



181 WEST HIGH STREET
SOMERVILLE, NJ 08876

(908)927-0100 p
(908)927-0181 f

54 OLIN STREET
OCEAN GROVE, NJ 07756

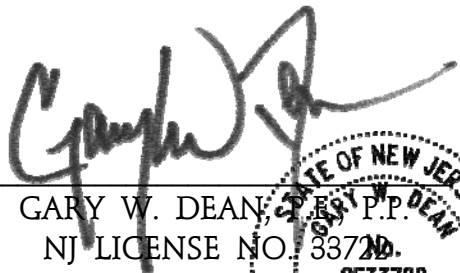
(732)361-3430 p

Reply to: Somerville Office

TRAFFIC IMPACT ASSESSMENT FOR PROPOSED GROCER

262-270 MAIN STREET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

OCTOBER 14, 2025


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INTRODUCTION

This Traffic Impact Assessment has been prepared in support of a site plan application for the redevelopment of a site currently developed with two buildings that would be replaced with a new local grocery store. The site is located along southbound Main Street between Prospect Place and Erwin Place in the Township of West Orange, Essex County, New Jersey (Figure 1) as shown on the photograph below. The subject property is presently occupied by the Americana Diner and a former Walgreens pharmacy that is now closed.

The proposed site redevelopment entails razing both existing buildings and constructing a partial, two-story grocery store building consisting of 13,934 square feet on the first floor for display and customer retail sales with 5,810 square feet on the second floor, for a total of 19,744 square feet. The second-floor space will not be accessible to customers and will be used for storage. Access is proposed via an ingress-only and an egress-only driveway along Main Street.



Accordingly, this analysis includes the following information:

- A review of the existing roadway and current traffic conditions in the vicinity of the site, including roadway configuration, traffic volumes, operations, and roadway capacities;
- Projection of traffic volumes to be generated by the redevelopment based on trip generation rates as developed through published Institute of Transportation Engineers' (ITE) research data;
- An assignment of site generated traffic onto the adjacent roadway network;
- An analysis of existing and future roadway and driveway capacities, considering the traffic generated by the subject site.



EXISTING CONDITIONS

The subject property is designated Lots 50 & 55 in Block 114 and is located at 262-270 Main Street in the Township of West Orange, Essex County. As noted, the site is currently developed with a building that formerly operated as a Walgreens pharmacy (now closed) and the Americana Diner.

Main Street is designated as an urban minor arterial road that is under Essex County jurisdiction (Route 659). Main Street runs in a general north/south orientation and provides one lane in each travel direction. There is a posted speed limit of 25 miles per hour in the site vicinity. On-street parking is permitted on both sides of Main Street except where otherwise restricted. Sidewalk is provided along both sides of the street.

Kling Street is designated as a local road that is under municipal jurisdiction. Kling Street runs in a general east/west orientation and provides one lane in each travel direction. There is a posted speed limit of 25 miles per hour in the site vicinity. On-street parking is permitted on either side of the roadway and sidewalk is provided along both sides.

Erwin Place is designated as a local road that is under municipal jurisdiction and is a dead-end road. Erwin Street runs in a general east/west orientation. The roadway provides one lane in each travel direction. There is a posted speed limit of 25 miles per hour in the site vicinity. On-street parking is permitted on either side of the roadway and sidewalk is provided along both sides.

Prospect Place is a one-way westbound local road that is under municipal jurisdiction. The street provides one lane in the westbound travel direction and has a posted speed limit of 25 miles per hour in the site vicinity. On-street parking is permitted on the northern side of the roadway. Sidewalk is provided along both sides of the street.

Main Street intersects Kling Street, Erwin Place and Prospect Place to form 3-leg intersections. Main Street vehicular movements have the right of way with Erwin Place and Kling Street under STOP Control. Pedestrian crosswalks are provided across Kling Street and Erwin Street. NJ Transit Bus Route 21 makes periodic stops along Main Street. The closest stop to the site is the Main Street & Kling Street stop located directly across the street from the site just north of Kling Street.



EXISTING TRAFFIC VOLUMES

To review the traffic conditions near the subject site, manual turning movement counts were conducted at the Main Street intersections with Prospect Place, Kling Street, and Erwin Place. The counts were performed on Tuesday, May 20, 2025, from 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m. and Saturday, May 31, 2025, from 11:00 a.m. to 2:00 p.m. under normal traffic conditions with local schools in session and therefore are believed to be representative of typical traffic activity and operations.

The results of the traffic count program indicate that there are distinct hours during the period of study when traffic experienced its highest levels. Figures 2a, 2b, and 2c illustrate the weekday morning, evening, and Saturday peak hour traffic volumes. The traffic counts are also appended.

EXISTING TRAFFIC CONDITIONS

While traffic volumes provide a measure of activity on the area roadway system, it is also important to evaluate how well that system can accommodate those volumes – i.e., a comparison of peak hour traffic volumes with available roadway capacity. By definition, capacity represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, environment, traffic characteristics, and controls. Intersections are usually the critical point in any road network since it is at such points that conflicts exist between through, crossing, and turning traffic. It is at these locations where congestion is most likely to occur. A description of intersection Levels of Service is noted below.

INTERSECTION LEVELS OF SERVICE AND DELAY

Level of Service	Signalized Delay per Vehicle (seconds)	Unsignalized Delay per Vehicle (seconds)
A	< 10.0	<0-10
B	>10 and <20	>10 to <15
C	>20 and < 35	>15 to <25
D	>35 and < 55	> 25 to <35
E	>55 and < 80	> 35 to <50
F	> 80	>50

A volume/capacity analysis was conducted using Synchro software for the study intersections during the morning, evening and Saturday peak hours. The existing traffic conditions and



operations were evaluated at the subject intersections. Appended Figure 3 depicts the existing Level of Service results.

All movements at the study intersections are calculated to operate at very favorable Level of Service “C” or better during the study peak hours with the exception of the westbound Kling Street morning and evening peak hour movements which operate with longer delays at a Level of Service “D”. As a STOP sign controlled approach along Main Street which carries higher traffic volumes longer delays are typical during peak traffic hours and is typical of other, similar intersections in the area.



TRAFFIC CHARACTERISTICS OF THE PROPOSED USE

Traffic projections for the proposed grocery store were prepared using data published by the Institute of Transportation Engineers (ITE) within the Trip Generation Manual, 11th Edition. Specifically, ITE Land Use Code 850: “Supermarket” was used to develop the peak hour trip generation projections. Table I summarizes the peak hour trip generation estimates using the ITE trip rates and was conservatively based on the entire building area (including the partial second floor – though such would not be accessible to customers nor display area for merchandise). The trip generation calculations are appended.

TABLE I
TRIP GENERATION PROJECTIONS
PROPOSED 19,744 SF GROCERY STORE

Morning Peak Hour			Evening Peak Hour			Saturday Peak Hour		
Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
33	23	56	88	89	177	100	99	199

As noted, the site currently occupied with two buildings that formerly operated as a pharmacy and a diner. Table II below compares the existing site uses with the proposed grocery store use. ITE Land Use Code 880: “Pharmacy/Drugstore without Drive-Through Window” and ITE Land Use Code 932: “High-Turnover (Sit-Down) Restaurant” were used to develop the peak hour trip generation projections for the existing uses.

TABLE II
TRIP GENERATION COMPARISON

Use	Size	Morning Peak Hour			Evening Peak Hour			Saturday Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Walgreens	8,920 SF	17	9	26	37	39	76	47	48	95
Diner	1,840 SF	10	8	18	10	7	17	11	10	21
Total Existing		27	17	44	47	46	93	58	58	116
Proposed Grocery store		33	23	56	88	89	177	100	99	199
Difference		+6	+6	+12	+41	+43	+84	+42	+41	+82

The net traffic increase of at most approximately 42 vehicles per hour (slightly less than one vehicle every minute) would have minimal impact on external traffic conditions. Additionally, a portion of the evening site generated traffic will be pass-by traffic that is already on the local roadways (currently going to other stores), further lessening the projected traffic impacts.



Typically, traffic impact studies are performed for new uses that generate 100 or more new trips in an hour, based on the ITE Manual of Transportation Engineering Studies and as required by the NJDOT State Highway Access Management Code

All vehicle trips were routed through the adjacent roadway network based on the observed existing roadway distributions of traffic in the neighborhood. The projected site-generated traffic volumes are summarized on appended Figures 4a, 4b and 4c.



FUTURE TRAFFIC CONDITIONS

FUTURE TRAFFIC VOLUMES

To account for other developments in the area that could occur in the near future, the existing traffic volumes were increased by 1.75% per year along Main Street and 1.0% per year along Prospect Place, Kling Street, and Erwin Place over a projected two-year development build-out horizon. This projected increase creates a projection of future traffic conditions that would occur if the site were to remain unchanged and simply re-tenanted. This background traffic growth rate is consistent with the current estimate for urban minor arterials and urban local roadways, respectively, in Essex County as published by the NJDOT in November 2023 and is used to develop the “no-build” traffic volumes shown in Figures 5a, 5b and 5c.

Finally, future “build” traffic volumes were established by surcharging the new, site-generated traffic volumes onto the future “no-build” traffic volumes. The resulting future “build” traffic volumes are shown on Figures 6a, 6b and 6c.

FUTURE TRAFFIC ANALYSIS

Updated Level of Service analyses were performed for the “no-build” and “build” volumes. Based on an analysis of these future conditions, the site redevelopment will have a nominal impact on the adjacent intersections. All movements at study intersections will continue to operate at Level of Service “C” or better during both peak hours with the exception of the Kling Street westbound movement which will operate at Level of Service “E” in the morning peak hour and Level of Service “D” in the evening and Saturday peak hours in the no-build condition and Level of Service “E” during all peak hours in the Build condition. The proposed site driveways will operate efficiently with minimal delay at Level of Service “C” or better.

As shown, based on this very conservative analysis, the proposed redevelopment from retail stores to a grocery store will essentially have no negative traffic impact to the surrounding roadway traffic conditions.



SITE PLAN REVIEW

As part of this study, a review was completed of the Site Plans prepared by Jorge Mastropietro Architects. The following comments address access and parking as shown on the Site Plan:

- Vehicular access to the development is proposed via a new ingress-only driveway and a new egress-only along Main Street which will replace the existing driveways.
- The Ordinance requires no parking for the first 1,000 square feet of building area and 1 parking stall per 300 square feet of retail space above that area. This results parking requirement of 62 spaces for 18,744 square-feet assuming that all of the second-floor area is also “retail” space. However, the second-floor storage space is not customer accessible and is principally storage and mechanical areas, thus does not need parking as though it were customer retail space.

The site plan proposes 46 off-street parking stalls of which 5 are proposed as Electric Vehicle (EV) spaces with charging equipment to be installed. Under the applicable state regulations for EV parking, each EV space is credited as 2 spaces (up to a maximum of 10% of the total parking provided). With 5 EV parking space credit, the total on-site parking is 51 spaces.

Additionally, the site frontage will allow for parallel parking spaces on Main Street and Erwin Place for 10 spaces. Combined with the on-site supply of 51 spaces, the overall site can accommodate 61 parked vehicles, thus variance relief is needed for a 1 parking space shortage. Given that the second-floor area is 5,810 SF and carries a parking “requirement” of 19 spaces (for a passive, non-retail use), the variance relief can be supported with sufficient parking for the actual retail area to be provided entirely on-site.

- Two loading spaces are proposed; one to the rear of the grocery store and a temporary loading space along Main Street. The temporary loading space will be used for trucks up to 65 feet long, while the permanent loading space will be used for all other deliveries. The temporary loading space is intended to be used Monday through Friday, between 7:00 am and 11:00 am and will have signage reflecting these hours of operation. Outside of these hours, all deliveries will be made using the permanent loading space.

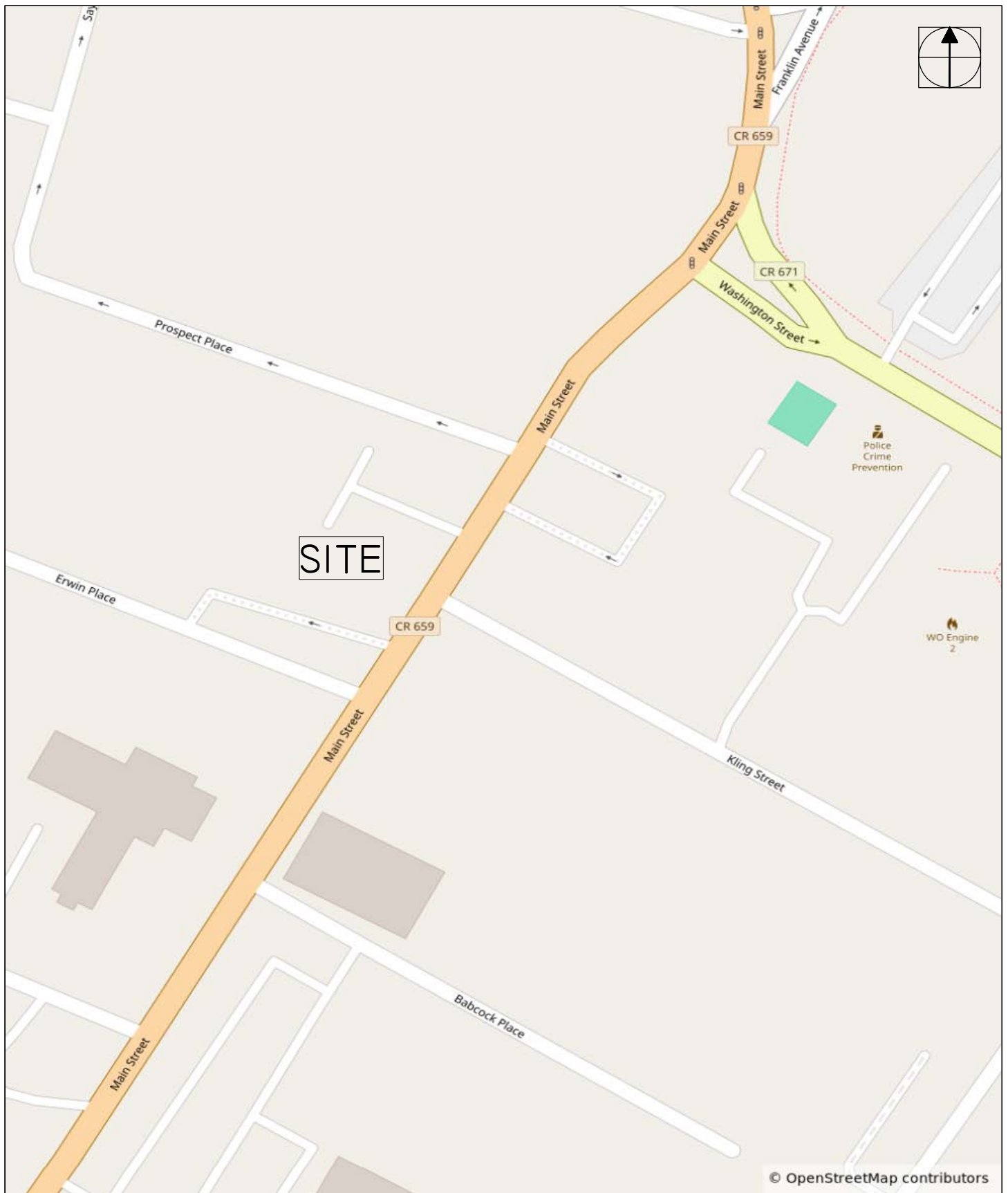


- The proposed site plan provides 18-foot deep by 9-foot wide parking stalls served by a minimum 24-foot two-way drive aisle. This design will provide sufficient space for circulation throughout the site and efficient flow to ensure ease for parking maneuvers.

Based on this review, it is concluded that safe and efficient access and circulation can be provided to/from the site assuming reasonable and prudent driver behavior. Consequently, from a traffic engineering perspective, the site is particularly well suited for the proposed development and will have no detrimental impact on traffic conditions on the roads surrounding the site.



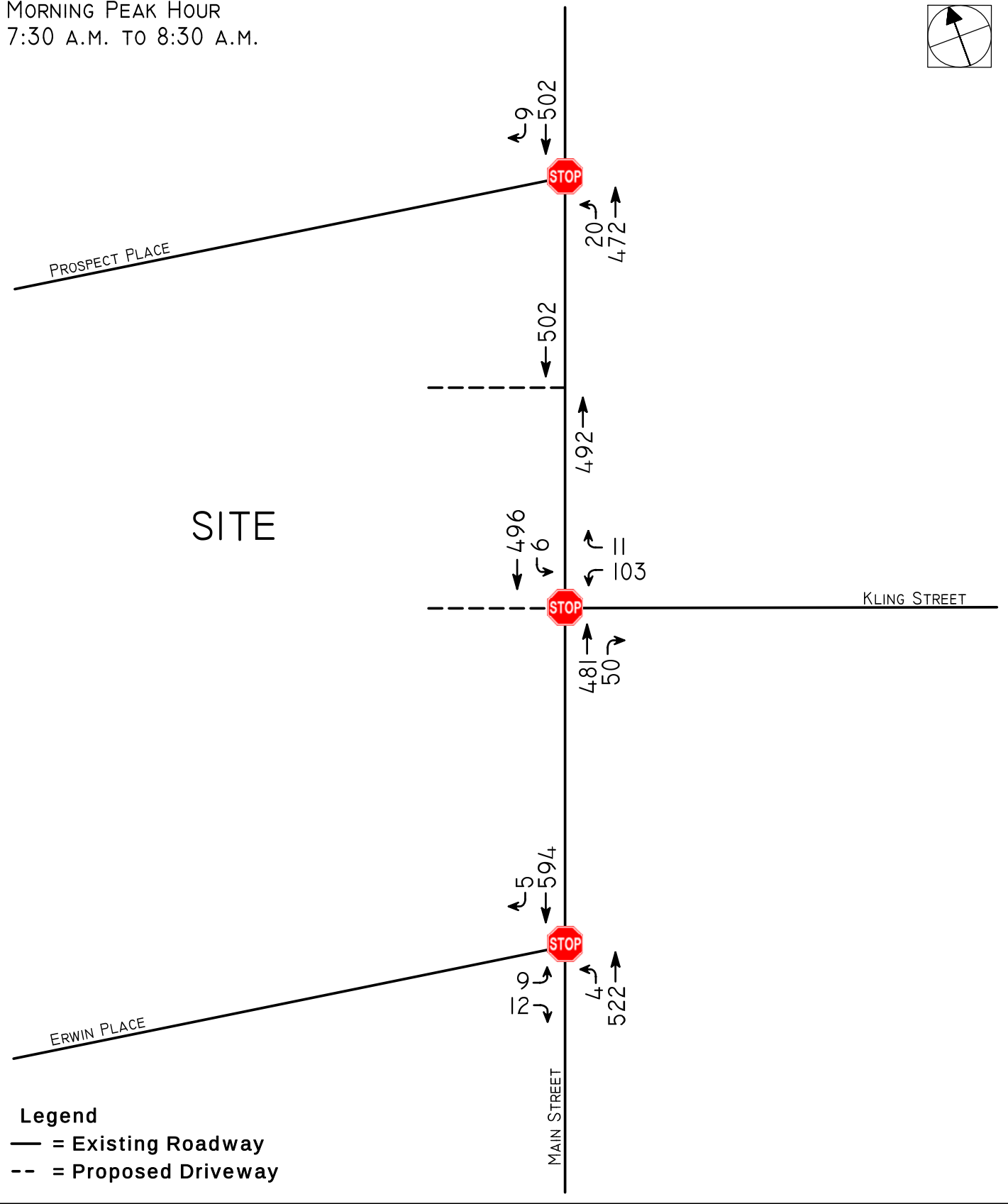
TECHNICAL APPENDIX



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE I

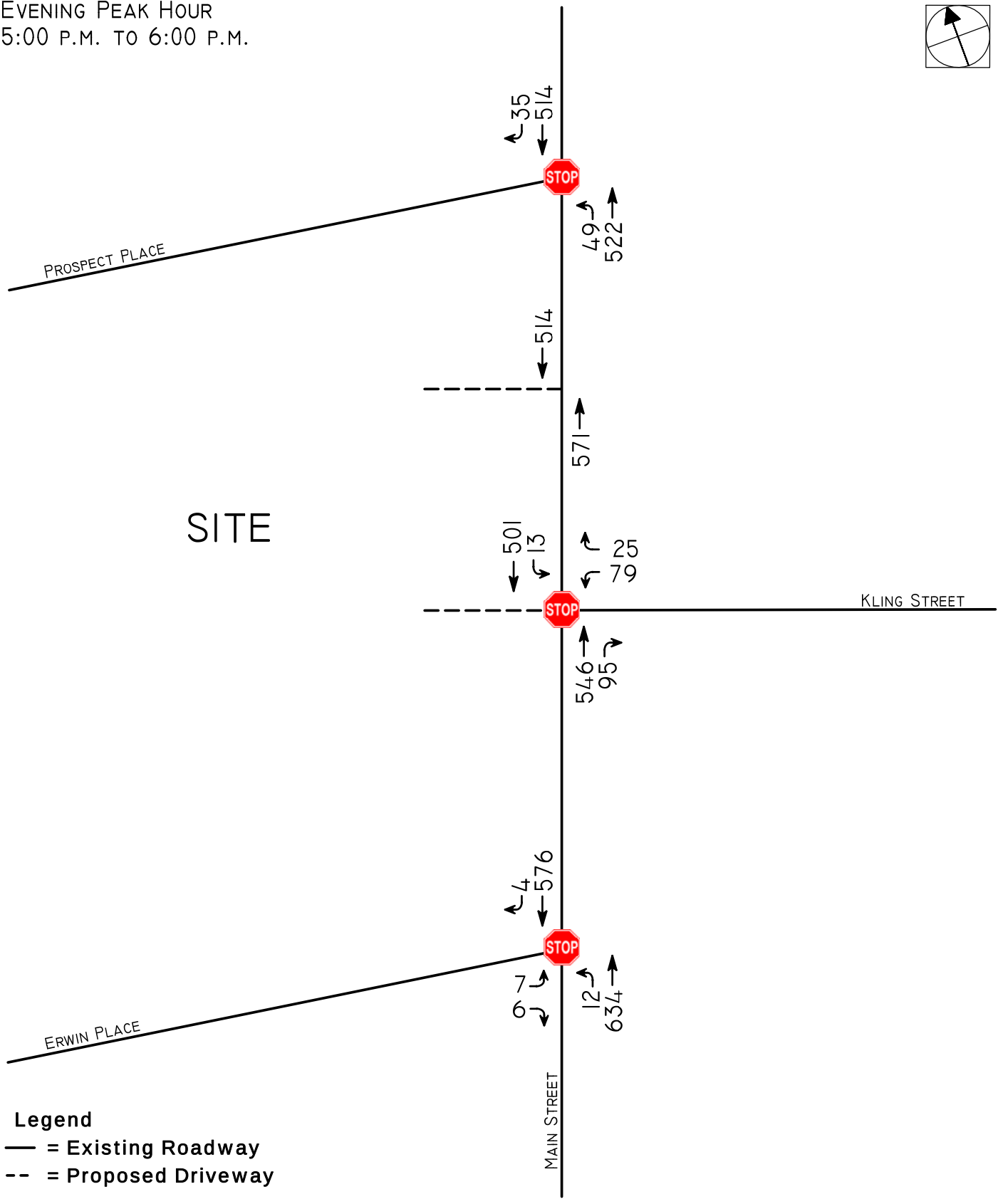
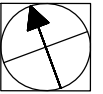
MORNING PEAK HOUR
7:30 A.M. TO 8:30 A.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 2A

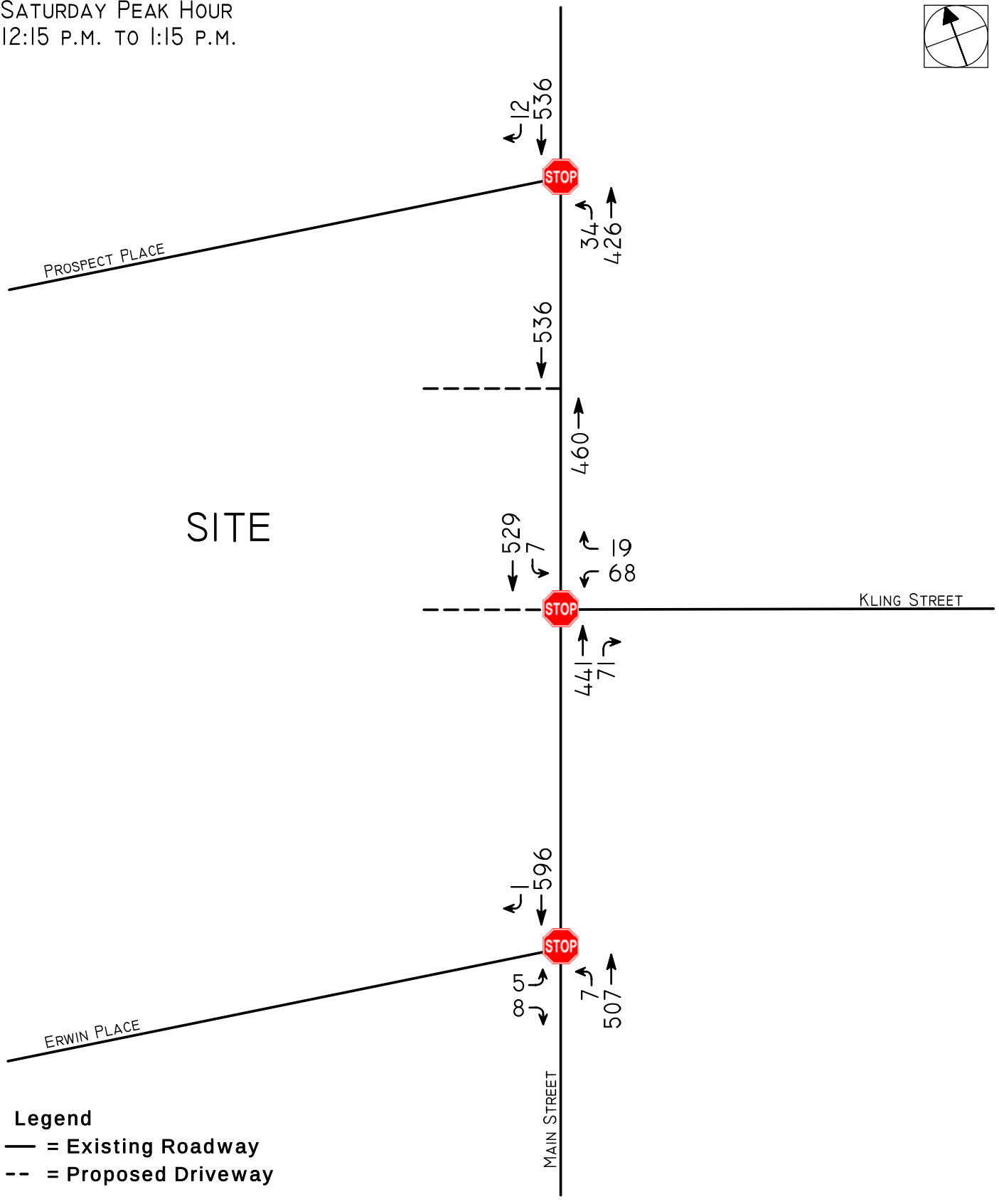
EVENING PEAK HOUR
5:00 P.M. TO 6:00 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

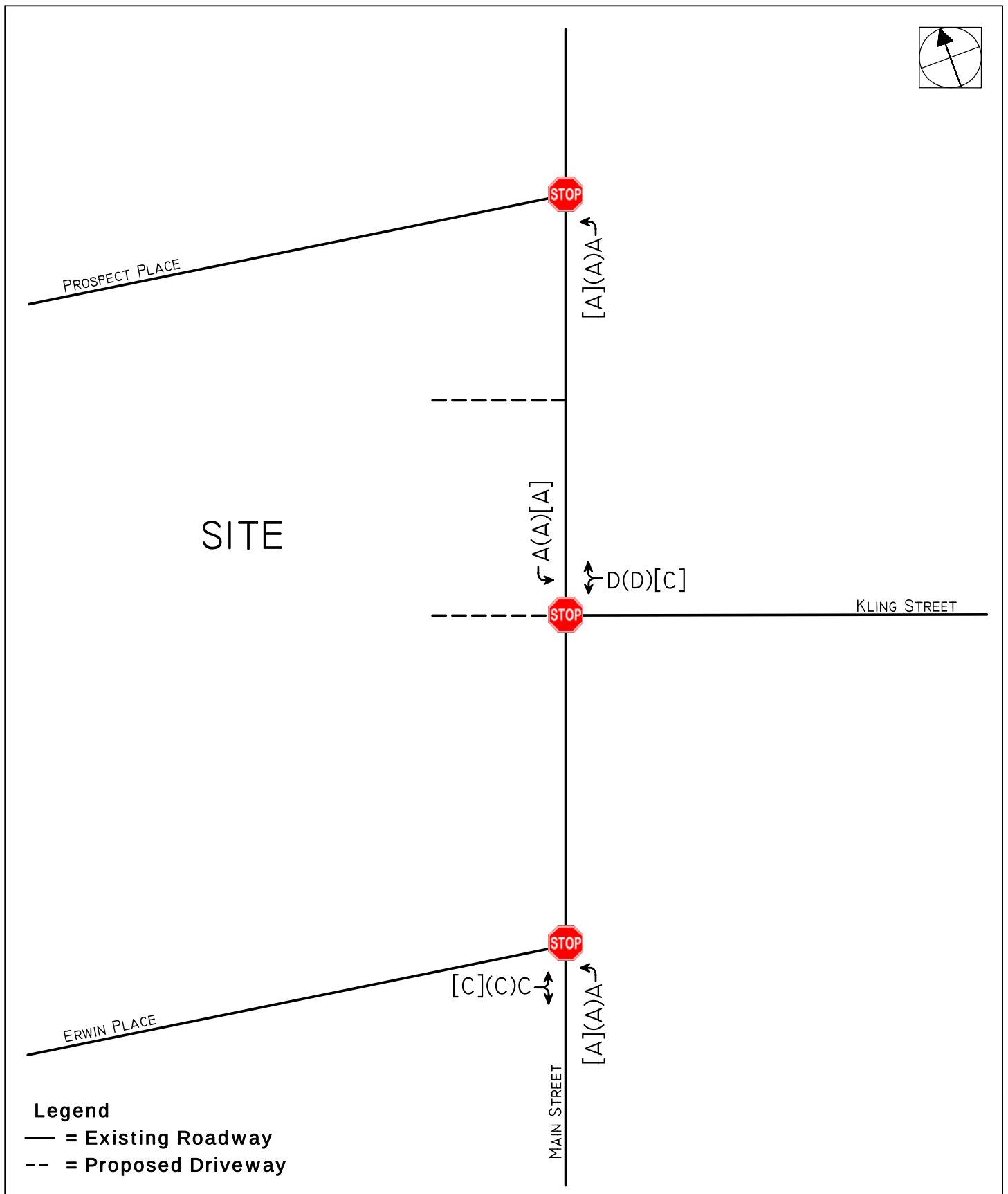
FIGURE 2B

SATURDAY PEAK HOUR
12:15 P.M. TO 1:15 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

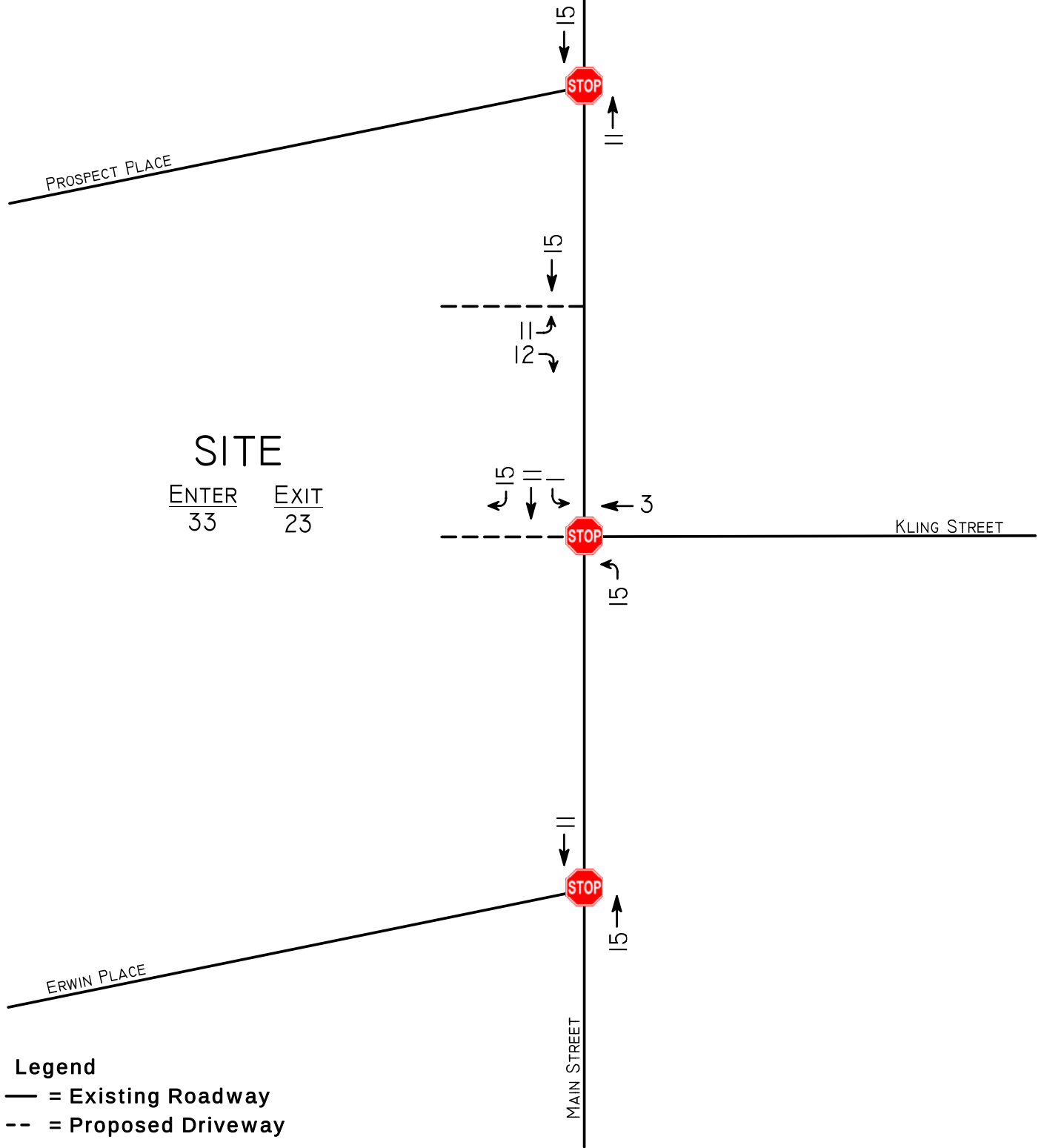
FIGURE 2c



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 3

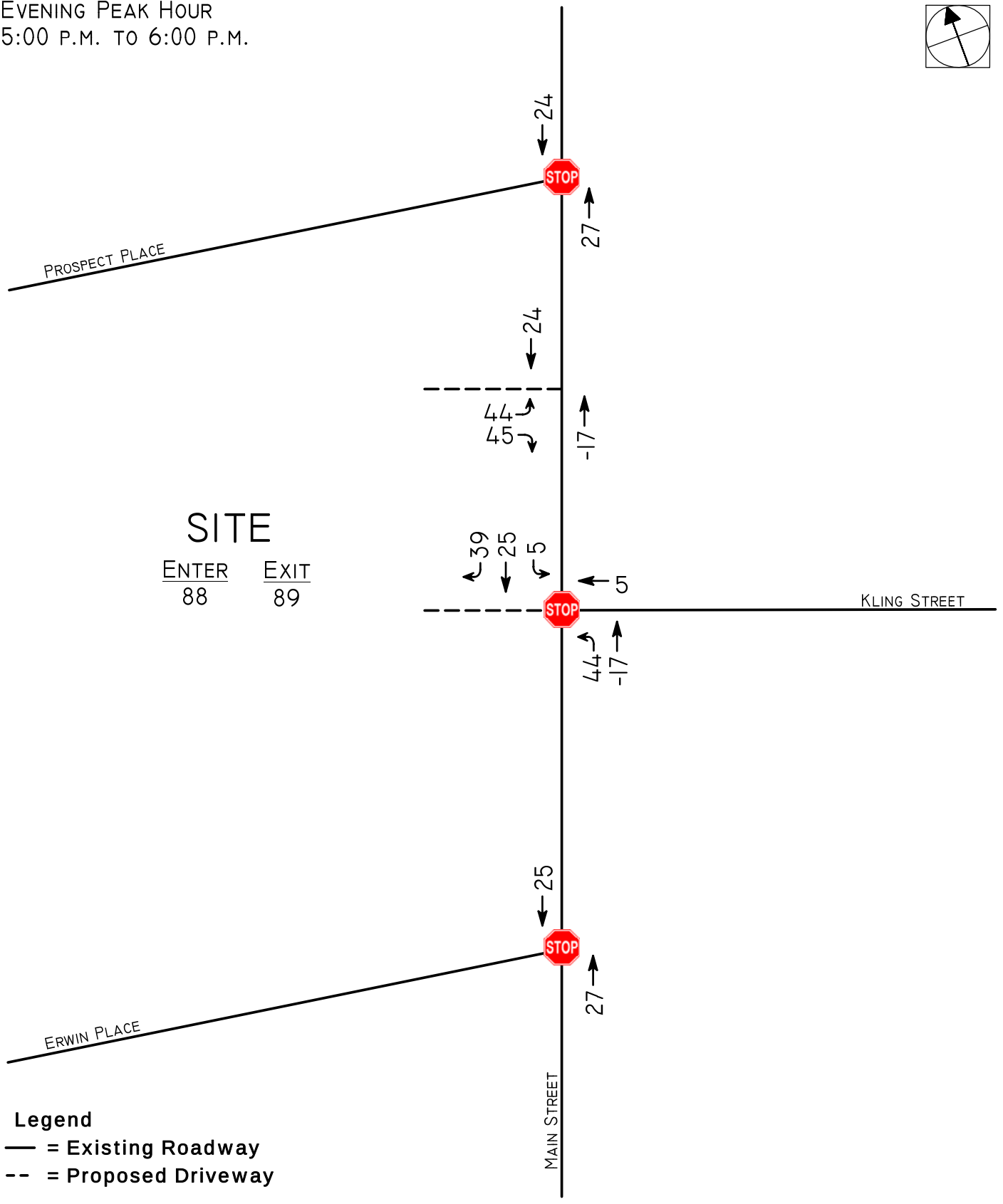
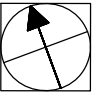
MORNING PEAK HOUR
7:30 A.M. TO 8:30 A.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 4A

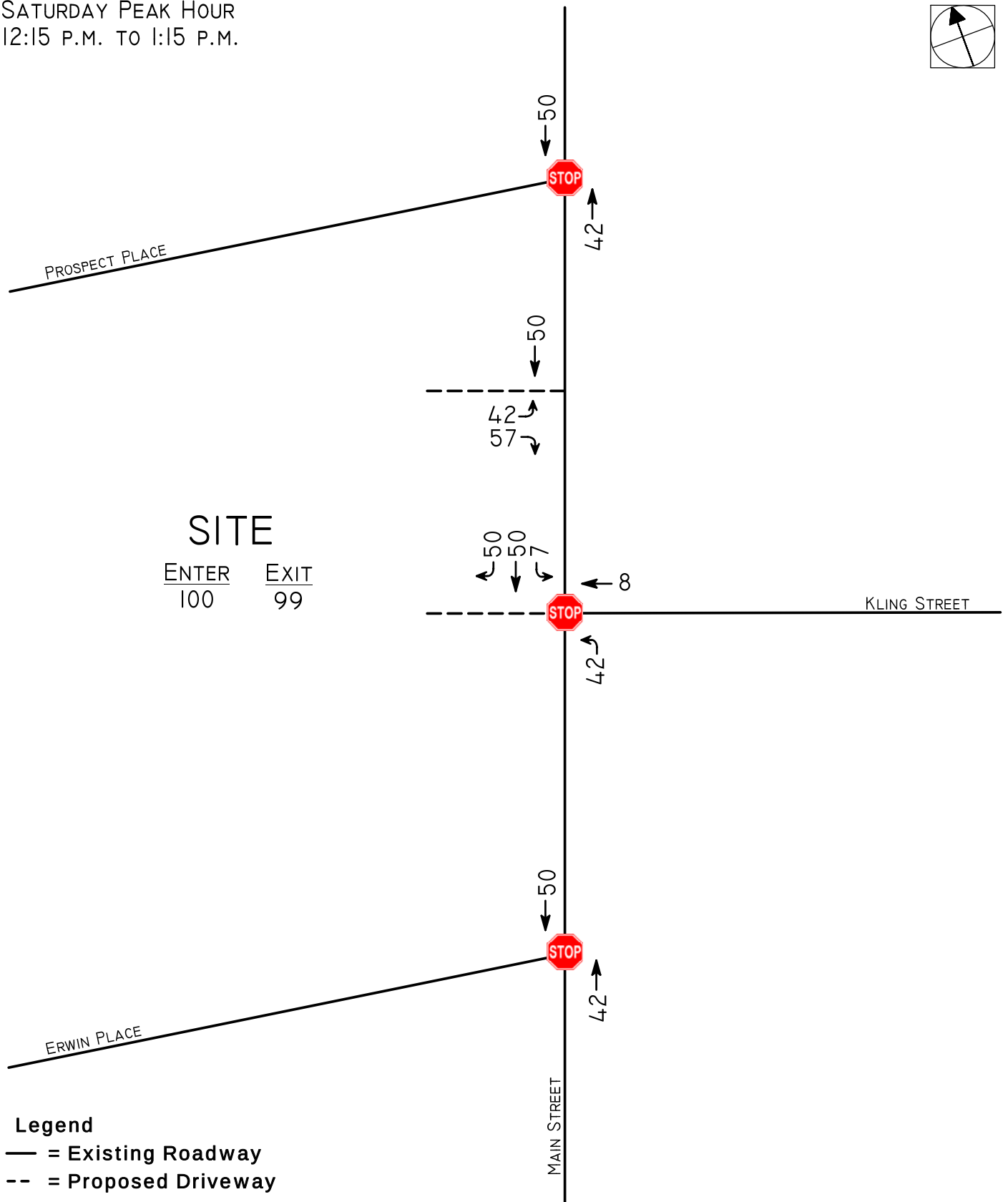
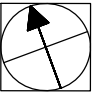
EVENING PEAK HOUR
5:00 P.M. TO 6:00 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 4B

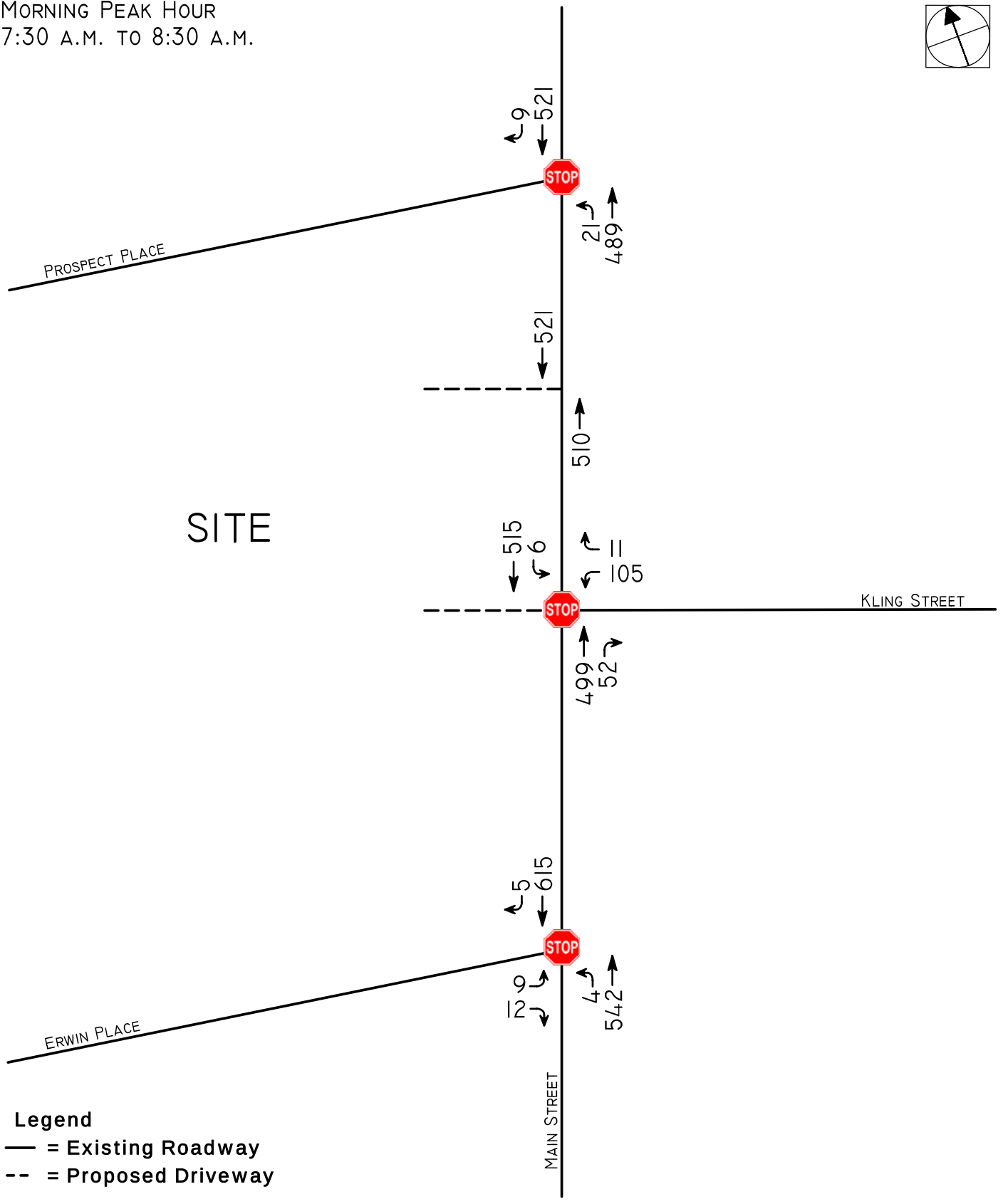
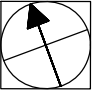
SATURDAY PEAK HOUR
12:15 P.M. TO 1:15 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 4c

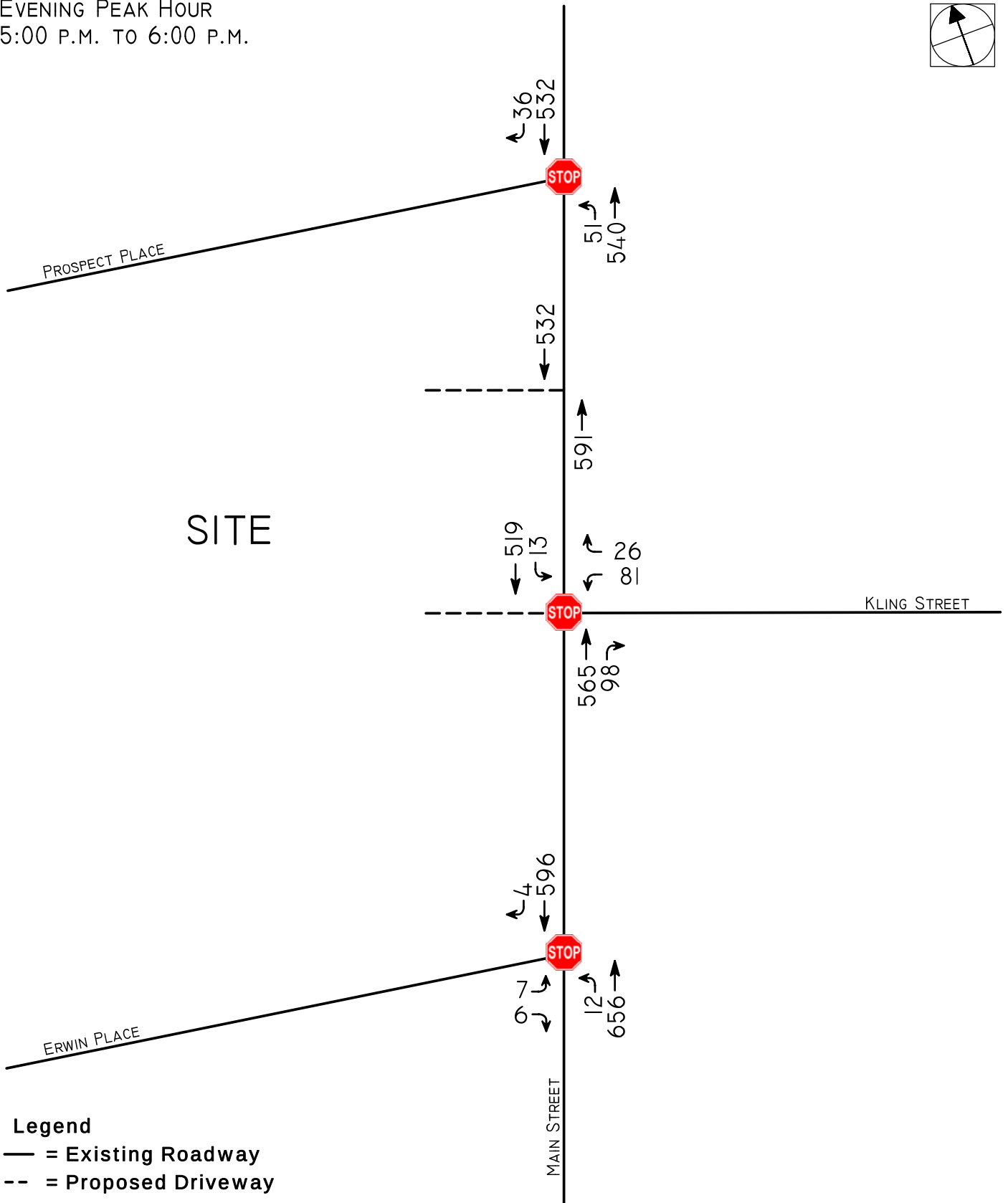
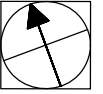
MORNING PEAK HOUR
7:30 A.M. TO 8:30 A.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 5A

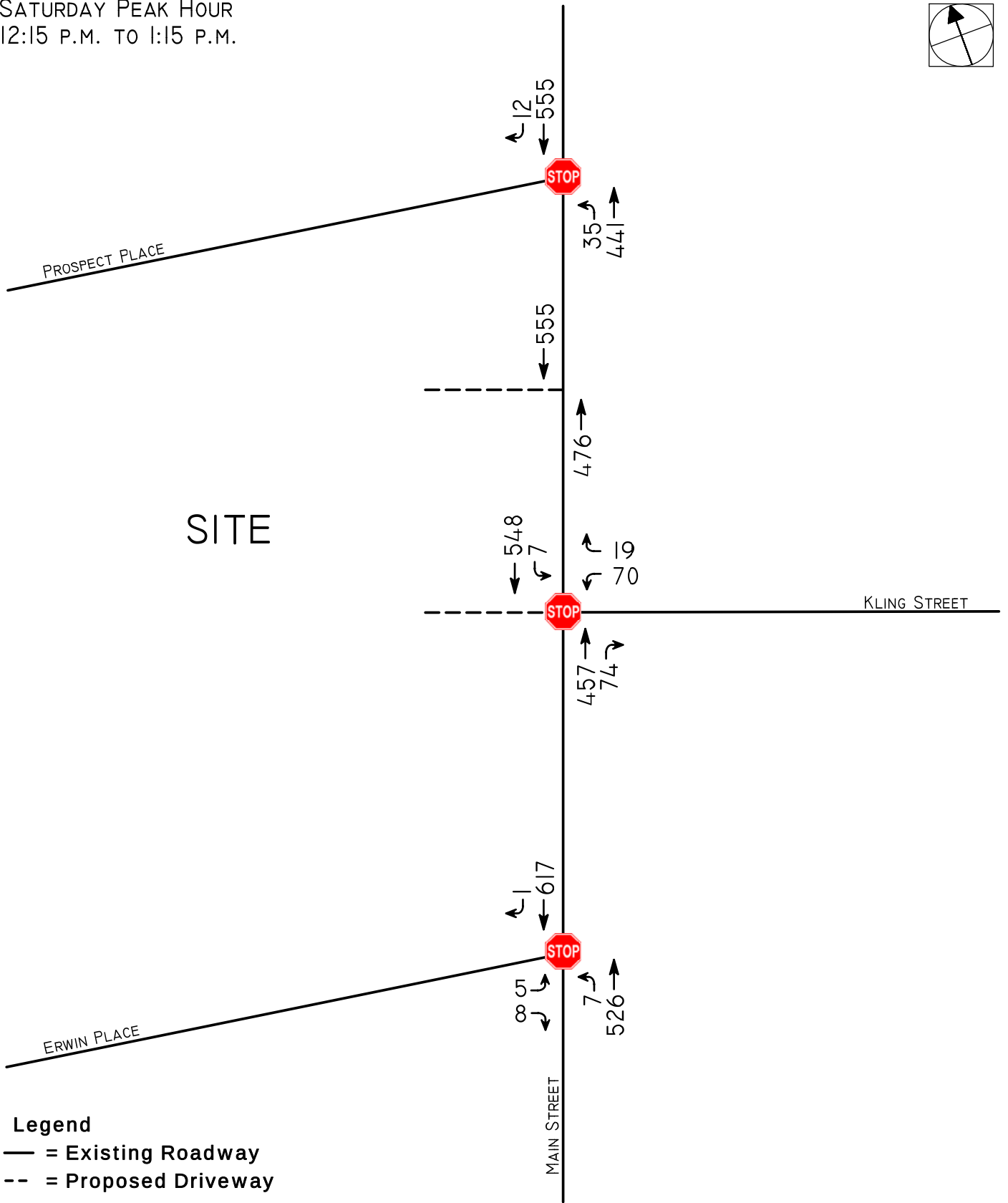
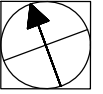
EVENING PEAK HOUR
5:00 P.M. TO 6:00 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 5B

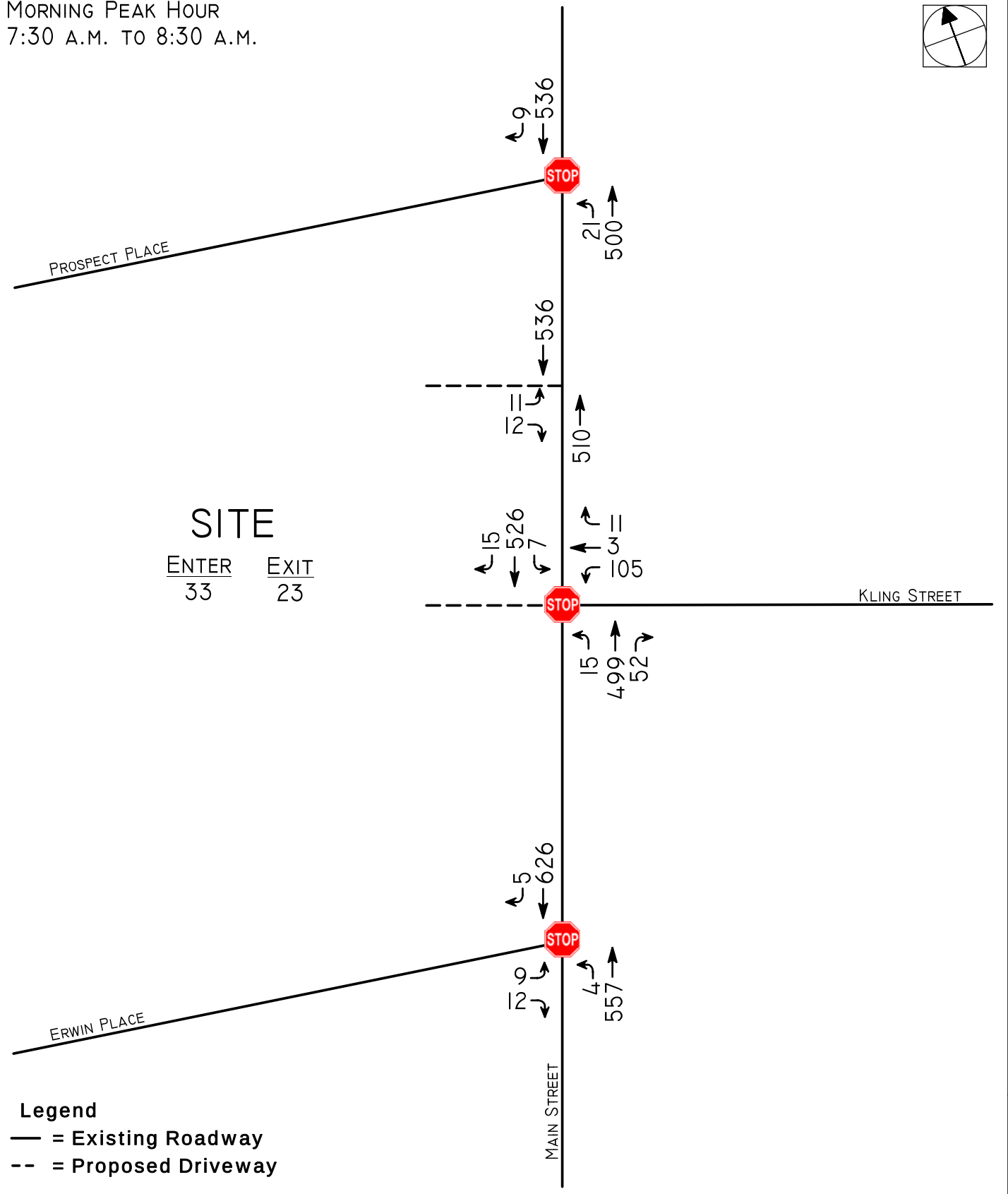
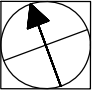
SATURDAY PEAK HOUR
12:15 P.M. TO 1:15 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 5c

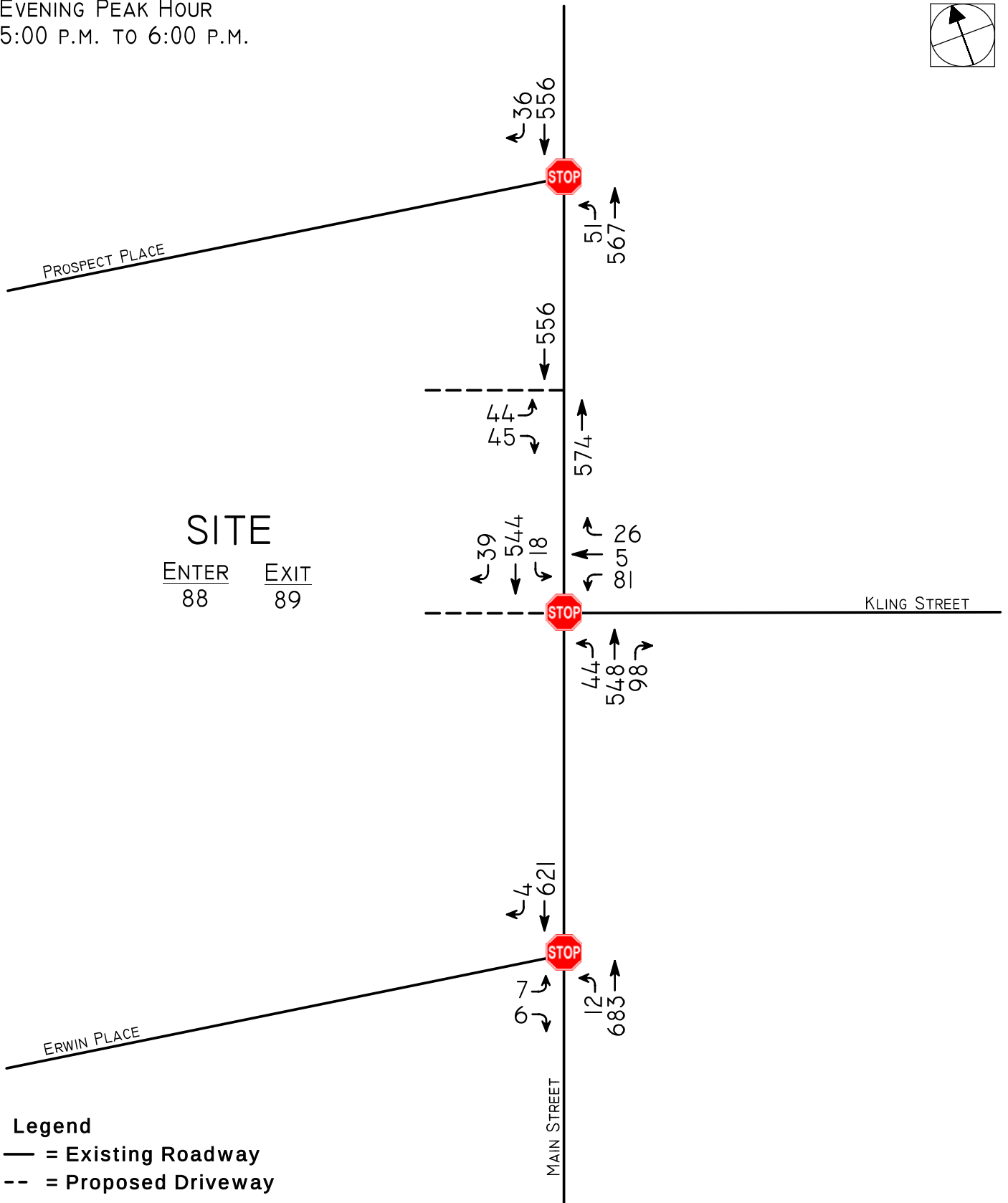
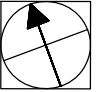
MORNING PEAK HOUR
7:30 A.M. TO 8:30 A.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 6A

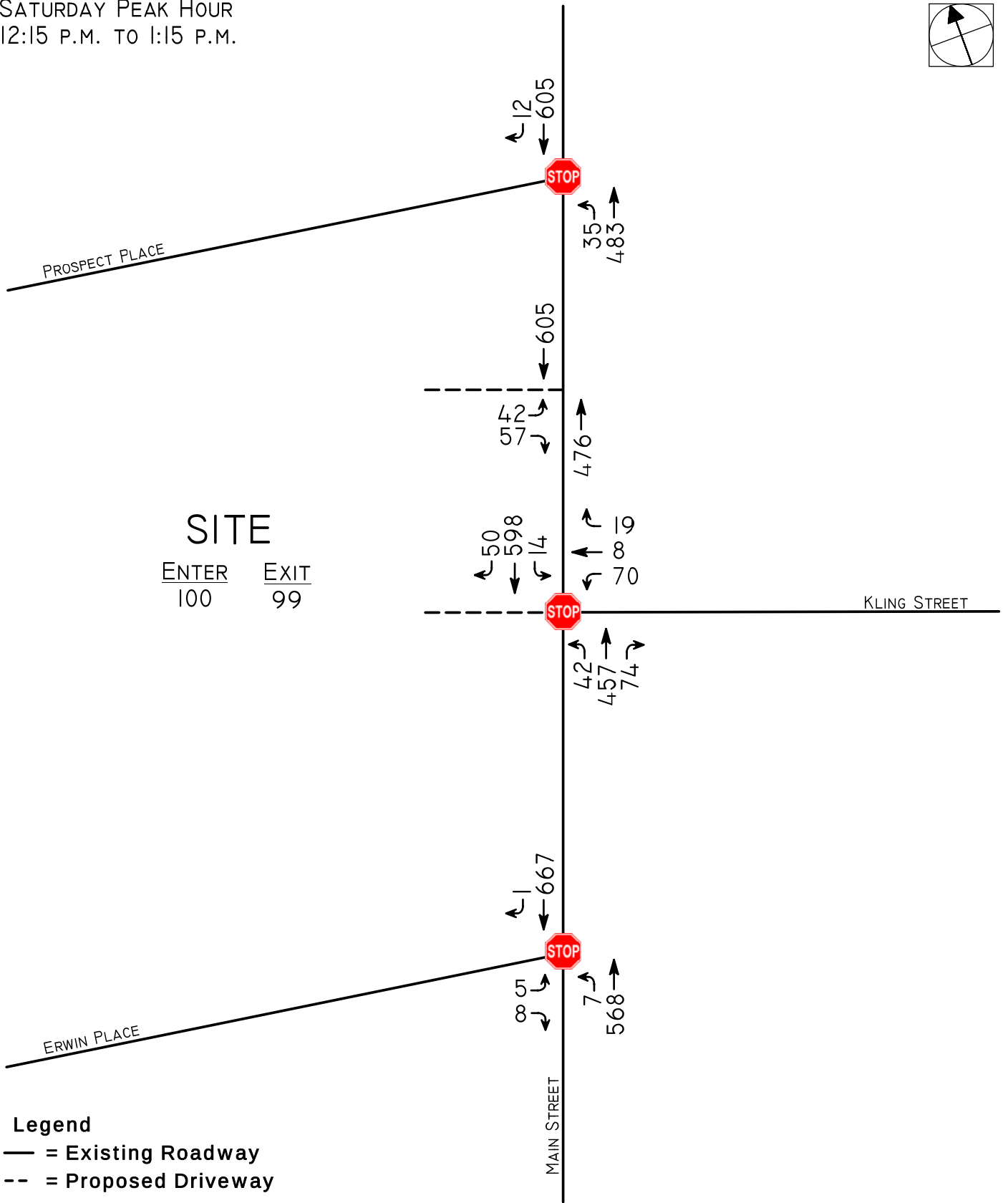
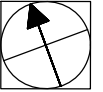
EVENING PEAK HOUR
5:00 P.M. TO 6:00 P.M.



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

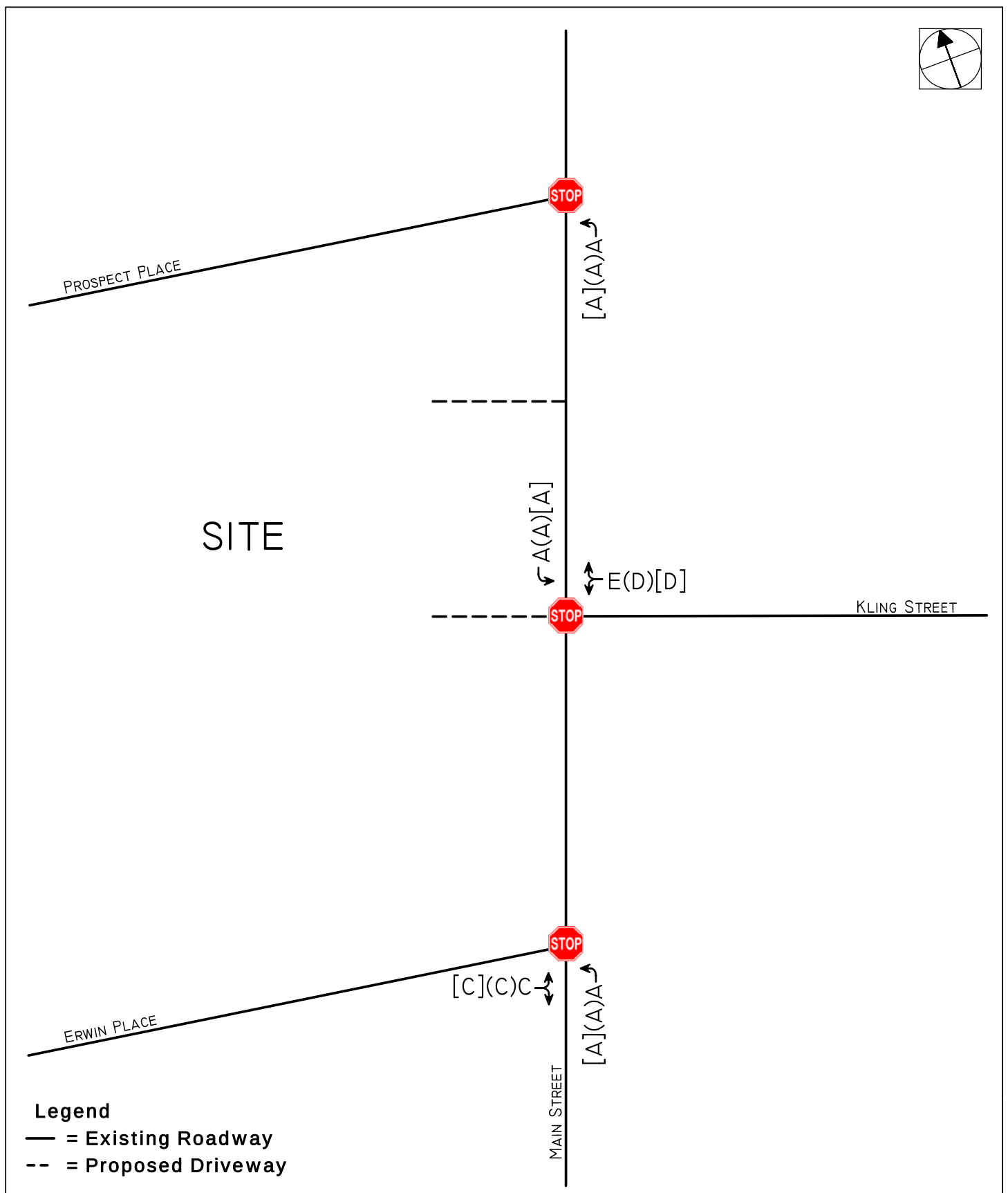
FIGURE 6B

SATURDAY PEAK HOUR
12:15 P.M. TO 1:15 P.M.



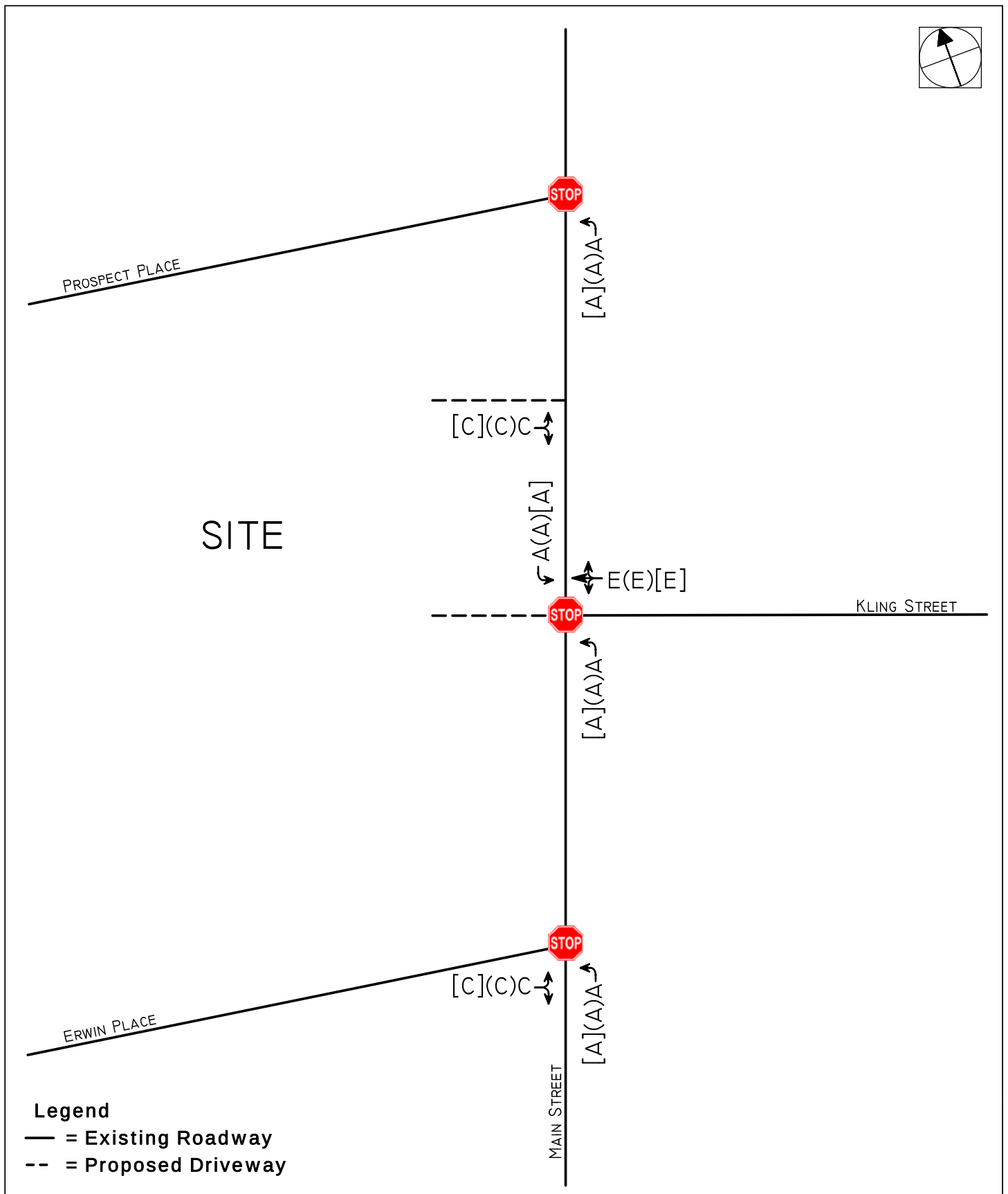
PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 6c



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 7



PROPOSED SUPERMARKET
TOWNSHIP OF WEST ORANGE
ESSEX COUNTY, NEW JERSEY

FIGURE 8

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/20/2025

Data - Total

NS/EW Streets:	Main St				Main St				Erwin Pl				Erwin Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	3	81	0	0	0	130	1	0	3	0	3	0	0	0	0	0	221
7:15 AM	2	102	0	0	0	145	0	0	1	0	5	0	0	0	0	0	255
7:30 AM	0	143	0	0	0	148	2	0	3	0	7	0	0	0	0	0	303
7:45 AM	2	133	0	0	0	179	1	0	3	0	3	0	0	0	0	0	321
8:00 AM	2	121	0	0	0	137	0	0	0	0	2	0	0	0	0	0	262
8:15 AM	0	124	0	0	0	129	2	0	3	0	0	0	0	0	0	0	258
8:30 AM	0	113	0	0	0	142	3	0	3	0	3	0	0	0	0	0	264
8:45 AM	1	142	0	0	0	145	3	0	4	0	1	0	0	0	0	0	296
TOTAL VOLUMES :	NL 10	NT 959	NR 0	NU 0	SL 0	ST 1155	SR 12	SU 0	EL 20	ET 0	ER 24	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2180
APPROACH %'s :	1.03%	98.97%	0.00%	0.00%	0.00%	98.97%	1.03%	0.00%	45.45%	0.00%	54.55%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	521	0	0	0	593	5	0	9	0	12	0	0	0	0	0	1144
PEAK HR FACTOR :	0.500	0.911	0.000	0.000	0.000	0.828	0.625	0.000	0.750	0.000	0.429	0.000	0.000	0.000	0.000	0.000	0.891
	0.918				0.831				0.525								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	3	147	0	0	0	141	1	0	0	0	3	0	0	0	0	0	295
4:15 PM	0	143	0	0	0	146	1	0	1	0	1	0	0	0	0	0	292
4:30 PM	3	167	0	0	0	134	0	0	1	0	1	0	0	0	0	0	306
4:45 PM	4	151	0	0	0	133	5	0	1	0	2	0	0	0	0	0	296
5:00 PM	2	144	0	0	0	159	2	0	1	0	2	0	0	0	0	0	310
5:15 PM	2	164	0	0	0	139	1	0	1	0	0	0	0	0	0	0	307
5:30 PM	4	159	0	0	0	147	1	0	3	0	3	0	0	0	0	0	317
5:45 PM	4	167	0	0	0	131	0	0	2	0	1	0	0	0	0	0	305
6:00 PM	3	163	0	0	0	130	3	0	0	0	6	0	0	0	0	0	305
6:15 PM	4	156	0	0	0	145	0	0	0	0	2	0	0	0	0	0	307
6:30 PM	0	164	0	0	0	135	1	0	3	0	1	0	0	0	0	0	304
6:45 PM	4	168	0	0	0	118	0	0	2	0	1	0	0	0	0	0	293
TOTAL VOLUMES :	NL 33	NT 1893	NR 0	NU 0	SL 0	ST 1658	SR 15	SU 0	EL 15	ET 0	ER 23	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3637
APPROACH %'s :	1.71%	98.29%	0.00%	0.00%	0.00%	99.10%	0.90%	0.00%	39.47%	0.00%	60.53%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	12	634	0	0	0	576	4	0	7	0	6	0	0	0	0	0	1239
PEAK HR FACTOR :	0.750	0.949	0.000	0.000	0.000	0.906	0.500	0.000	0.583	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.977
	0.944				0.901				0.542								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/20/2025

Data - Cars

NS/EW Streets:	Main St				Main St				Erwin Pl				Erwin Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	2	79	0	0	0	121	1	0	2	0	3	0	0	0	0	0	208
7:15 AM	2	88	0	0	0	133	0	0	1	0	5	0	0	0	0	0	229
7:30 AM	0	124	0	0	0	139	2	0	3	0	7	0	0	0	0	0	275
7:45 AM	2	115	0	0	0	165	1	0	3	0	3	0	0	0	0	0	289
8:00 AM	2	112	0	0	0	126	0	0	0	0	2	0	0	0	0	0	242
8:15 AM	0	113	0	0	0	119	2	0	3	0	0	0	0	0	0	0	237
8:30 AM	0	106	0	0	0	136	3	0	3	0	3	0	0	0	0	0	251
8:45 AM	1	134	0	0	0	139	3	0	4	0	1	0	0	0	0	0	282
TOTAL VOLUMES :	NL 9	NT 871	NR 0	NU 0	SL 0	ST 1078	SR 12	SU 0	EL 19	ET 0	ER 24	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2013
APPROACH %'s :	1.02%	98.98%	0.00%	0.00%	0.00%	98.90%	1.10%	0.00%	44.19%	0.00%	55.81%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	4	464	0	0	0	549	5	0	9	0	12	0	0	0	0	0	1043
PEAK HR FACTOR :	0.500	0.935	0.000	0.000	0.000	0.832	0.625	0.000	0.750	0.000	0.429	0.000	0.000	0.000	0.000	0.000	0.902
	0.944				0.834				0.525								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	3	138	0	0	0	127	1	0	0	0	3	0	0	0	0	0	272
4:15 PM	0	138	0	0	0	140	1	0	1	0	1	0	0	0	0	0	281
4:30 PM	3	160	0	0	0	129	0	0	1	0	1	0	0	0	0	0	294
4:45 PM	4	145	0	0	0	130	5	0	1	0	2	0	0	0	0	0	287
5:00 PM	2	140	0	0	0	153	2	0	1	0	2	0	0	0	0	0	300
5:15 PM	2	160	0	0	0	131	1	0	1	0	0	0	0	0	0	0	295
5:30 PM	4	158	0	0	0	142	1	0	3	0	3	0	0	0	0	0	311
5:45 PM	4	166	0	0	0	128	0	0	2	0	1	0	0	0	0	0	301
6:00 PM	3	158	0	0	0	126	3	0	0	0	6	0	0	0	0	0	296
6:15 PM	4	155	0	0	0	141	0	0	0	0	2	0	0	0	0	0	302
6:30 PM	0	161	0	0	0	127	1	0	3	0	1	0	0	0	0	0	293
6:45 PM	4	165	0	0	0	117	0	0	2	0	1	0	0	0	0	0	289
TOTAL VOLUMES :	NL 33	NT 1844	NR 0	NU 0	SL 0	ST 1591	SR 15	SU 0	EL 15	ET 0	ER 23	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3521
APPROACH %'s :	1.76%	98.24%	0.00%	0.00%	0.00%	99.07%	0.93%	0.00%	39.47%	0.00%	60.53%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	12	624	0	0	0	554	4	0	7	0	6	0	0	0	0	0	1207
PEAK HR FACTOR :	0.750	0.940	0.000	0.000	0.000	0.905	0.500	0.000	0.583	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.970
	0.935				0.900				0.542								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/20/2025

Data - HT

NS/EW Streets:	Main St				Main St				Erwin Pl				Erwin Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	2	0	0	0	9	0	0	1	0	0	0	0	0	0	0	13
7:15 AM	0	14	0	0	0	12	0	0	0	0	0	0	0	0	0	0	26
7:30 AM	0	19	0	0	0	9	0	0	0	0	0	0	0	0	0	0	28
7:45 AM	0	18	0	0	0	14	0	0	0	0	0	0	0	0	0	0	32
8:00 AM	0	9	0	0	0	11	0	0	0	0	0	0	0	0	0	0	20
8:15 AM	0	11	0	0	0	10	0	0	0	0	0	0	0	0	0	0	21
8:30 AM	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0	0	13
8:45 AM	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	14
TOTAL VOLUMES :	NL 1	NT 88	NR 0	NU 0	SL 0	ST 77	SR 0	SU 0	EL 1	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 167
APPROACH %'s :	1.12%	98.88%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	57	0	0	0	44	0	0	0	0	0	0	0	0	0	0	101
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.786	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.789
	0.750				0.786												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	9	0	0	0	14	0	0	0	0	0	0	0	0	0	0	23
4:15 PM	0	5	0	0	0	6	0	0	0	0	0	0	0	0	0	0	11
4:30 PM	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0	0	12
4:45 PM	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
5:00 PM	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0	0	10
5:15 PM	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0	0	12
5:30 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
6:15 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	3	0	0	0	8	0	0	0	0	0	0	0	0	0	0	11
6:45 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL 0	NT 49	NR 0	NU 0	SL 0	ST 67	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 116
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	10	0	0	0	22	0	0	0	0	0	0	0	0	0	0	32
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667
	0.625				0.688												

National Data & Surveying Services
Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/20/2025

Data - Bikes

[illegible][illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange

Project ID: 25-340072-001
Date: 5/20/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Erwin Pl		Erwin Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	1	0	1	0	0	2	5	9
7:15 AM	0	0	0	1	0	0	0	6	7
7:30 AM	0	0	1	0	0	0	0	5	6
7:45 AM	0	0	0	0	0	0	4	4	8
8:00 AM	0	0	0	0	0	0	0	3	3
8:15 AM	0	0	1	1	0	0	0	2	4
8:30 AM	1	0	0	0	0	0	3	5	9
8:45 AM	0	0	0	0	0	0	6	10	16
TOTAL VOLUMES :	EB 1	WB 1	EB 2	WB 3	NB 0	SB 0	NB 15	SB 40	TOTAL 62
APPROACH %'s :	50.00%	50.00%	40.00%	60.00%			27.27%	72.73%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	4	14	21
PEAK HR FACTOR :			0.500	0.250			0.250	0.700	0.656
				0.375				0.563	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	2	0	0	0	6	3	11
4:15 PM	0	0	0	1	0	0	4	3	8
4:30 PM	0	0	1	1	0	0	6	7	15
4:45 PM	0	1	1	3	0	0	1	6	12
5:00 PM	0	0	1	0	0	0	2	2	5
5:15 PM	0	0	0	1	0	0	6	2	9
5:30 PM	0	0	0	0	0	0	3	3	6
5:45 PM	0	0	0	0	0	0	5	3	8
6:00 PM	1	0	0	0	0	0	1	1	3
6:15 PM	0	0	0	0	0	0	0	1	1
6:30 PM	0	0	0	0	0	0	0	4	4
6:45 PM	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES :	EB 1	WB 1	EB 5	WB 6	NB 0	SB 0	NB 35	SB 35	TOTAL 83
APPROACH %'s :	50.00%	50.00%	45.45%	54.55%			50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	16	10	28
PEAK HR FACTOR :			0.250	0.250			0.667	0.833	0.778
				0.500				0.813	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange
Control: 1-Way Stop(WB)

Project ID: 25-340072-002
Date: 5/20/2025

Data - Total

NS/EW Streets:	Main St				Main St				Kling St				Kling St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	71	17	0	2	95	0	0	0	0	0	0	36	0	2	0	223
7:15 AM	0	89	11	0	3	115	0	0	0	0	0	0	31	0	2	0	251
7:30 AM	0	124	18	0	1	118	0	0	0	0	0	0	32	0	2	0	295
7:45 AM	0	132	7	0	0	150	0	0	0	0	0	0	31	0	2	0	322
8:00 AM	0	111	13	0	2	120	0	0	0	0	0	0	17	0	4	0	267
8:15 AM	0	114	12	0	3	108	0	0	0	0	0	0	23	0	3	0	263
8:30 AM	0	104	13	0	1	122	0	0	0	0	0	0	24	0	4	0	268
8:45 AM	0	128	16	0	1	115	0	0	0	0	0	0	34	0	3	0	297
TOTAL VOLUMES :	NL 0	NT 873	NR 107	NU 0	SL 13	ST 943	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 228	WT 0	WR 22	WU 0	TOTAL 2186
APPROACH %'s :	0.00%	89.08%	10.92%	0.00%	1.36%	98.64%	0.00%	0.00%					91.20%	0.00%	8.80%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	481	50	0	6	496	0	0	0	0	0	0	103	0	11	0	1147
PEAK HR FACTOR :	0.000	0.911	0.694	0.000	0.500	0.827	0.000	0.000	0.000	0.000	0.000	0.000	0.805	0.000	0.688	0.000	0.891
	0.935				0.837								0.838				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	125	23	0	4	118	0	0	0	0	0	0	26	0	5	0	301
4:15 PM	0	120	25	0	2	120	0	0	0	0	0	0	25	0	6	0	298
4:30 PM	0	139	27	0	3	117	0	0	0	0	0	0	18	0	5	0	309
4:45 PM	0	131	22	0	2	113	0	0	0	0	0	0	21	0	7	0	296
5:00 PM	0	125	20	0	1	144	0	0	0	0	0	0	16	0	7	0	313
5:15 PM	0	137	25	1	6	114	0	1	0	0	0	0	19	0	6	0	309
5:30 PM	0	132	27	0	3	131	0	0	0	0	0	0	18	0	6	0	317
5:45 PM	0	148	23	0	3	105	0	1	0	0	0	0	25	0	6	0	311
6:00 PM	0	133	29	0	4	115	0	0	0	0	0	0	21	0	11	0	313
6:15 PM	0	136	16	0	6	131	0	0	0	0	0	0	11	0	7	0	307
6:30 PM	0	133	33	0	3	118	0	0	0	0	0	0	19	0	2	0	308
6:45 PM	0	144	24	0	2	104	0	0	0	0	0	0	16	0	4	0	294
TOTAL VOLUMES :	NL 0	NT 1603	NR 294	NU 1	SL 39	ST 1430	SR 0	SU 2	EL 0	ET 0	ER 0	EU 0	WL 235	WT 0	WR 72	WU 0	TOTAL 3676
APPROACH %'s :	0.00%	84.46%	15.49%	0.05%	2.65%	97.21%	0.00%	0.14%					76.55%	0.00%	23.45%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	550	104	1	16	465	0	2	0	0	0	0	83	0	29	0	1250
PEAK HR FACTOR :	0.000	0.929	0.897	0.250	0.667	0.887	0.000	0.500	0.000	0.000	0.000	0.000	0.830	0.000	0.659	0.000	0.986
	0.958				0.901								0.875				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange
Control: 1-Way Stop(WB)

Project ID: 25-340072-002
Date: 5/20/2025

Data - Cars

NS/EW Streets:	Main St				Main St				Kling St				Kling St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	68	17	0	1	88	0	0	0	0	0	0	34	0	2	0	210
7:15 AM	0	76	10	0	3	106	0	0	0	0	0	0	28	0	1	0	224
7:30 AM	0	110	14	0	1	111	0	0	0	0	0	0	30	0	2	0	268
7:45 AM	0	114	7	0	0	138	0	0	0	0	0	0	29	0	2	0	290
8:00 AM	0	100	13	0	2	112	0	0	0	0	0	0	14	0	3	0	244
8:15 AM	0	105	10	0	3	102	0	0	0	0	0	0	19	0	2	0	241
8:30 AM	0	98	12	0	1	117	0	0	0	0	0	0	23	0	4	0	255
8:45 AM	0	122	14	0	1	108	0	0	0	0	0	0	34	0	3	0	282
TOTAL VOLUMES :	NL 0	NT 793	NR 97	NU 0	SL 12	ST 882	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 211	WT 0	WR 19	WU 0	TOTAL 2014
APPROACH %'s :	0.00%	89.10%	10.90%	0.00%	1.34%	98.66%	0.00%	0.00%					91.74%	0.00%	8.26%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	429	44	0	6	463	0	0	0	0	0	0	92	0	9	0	1043
PEAK HR FACTOR :	0.000	0.941	0.786	0.000	0.500	0.839	0.000	0.000	0.000	0.000	0.000	0.000	0.767	0.000	0.750	0.000	0.899
	0.954				0.850								0.789				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	118	21	0	4	111	0	0	0	0	0	0	21	0	5	0	280
4:15 PM	0	119	22	0	2	113	0	0	0	0	0	0	25	0	6	0	287
4:30 PM	0	136	24	0	3	112	0	0	0	0	0	0	18	0	5	0	298
4:45 PM	0	125	21	0	2	110	0	0	0	0	0	0	21	0	7	0	286
5:00 PM	0	122	19	0	1	139	0	0	0	0	0	0	15	0	7	0	303
5:15 PM	0	134	25	1	6	108	0	1	0	0	0	0	18	0	6	0	299
5:30 PM	0	130	27	0	3	127	0	0	0	0	0	0	16	0	6	0	309
5:45 PM	0	147	23	0	3	103	0	1	0	0	0	0	25	0	6	0	308
6:00 PM	0	129	29	0	4	111	0	0	0	0	0	0	20	0	11	0	304
6:15 PM	0	135	15	0	5	127	0	0	0	0	0	0	11	0	7	0	300
6:30 PM	0	131	32	0	3	111	0	0	0	0	0	0	19	0	2	0	298
6:45 PM	0	141	24	0	2	103	0	0	0	0	0	0	16	0	4	0	290
TOTAL VOLUMES :	NL 0	NT 1567	NR 282	NU 1	SL 38	ST 1375	SR 0	SU 2	EL 0	ET 0	ER 0	EU 0	WL 225	WT 0	WR 72	WU 0	TOTAL 3562
APPROACH %'s :	0.00%	84.70%	15.24%	0.05%	2.69%	97.17%	0.00%	0.14%					75.76%	0.00%	24.24%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	540	104	1	16	449	0	2	0	0	0	0	79	0	29	0	1220
PEAK HR FACTOR :	0.000	0.918	0.897	0.250	0.667	0.884	0.000	0.500	0.000	0.000	0.000	0.000	0.790	0.000	0.659	0.000	0.987
	0.949				0.898								0.871				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange
Control: 1-Way Stop(WB)

Project ID: 25-340072-002
Date: 5/20/2025

Data - HT

NS/EW Streets:	Main St				Main St				Kling St				Kling St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
7:00 AM	0	3	0	0	1	7	0	0	0	0	0	0	2	0	0	0	13
7:15 AM	0	13	1	0	0	9	0	0	0	0	0	0	3	0	1	0	27
7:30 AM	0	14	4	0	0	7	0	0	0	0	0	0	2	0	0	0	27
7:45 AM	0	18	0	0	0	12	0	0	0	0	0	0	2	0	0	0	32
8:00 AM	0	11	0	0	0	8	0	0	0	0	0	0	3	0	1	0	23
8:15 AM	0	9	2	0	0	6	0	0	0	0	0	0	4	0	1	0	22
8:30 AM	0	6	1	0	0	5	0	0	0	0	0	0	1	0	0	0	13
8:45 AM	0	6	2	0	0	7	0	0	0	0	0	0	0	0	0	0	15
TOTAL VOLUMES :	NL 0	NT 80	NR 10	NU 0	SL 1	ST 61	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 17	WT 0	WR 3	WU 0	TOTAL 172
APPROACH %'s :	0.00%	88.89%	11.11%	0.00%	1.61%	98.39%	0.00%	0.00%					85.00%	0.00%	15.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	52	6	0	0	33	0	0	0	0	0	0	11	0	2	0	104
PEAK HR FACTOR :	0.000	0.722	0.375	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.000	0.688	0.000	0.500	0.000	0.813
	0.806				0.688								0.650				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
4:00 PM	0	7	2	0	0	7	0	0	0	0	0	0	5	0	0	0	21
4:15 PM	0	1	3	0	0	7	0	0	0	0	0	0	0	0	0	0	11
4:30 PM	0	3	3	0	0	5	0	0	0	0	0	0	0	0	0	0	11
4:45 PM	0	6	1	0	0	3	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	3	1	0	0	5	0	0	0	0	0	0	1	0	0	0	10
5:15 PM	0	3	0	0	0	6	0	0	0	0	0	0	1	0	0	0	10
5:30 PM	0	2	0	0	0	4	0	0	0	0	0	0	2	0	0	0	8
5:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
6:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	0	9
6:15 PM	0	1	1	0	1	4	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	10
6:45 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL 0	NT 36	NR 12	NU 0	SL 1	ST 55	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 10	WT 0	WR 0	WU 0	TOTAL 114
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	1.79%	98.21%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:15 PM - 06:15 PM																TOTAL
PEAK HR VOL :	0	10	0	0	0	16	0	0	0	0	0	0	4	0	0	0	30
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.750
	0.625				0.667								0.500				

National Data & Surveying Services

City: West Orange

Project ID: 25-340072-002

Data - Bikes

[illegible][illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange

Project ID: 25-340072-002
Date: 5/20/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Kling St		Kling St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	3	0	0	0	4
7:15 AM	0	0	0	0	1	2	0	0	3
7:30 AM	0	0	0	0	2	0	0	0	2
7:45 AM	0	0	0	0	8	4	0	0	12
8:00 AM	2	1	0	0	1	6	0	0	10
8:15 AM	1	0	0	1	7	5	0	0	14
8:30 AM	0	1	0	0	11	9	0	0	21
8:45 AM	1	0	1	0	8	9	0	0	19
TOTAL VOLUMES :	EB 5	WB 2	EB 1	WB 1	NB 41	SB 35	NB 0	SB 0	TOTAL 85
APPROACH %'s :	71.43%	28.57%	50.00%	50.00%	53.95%	46.05%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	1	0	1	18	15	0	0	38
PEAK HR FACTOR :	0.375	0.250		0.250	0.563	0.625			0.679
	0.333		0.250		0.688				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	1	0	0	0	9	7	0	0	17
4:15 PM	0	1	0	0	7	7	0	0	15
4:30 PM	0	0	0	0	5	0	0	0	5
4:45 PM	0	0	0	0	3	9	0	0	12
5:00 PM	0	0	0	1	14	8	0	0	23
5:15 PM	0	0	0	0	6	3	0	0	9
5:30 PM	0	0	1	0	4	4	0	0	9
5:45 PM	0	1	0	0	7	3	0	0	11
6:00 PM	1	3	0	1	9	10	0	0	24
6:15 PM	3	1	0	0	6	0	0	0	10
6:30 PM	1	2	1	0	3	7	0	0	14
6:45 PM	0	3	0	0	1	2	0	0	6
TOTAL VOLUMES :	EB 6	WB 11	EB 2	WB 2	NB 74	SB 60	NB 0	SB 0	TOTAL 155
APPROACH %'s :	35.29%	64.71%	50.00%	50.00%	55.22%	44.78%			
PEAK HR :	05:15 PM - 06:15 PM								TOTAL
PEAK HR VOL :	1	4	1	1	26	20	0	0	53
PEAK HR FACTOR :	0.250	0.333	0.250	0.250	0.722	0.500			0.552
	0.313		0.500		0.605				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/20/2025

Data - Total

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	5	72	0	0	0	96	2	0	0	0	0	0	0	0	0	0	175
7:15 AM	4	89	0	0	0	115	0	0	0	0	0	0	0	0	0	0	208
7:30 AM	5	119	0	0	0	120	2	0	0	0	0	0	0	0	0	0	246
7:45 AM	6	130	0	0	0	149	4	0	0	0	0	0	0	0	0	0	289
8:00 AM	6	109	0	0	0	119	3	0	0	0	0	0	0	0	0	0	237
8:15 AM	3	114	0	1	0	110	0	0	0	0	0	0	0	0	0	0	228
8:30 AM	5	101	0	0	0	121	1	0	0	0	0	0	0	0	0	0	228
8:45 AM	5	123	0	0	0	118	4	0	0	0	0	0	0	0	0	0	250
TOTAL VOLUMES :	NL 39	NT 857	NR 0	NU 1	SL 0	ST 948	SR 16	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1861
APPROACH %'s :	4.35%	95.54%	0.00%	0.11%	0.00%	98.34%	1.66%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	20	472	0	1	0	498	9	0	0	0	0	0	0	0	0	0	1000
PEAK HR FACTOR :	0.833	0.908	0.000	0.250	0.000	0.836	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.865
	0.906				0.828												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	14	116	0	0	0	120	2	0	0	0	0	0	0	0	0	0	252
4:15 PM	8	126	0	0	0	120	6	0	0	0	0	0	0	0	0	0	260
4:30 PM	14	136	0	0	0	115	2	0	0	0	0	0	0	0	0	0	267
4:45 PM	15	125	0	0	0	119	8	0	0	0	0	0	0	0	0	0	267
5:00 PM	13	119	0	0	0	144	6	0	0	0	0	0	0	0	0	0	282
5:15 PM	9	129	0	0	0	125	8	0	0	0	0	0	0	0	0	0	271
5:30 PM	18	124	0	0	0	132	10	0	0	0	0	0	0	0	0	0	284
5:45 PM	9	148	0	0	0	108	11	0	0	0	0	0	0	0	0	0	276
6:00 PM	14	125	0	0	0	119	5	0	0	0	0	0	0	0	0	0	263
6:15 PM	16	131	0	0	0	138	9	0	0	0	0	0	0	0	0	0	294
6:30 PM	12	127	0	0	0	119	2	0	0	0	0	0	0	0	0	0	260
6:45 PM	11	137	0	0	0	105	6	0	0	0	0	0	0	0	0	0	259
TOTAL VOLUMES :	NL 153	NT 1543	NR 0	NU 0	SL 0	ST 1464	SR 75	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3235
APPROACH %'s :	9.02%	90.98%	0.00%	0.00%	0.00%	95.13%	4.87%	0.00%									
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	57	528	0	0	0	497	35	0	0	0	0	0	0	0	0	0	1117
PEAK HR FACTOR :	0.792	0.892	0.000	0.000	0.000	0.900	0.795	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.950
	0.932				0.905												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/20/2025

Data - Cars

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	4	67	0	0	0	87	1	0	0	0	0	0	0	0	0	0	159
7:15 AM	4	75	0	0	0	106	0	0	0	0	0	0	0	0	0	0	185
7:30 AM	5	107	0	0	0	113	2	0	0	0	0	0	0	0	0	0	227
7:45 AM	6	112	0	0	0	137	4	0	0	0	0	0	0	0	0	0	259
8:00 AM	5	98	0	0	0	113	2	0	0	0	0	0	0	0	0	0	218
8:15 AM	3	105	0	1	0	104	0	0	0	0	0	0	0	0	0	0	213
8:30 AM	5	95	0	0	0	116	1	0	0	0	0	0	0	0	0	0	217
8:45 AM	5	117	0	0	0	111	4	0	0	0	0	0	0	0	0	0	237
TOTAL VOLUMES :	NL 37	NT 776	NR 0	NU 1	SL 0	ST 887	SR 14	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1715
APPROACH %'s :	4.55%	95.33%	0.00%	0.12%	0.00%	98.45%	1.55%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	19	422	0	1	0	467	8	0	0	0	0	0	0	0	0	0	917
PEAK HR FACTOR :	0.792	0.942	0.000	0.250	0.000	0.852	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.885
	0.936				0.842												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	14	109	0	0	0	112	2	0	0	0	0	0	0	0	0	0	237
4:15 PM	8	125	0	0	0	114	6	0	0	0	0	0	0	0	0	0	253
4:30 PM	14	134	0	0	0	110	2	0	0	0	0	0	0	0	0	0	260
4:45 PM	15	118	0	0	0	116	8	0	0	0	0	0	0	0	0	0	257
5:00 PM	13	116	0	0	0	139	6	0	0	0	0	0	0	0	0	0	274
5:15 PM	9	126	0	0	0	118	8	0	0	0	0	0	0	0	0	0	261
5:30 PM	18	122	0	0	0	129	10	0	0	0	0	0	0	0	0	0	279
5:45 PM	9	147	0	0	0	105	11	0	0	0	0	0	0	0	0	0	272
6:00 PM	14	122	0	0	0	116	5	0	0	0	0	0	0	0	0	0	257
6:15 PM	16	130	0	0	0	132	9	0	0	0	0	0	0	0	0	0	287
6:30 PM	12	125	0	0	0	112	2	0	0	0	0	0	0	0	0	0	251
6:45 PM	11	134	0	0	0	104	6	0	0	0	0	0	0	0	0	0	255
TOTAL VOLUMES :	NL 153	NT 1508	NR 0	NU 0	SL 0	ST 1407	SR 75	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3143
APPROACH %'s :	9.21%	90.79%	0.00%	0.00%	0.00%	94.94%	5.06%	0.00%									
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	57	521	0	0	0	482	35	0	0	0	0	0	0	0	0	0	1095
PEAK HR FACTOR :	0.792	0.886	0.000	0.000	0.000	0.913	0.795	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.954
	0.926				0.917												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/20/2025

Data - HT

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	1	5	0	0	0	9	1	0	0	0	0	0	0	0	0	0	16
7:15 AM	0	14	0	0	0	9	0	0	0	0	0	0	0	0	0	0	23
7:30 AM	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0	0	19
7:45 AM	0	18	0	0	0	12	0	0	0	0	0	0	0	0	0	0	30
8:00 AM	1	11	0	0	0	6	1	0	0	0	0	0	0	0	0	0	19
8:15 AM	0	9	0	0	0	6	0	0	0	0	0	0	0	0	0	0	15
8:30 AM	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11
8:45 AM	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0	0	13
TOTAL VOLUMES :	NL 2	NT 81	NR 0	NU 0	SL 0	ST 61	SR 2	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 146
APPROACH %'s :	2.41%	97.59%	0.00%	0.00%	0.00%	96.83%	3.17%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	50	0	0	0	31	1	0	0	0	0	0	0	0	0	0	83
PEAK HR FACTOR :	0.250	0.694	0.000	0.000	0.000	0.646	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.692
	0.708				0.667												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	15
4:15 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
4:30 PM	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
4:45 PM	0	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10
5:00 PM	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8
5:15 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
5:30 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
6:15 PM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
6:30 PM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9
6:45 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL VOLUMES :	NL 0	NT 35	NR 0	NU 0	SL 0	ST 57	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 92
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	7	0	0	0	15	0	0	0	0	0	0	0	0	0	0	22
PEAK HR FACTOR :	0.000	0.583	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.786
	0.583				0.625												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/20/2025

Data - Bikes

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES :	NL 1	NT 2	NR 0	NU 0	SL 0	ST 2	SR 0	SU 0	EL 0	ET 0	ER 1	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 6
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
6:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 12	NR 0	NU 0	SL 0	ST 10	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 22
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:30 PM - 06:30 PM																TOTAL
PEAK HR VOL :	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	10
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.625				0.417												

National Data & Surveying Services
Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange

Project ID: 25-340072-003
Date: 5/20/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Prospect Pl		Prospect Pl		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	1	0	0	0	0	0	1	4	6
7:15 AM	0	0	0	1	0	0	1	0	2
7:30 AM	1	0	0	0	0	0	1	3	5
7:45 AM	3	0	0	0	0	0	8	3	14
8:00 AM	0	0	0	0	0	0	0	1	1
8:15 AM	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	1	2	0	0	8	4	15
8:45 AM	0	1	1	1	0	0	7	12	22
TOTAL VOLUMES :	EB 5	WB 2	EB 2	WB 4	NB 0	SB 0	NB 26	SB 28	TOTAL 67
APPROACH %'s :	71.43%	28.57%	33.33%	66.67%			48.15%	51.85%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	4	1	0	0	0	0	9	8	22
PEAK HR FACTOR :	0.333	0.250					0.281	0.667	0.393
		0.417						0.386	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	1	0	2	0	0	5	4	12
4:15 PM	2	0	3	3	0	0	7	10	25
4:30 PM	4	1	3	1	0	0	7	6	22
4:45 PM	1	0	2	0	0	0	6	5	14
5:00 PM	0	0	1	0	0	0	1	3	5
5:15 PM	0	0	2	1	0	0	6	5	14
5:30 PM	0	0	0	2	0	0	0	1	3
5:45 PM	0	1	2	1	0	0	0	6	10
6:00 PM	1	1	1	3	0	0	8	1	15
6:15 PM	2	3	2	2	0	0	2	3	14
6:30 PM	3	1	2	1	0	0	0	5	12
6:45 PM	2	1	3	2	0	0	2	1	11
TOTAL VOLUMES :	EB 15	WB 9	EB 21	WB 18	NB 0	SB 0	NB 44	SB 50	TOTAL 157
APPROACH %'s :	62.50%	37.50%	53.85%	46.15%			46.81%	53.19%	
PEAK HR :	05:30 PM - 06:30 PM								TOTAL
PEAK HR VOL :	3	5	5	8	0	0	10	11	42
PEAK HR FACTOR :	0.375	0.417	0.625	0.667			0.313	0.458	0.700
		0.400		0.813				0.583	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/31/2025

Data - Total

NS/EW Streets:		Main St				Main St				Erwin Pl				Erwin Pl				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
	11:00 AM	2	139	0	0	0	109	0	0	1	0	1	0	0	0	0	0	252
	11:15 AM	0	112	0	0	0	150	3	0	1	0	1	0	0	0	0	0	267
	11:30 AM	2	126	0	0	0	157	1	0	2	0	2	0	0	0	0	0	290
	11:45 AM	1	125	0	0	1	149	0	0	2	0	4	0	0	0	0	0	282
	12:00 PM	1	149	0	0	0	120	0	0	4	0	2	0	0	0	0	0	276
	12:15 PM	0	123	0	0	0	151	0	0	0	0	0	0	0	0	0	0	274
	12:30 PM	2	116	0	0	0	145	1	0	2	0	2	0	0	0	0	0	268
	12:45 PM	3	129	0	0	0	161	0	0	2	0	3	0	0	0	0	0	298
	1:00 PM	2	137	1	0	0	137	0	0	1	0	3	0	0	0	0	0	281
	1:15 PM	1	134	0	0	0	126	1	0	2	0	2	0	0	0	0	0	266
	1:30 PM	1	109	0	0	0	144	1	0	0	0	2	0	0	0	0	0	257
	1:45 PM	1	122	0	0	0	114	1	0	1	0	5	0	0	0	0	0	244
TOTAL VOLUMES :		NL 16	NT 1521	NR 1	NU 0	SL 1	ST 1663	SR 8	SU 0	EL 18	ET 0	ER 27	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3255
APPROACH %'s :		1.04%	98.89%	0.07%	0.00%	0.06%	99.46%	0.48%	0.00%	40.00%	0.00%	60.00%	0.00%					
PEAK HR :		11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :		4	523	0	0	1	577	1	0	8	0	8	0	0	0	0	0	1122
PEAK HR FACTOR :		0.500	0.878	0.000	0.000	0.250	0.919	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.967
		0.878				0.916				0.667								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/31/2025

Data - Cars

NS/EW Streets:	Main St				Main St				Erwin Pl				Erwin Pl				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	2	136	0	0	0	105	0	0	1	0	1	0	0	0	0	0	245
11:15 AM	0	109	0	0	0	143	3	0	1	0	1	0	0	0	0	0	257
11:30 AM	2	124	0	0	0	151	1	0	2	0	2	0	0	0	0	0	282
11:45 AM	1	123	0	0	1	146	0	0	2	0	4	0	0	0	0	0	277
12:00 PM	1	144	0	0	0	117	0	0	4	0	2	0	0	0	0	0	268
12:15 PM	0	120	0	0	0	149	0	0	0	0	0	0	0	0	0	0	269
12:30 PM	2	114	0	0	0	144	1	0	2	0	2	0	0	0	0	0	265
12:45 PM	3	127	0	0	0	158	0	0	2	0	3	0	0	0	0	0	293
1:00 PM	2	135	1	0	0	133	0	0	1	0	3	0	0	0	0	0	275
1:15 PM	1	131	0	0	0	122	1	0	2	0	2	0	0	0	0	0	259
1:30 PM	1	106	0	0	0	140	1	0	0	0	2	0	0	0	0	0	250
1:45 PM	1	116	0	0	0	112	0	0	1	0	5	0	0	0	0	0	235
TOTAL VOLUMES :	NL 16	NT 1485	NR 1	NU 0	SL 1	ST 1620	SR 7	SU 0	EL 18	ET 0	ER 27	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 3175
APPROACH %'s :	1.07%	98.87%	0.07%	0.00%	0.06%	99.51%	0.43%	0.00%	40.00%	0.00%	60.00%	0.00%					
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	4	511	0	0	1	563	1	0	8	0	8	0	0	0	0	0	1096
PEAK HR FACTOR :	0.500	0.887	0.000	0.000	0.250	0.932	0.250	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.972
		0.888				0.929				0.667							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl
City: West Orange
Control: 1-Way Stop(EB)

Project ID: 25-340072-001
Date: 5/31/2025

Data - HT

NS/EW Streets:	Main St				Main St				Erwin Pl				Erwin Pl				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
11:30 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
12:15 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
12:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1:00 PM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1:15 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	6	0	0	0	2	1	0	0	0	0	0	0	0	0	0	9
TOTAL VOLUMES :	NL 0	NT 36	NR 0	NU 0	SL 0	ST 43	SR 1	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 80
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	97.73%	2.27%	0.00%									
PEAK HR :	11:30 AM - 12:30 PM																TOTAL
PEAK HR VOL :	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	26
PEAK HR FACTOR :	0.000	0.600	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.813
	0.600				0.583												

National Data & Surveying Services

City: West Orange

Project ID: 25-340072-001

Date: 5/31/2025

Data - Bikes

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Erwin Pl

Project ID: 25-340072-001

City: West Orange

Date: 5/31/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Erwin Pl		Erwin Pl		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	2	0	0	0	0	0	1	0	3
11:15 AM	1	0	0	0	0	0	0	3	4
11:30 AM	0	0	0	1	0	0	0	1	2
11:45 AM	0	1	1	0	0	0	2	0	4
12:00 PM	0	0	0	0	0	0	2	6	8
12:15 PM	0	1	1	0	0	0	5	5	12
12:30 PM	0	0	1	0	0	0	1	1	3
12:45 PM	0	0	0	1	0	0	3	1	5
1:00 PM	1	0	0	0	0	0	0	2	3
1:15 PM	0	0	0	0	0	0	1	0	1
1:30 PM	0	2	0	0	0	0	1	3	6
1:45 PM	1	1	1	2	0	0	1	3	9
TOTAL VOLUMES :	EB 5	WB 5	EB 4	WB 4	NB 0	SB 0	NB 17	SB 25	TOTAL 60
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%			40.48%	59.52%	
PEAK HR :	11:30 AM - 12:30 PM								TOTAL
PEAK HR VOL :	0	2	2	1	0	0	9	12	26
PEAK HR FACTOR :		0.500	0.500	0.250			0.450	0.500	0.542
		0.500		0.750				0.525	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange
Control: 1-Way Stop(WB)

Project ID: 25-340072-002
Date: 5/31/2025

Data - Total

NS/EW Streets:	Main St				Main St				Kling St				Kling St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
11:00 AM	0	118	19	0	2	93	0	0	0	0	0	0	20	0	7	0	259
11:15 AM	0	102	15	0	3	136	0	0	0	0	0	0	19	0	4	0	279
11:30 AM	0	106	18	0	2	143	0	0	0	0	0	0	16	0	4	0	289
11:45 AM	0	115	16	0	5	127	0	0	0	0	0	0	22	0	6	0	291
12:00 PM	0	132	15	0	2	102	0	0	0	0	0	0	18	0	0	0	269
12:15 PM	0	104	22	0	2	129	0	1	0	0	0	0	23	0	2	0	283
12:30 PM	0	101	15	0	3	129	0	0	0	0	0	0	17	0	5	0	270
12:45 PM	0	114	14	0	2	146	0	0	0	0	0	0	17	0	7	0	300
1:00 PM	0	122	20	0	0	125	0	1	0	0	0	0	11	0	5	0	284
1:15 PM	0	109	23	0	4	107	0	0	0	0	0	0	20	0	3	0	266
1:30 PM	0	96	13	0	2	132	0	0	0	0	0	0	14	0	4	0	261
1:45 PM	0	99	20	0	2	103	0	0	0	0	0	0	11	0	13	1	249
TOTAL VOLUMES :	NL 0	NT 1318	NR 210	NU 0	SL 29	ST 1472	SR 0	SU 2	EL 0	ET 0	ER 0	EU 0	WL 208	WT 0	WR 60	WU 1	TOTAL 3300
APPROACH %'s :	0.00%	86.26%	13.74%	0.00%	1.93%	97.94%	0.00%	0.13%					77.32%	0.00%	22.30%	0.37%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	441	71	0	7	529	0	2	0	0	0	0	68	0	19	0	1137
PEAK HR FACTOR :	0.000	0.904	0.807	0.000	0.583	0.906	0.000	0.500	0.000	0.000	0.000	0.000	0.739	0.000	0.679	0.000	0.948
	0.901				0.909								0.870				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange
Control: 1-Way Stop(WB)

Project ID: 25-340072-002
Date: 5/31/2025

Data - Cars

NS/EW Streets:	Main St				Main St				Kling St				Kling St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
11:00 AM	0	115	19	0	2	91	0	0	0	0	0	0	18	0	5	0	250
11:15 AM	0	100	14	0	2	131	0	0	0	0	0	0	17	0	4	0	268
11:30 AM	0	104	18	0	1	138	0	0	0	0	0	0	15	0	4	0	280
11:45 AM	0	113	16	0	5	124	0	0	0	0	0	0	22	0	6	0	286
12:00 PM	0	128	15	0	2	99	0	0	0	0	0	0	18	0	0	0	262
12:15 PM	0	100	22	0	2	127	0	1	0	0	0	0	23	0	2	0	277
12:30 PM	0	99	15	0	3	128	0	0	0	0	0	0	16	0	5	0	266
12:45 PM	0	113	14	0	2	144	0	0	0	0	0	0	17	0	7	0	297
1:00 PM	0	119	20	0	0	121	0	1	0	0	0	0	11	0	5	0	277
1:15 PM	0	106	23	0	4	103	0	0	0	0	0	0	20	0	3	0	259
1:30 PM	0	93	13	0	2	128	0	0	0	0	0	0	14	0	4	0	254
1:45 PM	0	94	19	0	2	100	0	0	0	0	0	0	11	0	12	1	239
TOTAL VOLUMES :	NL 0	NT 1284	NR 208	NU 0	SL 27	ST 1434	SR 0	SU 2	EL 0	ET 0	ER 0	EU 0	WL 202	WT 0	WR 57	WU 1	TOTAL 3215
APPROACH %'s :	0.00%	86.06%	13.94%	0.00%	1.85%	98.02%	0.00%	0.14%					77.69%	0.00%	21.92%	0.38%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	431	71	0	7	520	0	2	0	0	0	0	67	0	19	0	1117
PEAK HR FACTOR :	0.000	0.905	0.807	0.000	0.583	0.903	0.000	0.500	0.000	0.000	0.000	0.000	0.728	0.000	0.679	0.000	0.940
	0.903				0.906								0.860				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St
City: West Orange
Control: 1-Way Stop(WB)

Project ID: 25-340072-002
Date: 5/31/2025

Data - HT

NS/EW Streets:	Main St				Main St				Kling St				Kling St				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
11:00 AM	0	3	0	0	0	2	0	0	0	0	0	0	2	0	2	0	9
11:15 AM	0	2	1	0	1	5	0	0	0	0	0	0	2	0	0	0	11
11:30 AM	0	2	0	0	1	5	0	0	0	0	0	0	1	0	0	0	9
11:45 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	4
12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:15 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	0	5	1	0	0	3	0	0	0	0	0	0	0	0	1	0	10
TOTAL VOLUMES :	NL 0	NT 34	NR 2	NU 0	SL 2	ST 38	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 6	WT 0	WR 3	WU 0	TOTAL 85
APPROACH %'s :	0.00%	94.44%	5.56%	0.00%	5.00%	95.00%	0.00%	0.00%					66.67%	0.00%	33.33%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	10	0	0	0	9	0	0	0	0	0	0	1	0	0	0	20
PEAK HR FACTOR :	0.000	0.625	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.714
	0.625				0.563								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St

City: West Orange

Control: 1-Way Stop(WB)

Project ID: 25-340072-002

Date: 5/31/2025

Data - Bikes

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Kling St

City: West Orange

Project ID: 25-340072-002

Date: 5/31/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Kling St		Kling St		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	3	0	5	3	0	0	11
11:15 AM	0	0	0	1	4	7	0	0	12
11:30 AM	0	0	0	0	6	2	0	0	8
11:45 AM	0	0	0	0	5	3	0	0	8
12:00 PM	0	0	0	0	6	6	0	0	12
12:15 PM	0	0	0	1	4	4	0	0	9
12:30 PM	0	0	1	0	5	4	0	0	10
12:45 PM	0	0	3	1	4	4	0	0	12
1:00 PM	2	1	1	0	7	10	0	0	21
1:15 PM	0	0	0	0	8	7	0	0	15
1:30 PM	1	1	0	0	4	8	0	0	14
1:45 PM	0	0	0	1	7	8	0	0	16
TOTAL VOLUMES :	EB 3	WB 2	EB 8	WB 4	NB 65	SB 66	NB 0	SB 0	TOTAL 148
APPROACH %'s :	60.00%	40.00%	66.67%	33.33%	49.62%	50.38%			
PEAK HR :	12:15 PM - 01:15 PM								TOTAL
PEAK HR VOL :	2	1	5	2	20	22	0	0	52
PEAK HR FACTOR :	0.250	0.250	0.417	0.500	0.714	0.550			0.619
		0.250		0.438		0.618			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/31/2025

Data - Total

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	10	116	0	1	0	93	3	0	0	0	0	0	0	0	0	0	223
11:15 AM	8	93	0	0	0	136	3	0	0	0	0	0	0	0	0	0	240
11:30 AM	9	100	0	0	0	144	4	0	0	0	0	0	0	0	0	0	257
11:45 AM	9	117	0	0	0	127	3	0	0	0	0	0	0	0	0	0	256
12:00 PM	8	124	0	1	0	103	3	0	0	0	0	0	0	0	0	0	239
12:15 PM	8	99	0	1	0	128	3	0	0	0	0	0	0	0	0	0	239
12:30 PM	6	97	0	1	0	132	0	0	0	0	0	0	0	0	0	0	236
12:45 PM	7	113	0	0	0	145	3	0	0	0	0	0	0	0	0	0	268
1:00 PM	13	113	0	0	0	127	6	0	0	0	0	0	0	0	0	0	259
1:15 PM	8	98	0	0	0	107	3	0	0	0	0	0	0	0	0	0	216
1:30 PM	8	93	0	0	0	131	2	0	0	0	0	0	0	0	0	0	234
1:45 PM	14	91	0	0	0	106	5	0	0	0	0	0	0	0	0	0	216
TOTAL VOLUMES :	NL 108	NT 1254	NR 0	NU 4	SL 0	ST 1479	SR 38	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2883
APPROACH %'s :	7.91%	91.80%	0.00%	0.29%	0.00%	97.50%	2.50%	0.00%									
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	34	422	0	2	0	532	12	0	0	0	0	0	0	0	0	0	1002
PEAK HR FACTOR :	0.654	0.934	0.000	0.500	0.000	0.917	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.935
	0.909				0.919												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/31/2025

Data - Cars

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	9	113	0	0	0	91	3	0	0	0	0	0	0	0	0	0	216
11:15 AM	7	92	0	0	0	131	3	0	0	0	0	0	0	0	0	0	233
11:30 AM	9	98	0	0	0	138	4	0	0	0	0	0	0	0	0	0	249
11:45 AM	9	115	0	0	0	124	3	0	0	0	0	0	0	0	0	0	251
12:00 PM	8	121	0	1	0	100	3	0	0	0	0	0	0	0	0	0	233
12:15 PM	8	94	0	1	0	126	3	0	0	0	0	0	0	0	0	0	232
12:30 PM	6	95	0	1	0	131	0	0	0	0	0	0	0	0	0	0	233
12:45 PM	7	112	0	0	0	143	3	0	0	0	0	0	0	0	0	0	265
1:00 PM	13	110	0	0	0	123	6	0	0	0	0	0	0	0	0	0	252
1:15 PM	8	95	0	0	0	103	3	0	0	0	0	0	0	0	0	0	209
1:30 PM	8	90	0	0	0	127	2	0	0	0	0	0	0	0	0	0	227
1:45 PM	13	86	0	0	0	102	5	0	0	0	0	0	0	0	0	0	206
TOTAL VOLUMES :	NL 105	NT 1221	NR 0	NU 3	SL 0	ST 1439	SR 38	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2806
APPROACH %'s :	7.90%	91.87%	0.00%	0.23%	0.00%	97.43%	2.57%	0.00%									
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	34	411	0	2	0	523	12	0	0	0	0	0	0	0	0	0	982
PEAK HR FACTOR :	0.654	0.917	0.000	0.500	0.000	0.914	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.926
	0.909				0.916												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange
Control: No Control

Project ID: 25-340072-003
Date: 5/31/2025

Data - HT

NS/EW Streets:	Main St				Main St				Prospect Pl				Prospect Pl				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	1	3	0	1	0	2	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	1	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
11:30 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8
11:45 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
12:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	0	7
12:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:15 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:30 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1:45 PM	1	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
TOTAL VOLUMES :	NL 3	NT 33	NR 0	NU 1	SL 0	ST 40	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 77
APPROACH %'s :	8.11%	89.19%	0.00%	2.70%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	11	0	0	0	9	0	0	0	0	0	0	0	0	0	0	20
PEAK HR FACTOR :	0.000	0.550	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.714
	0.550				0.563												

National Data & Surveying Services

City: West Orange

Project ID: 25-340072-003

Data - Bikes

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Main St & Prospect Pl
City: West Orange

Project ID: 25-340072-003
Date: 5/31/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Main St		Main St		Prospect Pl		Prospect Pl		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	1	1	1	1	0	0	3	1	8
11:15 AM	0	3	2	1	0	0	2	6	14
11:30 AM	3	1	0	1	0	0	1	2	8
11:45 AM	0	2	3	2	0	0	3	4	14
12:00 PM	2	2	2	0	0	0	2	4	12
12:15 PM	0	0	0	2	0	0	9	3	14
12:30 PM	1	0	0	1	0	0	3	2	7
12:45 PM	0	0	0	1	0	0	5	2	8
1:00 PM	1	1	0	1	0	0	0	2	5
1:15 PM	0	1	1	0	0	0	1	0	3
1:30 PM	0	1	2	1	0	0	3	3	10
1:45 PM	0	0	0	1	0	0	3	5	9
TOTAL VOLUMES :	EB 8	WB 12	EB 11	WB 12	NB 0	SB 0	NB 35	SB 34	TOTAL 112
APPROACH %'s :	40.00%	60.00%	47.83%	52.17%			50.72%	49.28%	
PEAK HR :	12:15 PM - 01:15 PM								TOTAL
PEAK HR VOL :	2	1	0	5	0	0	17	9	34
PEAK HR FACTOR :	0.500	0.250		0.625			0.472	0.750	0.607
	0.375		0.625				0.542		

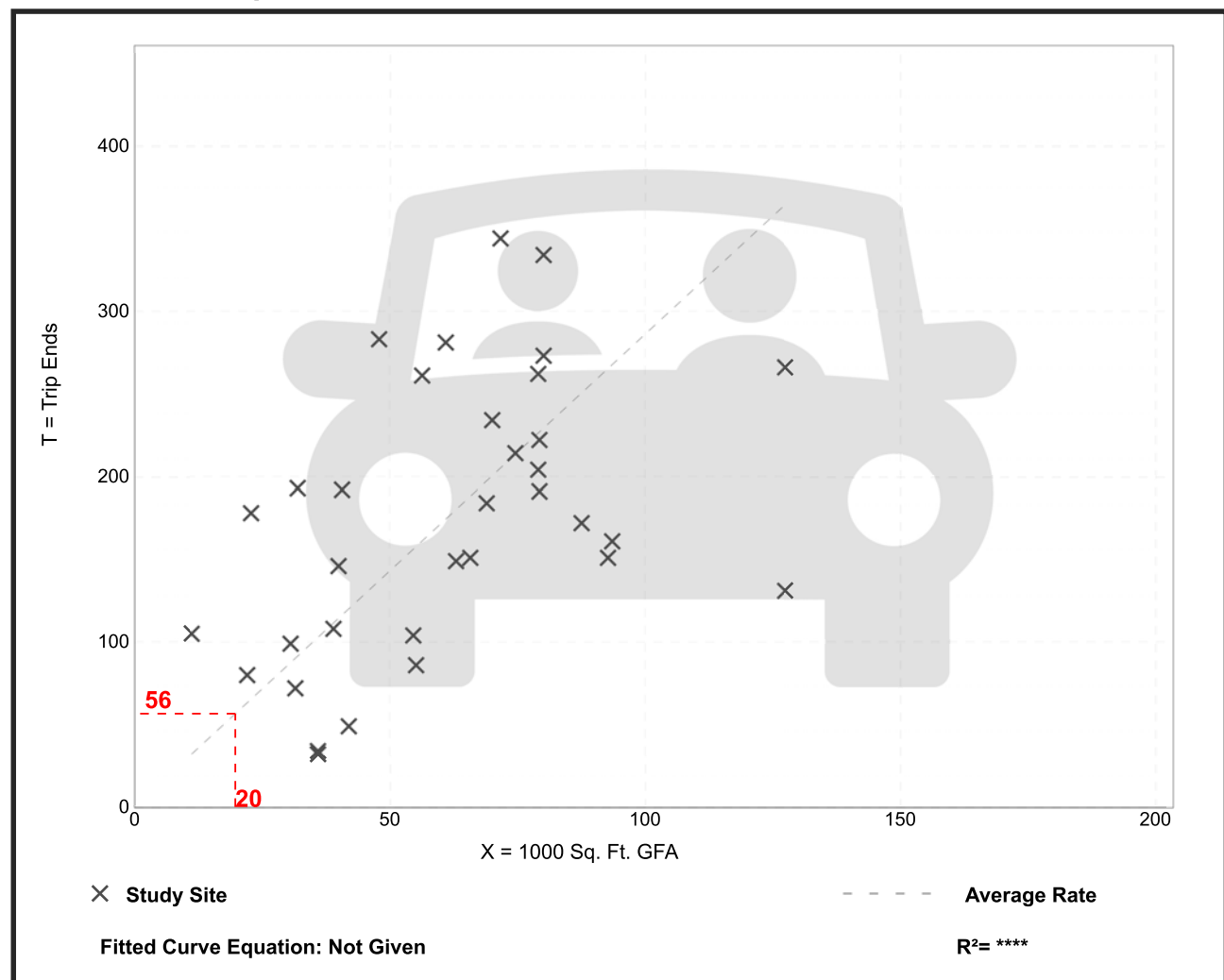
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 34
 Avg. 1000 Sq. Ft. GFA: 61
 Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.86	0.89 - 9.35	1.45

Data Plot and Equation



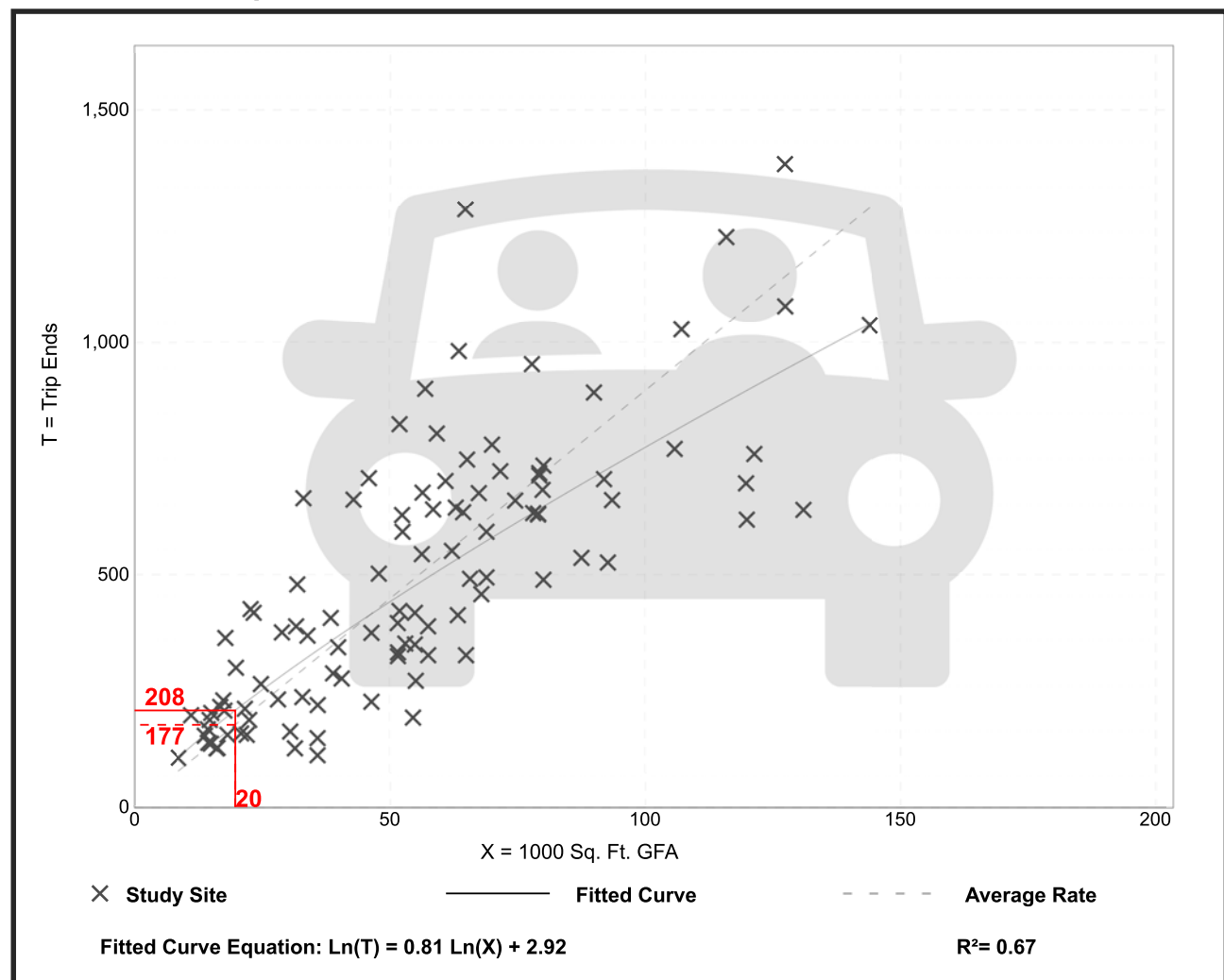
Supermarket (850)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 55
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.95	3.11 - 20.30	3.32

Data Plot and Equation



Supermarket (850)

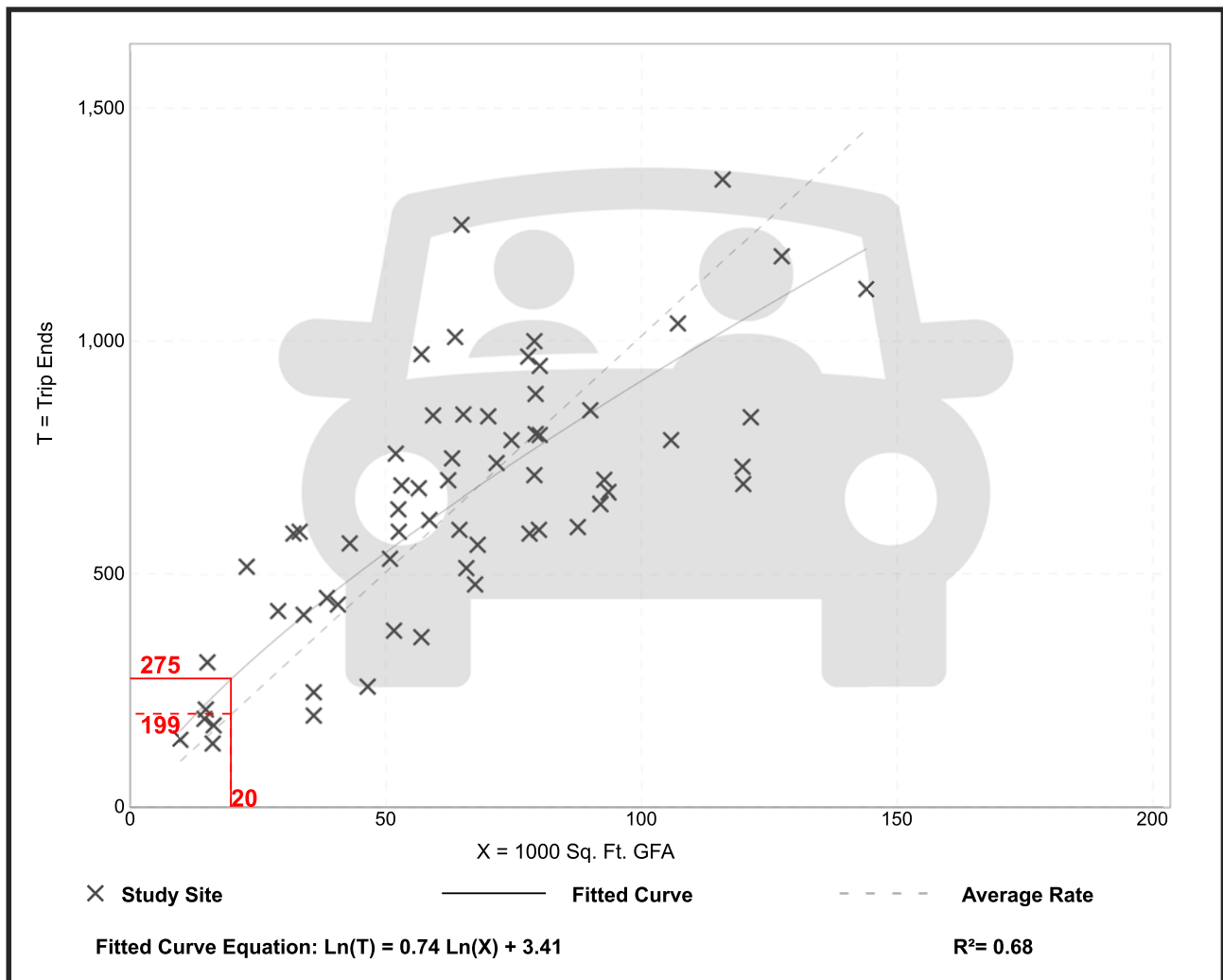
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 62
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.10	5.51 - 22.61	3.30

Data Plot and Equation



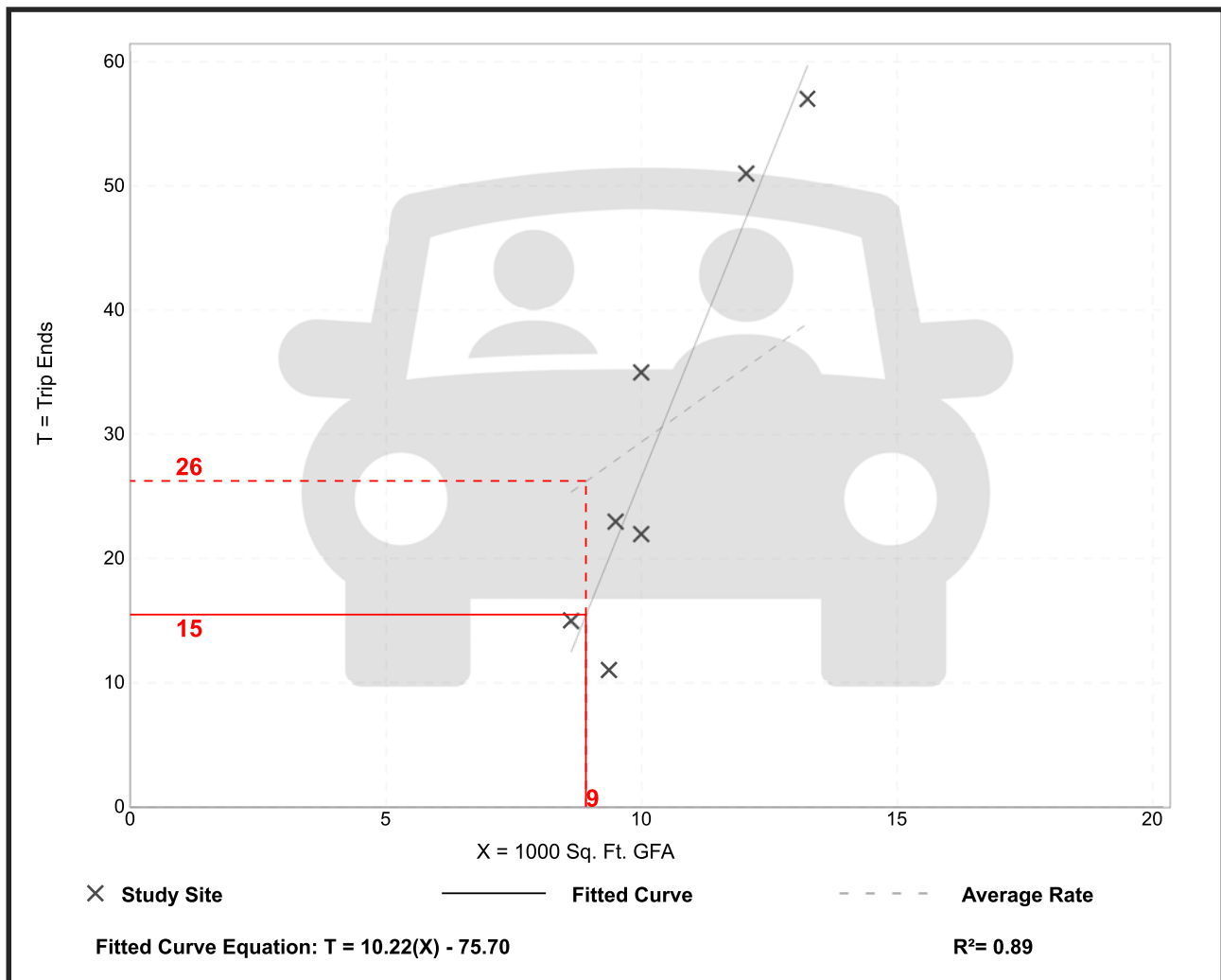
Pharmacy/Drugstore without Drive-Through Window (880)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 7
 Avg. 1000 Sq. Ft. GFA: 10
 Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.94	1.17 - 4.30	1.25

Data Plot and Equation



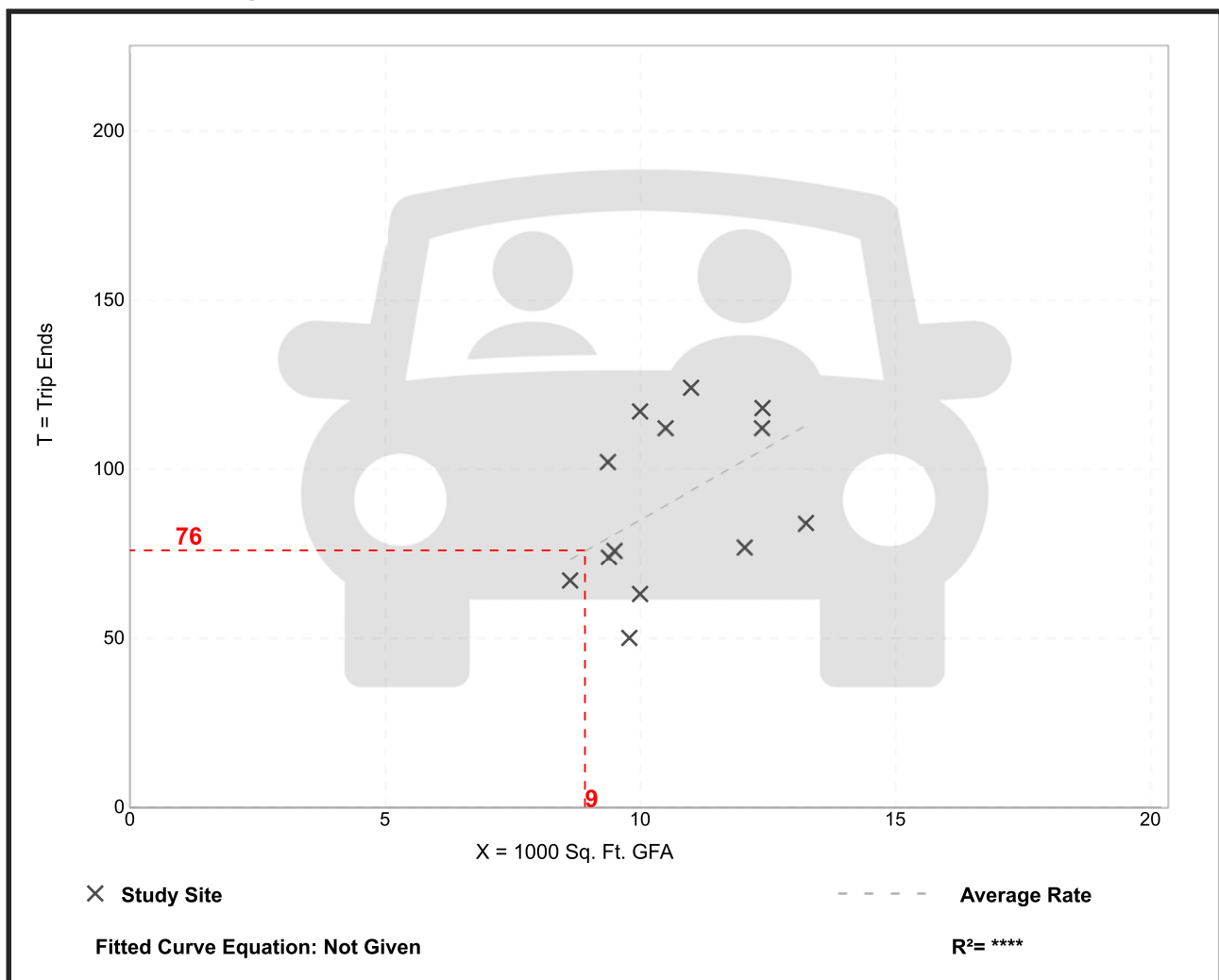
Pharmacy/Drugstore without Drive-Through Window (880)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.51	5.11 - 11.70	2.16

Data Plot and Equation



Pharmacy/Drugstore without Drive-Through Window (880)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

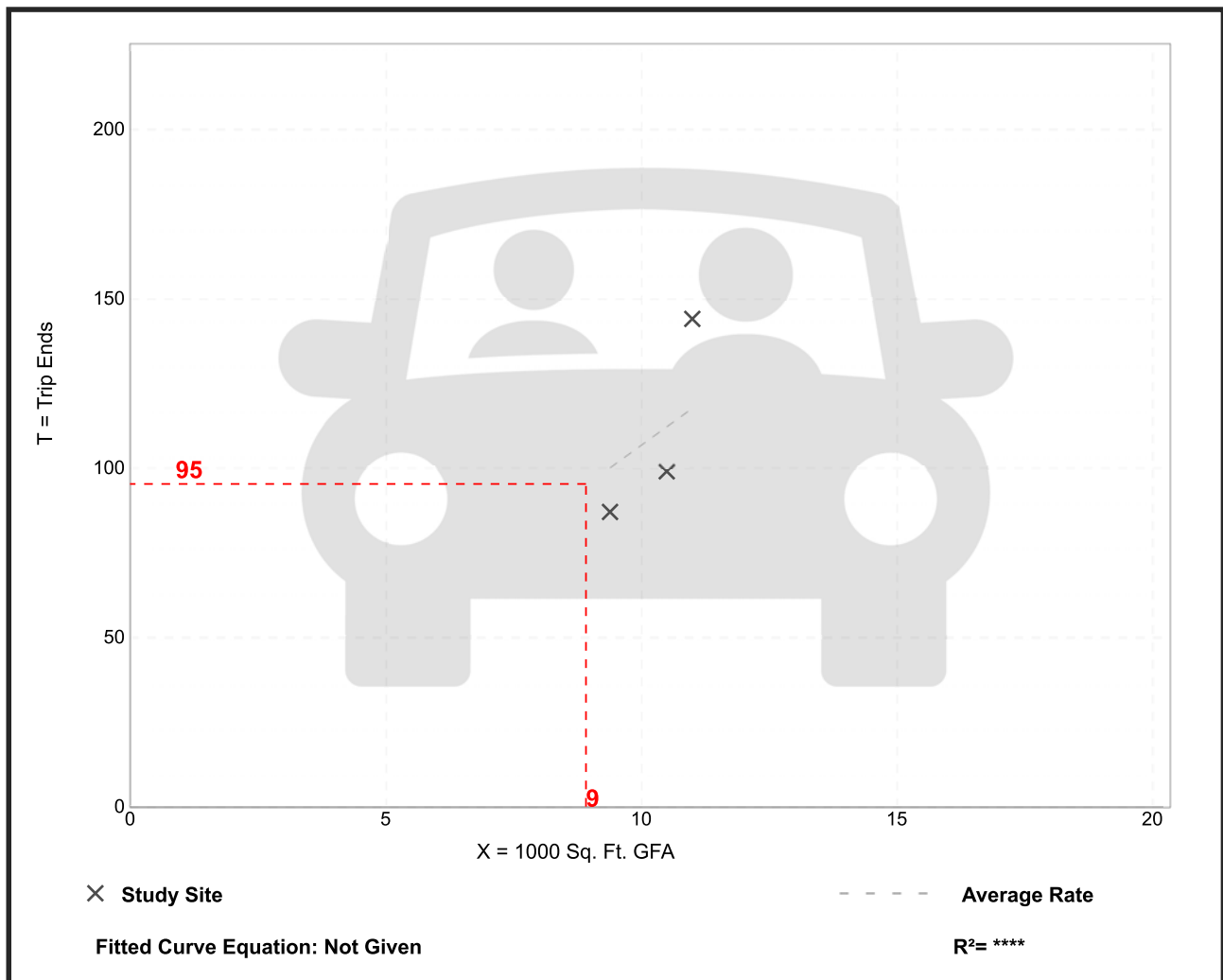
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 10
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.68	9.27 - 13.09	2.19

Data Plot and Equation

Caution – Small Sample Size



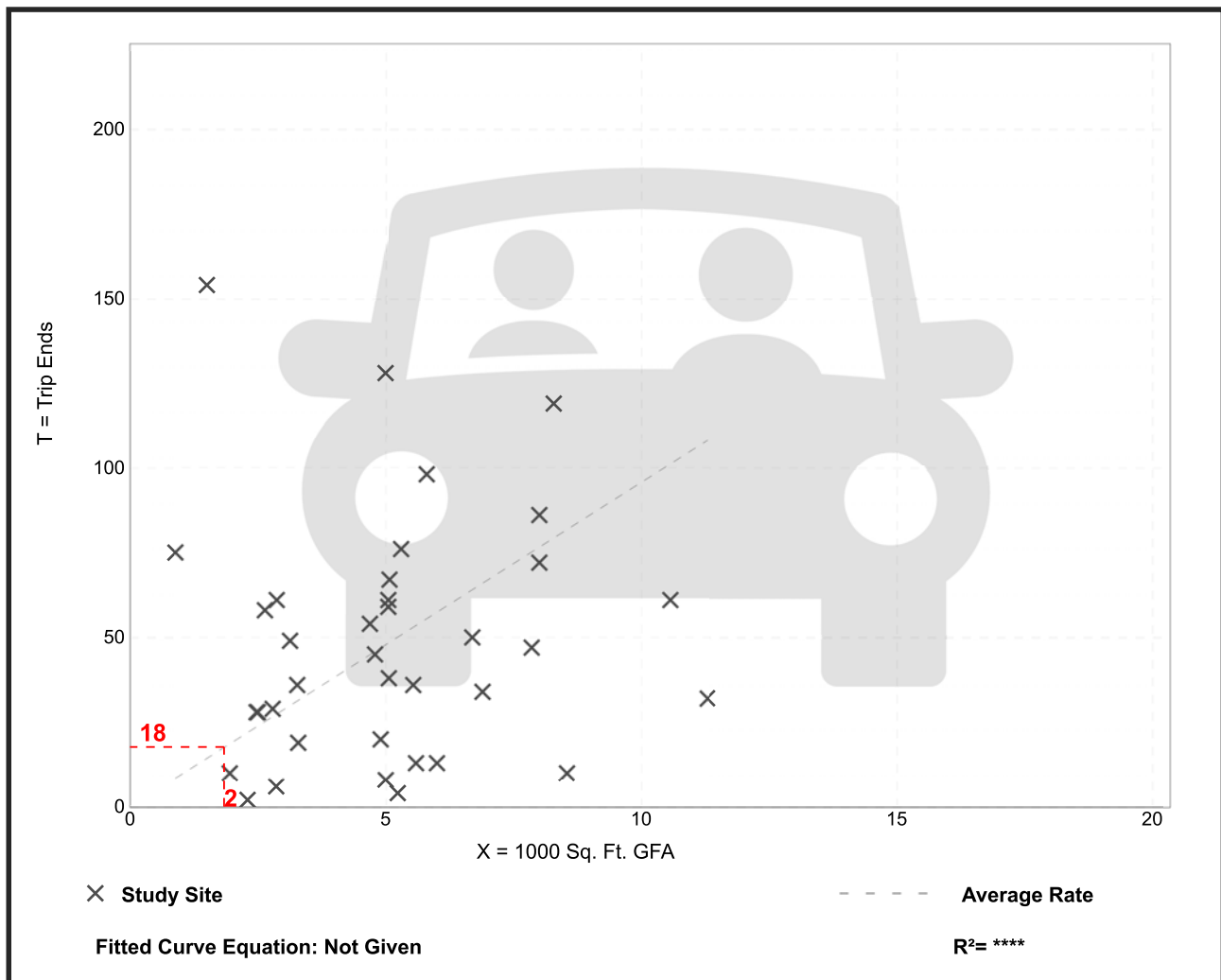
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



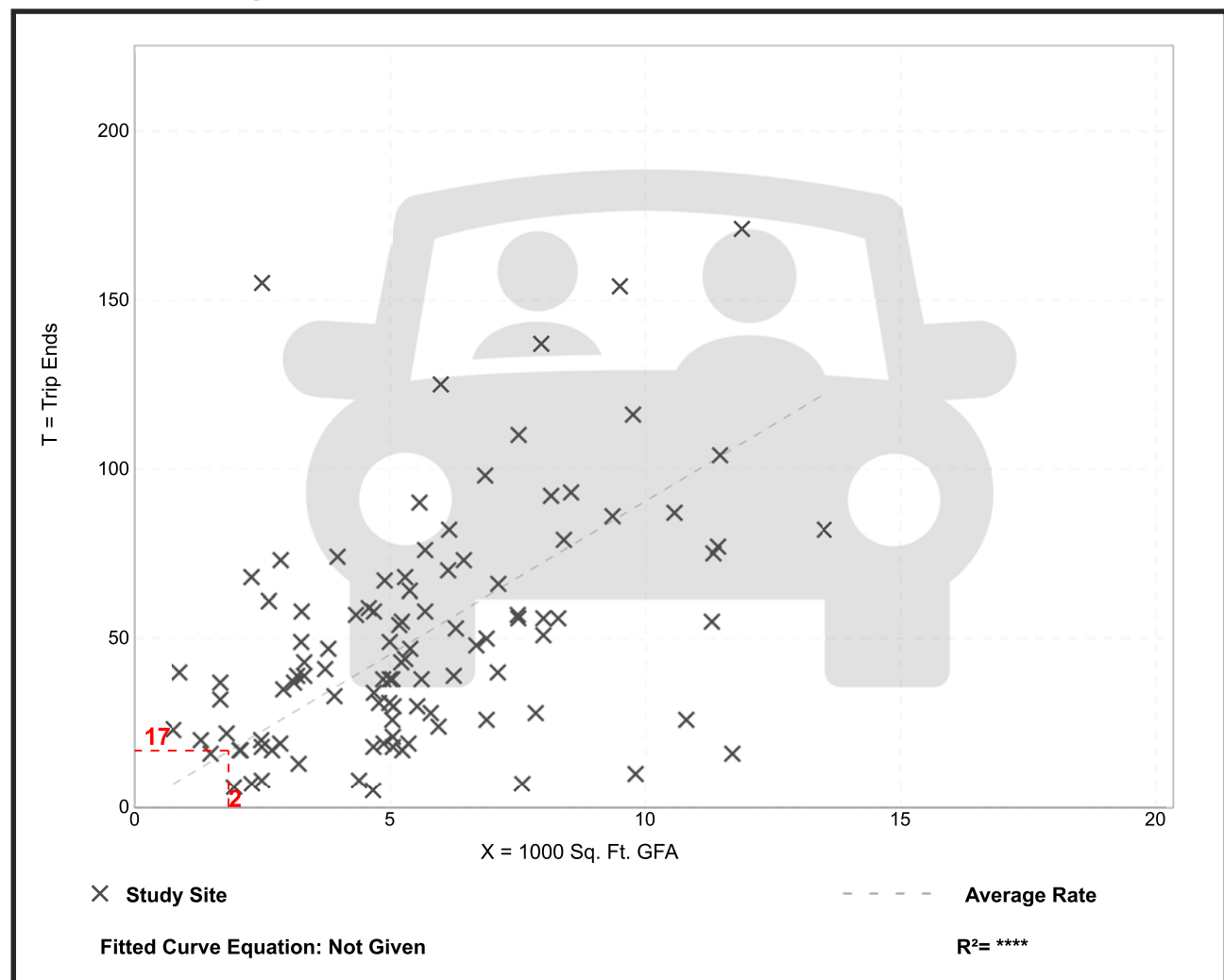
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

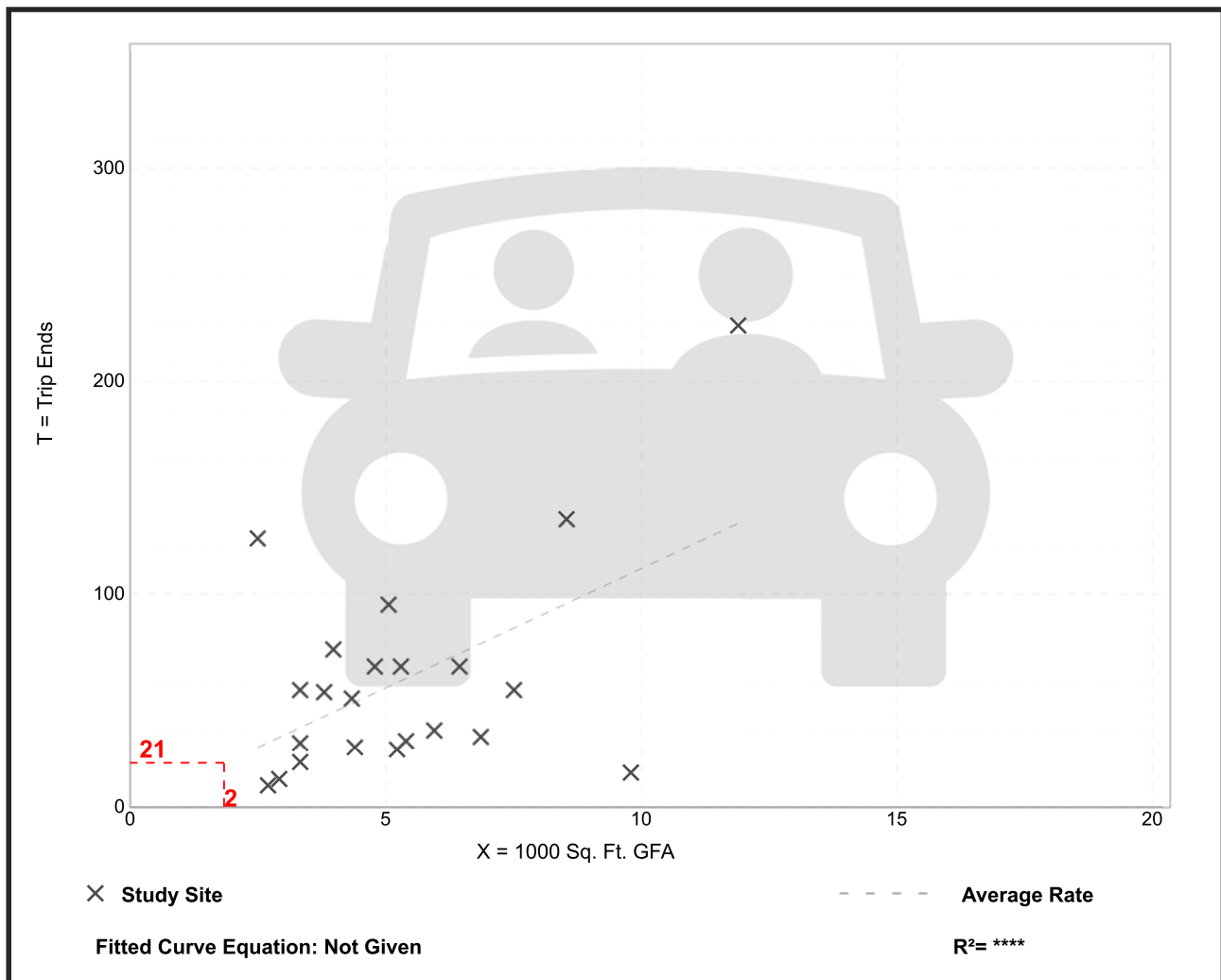
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	1.63 - 50.40	8.30

Data Plot and Equation



Proposed Supermarket
1: Main Street & Prospect Place

Existing
AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	20	472	502	9
Future Volume (Veh/h)	0	0	20	472	502	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	23	543	577	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1171	582	587			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1171	582	587			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	98			
cM capacity (veh/h)	208	513	973			
Direction, Lane #	NB 1	SB 1				
Volume Total	566	587				
Volume Left	23	0				
Volume Right	0	10				
cSH	973	1700				
Volume to Capacity	0.02	0.35				
Queue Length 95th (ft)	2	0				
Control Delay (s)	0.6	0.0				
Lane LOS	A					
Approach Delay (s)	0.6	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			44.4%	ICU Level of Service		A
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

Existing
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	12	4	522	594	5
Future Vol, veh/h	9	12	4	522	594	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	11	7	2
Mvmt Flow	10	13	4	587	667	6
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1265	670	673	0	-	0
Stage 1	670	-	-	-	-	-
Stage 2	595	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	187	457	918	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	457	918	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	19		0.1		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	918		-	281	-	-
HCM Lane V/C Ratio	0.005		-	0.084	-	-
HCM Control Delay (s)	8.9		0	19	-	-
HCM Lane LOS	A		A	C	-	-
HCM 95th %tile Q(veh)	0		-	0.3	-	-

Proposed Supermarket
3: Main Street & Kling Street

Existing
AM

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	103	11	481	50	6	496
Future Vol, veh/h	103	11	481	50	6	496
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	18	11	12	2	7
Mvmt Flow	111	12	517	54	6	533
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1089	544	0	0	571	0
Stage 1	544	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Critical Hdwy	6.51	6.38	-	-	4.12	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.462	-	-	2.218	-
Pot Cap-1 Maneuver	229	509	-	-	1002	-
Stage 1	564	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	227	509	-	-	1002	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	34.7	0	0.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	240	1002	-	
HCM Lane V/C Ratio	-	-	0.511	0.006	-	
HCM Control Delay (s)	-	-	34.7	8.6	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.7	0	-	

Proposed Supermarket
1: Main Street & Prospect Place

Existing
PM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	49	522	514	35
Future Volume (Veh/h)	0	0	49	522	514	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	50	533	524	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1175	542	560			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1175	542	560			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	201	540	1011			
Direction, Lane #	NB 1	SB 1				
Volume Total	583	560				
Volume Left	50	0				
Volume Right	0	36				
cSH	1011	1700				
Volume to Capacity	0.05	0.33				
Queue Length 95th (ft)	4	0				
Control Delay (s)	1.3	0.0				
Lane LOS	A					
Approach Delay (s)	1.3	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			66.0%	ICU Level of Service		C
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

Existing
PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	6	12	634	576	4
Future Vol, veh/h	7	6	12	634	576	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	7	6	12	647	588	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1261	590	592	0	-	0
Stage 1	590	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	188	508	984	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	184	508	984	-	-	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.5	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	984	-	261	-	-	
HCM Lane V/C Ratio	0.012	-	0.051	-	-	
HCM Control Delay (s)	8.7	0	19.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Proposed Supermarket
3: Main Street & Kling Street

Existing
PM

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	25	546	95	13	501
Future Vol, veh/h	79	25	546	95	13	501
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	5	2	2	2	2	3
Mvmt Flow	80	25	552	96	13	506
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1132	600	0	0	648	0
Stage 1	600	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.45	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	222	501	-	-	938	-
Stage 1	542	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	501	-	-	938	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	29.1	0		0.2		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	252	938	-	
HCM Lane V/C Ratio	-	-	0.417	0.014	-	
HCM Control Delay (s)	-	-	29.1	8.9	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	1.9	0	-	

Proposed Supermarket
1: Main Street & Prospect Place

Existing
SAT



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	34	426	536	12
Future Volume (Veh/h)	0	0	34	426	536	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	37	458	576	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1114	582	589			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1114	582	589			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	222	513	986			
Direction, Lane #	NB 1	SB 1				
Volume Total	495	589				
Volume Left	37	0				
Volume Right	0	13				
cSH	986	1700				
Volume to Capacity	0.04	0.35				
Queue Length 95th (ft)	3	0				
Control Delay (s)	1.1	0.0				
Lane LOS	A					
Approach Delay (s)	1.1	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			53.8%	ICU Level of Service		A
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

Existing
SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	7	507	596	1
Future Vol, veh/h	5	8	7	507	596	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	9	7	539	634	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1188	635	635	0	-	0
Stage 1	635	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	208	478	948	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	478	948	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.9	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	948	-	317	-	-	
HCM Lane V/C Ratio	0.008	-	0.044	-	-	
HCM Control Delay (s)	8.8	0	16.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Proposed Supermarket
3: Main Street & Kling Street

Existing
SAT

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	19	441	71	7	529
Future Vol, veh/h	68	19	441	71	7	529
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	20	464	75	7	557
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1073	502	0	0	539	0
Stage 1	502	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	244	569	-	-	1029	-
Stage 1	608	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	569	-	-	1029	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.3	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	277	1029	-	
HCM Lane V/C Ratio	-	-	0.331	0.007	-	
HCM Control Delay (s)	-	-	24.3	8.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.4	0	-	

Proposed Supermarket
1: Main Street & Prospect Place

No Build
AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	21	489	521	9
Future Volume (Veh/h)	0	0	21	489	521	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	24	562	599	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1214	604	609			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1214	604	609			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	196	498	955			
Direction, Lane #	NB 1	SB 1				
Volume Total	586	609				
Volume Left	24	0				
Volume Right	0	10				
cSH	955	1700				
Volume to Capacity	0.03	0.36				
Queue Length 95th (ft)	2	0				
Control Delay (s)	0.7	0.0				
Lane LOS	A					
Approach Delay (s)	0.7	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.1%	ICU Level of Service		A
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

No Build
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	12	4	542	615	5
Future Vol, veh/h	9	12	4	542	615	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	11	7	2
Mvmt Flow	10	13	4	609	691	6
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1311	694	697	0	-	0
Stage 1	694	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	175	443	899	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	443	899	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	19.8		0.1		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	899		-	266	-	-
HCM Lane V/C Ratio	0.005		-	0.089	-	-
HCM Control Delay (s)	9		0	19.8	-	-
HCM Lane LOS	A		A	C	-	-
HCM 95th %tile Q(veh)	0		-	0.3	-	-

Proposed Supermarket
3: Main Street & Kling Street

No Build
AM

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	11	499	52	6	515
Future Vol, veh/h	105	11	499	52	6	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	11	18	11	12	2	7
Mvmt Flow	113	12	537	56	6	554
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1131	565	0	0	593	0
Stage 1	565	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.51	6.38	-	-	4.12	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.462	-	-	2.218	-
Pot Cap-1 Maneuver	216	495	-	-	983	-
Stage 1	551	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	495	-	-	983	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	38.9	0	0.1			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	226	983	-	
HCM Lane V/C Ratio	-	-	0.552	0.007	-	
HCM Control Delay (s)	-	-	38.9	8.7	0	
HCM Lane LOS	-	-	E	A	A	
HCM 95th %tile Q(veh)	-	-	3	0	-	

Proposed Supermarket
1: Main Street & Prospect Place

No Build
PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	51	540	532	36
Future Volume (Veh/h)	0	0	51	540	532	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	52	551	543	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1216	562	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1216	562	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	189	527	994			
Direction, Lane #	NB 1	SB 1				
Volume Total	603	580				
Volume Left	52	0				
Volume Right	0	37				
cSH	994	1700				
Volume to Capacity	0.05	0.34				
Queue Length 95th (ft)	4	0				
Control Delay (s)	1.4	0.0				
Lane LOS	A					
Approach Delay (s)	1.4	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			68.1%	ICU Level of Service		C
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

No Build
PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	6	12	656	596	4
Future Vol, veh/h	7	6	12	656	596	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	7	6	12	669	608	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1303	610	612	0	-	0
Stage 1	610	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	177	494	967	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	494	967	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.4	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	967	-	247	-	-	
HCM Lane V/C Ratio	0.013	-	0.054	-	-	
HCM Control Delay (s)	8.8	0	20.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.2	-	-	

Proposed Supermarket
3: Main Street & Kling Street

No Build
PM

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	26	565	98	13	519
Future Vol, veh/h	81	26	565	98	13	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, %	0	-	0	-	-	0
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	5	2	2	2	2	3
Mvmt Flow	82	26	571	99	13	524
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1171	621	0	0	670	0
Stage 1	621	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.45	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	210	487	-	-	920	-
Stage 1	530	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	487	-	-	920	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	31.7	0	0.2			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	240	920	-	
HCM Lane V/C Ratio	-	-	0.45	0.014	-	
HCM Control Delay (s)	-	-	31.7	9	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	2.2	0	-	

Proposed Supermarket
1: Main Street & Prospect Place

No Build
SAT

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	35	441	555	12
Future Volume (Veh/h)	0	0	35	441	555	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	38	474	597	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1154	604	610			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1154	604	610			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	210	499	969			
Direction, Lane #	NB 1	SB 1				
Volume Total	512	610				
Volume Left	38	0				
Volume Right	0	13				
cSH	969	1700				
Volume to Capacity	0.04	0.36				
Queue Length 95th (ft)	3	0				
Control Delay (s)	1.1	0.0				
Lane LOS	A					
Approach Delay (s)	1.1	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			55.4%	ICU Level of Service		B
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

No Build
SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	7	526	617	1
Future Vol, veh/h	5	8	7	526	617	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	9	7	560	656	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1231	657	657	0	-	0
Stage 1	657	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	196	465	931	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	194	465	931	-	-	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.5	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	931	-	302	-	-	
HCM Lane V/C Ratio	0.008	-	0.046	-	-	
HCM Control Delay (s)	8.9	0	17.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.1	-	-	

Proposed Supermarket
3: Main Street & Kling Street

No Build
SAT

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	19	457	74	7	548
Future Vol, veh/h	70	19	457	74	7	548
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	20	481	78	7	577
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1111	520	0	0	559	0
Stage 1	520	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	556	-	-	1012	-
Stage 1	597	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	229	556	-	-	1012	-
Mov Cap-2 Maneuver	229	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	26.2	0	0.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	262	1012	-	
HCM Lane V/C Ratio	-	-	0.358	0.007	-	
HCM Control Delay (s)	-	-	26.2	8.6	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	1.6	0	-	

Proposed Supermarket
1: Main Street & Prospect Place

Build
AM



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	21	500	536	9
Future Volume (Veh/h)	0	0	21	500	536	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	24	575	616	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1244	621	626			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1244	621	626			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	97			
cM capacity (veh/h)	187	487	941			
Direction, Lane #	NB 1	SB 1				
Volume Total	599	626				
Volume Left	24	0				
Volume Right	0	10				
cSH	941	1700				
Volume to Capacity	0.03	0.37				
Queue Length 95th (ft)	2	0				
Control Delay (s)	0.7	0.0				
Lane LOS	A					
Approach Delay (s)	0.7	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.7%	ICU Level of Service		A
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

Build
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	12	4	557	626	5
Future Vol, veh/h	9	12	4	557	626	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	11	7	2
Mvmt Flow	10	13	4	626	703	6
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1340	706	709	0	-	0
Stage 1	706	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	168	436	890	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	167	436	890	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	529	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	20.4		0.1		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	890		-	258	-	-
HCM Lane V/C Ratio	0.005		-	0.091	-	-
HCM Control Delay (s)	9.1		0	20.4	-	-
HCM Lane LOS	A		A	C	-	-
HCM 95th %tile Q(veh)	0		-	0.3	-	-

Proposed Supermarket
3: Main Street & S. Site Driveway/Kling Street

Build
AM

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	105	3	11	15	499	52	7	526	15
Future Vol, veh/h	0	0	0	105	3	11	15	499	52	7	526	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	11	2	18	2	11	12	2	7	2
Mvmt Flow	0	0	0	113	3	12	16	537	56	8	566	16
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				1187	1195	565	582	0	0	593	0	0
Stage 1				597	597	-	-	-	-	-	-	-
Stage 2				590	598	-	-	-	-	-	-	-
Critical Hdwy				6.51	6.52	6.38	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1				5.51	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.51	5.52	-	-	-	-	-	-	-
Follow-up Hdwy				3.599	4.018	3.462	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver				200	186	495	992	-	-	983	-	-
Stage 1				533	491	-	-	-	-	-	-	-
Stage 2				537	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver				193	0	495	992	-	-	983	-	-
Mov Cap-2 Maneuver				193	0	-	-	-	-	-	-	-
Stage 1				520	0	-	-	-	-	-	-	-
Stage 2				531	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				47.9		0.2		0.1				
HCM LOS				E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	992	-	-	205	983	-	-					
HCM Lane V/C Ratio	0.016	-	-	0.624	0.008	-	-					
HCM Control Delay (s)	8.7	0	-	47.9	8.7	0	-					
HCM Lane LOS	A	A	-	E	A	A	-					
HCM 95th %tile Q(veh)	0.1	-	-	3.6	0	-	-					

Proposed Supermarket
4: Main Street & N. Site Driveway

Build
AM

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	12	0	510	536	0
Future Vol, veh/h	11	12	0	510	536	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	11	6	2
Mvmt Flow	13	14	0	586	616	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1202	616	-	0	-	0
Stage 1	616	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	204	491	0	-	-	0
Stage 1	539	-	0	-	-	0
Stage 2	556	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	204	491	-	-	-	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.5	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	-		294			
HCM Lane V/C Ratio	-		0.09			
HCM Control Delay (s)	-		18.5			
HCM Lane LOS	-		C			
HCM 95th %tile Q(veh)	-		0.3			

Proposed Supermarket
1: Main Street & Prospect Place

Build
PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	51	567	556	36
Future Volume (Veh/h)	0	0	51	567	556	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	0	52	579	567	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1268	586	604			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1268	586	604			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	95			
cM capacity (veh/h)	176	511	974			
Direction, Lane #	NB 1	SB 1				
Volume Total	631	604				
Volume Left	52	0				
Volume Right	0	37				
cSH	974	1700				
Volume to Capacity	0.05	0.36				
Queue Length 95th (ft)	4	0				
Control Delay (s)	1.4	0.0				
Lane LOS	A					
Approach Delay (s)	1.4	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			70.8%	ICU Level of Service		C
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

Build
PM

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	6	12	683	621	4
Future Vol, veh/h	7	6	12	683	621	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	7	6	12	697	634	4
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1357	636	638	0	-	0
Stage 1	636	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	164	478	946	-	-	-
Stage 1	527	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	478	946	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	21.5		0.2		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	946		-	232	-	-
HCM Lane V/C Ratio	0.013		-	0.057	-	-
HCM Control Delay (s)	8.9		0	21.5	-	-
HCM Lane LOS	A		A	C	-	-
HCM 95th %tile Q(veh)	0		-	0.2	-	-

Proposed Supermarket
3: Main Street & S. Site Driveway/Kling Street

Build
PM

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	81	5	26	44	548	98	18	544	39
Future Vol, veh/h	0	0	0	81	5	26	44	548	98	18	544	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	5	2	2	2	2	2	2	3	2
Mvmt Flow	0	0	0	82	5	26	44	554	99	18	549	39
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				1297	1316	604	588	0	0	653	0	0
Stage 1				692	692	-	-	-	-	-	-	-
Stage 2				605	624	-	-	-	-	-	-	-
Critical Hdwy				6.45	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1				5.45	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.45	5.52	-	-	-	-	-	-	-
Follow-up Hdwy				3.545	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver				176	158	498	987	-	-	934	-	-
Stage 1				491	445	-	-	-	-	-	-	-
Stage 2				539	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver				159	0	498	987	-	-	934	-	-
Mov Cap-2 Maneuver				159	0	-	-	-	-	-	-	-
Stage 1				456	0	-	-	-	-	-	-	-
Stage 2				523	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				48		0.6		0.3				
HCM LOS				E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	987	-	-	191	934	-	-					
HCM Lane V/C Ratio	0.045	-	-	0.592	0.019	-	-					
HCM Control Delay (s)	8.8	0	-	48	8.9	0	-					
HCM Lane LOS	A	A	-	E	A	A	-					
HCM 95th %tile Q(veh)	0.1	-	-	3.3	0.1	-	-					

Proposed Supermarket
4: Main Street & N. Site Driveway

Build
PM

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	45	0	574	556	0
Future Vol, veh/h	44	45	0	574	556	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	45	46	0	586	567	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1153	567	-	0	-	0
Stage 1	567	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	218	523	0	-	-	0
Stage 1	568	-	0	-	-	0
Stage 2	556	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	218	523	-	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.4	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT EBLn1		SBT			
Capacity (veh/h)	- 309		-			
HCM Lane V/C Ratio	- 0.294		-			
HCM Control Delay (s)	- 21.4		-			
HCM Lane LOS	- C		-			
HCM 95th %tile Q(veh)	- 1.2		-			

Proposed Supermarket
1: Main Street & Prospect Place

Build
SAT



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (veh/h)	0	0	35	483	605	12
Future Volume (Veh/h)	0	0	35	483	605	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	38	519	651	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1252	658	664			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1252	658	664			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	96			
cM capacity (veh/h)	182	465	925			
Direction, Lane #	NB 1	SB 1				
Volume Total	557	664				
Volume Left	38	0				
Volume Right	0	13				
cSH	925	1700				
Volume to Capacity	0.04	0.39				
Queue Length 95th (ft)	3	0				
Control Delay (s)	1.1	0.0				
Lane LOS	A					
Approach Delay (s)	1.1	0.0				
Approach LOS						
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			57.5%	ICU Level of Service		B
Analysis Period (min)			15			

Proposed Supermarket
2: Main Street & Erwin Place

Build
SAT

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	8	7	568	667	1
Future Vol, veh/h	5	8	7	568	667	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	9	7	604	710	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1329	711	711	0	-	0
Stage 1	711	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	171	433	888	-	-	-
Stage 1	487	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	433	888	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.1	0.1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	888	-	270	-	-	
HCM Lane V/C Ratio	0.008	-	0.051	-	-	
HCM Control Delay (s)	9.1	0	19.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.2	-	-	

Proposed Supermarket
3: Main Street & S. Site Driveway/Kling Street

Build
SAT

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	70	8	19	42	457	74	14	598	50
Future Vol, veh/h	0	0	0	70	8	19	42	457	74	14	598	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	74	8	20	44	481	78	15	629	53
Major/Minor				Minor1		Major1		Major2				
Conflicting Flow All				1294	1320	520	682	0	0	559	0	0
Stage 1				608	608	-	-	-	-	-	-	-
Stage 2				686	712	-	-	-	-	-	-	-
Critical Hdwy				6.42	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1				5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2				5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy				3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver				179	157	556	911	-	-	1012	-	-
Stage 1				543	486	-	-	-	-	-	-	-
Stage 2				500	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver				162	0	556	911	-	-	1012	-	-
Mov Cap-2 Maneuver				162	0	-	-	-	-	-	-	-
Stage 1				504	0	-	-	-	-	-	-	-
Stage 2				488	0	-	-	-	-	-	-	-
Approach				WB		NB		SB				
HCM Control Delay, s				43.6		0.7		0.2				
HCM LOS				E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	911	-	-	191	1012	-	-					
HCM Lane V/C Ratio	0.049	-	-	0.535	0.015	-	-					
HCM Control Delay (s)	9.2	0	-	43.6	8.6	0	-					
HCM Lane LOS	A	A	-	E	A	A	-					
HCM 95th %tile Q(veh)	0.2	-	-	2.8	0	-	-					

Proposed Supermarket
4: Main Street & N. Site Driveway

Build
SAT

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	42	57	0	476	605	0
Future Vol, veh/h	42	57	0	476	605	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	61	0	512	651	0
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1163	651	-	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	215	469	0	-	-	0
Stage 1	519	-	0	-	-	0
Stage 2	602	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	215	469	-	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	602	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	22.4	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT			
Capacity (veh/h)	-	312	-			
HCM Lane V/C Ratio	-	0.341	-			
HCM Control Delay (s)	-	22.4	-			
HCM Lane LOS	-	C	-			
HCM 95th %tile Q(veh)	-	1.5	-			