCM Lane V/C Ratio	-	-	0.004	0.021
HCM Ctrl Dly (s/v)	-	-	9.8	8.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	471	0	2	694
Future Vol, veh/h	0	1	471	0	2	694
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, %	2	-	-3	-	-	3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	1	518	0	2	763
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	827	259	0	0	518	0
Stage 1	518	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.65	7.1	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	316	736	-	-	1059	-
Stage 1	520	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	315	736	-	-	1059	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.9	0		0.04		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	736	16	-	
HCM Lane V/C Ratio	-	-	0.001	0.002	-	
HCM Ctrl Dly (s/v)	-	-	9.9	8.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

20: Prospect Avenue (CR 577) & Blueberry Bend Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	8	706	4	3	774
Future Vol, veh/h	1	8	706	4	3	774
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, %	2	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	13	1	0	25	1
Mvmt Flow	1	8	743	4	3	815

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1077	374	0	0	747
Stage 1	745	-	-	-	-
Stage 2	332	-	-	-	-
Critical Hdwy	6.65	7.36	-	-	4.6
Critical Hdwy Stg 1	6.2	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-
Follow-up Hdwy	3.65	3.43	-	-	2.45
Pot Cap-1 Maneuver	222	581	-	-	721
Stage 1	389	-	-	-	-
Stage 2	644	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	220	581	-	-	721
Mov Cap-2 Maneuver	220	-	-	-	-
Stage 1	389	-	-	-	-
Stage 2	640	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.47	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	21
HCM Lane V/C Ratio	-	-	0.019	0.004
HCM Ctrl Dly (s/v)	-	-	12.5	10
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0

20: Prospect Avenue (CR 577) & Blueberry Bend Driveway

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	582	10	22	650
Future Vol, veh/h	0	3	582	10	22	650
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, %	2	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	3	613	11	23	684

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	938	312	0
Stage 1	618	-	-
Stage 2	320	-	-
Critical Hdwy	6.65	7.1	-
Critical Hdwy Stg 1	6.2	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	3.65	3.3	-
Pot Cap-1 Maneuver	270	678	-
Stage 1	458	-	-
Stage 2	654	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	263	678	-
Mov Cap-2 Maneuver	263	-	-
Stage 1	458	-	-
Stage 2	636	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.33	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	678	177
HCM Lane V/C Ratio	-	-	0.005	0.024
HCM Ctrl Dly (s/v)	-	-	10.3	8.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0.1

20: Prospect Avenue (CR 577) & Blueberry Bend Driveway

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	476	1	2	700
Future Vol, veh/h	0	1	476	1	2	700
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, %	2	-	-3	-	-	3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	4	0	0	4
Mvmt Flow	0	1	523	1	2	769
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	836	262	0	0	524	0
Stage 1	524	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.65	7.1	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	312	732	-	-	1053	-
Stage 1	516	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	312	732	-	-	1053	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.93	0		0.04		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	732		15	-	
HCM Lane V/C Ratio	-	0.002		0.002	-	
HCM Ctrl Dly (s/v)	-	9.9		8.4	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0		0	-	

20: Prospect Avenue (CR 577) & Blueberry Bend Driveway

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	9	709	4	3	779
Future Vol, veh/h	1	9	709	4	3	779
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, %	2	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	13	1	0	25	1
Mvmt Flow	1	9	746	4	3	820

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1083	375	0
Stage 1	748	-	-
Stage 2	334	-	-
Critical Hdwy	6.65	7.36	-
Critical Hdwy Stg 1	6.2	-	-
Critical Hdwy Stg 2	6.4	-	-
Follow-up Hdwy	3.65	3.43	-
Pot Cap-1 Maneuver	220	580	-
Stage 1	388	-	-
Stage 2	642	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	219	580	-
Mov Cap-2 Maneuver	219	-	-
Stage 1	388	-	-
Stage 2	639	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.39	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	498	21
HCM Lane V/C Ratio	-	-	0.021	0.004
HCM Ctrl Dly (s/v)	-	-	12.4	10
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	588	11	22	659
Future Vol, veh/h	0	4	588	11	22	659
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, %	2	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	4	619	12	23	694
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	949	315	0	0	631	0
Stage 1	625	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.65	7.1	-	-	4.1	-
Critical Hdwy Stg 1	6.2	-	-	-	-	-
Critical Hdwy Stg 2	6.4	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	266	675	-	-	962	-
Stage 1	454	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	259	675	-	-	962	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	633	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.37	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	675		174	-	
HCM Lane V/C Ratio	-	0.006		0.024	-	
HCM Ctrl Dly (s/v)	-	10.4		8.8	0.2	
HCM Lane LOS	-	B		A	A	
HCM 95th %tile Q(veh)	-	0		0.1	-	

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	404	1	0	619
Future Vol, veh/h	0	1	404	1	0	619
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, %	3	-	-3	-	-	3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	4	0	0	4
Mvmt Flow	0	1	444	1	0	680

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	223	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	767	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	767	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	767
HCM Lane V/C Ratio	-	-	0.001
HCM Ctrl Dly (s/v)	-	-	9.7
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	624	0	0	681
Future Vol, veh/h	0	2	624	0	0	681
Conflicting Peds, #/hr	0	0	0	1	1	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, %	3	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	0	2	657	0	0	717

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	329	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	648	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	648	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.58	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 648	-
HCM Lane V/C Ratio	-	- 0.003	-
HCM Ctrl Dly (s/v)	-	- 10.6	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0	-

Intersection

Int Delay, s/veh 0

Movement WBL WBR NBT NBR SBL SBTLane Configurations 

Traffic Vol, veh/h 0 1 464 0 0 541

Future Vol, veh/h 0 1 464 0 0 541

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, % 3 - -3 - - 3

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 2 1 0 0 1

Mvmt Flow 0 1 488 0 0 569

Major/Minor Minor1 Major1 Major2

Conflicting Flow All - 244 0 0 - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Critical Hdwy - 7.24 - - - -

Critical Hdwy Stg 1 - - - - - -

Critical Hdwy Stg 2 - - - - - -

Follow-up Hdwy - 3.32 - - - -

Pot Cap-1 Maneuver 0 741 - - 0 -

Stage 1 0 - - - 0 -

Stage 2 0 - - - 0 -

Platoon blocked, % - - - - - -

Mov Cap-1 Maneuver - 741 - - - -

Mov Cap-2 Maneuver - - - - - -

Stage 1 - - - - - -

Stage 2 - - - - - -

Approach WB NB SB

HCM Ctrl Dly, s/v 9.86 0 0

HCM LOS A

Minor Lane/Major Mvmt NBT NBRWBLn1 SBT

Capacity (veh/h) - - 741 -

HCM Lane V/C Ratio - - 0.001 -

HCM Ctrl Dly (s/v) - - 9.9 -

HCM Lane LOS - - A -

HCM 95th %tile Q(veh) - - 0 -

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕			↕↗
Traffic Vol, veh/h	0	1	471	1	0	696
Future Vol, veh/h	0	1	471	1	0	696
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, %	3	-	-3	-	-	3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	4	0	0	4
Mvmt Flow	0	1	518	1	0	765

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	259	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	724	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	724	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.98	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 724	-
HCM Lane V/C Ratio	-	- 0.002	-
HCM Ctrl Dly (s/v)	-	- 10	-
HCM Lane LOS	-	- A	-
HCM 95th %tile Q(veh)	-	- 0	-

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	714	0	0	777
Future Vol, veh/h	0	2	714	0	0	777
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, %	3	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	0	2	752	0	0	818

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	376	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	603	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	603	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 603	-
HCM Lane V/C Ratio	-	- 0.003	-
HCM Ctrl Dly (s/v)	-	- 11	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	585	0	0	672
Future Vol, veh/h	0	1	585	0	0	672
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, %	3	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	0	1	616	0	0	707

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	308	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	671	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	671	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.38	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	671
HCM Lane V/C Ratio	-	-	0.002
HCM Ctrl Dly (s/v)	-	-	10.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗↗
Traffic Vol, veh/h	0	3	471	6	0	702
Future Vol, veh/h	0	3	471	6	0	702
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, %	3	-	-3	-	-	3
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	4	0	0	4
Mvmt Flow	0	3	518	7	0	771

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	262	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	721	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	721	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.02	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	721
HCM Lane V/C Ratio	-	-	0.005
HCM Ctrl Dly (s/v)	-	-	10
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	713	5	0	782
Future Vol, veh/h	0	10	713	5	0	782
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, %	3	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	0	11	751	5	0	823

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	378	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	7.24	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	601	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	601	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	-	601
HCM Lane V/C Ratio	-	-	0.018
HCM Ctrl Dly (s/v)	-	-	11.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	586	6	0	681
Future Vol, veh/h	0	11	586	6	0	681
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, %	3	-	-3	-	-	3
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	1	0	0	1
Mvmt Flow	0	12	617	6	0	717
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	312	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.24	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	667	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	667	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	667		-		
HCM Lane V/C Ratio	-	0.017		-		
HCM Ctrl Dly (s/v)	-	10.5		-		
HCM Lane LOS	-	B		-		
HCM 95th %tile Q(veh)	-	0.1		-		