

TRAFFIC IMPACT STUDY

For

**Crossroads Companies, LLC
Proposed Multi-Building Mixed Use Development**

Property Located at:

**Cedar Lane, American Legion Drive, and Beverly Road
Block 705, Lot 4.01
Block 707, Lots 1-5
Block 819 – Lots 1;13-14;16-17
Township of Teaneck, Bergen County, NJ**

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INTRODUCTION

It is proposed to construct a multi-building mixed use development on parcels of land currently developed with public parking lots, a grocery store, and a temple, located along the streets of Cedar Lane, Garrison Avenue, Beverly Road, and American Legion Drive in Teaneck Township, Bergen County, New Jersey (see Figure 1 in Appendix A). It should be noted that only 7.5 feet of the project site fronts Cedar Lane. The site is designated as Block 705 – Lot 4.01, Block 707, Lots 1-5, and Block 819 – Lots 1;13-14;16-17 on the Township of Teaneck Tax Maps. The existing use consists of four public parking lots, a Stop & Shop, and a Buddhist Temple. It is proposed to maintain the existing Stop & Shop and raze the remaining sites. The proposed redevelopment consists of one apartment building with 94 dwelling units (Building A) and one apartment building with 128 dwelling units (Building B) on the parcels south of Cedar Lane as well as an apartment building with 96 dwelling units (Building C), a 12,000 SF building which will accommodate the relocated Buddhist SGI-USA NJ Center north of Cedar Lane, and the municipal parking garage (“The Project”). It should be noted that Building B which will be constructed within existing Stop & Shop parking and new parking for the Stop & Shop will be constructed in place of the Buddhist SGI-USA NJ Center. The site is located within the B-1 – Business-Retail District and the MX-2 Mixed Use-2 District.

Access to the site is currently provided via full movement driveways to the public parking lots, grocery store, and temple, and a right-turn egress-only driveway serving the Stop & Shop. It is proposed to close the existing access points, with the exception of the full movement driveways along Water Street serving the Stop & Shop which will remain open and the right-turn egress-only driveway serving the Stop & Shop which will be reconstructed, and provide the following access points:

- Building A will be accessed via a new full movement driveway along Chestnut Avenue and a new full movement driveway along North Street.
- Building B will be accessed via a new full movement driveway along American Legion Drive.
- The existing right-turn egress-only driveway along American Legion Drive will be reconstructed as a full movement driveway to serve the Stop & Shop only.
- Building C will be accessed via a new full movement driveway along Beverly Road and a reconstructed full movement driveway along Windsor Road, which will be shared with the Buddhist Temple and the proposed parking garage.

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

- A detailed inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.

- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday morning, weekday afternoon, and Sunday midday peak periods at the intersections of:
 - o Cedar Lane (CR 60) and Garrison Avenue
 - o Cedar Lane (CR 60) and American Legion Drive
 - o American Legion Drive and Alma Terrace/Water Street
 - o American Legion Drive and North Street
 - o Alma Terrace and Chestnut Avenue
 - o Beverly Road and Windsor Road
 - o Beverly Road and Garrison Avenue
 - o American Legion Drive and Stop & Shop Right-Turn Egress-Only Driveway
 - o Water Street and East Stop & Shop Driveway
 - o Water Street and West Stop & Shop Driveway
- SMATS Data was reviewed for the last 12 months of Saturday and Sunday data, as a result the Sunday data had higher volume data and was used to conduct the weekend counts.

Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.

- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards and local requirements.
- Crash data has been requested from the Township of Teaneck and upon receipt the data will be analyzed for safety concerns and identification of safety improvements to be implemented, if necessary.
- It is proposed to widen American Legion Drive to have 12 foot wide northbound and southbound travel lanes, 8 foot wide parallel parking along each side of the roadway, and a 5 foot wide sidewalk along both sides of American Legion Drive.

EXISTING CONDITIONS

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

Existing Roadway Conditions

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

Cedar Lane (CR 60) is an Urban Minor Arterial roadway under County jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is 25 MPH and the roadway provides two travel lanes in each direction. On-street parking is permitted in marked spaces. Curb and sidewalk are provided along both sides of the roadway. Cedar Lane provides a straight horizontal alignment along the site frontage and a downgrade from west to east within the study area. The land uses along Cedar Lane in the vicinity of The Project are primarily commercial.

Garrison Avenue is an Urban Major Collector roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. On-street parking is permitted in marked areas. Curb and sidewalk are provided along both sides of the roadway. Garrison Avenue provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. The land uses along Garrison Avenue in the vicinity of The Project are a mix of commercial and residential.

Beverly Road is an Urban Major Collector roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted in marked areas. Curb and sidewalk are provided along both sides of the roadway. Beverly Road provides a straight horizontal alignment along the site frontage. Beverly Road provides an uphill vertical grade moving westbound towards Garrison Avenue. The land uses along Beverly Road in the vicinity of The Project are a mix of commercial and residential.

American Legion Drive is a Local roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted along the western side of the roadway in marked areas but is not permitted along the eastern side of the roadway. Curb and sidewalk are provided along both sides of the roadway. American Legion Drive provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. The land uses along American Legion Drive in the vicinity of The Project are a mix of commercial and residential.

Alma Terrace/Water Street is a Local roadway under municipal jurisdiction with a general east/west orientation. It should be noted that the intersection of Alma Terrace and Water Street is an offset intersection. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted along both sides of the roadway during permitted times. Curb and sidewalk are provided along both sides of the roadway. Alma Terrace provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. Water Street provides a curved horizontal alignment and a relatively flat vertical alignment. The land uses along Alma Terrace/Water Street in the vicinity of The Project are a mix of commercial and residential.

North Street is a Local roadway under municipal jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted along both sides of the roadway. Curb and sidewalk are provided along both sides of the roadway. North Street provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. The land uses along North Street in the vicinity of The Project are a mix of commercial and residential.

Chestnut Avenue is a Local roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is permitted along both sides of the roadway during posted times. Curb and sidewalk are provided along both sides of the roadway. Chestnut Avenue provides a straight horizontal alignment along the site frontage and a relatively flat vertical alignment. The land uses along Chestnut Avenue in the vicinity of The Project are primarily residential.

Windsor Road is an Urban Major Collector under municipal jurisdiction with a general north/south orientation and operates one-way northbound between Cedar Lane and Beverly Road. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. On-street parking is not permitted along either side of the roadway. Curb and sidewalk are provided along both sides of the roadway. Windsor Road provides a straight horizontal alignment along the site frontage and a downhill alignment leaving Cedar Lane. The land uses along Windsor Road in the vicinity of The Project are primarily commercial.

Existing Mass Transit Facilities

NJ Transit provides bus service in the nearby area. Bus service is provided via the 157, 168, 175, 753, 755, 772, and 780 lines, which have services running to Paramus, Fort Lee, Edgewater, New York City, etc. The nearest bus stop is located along Cedar Lane near the intersection with Garrison Avenue.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Tuesday, March 11, 2025 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM at the following intersections:

- Cedar Lane (CR 60) and Garrison Avenue
- Cedar Lane (CR 60) and American Legion Drive

Manual turning movement (MTM) counts were also conducted on Thursday, September 25, 2025 from 7:00 AM to 9:00 AM and from 4:00 PM to 6:30 PM at the following intersections:

- American Legion Drive and Alma Terrace/Water Street
- American Legion Drive and North Street
- Alma Terrace and Chestnut Avenue
- Beverly Road and Windsor Road
- Beverly Road and Garrison Avenue

It should be noted that the Teaneck Farmer's Market was open and operating during the counts conducted on Thursday, September 25, 2025.

Additional manual turning movement (MTM) counts were conducted on Sunday, January 11, 2026 from 11:00 AM to 2:00 PM at the above intersections, in addition to the following intersection:

- American Legion Drive and Stop & Shop Right-Turn Egress-Only Driveway
- Water Street and East Stop & Shop Driveway
- Water Street and West Stop & Shop Driveway

SMATS Data was reviewed for the last 12 months of weekend data in order to determine which weekend day had higher volumes along the roadway network. Based on the SMATS data, Sunday appears to have higher traffic volumes and was utilized in this report in order to provide a conservative analysis.

Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

Existing Capacity Analysis

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

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

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

**Table 1
Level of Service Criteria
for Signalized Intersections**

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

**Table 2
Level of Service Criteria
for Unsignalized Intersections**

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

Analyses within the *Highway Capacity Manual* assume a random arrival for all the movements, which may not be the case if an adjacent traffic signal is present that platoons vehicles, such as the signalized intersections of Cedar Lane (CR 60) & Garrison Avenue and Cedar Lane (CR 60) & American Legion Drive.

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

**Table 3
Existing Levels of Service**

Intersection	Direction/ Movement		AM PSH	PM PSH	Sunday PSH
Cedar Lane (CR 60) & Garrison Avenue	EB	LT	C (20.5)	C (22.3)	B (16.9)
	WB	TR	A (9.6)	B (11.1)	A (9.2)
	SB	L	C (27.7)	C (27.9)	C (28.5)
		R	C (21.9)	B (17.3)	C (20.7)
	Overall		B (17.3)	B (16.9)	B (15.1)
Cedar Lane (CR 60) & American Legion Drive	EB	TR	C (12.9)	B (13.7)	B (11.2)
	WB	LT	A (9.9)	B (11.4)	A (9.4)
	NB	L	C (26.7)	C (26.9)	C (27.5)
		R	C (20.8)	B (16.3)	B (19.6)
	Overall		B (13.5)	B (13.3)	B (12.5)
American Legion Drive & Alma Terrace/Water Street	EB	LTR	b (14.4)	b (13.9)	c (15.0)
	WB	LTR	b (10.1)	b (10.4)	b (10.2)
	NB	L	a (7.7)	a (7.7)	a (7.6)
	SB	L	a (7.9)	a (7.8)	a (7.9)
	Overall		a (2.5)	a (3.2)	a (3.5)
American Legion Drive & North Street	EB	LTR	b (12.6)	b (11.2)	b (11.5)
	WB	LTR	b (10.9)	b (10.0)	b (10.2)
	NB	L	a (7.5)	a (0.0)	a (7.3)
	SB	L	a (7.6)	a (7.4)	a (7.4)
	Overall		a (4.8)	a (6.0)	a (7.1)
Alma Terrace & Chestnut Avenue	EB	LTR	a (7.1)	a (7.1)	a (7.0)
	WB	LTR	a (7.4)	a (7.4)	a (7.4)
	NB	LTR	a (7.4)	a (7.0)	a (7.0)
	SB	LTR	a (7.1)	a (7.3)	a (7.1)
	Overall		a (7.3)	a (7.3)	a (7.2)
Beverly Road & Windsor Road	EB	L	b (12.5)	b (14.2)	b (11.3)
	Overall		a (1.3)	a (2.5)	a (2.5)
Beverly Road & Garrison Avenue	EB	LTR	b (14.1)	c (19.8)	b (13.0)
	WB	LTR	c (21.1)	f (53.2)	c (19.3)
	NB	L	a (8.2)	a (8.0)	a (7.8)
	SB	L	a (8.1)	a (8.0)	a (7.8)
	Overall		a (5.1)	c (15.9)	a (5.9)
American Legion Drive & Northern Site Driveway	WB	R	a (9.7)	a (9.2)	a (9.4)
	Overall		a (2.6)	a (2.7)	a (3.0)
Water Street & East Driveway	EB	L	a (7.2)	a (7.2)	a (7.2)
	NB	LR	a (8.6)	a (8.6)	a (8.7)
	SB	LR	a (9.2)	a (9.2)	a (9.2)
	Overall		a (4.8)	a (4.8)	a (4.9)
Water Street & West Driveway	NB	LR	a (9.0)	a (9.0)	a (9.1)
	Overall		a (2.2)	a (2.2)	a (2.2)

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

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

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

Cedar Lane (CR 60) and Garrison Avenue

Garrison Avenue intersects Cedar Lane to form a T- intersection controlled by a traffic signal. The signal timing directive was obtained from Bergen County which indicates that a three-phase 90-second background cycle is utilized (the traffic signal timing directive is included in Appendix B).

Cedar Lane provides one shared left turn/through lane and one dedicated through lane in the eastbound direction, while the westbound direction provides one dedicated through lane and one shared through/right turn lane. Garrison Avenue provides one dedicated left turn lane and one dedicated right turn lane in the southbound direction.

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

Cedar Lane (CR 60) and American Legion Drive

American Legion Drive intersects Cedar Lane to form a T- intersection controlled by a traffic signal. The signal timing directive was obtained from Bergen County which indicates that a three-phase 90-second background cycle is utilized (the traffic signal timing directive is included in Appendix B).

Cedar Lane provides one dedicated through lane and one shared through/right turn lane in the eastbound direction, while the westbound direction provides one shared left turn/through lane and one dedicated through lane. American Legion Drive provides one dedicated left turn lane and one dedicated right turn lane in the northbound direction.

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

American Legion Drive and Alma Terrace/Water Street

Alma Terrace and Water Street intersect American Legion Drive to form a four-leg intersection with Alma Terrace and Water Street under stop control. Alma Terrace and Water Street both provide one shared left turn/through/right turn lane in the eastbound and westbound direction. American Legion Drive provides one shared left turn/through/right turn lane in the northbound and southbound direction.

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

American Legion Drive and North Street

North Street intersects American Legion Drive to form a T- intersection with North Street under stop control. North Street provides one shared left turn/through/right turn lane in the eastbound

direction. American Legion Drive provides one shared left turn/through/right turn lane in the northbound and southbound direction.

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

Alma Terrace and Chestnut Avenue

Chestnut Avenue intersects Alma Terrace to form a four-leg intersection under all way stop control. Alma Terrace provides one shared left turn/through/right turn lane in the eastbound and westbound direction. Chestnut Avenue provides one shared left turn/through/right turn lane in the northbound and southbound direction.

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

Beverly Road and Windsor Road

Windsor Road intersects Beverly Road to form a T- intersection with Beverly Road under stop control. Beverly Road provides one shared left turn lane in the eastbound direction. Windsor Drive provides one shared left turn/through lane in the northbound direction and one right turn lane in the southbound direction.

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

Beverly Road and Garrison Avenue

Garrison Avenue intersects Beverly Road to form a four-leg intersection with Beverly Road under stop control. Beverly Road provides one shared left turn/through/right turn lane in the eastbound and westbound direction. Garrison Avenue provides one shared left turn/through/right turn lane in the northbound and southbound direction.

A review of the existing analysis reveals that all movements operate at levels of service “C” or better during the analyzed peak periods with the exception of the westbound direction in the PM peak hour which operates at a level of service “F” due to the existing volume of traffic on the Beverly Road approach to the intersection. See Table 3 for the individual movement levels of service and delays.

American Legion Drive and North Site Driveway

The north site driveway intersects American Legion Drive to form a T- intersection with the north site driveway under stop control. The north site driveway provides one right-turn egress-only lane in the westbound direction. American Legion Drive provides one through lane in the northbound and southbound directions.

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

Water Street and East Driveway

The east driveway intersects Water Street to form a four-leg intersection with the east driveway and the Hudson Digital Systems driveway under stop control. Water Street provides one shared through/right turn lane in the eastbound direction and one shared left turn/through lane in the westbound direction. The east driveway and Hudson Digital Systems driveway provides a shared left turn/right turn lane in the northbound and southbound directions.

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

Water Street and West Driveway

The west driveway intersects Water Street to form a T- intersection with the west driveway under stop control. Water Street provides one shared through/right turn lane in the eastbound direction and one shared left turn/through lane in the westbound direction. The west driveway provides a shared left turn/right turn lane in the northbound direction.

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

FUTURE CONDITIONS

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

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 2.75% per year.

Through consultation with the Teaneck Township Planning Board staff, there are no other developments in the vicinity of the site that have been approved but not yet constructed that are identified as significant traffic generators. It was assumed that the background growth rate was adequate to account for the traffic associated with developments not listed.

Future 2029 No Build traffic volumes were developed by applying the background growth rate of 2.75% for three (3) years to the study area roadways existing traffic volumes. Figure 3, in Appendix A, shows the 2029 No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code 221 – Multifamily Housing (Mid-Rise) and LUC 560 – Church in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 12th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. Table 4 below details the traffic volumes associated with the subject project.

Modal Split

It is noted that the site is located within a multi-use urban area that provides significant infrastructure for non-motorized modes of travel such as walking, biking, and public transit. As such, it is anticipated that some users will access the residential portions of the site via methods other than a personal vehicle.

U.S. Census Data was obtained for means of transportation to work within Bergen County, which found that approximately 19% of people (outside of those that work from home) within Bergen County use public transportation, walk, or bike to work. This percentage was then applied to the residential site generated trips to determine the modal split of the site generated trips. The US Census Data table is located in Appendix D.

Table 4
Residential Trip Generation Showing Modal Split

Land Use	ITE Trip Generation/Modal Split	AM PSH			PM PSH			Sunday PSH		
		In	Out	Total	In	Out	Total	In	Out	Total
Building A - 94 – Unit Residential Dwellings	ITE Trip Generation	7	25	32	24	13	37	17	17	34
	Modal Split	6	20	26	19	11	30	12	11	23
Building B - 128 – Unit Residential Dwellings	ITE Trip Generation	11	35	46	31	18	49	23	23	46
	Modal Split	9	28	37	25	15	40	17	14	31
Building C - 96 – Unit Residential Dwellings	ITE Trip Generation	8	25	33	24	14	38	18	17	35
	Modal Split	6	20	26	19	11	30	13	11	24

Table 5
Trip Generation with Modal Split

Land Use	AM PSH			PM PSH			Sunday PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Building A - 94 – Unit Residential Dwellings	6	20	26	19	11	30	12	11	23
Building B - 128 – Unit Residential Dwellings	9	28	37	25	15	40	17	14	31
Building C - 96 – Unit Residential Dwellings	6	20	26	19	11	30	13	11	24
12,000 SF Church	2	2	4	3	4	7	63	71	134
450 Stall Parking Garage	45	45	90	45	45	90	45	45	90
Total	68	115	183	111	86	197	150	152	302

It should be noted that for the trip generation associated with the 450 stall parking garage was assumed to have a 20% turnover during each peak hour with a 50% in/50% out distribution.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 4-12, located in Appendix A, illustrate the Building A Traffic Trip Distribution, Building A Site Generated Volumes, Building B Traffic Trip Distribution, Building B Site Generated Volumes, Building C Traffic Trip Distribution, Building C Site Generated Volumes, Retail Traffic Trip Distribution, Retail Site Generated Volumes, and the Total Site Generated Volumes, respectively. The Total Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 13.

It should be noted that the existing trips generated by the Stop & Shop at the American Legion Drive and North Street intersection were removed from the intersection and added to the new American Legion Drive and North Site Driveway intersection for the Build scenario. Volumes at the approaching intersections were adjusted to utilize the proposed North Site Driveway along American Legion Drive.

Table 6
Stop & Shop Trip Generation

Land Use	AM PSH			PM PSH			Sunday PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
±42,046 SF LUC – 850 (ITE)	73	51	124	189	189	378	186	164	350
±42,046 SF Stop & Shop (Counted)	153	168	321	205	197	402	210	215	425
Difference (Counted – ITE)	+80	+117	+197	+16	+8	+24	+24	+51	+75

Table 6 above shows the comparison between the ITE LUC 850 – Supermarket trip generation for the existing Stop & Shop compared to the trips counted at the site driveways accessing the Stop & Shop.

If the Buddhist SGI-USA NJ Center is not the occupant of the 12,000 SF building associated with Building C, the Settlement Agreement states that the only alternative permitted use will be a common/amenity space for Building C. The use of LUC 560 – Church is used a placeholder as a conservative trip generating use as compared to a common/amenity space and may need to be updated if the occupant of the 12,000 SF building changes.

Future Capacity Analysis

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

Table 7
Future Levels of Service

Intersection	Direction/ Movement		AM PSH			PM PSH			Sunday PSH		
			No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.
Cedar Lane (CR 60) & Garrison Avenue	EB	LT	B (19.9)	B (11.3)	-	C (23.0)	C (24.4)	-	B (16.8)	B (18.0)	B (19.9)
	WB	TR	A (9.5)	A (6.7)	-	B (10.1)	B (11.0)	-	B (10.1)	B (10.2)	B (15.9)
	SB	L	C (22.2)	C (34.3)	-	C (20.9)	C (20.9)	-	C (20.5)	C (20.9)	B (19.4)
		R	B (19.4)	C (29.2)	-	C (20.3)	C (20.6)	-	B (19.5)	C (20.3)	B (18.9)
	Overall		B (17.2)	B (14.3)	-	B (17.2)	B (18.3)	-	B (15.0)	B (13.6)	B (18.4)
Cedar Lane (CR 60) & American Legion Drive	EB	TR	C (24.4)	B (13.0)	B (13.1)	C (25.6)	C (26.1)	-	B (17.9)	B (18.4)	B (16.7)
	WB	L	B (10.3)	A (5.6)	A (6.3)	B (12.3)	B (15.1)	-	A (9.6)	B (11.0)	A (9.7)
	NB	L	C (27.9)	D (37.2)	C (34.5)	C (28.1)	C (28.2)	-	C (28.7)	C (28.9)	C (30.8)
		R	C (22.6)	D (35.2)	C (34.5)	B (17.7)	B (18.5)	-	C (21.1)	C (22.2)	C (24.0)
	Overall		B (19.6)	B (14.6)	B (14.7)	B (18.9)	C (20.2)	-	B (15.8)	B (16.5)	B (15.7)
American Legion Drive & Alma Terrace/Water Street	EB	LTR	c (15.5)	c (18.8)	-	c (15.0)	c (18.8)	-	c (16.2)	c (20.4)	-
	WB	LTR	b (10.5)	b (11.0)	-	b (10.8)	b (11.7)	-	b (10.5)	b (11.1)	-
	NB	L	a (7.7)	a (7.9)	-	a (7.7)	a (8.0)	-	a (7.6)	a (7.8)	-
	SB	L	a (8.0)	a (8.1)	-	a (7.8)	a (7.9)	-	a (7.9)	a (8.1)	-
	Overall		a (2.6)	a (2.9)	-	a (3.4)	a (3.3)	-	a (3.6)	a (3.4)	-
American Legion Drive & North Street	EB	LTR	b (13.3)	b (11.2)	-	b (11.5)	a (9.8)	-	b (11.9)	a (9.7)	-
	WB	LTR	b (11.1)	-	-	b (10.2)	-	-	b (10.4)	-	-
	NB	L	a (7.5)	a (7.6)	-	a (0.0)	a (0.0)	-	a (7.3)	a (7.4)	-
	SB	L	a (7.6)	-	-	a (7.4)	-	-	a (7.5)	-	-
	Overall		a (5.0)	a (3.2)	-	a (6.1)	a (2.9)	-	a (7.2)	a (3.5)	-
Alma Terrace & Chestnut Avenue	EB	LTR	a (7.1)	a (7.2)	-	a (7.1)	a (7.1)	-	a (7.0)	a (7.0)	-
	WB	LTR	a (7.4)	a (7.5)	-	a (7.4)	a (7.5)	-	a (7.5)	a (7.5)	-
	NB	LTR	a (7.5)	a (7.5)	-	a (7.1)	a (7.1)	-	a (7.0)	a (7.0)	-
	SB	LTR	a (7.1)	a (7.1)	-	a (7.4)	a (7.4)	-	a (7.1)	a (7.1)	-
	Overall		a (7.3)	a (7.4)	-	a (7.3)	a (7.3)	-	a (7.3)	a (7.3)	-
Beverly Road & Windsor Road	EB	L	b (13.1)	b (13.9)	-	c (15.2)	c (16.5)	-	b (11.7)	b (13.5)	-
	Overall		a (1.4)	a (1.9)	-	a (2.7)	a (3.3)	-	a (2.6)	a (3.0)	-
Beverly Road & Garrison Avenue	EB	LTR	c (15.2)	c (15.6)	b (10.1)	d (25.5)	d (27.9)	b (12.2)	b (13.8)	b (14.3)	b (10.2)
	WB	LTR	c (24.8)	d (27.8)	b (11.9)	f (92.2)	f (130.4)	c (19.1)	c (22.6)	e (40.5)	b (14.0)
	NB	L	a (8.3)	a (8.3)	b (12.6)	a (8.1)	a (8.1)	c (17.6)	a (7.8)	a (7.8)	b (13.3)
	SB	L	a (8.1)	a (8.2)	c (18.2)	a (8.0)	a (8.1)	c (24.6)	a (7.9)	a (8.0)	b (14.1)
	Overall		a (5.8)	a (7.0)	b (14.7)	c (26.7)	d (38.3)	c (20.1)	a (6.7)	b (13.1)	b (13.5)
American Legion Drive & Northern Site Driveway	WB	LR	a (9.9)	b (11.1)	-	a (9.4)	b (11.0)	-	a (9.5)	b (11.4)	-
	SB	L	-	a (7.8)	-	-	a (7.7)	-	-	a (7.8)	-
	Overall		a (2.6)	a (3.2)	-	a (2.7)	a (3.8)	-	a (3.0)	a (4.4)	-
Water Street & East Driveway	EB	L	a (7.2)	a (7.2)	-	a (7.2)	a (7.2)	-	a (7.2)	a (7.2)	-
	NB	LR	a (8.6)	a (8.7)	-	a (8.6)	a (8.7)	-	a (8.7)	a (8.7)	-
	SB	LR	a (9.2)	a (9.2)	-	a (9.2)	a (9.2)	-	a (9.2)	a (9.2)	-
	Overall		a (4.6)	a (5.0)	-	a (4.8)	a (5.1)	-	a (4.9)	a (5.2)	-

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

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

**Table 7
Future Levels of Service (Cont.)**

Intersection	Direction/ Movement		AM PSH			PM PSH			Sunday PSH		
			No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.
Water Street & West Driveway	NB	LR	a (9.1)	a (9.1)	-	a (9.1)	a (9.2)	-	a (9.1)	a (9.2)	-
	Overall		a (2.2)	a (2.3)	-	a (2.2)	a (2.3)	-	a (2.2)	a (2.3)	-
Beverly Road & Site Driveway	WB	L	-	a (7.4)	-	-	a (7.6)	-	-	a (7.6)	-
	NB	LR	-	b (10.0)	-	-	b (11.2)	-	-	b (11.5)	-
Windsor Road & Site Driveway	EB	LR	-	b (12.5)	-	-	b (13.6)	-	-	b (12.9)	-
Chestnut Avenue & Site Driveway	WB	LR	-	a (8.6)	-	-	a (8.7)	-	-	a (8.6)	-
	SB	L	-	a (7.3)	-	-	a (7.3)	-	-	a (7.3)	-
North Street & Site Driveway	EB	L	-	a (7.5)	-	-	a (7.4)	-	-	a (7.3)	-
	SB	LR	-	a (9.8)	-	-	a (9.1)	-	-	a (9.1)	-
American Legion Drive & Southern Site Driveway	WB	LR	-	a (9.2)	-	-	a (8.9)	-	-	a (8.9)	-
	SB	L	-	a (7.5)	-	-	a (7.4)	-	-	a (7.4)	-

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

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

It should be noted that the American Legion Drive and Right-turn Egress-Only driveway, and the Water Street and East and West Site Driveways which service the existing Stop & Shop were only counted during the Sunday midday peak hour due to the higher weekend volumes the grocery store will experience. Our office used ITE LUC 850 – Supermarket to generate a distribution of trips for the AM and PM peak hours.

Cedar Lane and Garrison Avenue

With the addition of site generated traffic, the intersection is projected to operate at overall intersection levels of service “B” during the analyzed peak hours. It should be noted that signal modification was applied to the intersection. The mitigation involved moving two seconds from the eastbound/westbound through movement to the southbound movement in the Sunday midday PSH. Subsequently, each movement is anticipated to operate at levels of service “C” or better. See Table 7 for the individual movement levels of service and delays.

Cedar Lane and American Legion Drive

A right turn overlap for the northbound movement of American Legion Drive was applied to the intersection signal timing to help reduce queuing and delay along American Legion Drive.

With the addition of site generated traffic, the intersection is projected to operate at overall intersection levels of service “C” or better during the analyzed peak hours. Additionally, each movement is anticipated to continue to operate at No Build levels of service “D” or better. It should be noted that signal modification was investigated at the intersection. The proposed mitigation involves adding four seconds to the minimum initial timing to the northbound left turn movement as well as moving two seconds of green time from the northbound movement to the westbound through movement in the weekday AM and Sunday midday PSH. Subsequently, each movement

is anticipated to operate at levels of service “C” or better. See Table 7 for the individual movement levels of service and delays.

American Legion Drive and Alma Terrace/Water Street

With the addition of site generated traffic, each movement is anticipated to continue to operate at levels of service “C” or better. See Table 7 for the individual movement levels of service and delays.

American Legion Drive and North Street

With the addition of site generated traffic, each movement is anticipated to continue to operate at No Build levels of service “B” or better. It should be noted that it is proposed to close the existing site driveway opposite North Street. See Table 7 for the individual movement levels of service and delays.

Alma Terrace and Chestnut Avenue

With the addition of site generated traffic, each movement is anticipated to continue to operate at No Build levels of service “A”. See Table 7 for the individual movement levels of service and delays.

Beverly Road and Windsor Road

With the addition of site generated traffic, each movement is anticipated to continue to operate at levels of service “C” or better. See Table 7 for the individual movement levels of service and delays.

Beverly Road and Garrison Avenue

With the addition of site generated traffic, each movement is anticipated to continue to operate at levels of service “E” or better, with the exception of the westbound direction in the PM peak hour which operates at levels of service “F”. As noted, the level of service “F” is a result of the existing volumes at the intersection as the additional traffic represents approximately 14% of the total traffic at the intersection. Further, the analysis does not take into account the additional gaps in traffic created by the Cedar Lane traffic signal.

It should be noted that mitigation was analyzed at the intersection of Beverly Road and Garrison Avenue to reduce the level of service experienced in the PM and Sunday peak hours. The intersection was analyzed under an all-way stop-control and each movement is anticipated to operate levels of service “D” or better.

See Table 7 for the individual movement levels of service and delays.

American Legion Drive and North Site Driveway

As stated, the right-turn egress-only driveway along American Legion Drive will be reconstructed into a full movement driveway with a shared left turn/right turn lane in the westbound direction.

American Legion Drive is proposed to provide a shared through/right turn lane in the northbound direction and a shared left turn/through lane in the southbound direction.

With the addition of site generated traffic, each movement is anticipated to continue to operate at levels of service “B” or better. See Table 7 for the individual movement levels of service and delays.

Water Street and East Driveway

With the addition of site generated traffic, each movement is anticipated to continue to operate at levels of service “A”. See Table 7 for the individual movement levels of service and delays.

Water Street and West Driveway

With the addition of site generated traffic, each movement is anticipated to continue to operate at levels of service “A”. See Table 7 for the individual movement levels of service and delays.

Beverly Road and Site Driveway

The site driveway is proposed to intersect Beverly Road to form an unsignalized T-intersection with the northbound approach of the site driveway operating under stop control. The eastbound approach of Beverly Road is proposed to provide a shared left turn/through lane. The westbound approach of Beverly Road is proposed to provide a shared through/right turn lane. The northbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is projected to operate at levels of service “B” or better during the studied peak hours. See Table 7 for the individual movement levels of service and delays.

Windsor Road and Site Driveway

The site driveway is proposed to intersect Windsor Road to form an unsignalized T-intersection with the eastbound approach of the site driveway operating under stop control. The northbound approach of Windsor Road is proposed to provide a shared left turn/through lane. The southbound approach of Windsor Road is proposed to provide a shared through/right turn lane. The eastbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is projected to operate at levels of service “B” during the studied peak hours. See Table 7 for the individual movement levels of service and delays.

Chestnut Avenue and Site Driveway

The site driveway is proposed to intersect Chestnut Avenue to form an unsignalized T-intersection with the westbound approach of the site driveway operating under stop control. The northbound approach of Chestnut Avenue is proposed to provide a shared through/right turn lane. The southbound approach of Chestnut Avenue is proposed to provide a shared left turn/through lane. The westbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is projected to operate at levels of service “A” during the studied peak hours. See Table 7 for the individual movement levels of service and delays.

North Street and Site Driveway

The site driveway is proposed to intersect North Street to form an unsignalized T-intersection with the southbound approach of the site driveway operating under stop control. The eastbound approach of North Street is proposed to provide a shared left turn/through lane. The westbound approach of North Street is proposed to provide a shared through/right turn lane. The southbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is projected to operate at levels of service “A” during the studied peak hours. See Table 7 for the individual movement levels of service and delays.

American Legion Drive and the Southern Site Driveway

The southern site driveway is proposed to intersect American Legion Drive to form an unsignalized T-intersection with the westbound approach of the southern site driveway operating under stop control. The northbound approach of American Legion Drive is proposed to provide a shared through/right turn lane. The southbound approach of American Legion Drive is proposed to provide a shared left turn/through lane. The westbound approach of the southern site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the driveway is projected to operate at levels of service “A” during the studied peak hours. See Table 7 for the individual movement levels of service and delays.

Garrison Avenue and Service Alley

It should be noted that there will be a proposed service alley for deliveries along Garrison Avenue between the existing commercial uses along Cedar Lane (CR 60) and the proposed parking garage associated with Building C. Since the use of the alley will be only for short term deliveries, there is anticipated to be a nominal number of trips. Therefore, a separate analysis of the proposed service alley has not been performed given its minimal intended use.

Queue Analysis

Queue length conditions at the study intersections were analyzed under the No Build and Build conditions. The 95th percentile queues for each study peak hour are summarized in the table below.

Table 8
Future Queue Analysis

Intersection	Direction/ Movement		Storage Length	AM PSH			PM PSH			Sunday PSH		
				No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.
Cedar Lane (CR 60) & Garrison Avenue	EB	LT	515'	271'	195'	-	280'	296'	-	197'	218'	230'
	WB	TR	226'	69'	68'	-	92'	117'	-	81'	83'	143'
	SB	L	287'	174'	216'	-	131'	133'	-	121'	134'	129'
		R	137'	72'	99'	-	100'	109'	-	77'	102'	98'
Cedar Lane (CR 60) & American Legion Drive	EB	TR	240'	261'	263'	250'	256'	260'	-	202'	210'	199'
	WB	L	400'	120'	133'	123'	185'	212'	-	116'	138'	128'
	NB	L	60'	61'	69'	71'	67'	71'	-	85'	88'	91'
		R	60'	191'	217'	225'	131'	154'	-	154'	182'	189'
American Legion Drive & Alma Terrace/Water Street	EB	LTR	210'	18'	23'	-	13'	18'	-	8'	13'	-
	WB	LTR	140'	3'	3'	-	8'	10'	-	10'	10'	-
	NB	L	285'	-	-	-	-	-	-	-	-	-
	SB	L	112'	3'	3'	-	5'	5'	-	8'	8'	-
American Legion Drive & North Street	EB	LTR	215'	23'	18'	-	13'	10'	-	13'	10'	-
	WB	LTR	55'	5'	-	-	8'	-	-	8'	-	-
	NB	L	-	-	-	-	-	-	-	-	-	-
	SB	L	-	3'	-	-	5'	-	-	5'	-	-
Alma Terrace & Chestnut Avenue	EB	LTR	257'	5'	5'	-	3'	3'	-	3'	3'	-
	WB	LTR	210'	8'	8'	-	8'	10'	-	8'	8'	-
	NB	LTR	-	5'	5'	-	3'	3'	-	3'	3'	-
	SB	LTR	90'	-	-	-	-	-	-	-	-	-
Beverly Road & Windsor Road	EB	L	220'	10'	15'	-	25'	33'	-	15'	23'	-
Beverly Road & Garrison Avenue	EB	LTR	230'	13'	15'	10'	43'	45'	20'	13'	15'	10'
	WB	LTR	222'	65'	85'	38'	270'	345'	100'	70'	163'	65'
	NB	L	285'	-	-	55'	-	-	95'	-	-	65'
	SB	L	-	-	-	120'	3'	3'	160'	3'	3'	73'
American Legion Drive & Northern Site Driveway	WB	LR	35	15'	20'	-	10'	20'	-	13'	25'	-
	SB	L	-	-	3'	-	-	3'	-	-	5'	-
Water Street & East Driveway	EB	L	120'	-	-	-	-	-	-	-	-	-
	NB	LR	55'	-	-	-	-	-	-	-	-	-
	SB	LR	47'	-	-	-	-	-	-	3'	3'	-
Water Street & West Driveway	NB	LR	-	3'	5'	-	5'	5'	-	5'	5'	-
Beverly Road & Site Driveway	WB	L	215'	-	0'	-	-	0'	-	-	0'	-
	NB	LR	-	-	8'	-	-	8'	-	-	10'	-
Windsor Road & Site Driveway	EB	LR	-	-	3'	-	-	3'	-	-	13'	-

**Table 8
Future Queue Analysis (Cont.)**

Intersection	Direction/ Movement		Storage Length	AM PSH			PM PSH			Sunday PSH		
				No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.
Chestnut Avenue & Site Driveway	WB	LR	-	-	0'	-	-	0'	-	-	0'	-
	SB	L	-	-	0'	-	-	0'	-	-	0'	-
North Street & Site Driveway	EB	L	140'	-	0'	-	-	0'	-	-	0'	-
	SB	LR	-	-	3'	-	-	0'	-	-	0'	-
American Legion Drive & Southern Site Driveway	WB	LR	-	-	5'	-	-	3'	-	-	3'	-
	SB	L	-	-	0'	-	-	3'	-	-	0'	-

Cedar Lane (CR 60) and Garrison Avenue

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Cedar Lane (CR 60) and American Legion Drive

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 4 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

American Legion Drive and Alma Terrace/Water Street

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

American Legion Drive and North Street

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Alma Terrace and Chestnut Avenue

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Beverly Road and Windsor Road

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Beverly Road and Garrison Avenue

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 4 vehicles in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

American Legion Drive and Northern Site Driveway

With the addition of site generated traffic, there is anticipated to be a maximum increase of approximately 1 vehicle in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Water Street and East Driveway

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Water Street and West Driveway

With the addition of site generated traffic, there is anticipated to be a minimal increase in the 95th percentile queues for all movements at the intersection. It is not anticipated that the increase in queues will have a detrimental impact on the operation of the intersection. See Table 8 for the individual movement 95th percentile queues.

Beverly Road and Site Driveway

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 10 feet. The driveway provides approximately 40 feet in throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 8 for the individual movement 95th percentile queues.

Windsor Road and Site Driveway

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 13 feet. The driveway provides approximately 85 feet in throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 8 for the individual movement 95th percentile queues.

Chestnut Avenue and Site Driveway

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 0 feet. The driveway provides approximately 150 feet in throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 8 for the individual movement 95th percentile queues.

North Street and Site Driveway

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 3 feet. The driveway provides approximately 420 feet in throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 8 for the individual movement 95th percentile queues.

American Legion Drive and Southern Site Driveway

As designed, the site driveway is anticipated to operate with a 95th percentile queue length of 5 feet. The driveway provides approximately 45 feet in throat length prior to the first on-site intersection. Therefore, it is not anticipated that this queue will impact on-site circulation. See Table 8 for the individual movement 95th percentile queues.

Sim Traffic Analysis

It should be noted that as a result of the northbound right-turn queue lengths experienced at the intersection of Cedar Lane (CR 60) and American Legion Drive in the Build AM peak street hour, a Sim Traffic Analysis was run to understand the impact to the American Legion Drive and Alma Terrace/Water Street. The table below summarizes the Sim Traffic average queuing between the intersection of Cedar Lane (CR 60) and American Legion Drive and the intersection of American Legion Drive and Alma Terrace/Water Street.

Table 9
Sim Traffic Analysis

Intersection	Direction/ Movement		Storage Length	AM PSH			PM PSH			Sunday PSH		
				No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.	No Build	Build	Build w/Mit.
Cedar Lane (CR 60) & American Legion Drive	EB	T	240'	150'	141'	128'	125'	129'	-	117'	131'	111'
		TR	240'	143'	126'	111'	153'	147'	-	115'	125'	126'
	WB	LT	400'	211'	202'	197'	271'	652'	-	169'	250'	225'
		T	400'	132'	135'	138'	229'	635'	-	103'	178'	158'
	NB	L	60'	83'	100'	92'	74'	74'	-	85'	90'	94'
		R	60'	71'	77'	75'	71'	71'	-	76'	76'	76'

As seen in the above table, the AM peak street hour queue in the northbound direction does extend passed the intersection with Alma Terrace/Water Street. It should be noted in the Build peak street hour there is only a max of 6 trips making a left onto American Legion Drive from Alma Terrace due to The Project, which is less than 5% of the total northbound trips on American Legion Drive.

It is our office's recommendation that the intersection of American Legion Drive and Alma Terrace/Water Street be boxed out and have posted signs stating "Do Not Block Intersection."
(R10-7)

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via the following access points:

- Building A will be accessed via a new full movement driveway along Chestnut Avenue and a new full movement driveway along North Street.
- Building B will be accessed via a new full movement driveway along American Legion Drive.
- Building C will be accessed via a new full movement driveway along Beverly Road and a reconstructed full movement driveway along Windsor Road, which will be shared with the Buddhist Temple and the proposed parking garage.

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The parking facilities and garage facilities will all be serviced by parking aisles with widths of 24'. These aisles will allow for two-way circulation and 90 degree parking. Review of the "Overall Conceptual Site Plan" prepared by James Henry, PE, dated April 18, 2025 indicates that the site can sufficiently accommodate the automobile traffic anticipated. Loading, trash receptacles, and other support functions are proposed to be located in the Building A parking garage. Loading, trash receptacles, and other support functions are proposed to be located in the Building B parking garage.

Parking

The Teaneck Township Ordinance sets forth a parking requirement of 3 parking space per 1,000 square feet for the relocated Buddhist Center. This equates to a parking requirement of 36 spaces for the proposed 12,000 SF relocated Buddhist Center.

The Redevelopment Plan sets forth the following requirements for each of the residential buildings:

- American Legion Drive East District (ALDED) – 1.33 spaces per unit
- American Legion Drive West District (ALDWD) – 1.50 spaces per unit (inclusive of on-street spaces)
- Cedar Lane North District (CLND) – 1.00 space per unit

Building A (ALDWD) has a parking requirement of 1.50 parking spaces per unit, this equates to a parking requirement of 141 parking spaces for the 94 proposed units. Building A is proposed to provide 113 garage parking spaces and per the Redevelopment Plan there are an additional 36 street parking spaces that will be provided for Building A resulting in a total of 149 proposed parking spaces to service Building A. Therefore, the Redevelopment Plan requirement is satisfied.

The 36 street parking spaces for Building A are proposed to provide 18 parking spaces along each side of American Legion Drive, with 6 spaces along both sides of American Legion Drive south of the proposed reconstructed driveway access to the Stop & Shop and 12 spaces along both sides of American Legion Drive north of the proposed reconstructed driveway access to the

Stop & Shop. For reference there are approximately 18 street parking spaces currently available along the southbound side of American Legion Drive.

Building B (ALDED) has a parking requirement of 1.33 parking spaces per unit, this equates to a parking requirement of 170 parking spaces for the proposed 128 proposed units. Building B is proposed to provide 170 parking spaces, which satisfies the Redevelopment Plan requirement.

Building C (CLND) has a parking requirement of 1.0 parking spaces per unit, this equates to a parking requirement of 96 parking spaces for the proposed 96 proposed units. Building C will have access to the Beverly Garage which will provide 590 parking spaces, of which 450 spaces will be available to the public. The remaining 140 spaces exceed the requirement for Building C and the relocated Buddhist Center (132 spaces).

Within the Redevelopment Area, there are approximately 390 spaces of municipal parking stalls currently provided. After the construction of The Project, there will be the aforementioned 450 public parking spaces within the Building C parking garage. The proposed development provides approximately 60 additional municipal parking spaces.

It is proposed to provide parking stalls with dimensions of 9'x18', which is consistent with the Redevelopment Plan requirement and industry standards minimum requirement of 9'x18'. Fifteen (15) compact parking spaces will be provided with dimensions of 8'x16' in the Beverly Garage which is less than the allowable 15% of the total spaces.

Availability of Mass Transit

As previously indicated, there is substantial availability of convenient, diverse and desirable mass transit service available to the site. Within ½ mile there are stops for New Jersey Transit a total of 7 bus lines; 157, 168, 175, 753, 755, 772, 780.

FINDINGS & CONCLUSIONS

Findings

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

- The proposed mixed-use multi-building development, is projected to generate 68 entering trips and 115 exiting trips during the weekday morning peak hour, 111 entering trips and 86 exiting trips during the evening peak hour, and 150 entering trips and 152 exiting trips during the Sunday peak hour that are “new” to the adjacent roadway network.
- Access to the site is proposed to be provided via a new full movement driveway along Beverly Road, a new full movement driveway along Windsor Road, a new full movement driveway along Chestnut Avenue, a new full movement driveway along North Street, and two new full movement driveways along American Legion Drive.
- With the addition of site generated traffic and the signal mitigation, the intersection of Cedar Lane and Garrison Avenue is anticipated to continue to operate at No Build levels of service “C” or better during the peak hours studied.
- With the addition of site generated traffic and the signal mitigation, the intersection of Cedar Lane and American Legion Drive is anticipated to operate at levels of service “C” or better during the peak hours studied.
- With the addition of site generated traffic, the intersection of American Legion Drive and Alma Terrace/Water Street is anticipated to operate at levels of service “C” or better during the peak hours studied.
- With the addition of site generated traffic, the intersection of American Legion Drive and North Street is anticipated to continue to operate at No Build levels of service “B” or better during the peak hours studied.
- With the addition of site generated traffic, the intersection of Alma Terrace and Chestnut Avenue is anticipated to continue to operate at No Build levels of service “A” during the peak hours studied.
- With the addition of site generated traffic, the intersection of Beverly Road and Windsor Road is anticipated to operate at levels of service “C” or better during the peak hours studied.
- With the addition of site generated traffic, the intersection of Beverly Road and Garrison Avenue is anticipated operate at levels of service “C” or better during the peak hours studied, with the exception of the westbound direction in the PM peak hour, which operates at levels of service “F”.
- With the addition of site generated traffic, the intersection of American Legion Drive and the northern site driveway is anticipated to operate at levels of service “B” or better during the peak hours studied.

- With the addition of site generated traffic, the intersection of Water Street and East Driveway is anticipated to operate at levels of service “A” during the peak hours studied.
- With the addition of site generated traffic, the intersection of Water Street and West Driveway is anticipated to operate at levels of service “A” during the peak hours studied.
- As designed, the intersection of Beverly Road and the site driveway is anticipated to operate at levels of service “B” or better during the peak hours studied.
- As designed, the intersection of Windsor Road and the site driveway is anticipated to operate at levels of service “B” or better during the peak hours studied.
- As designed, the intersection of Chestnut Avenue and the site driveway is anticipated to operate at levels of service “A” during the peak hours studied.
- As designed, the intersection of North Street and the site driveway is anticipated to operate at levels of service “A” during the peak hours studied.
- As designed, the intersection of American Legion Drive and the southern site driveway is anticipated to operate at levels of service “A” during the peak hours studied.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the projected demand based on the Township Ordinance and the Redevelopment Plan.

Conclusions

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

Appendix A

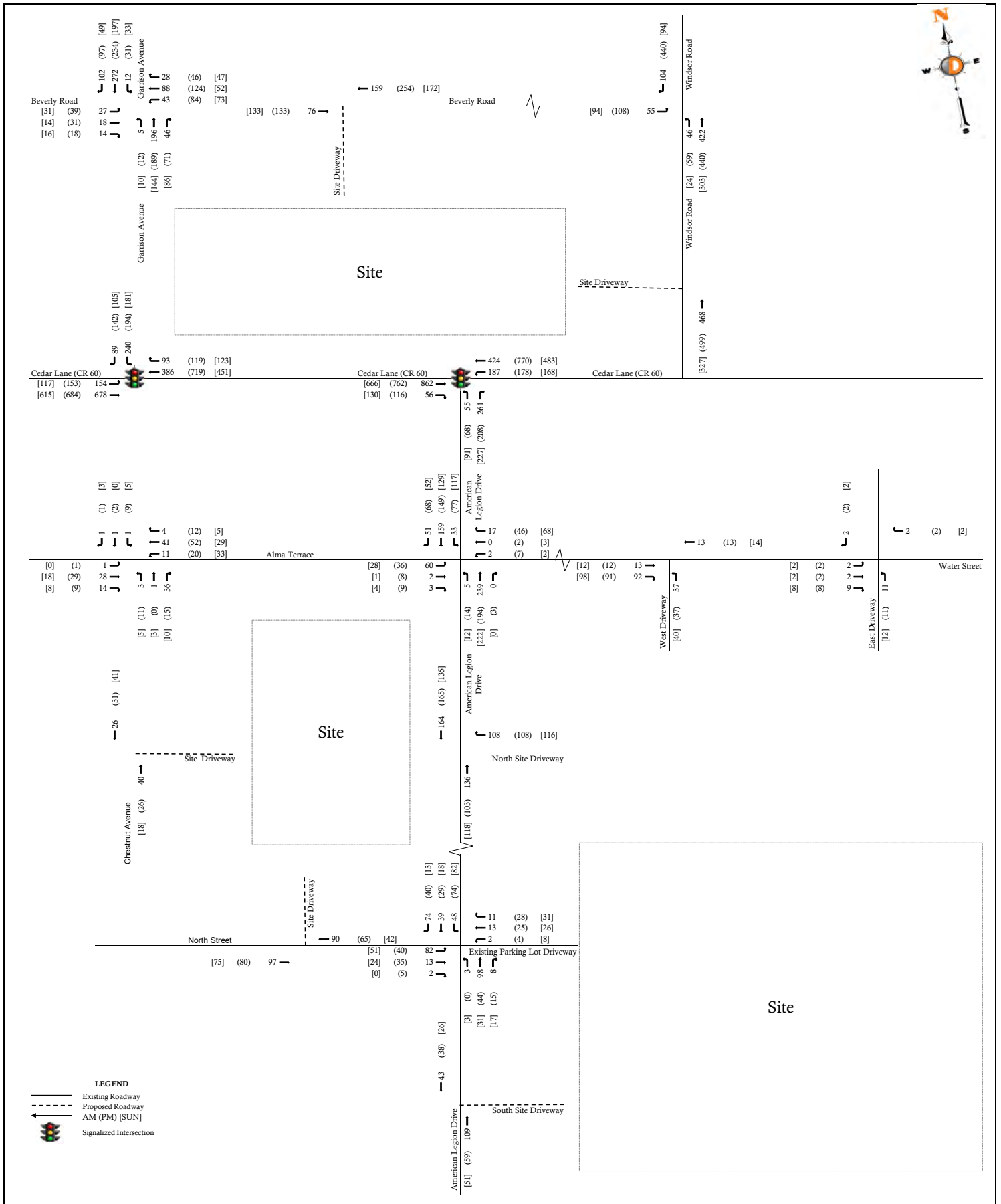
Traffic Volume Figures

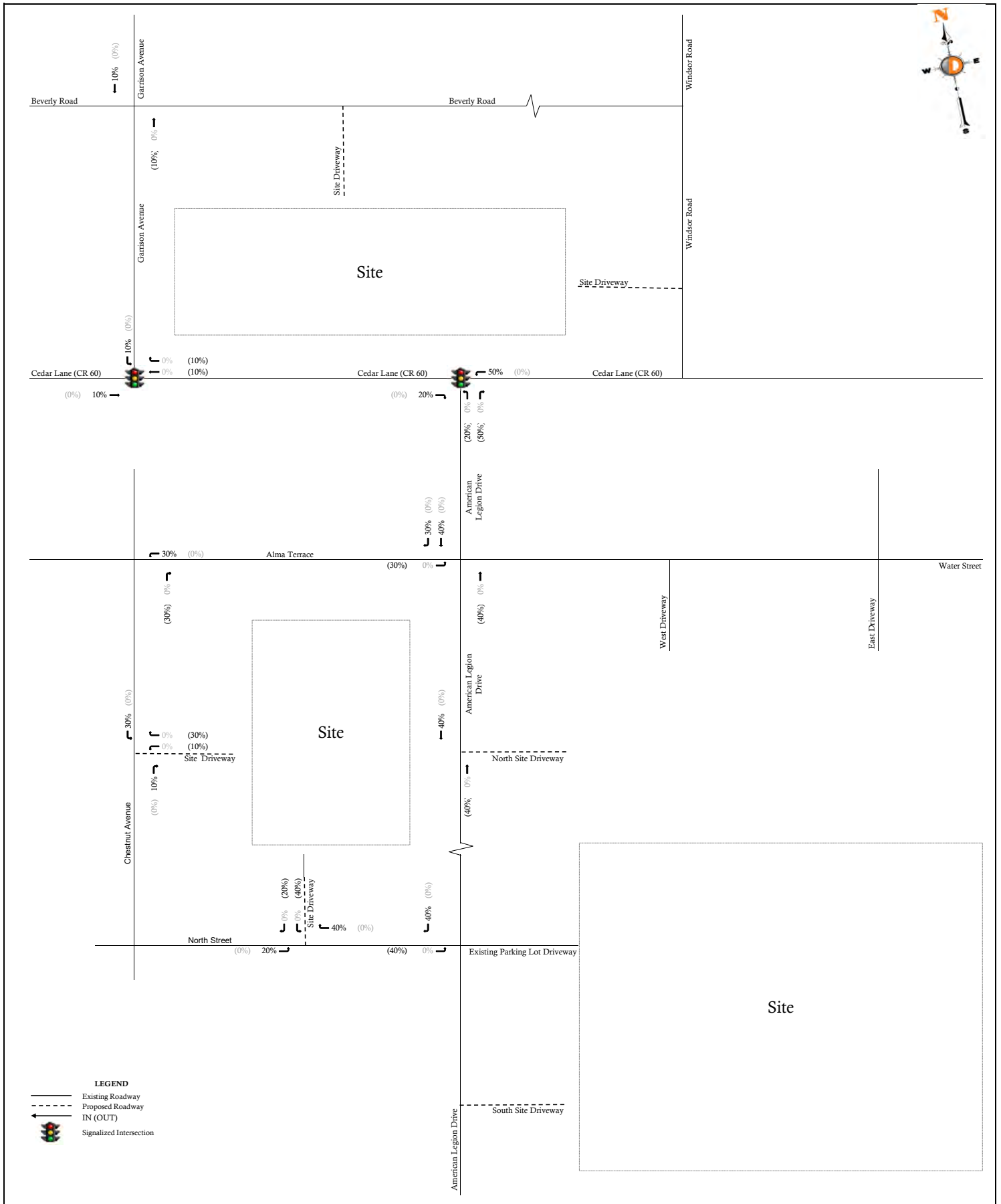


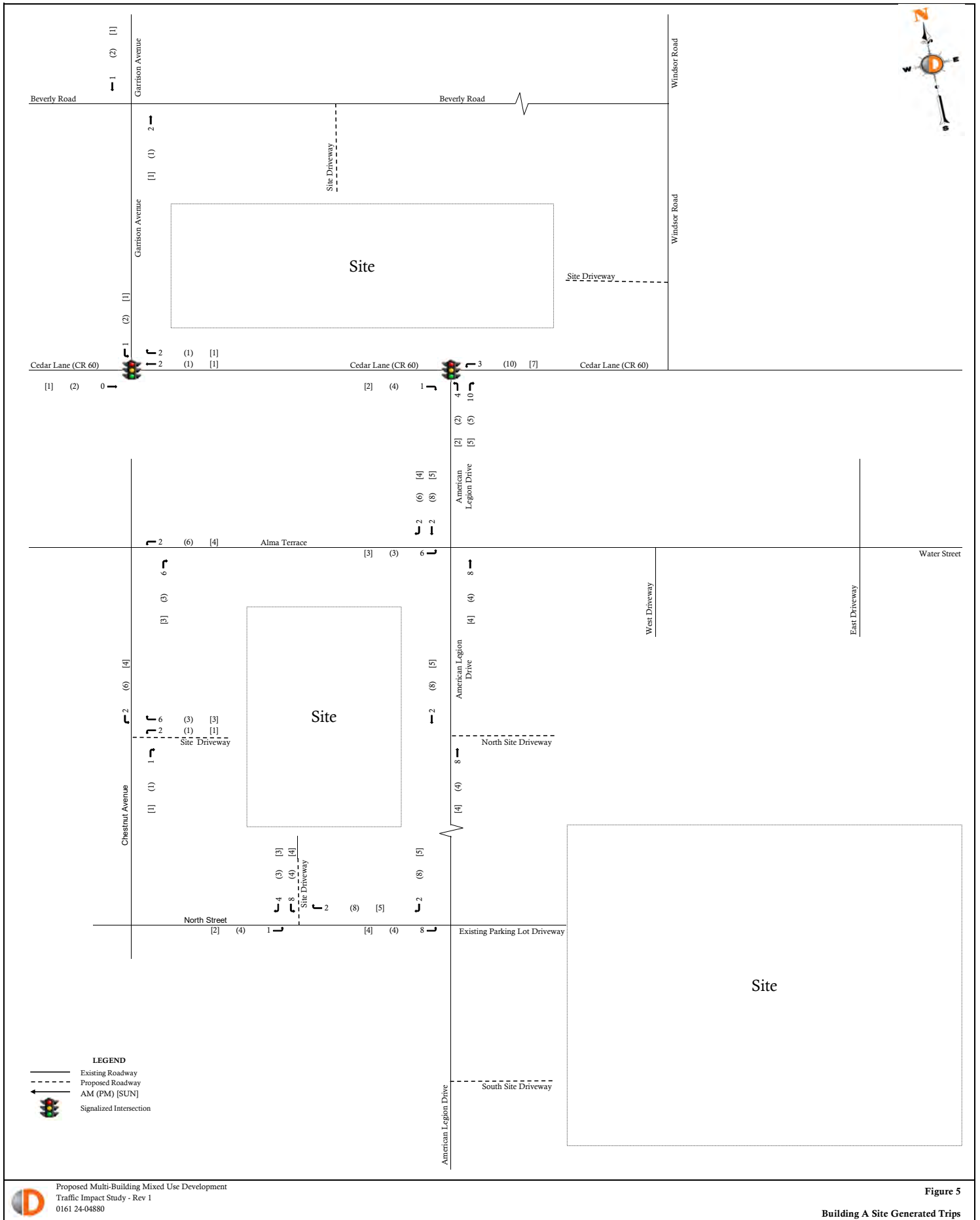
Proposed Multi-Building Mixed Use Development
 Traffic Impact Study - Rev 1
 0161 24-04880

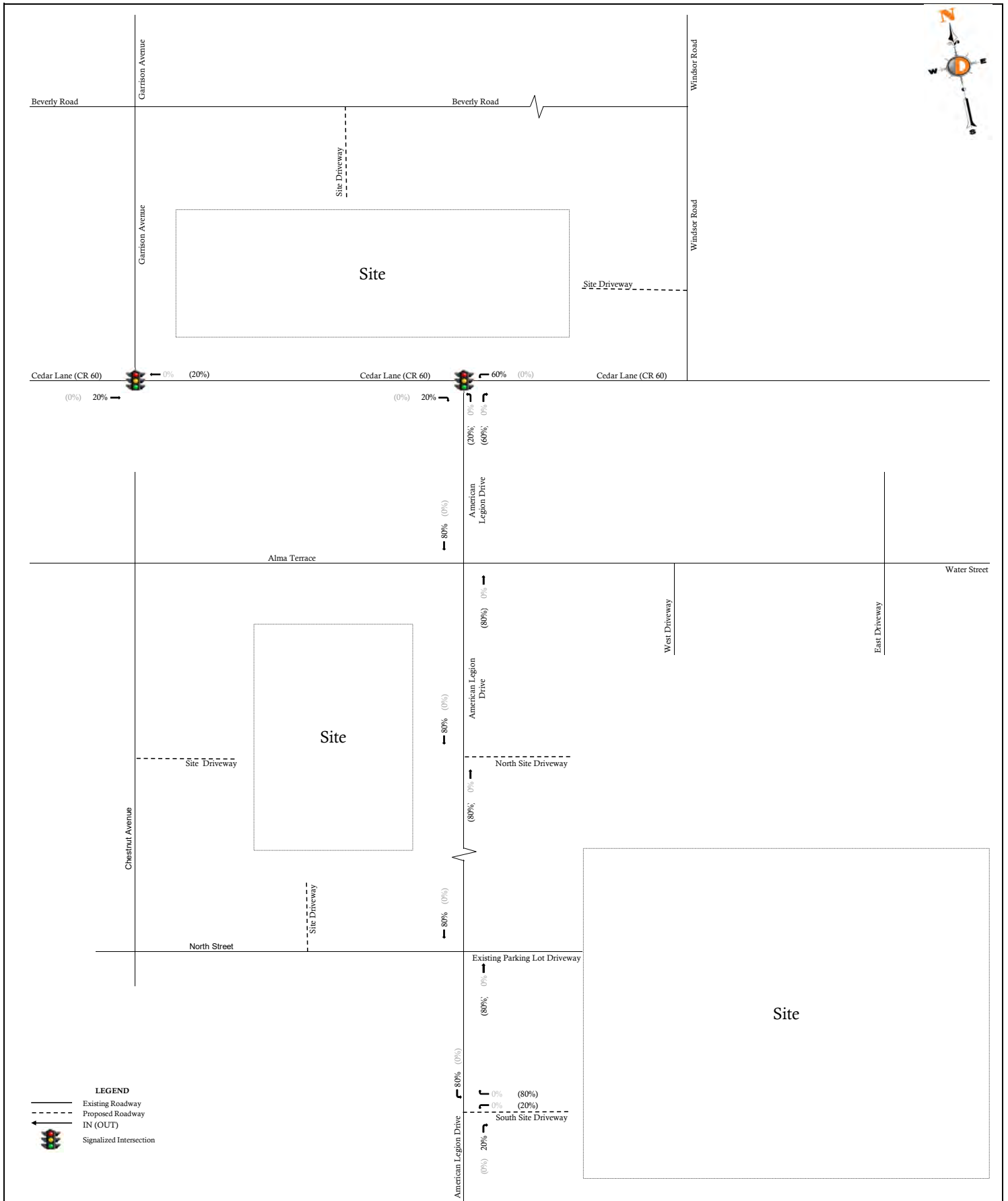
Figure 1

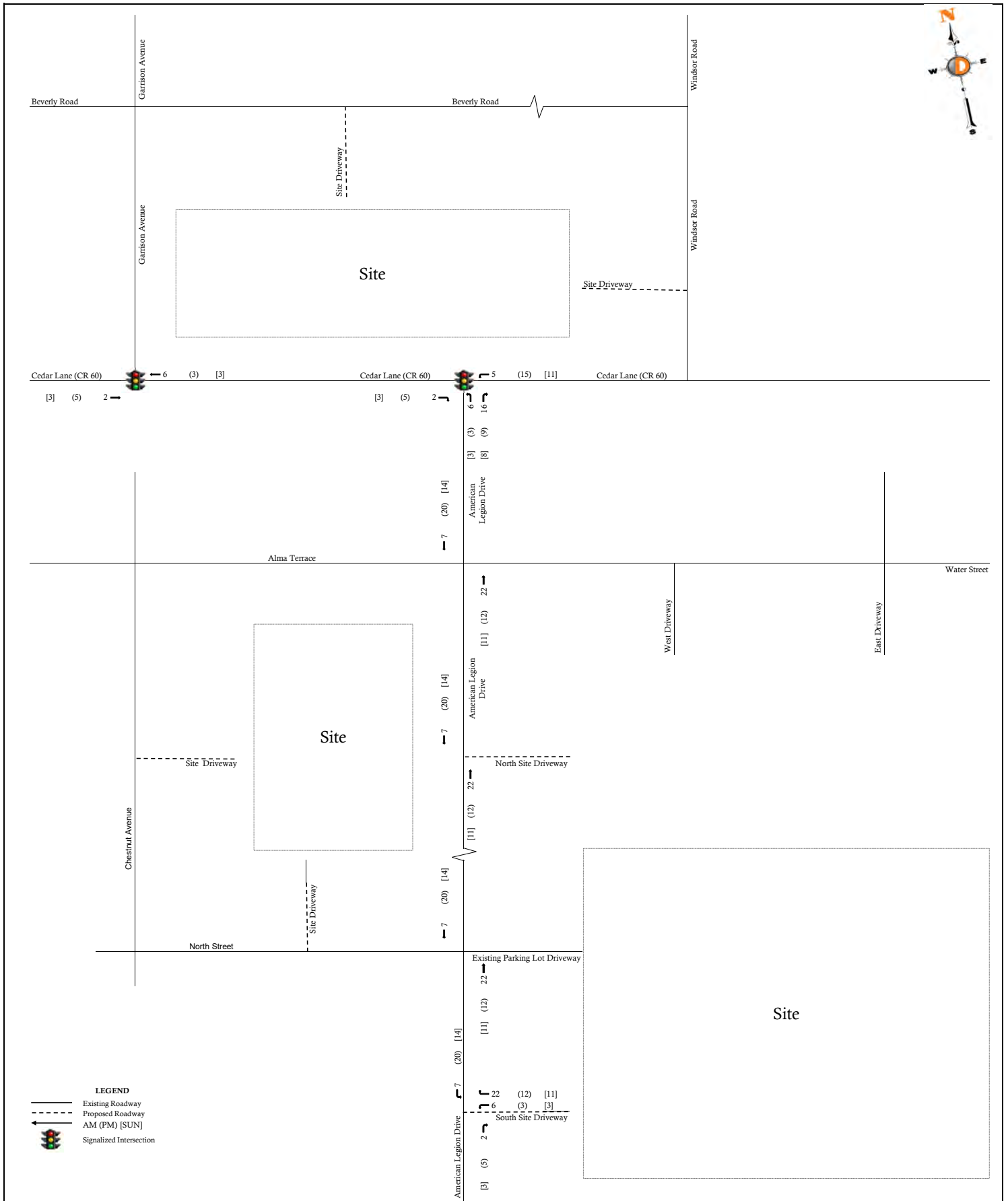
Site Location Map

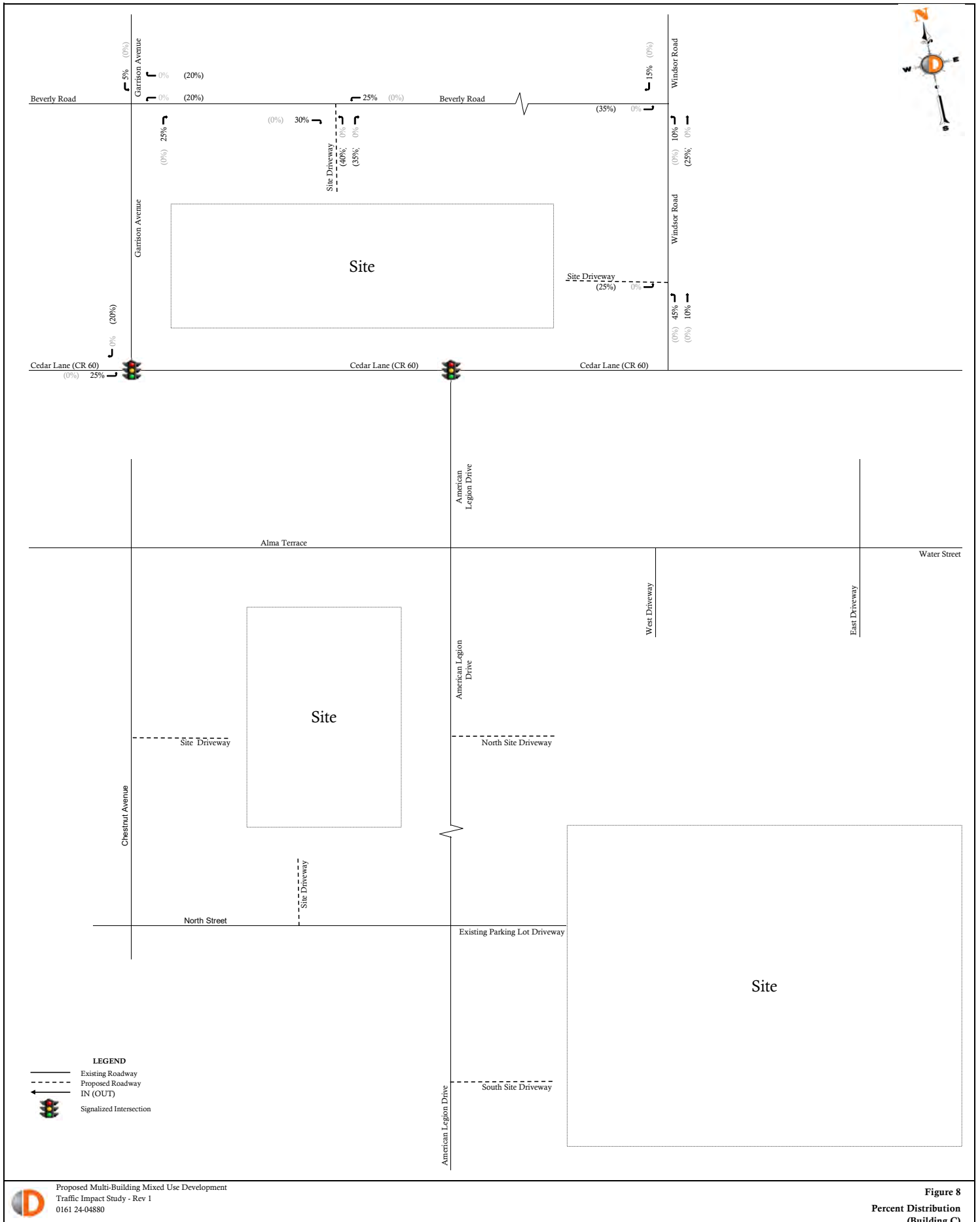


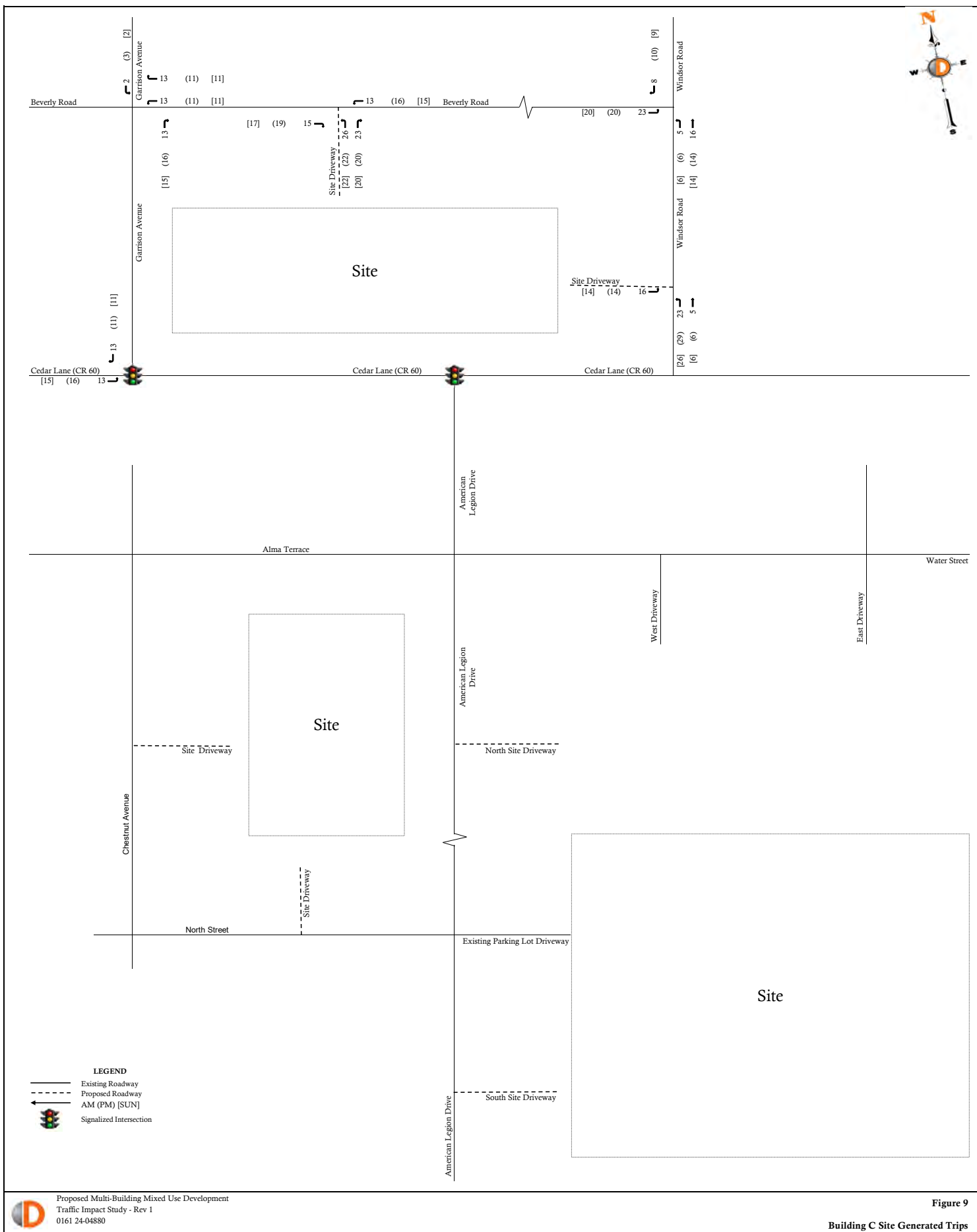


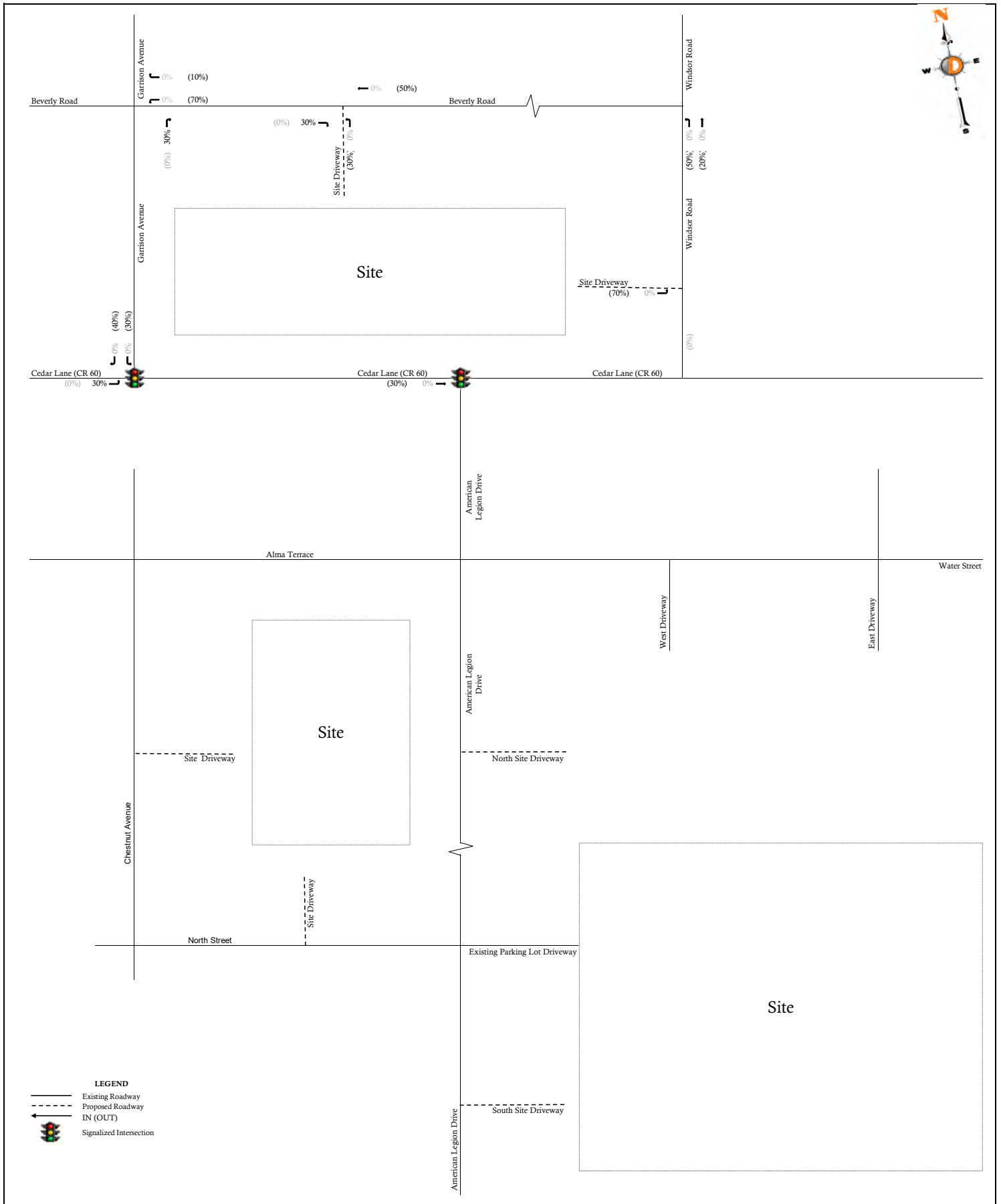


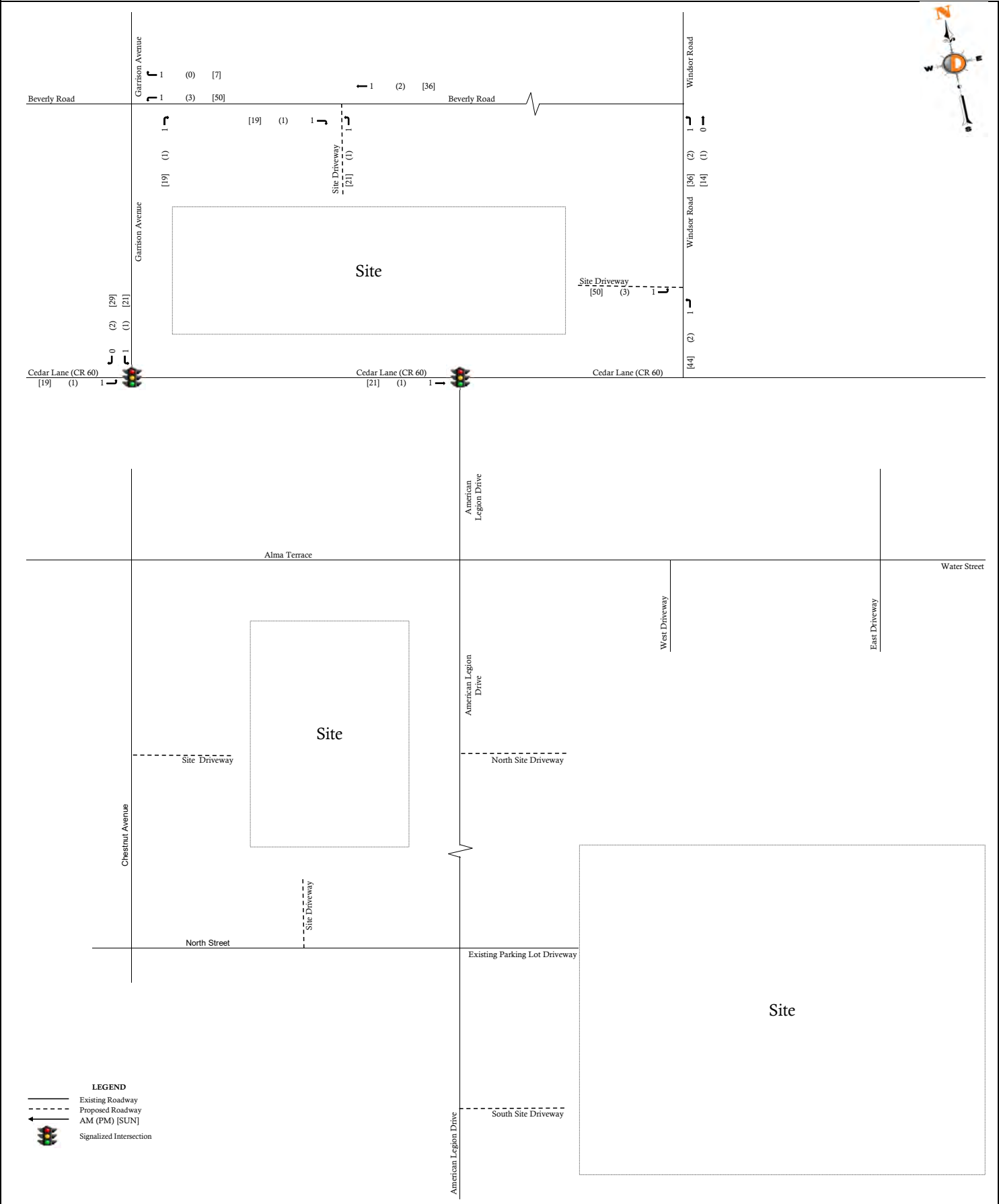


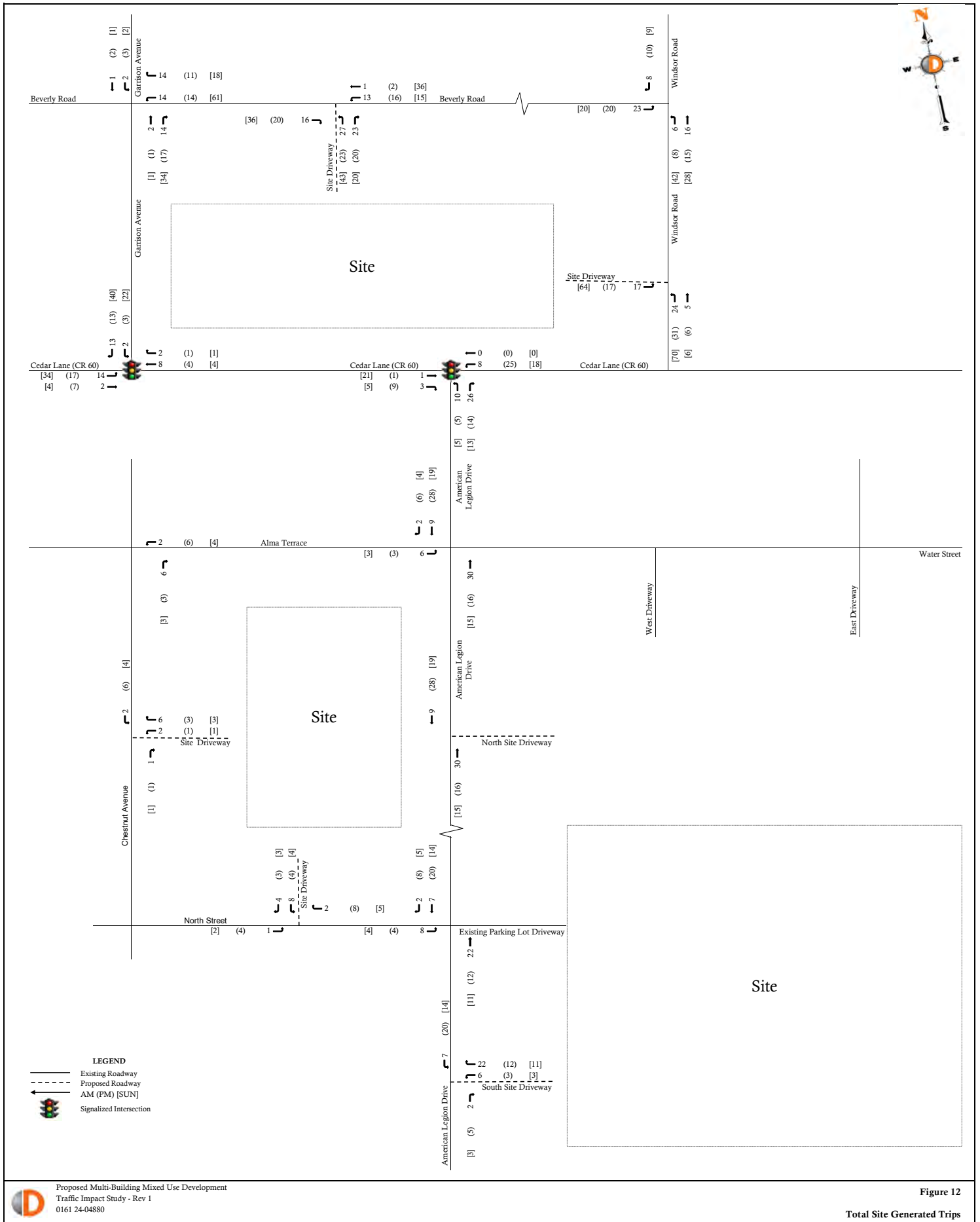


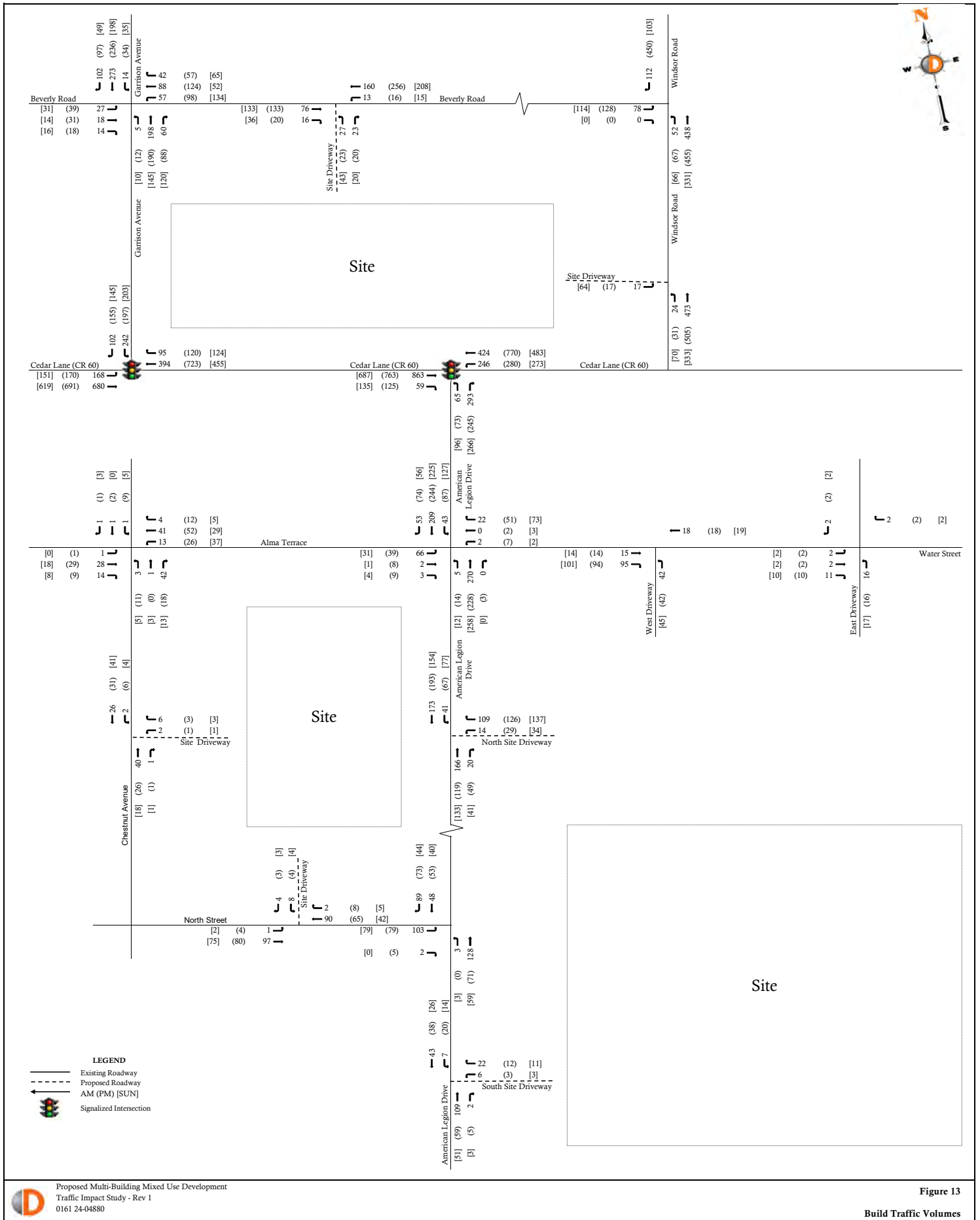












Appendix B

Project Information

www.dynamictraffic.com
732-681-0760

File Name : Cedar Ln & Garrison Ave - AMPM
Site Code : 00000000
Start Date : 3/11/2025
Page No : 1

[illegible]

www.dynamictraffic.com
732-681-0760

File Name : Cedar Ln & Garrison Ave - AMPM
Site Code : 00000000
Start Date : 3/11/2025
Page No : 2

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Shelly's Way/Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-007
Date: 1/11/2026

Data - Total

NS/EW Streets:	Garrison Ave				Garrison Ave				Shelly's Way/Cedar Ln				Shelly's Way/Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	31	0	20	0	23	112	0	0	0	97	31	1	315
11:15 AM	0	0	0	0	16	0	19	0	13	118	0	0	0	84	13	0	263
11:30 AM	0	0	0	0	27	0	13	0	16	104	0	0	0	83	19	0	262
11:45 AM	0	0	0	0	38	0	24	0	19	131	0	0	0	86	27	0	325
12:00 PM	0	0	0	0	39	0	18	0	17	138	0	0	0	93	24	0	329
12:15 PM	0	0	0	0	23	0	25	0	30	116	0	0	0	109	28	0	331
12:30 PM	0	0	0	0	33	0	20	0	16	142	0	0	0	107	26	0	344
12:45 PM	0	0	0	0	52	0	28	0	26	124	0	0	0	114	29	0	373
1:00 PM	0	0	0	0	46	0	32	0	30	133	0	0	0	109	24	0	374
1:15 PM	0	0	0	0	35	0	20	0	27	157	0	0	0	91	28	0	358
1:30 PM	0	0	0	0	34	0	17	0	25	153	0	0	0	95	32	0	356
1:45 PM	0	0	0	0	36	0	22	0	19	145	0	0	0	94	23	0	339
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 410	ST 0	SR 258	SU 0	EL 261	ET 1573	ER 0	EU 0	WL 0	WT 1162	WR 304	WU 1	TOTAL 3969
APPROACH %'s :					61.38%	0.00%	38.62%	0.00%	14.23%	85.77%	0.00%	0.00%	0.00%	79.21%	20.72%	0.07%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	167	0	97	0	108	567	0	0	0	409	113	0	1461
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.803	0.000	0.758	0.000	0.900	0.903	0.000	0.000	0.000	0.897	0.883	0.000	0.977
							0.825				0.917				0.913		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Shelly's Way/Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-007
Date: 1/11/2026

Data - Cars

NS/EW Streets:	Garrison Ave				Garrison Ave				Shelly's Way/Cedar Ln				Shelly's Way/Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	31	0	19	0	23	112	0	0	0	97	31	1	314
11:15 AM	0	0	0	0	16	0	19	0	13	118	0	0	0	84	13	0	263
11:30 AM	0	0	0	0	26	0	12	0	15	104	0	0	0	83	19	0	259
11:45 AM	0	0	0	0	38	0	23	0	19	130	0	0	0	84	27	0	321
12:00 PM	0	0	0	0	39	0	18	0	17	137	0	0	0	92	24	0	327
12:15 PM	0	0	0	0	23	0	25	0	30	116	0	0	0	109	28	0	331
12:30 PM	0	0	0	0	33	0	20	0	16	141	0	0	0	106	26	0	342
12:45 PM	0	0	0	0	52	0	27	0	26	123	0	0	0	113	29	0	370
1:00 PM	0	0	0	0	46	0	32	0	30	131	0	0	0	108	24	0	371
1:15 PM	0	0	0	0	35	0	20	0	27	156	0	0	0	91	28	0	357
1:30 PM	0	0	0	0	34	0	17	0	25	153	0	0	0	94	32	0	355
1:45 PM	0	0	0	0	36	0	22	0	19	144	0	0	0	93	23	0	337
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 409	ST 0	SR 254	SU 0	EL 260	ET 1565	ER 0	EU 0	WL 0	WT 1154	WR 304	WU 1	TOTAL 3947
APPROACH %'s :					61.69%	0.00%	38.31%	0.00%	14.25%	85.75%	0.00%	0.00%	0.00%	79.10%	20.84%	0.07%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	167	0	96	0	108	563	0	0	0	406	113	0	1453
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.803	0.000	0.750	0.000	0.900	0.902	0.000	0.000	0.000	0.898	0.883	0.000	0.979
							0.832				0.917				0.914		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Shelly's Way/Cedar Ln
 City: Teaneck
 Control: Signalized

Project ID: 26-340001-007
 Date: 1/11/2026

Data - Buses

NS/EW Streets:	Garrison Ave				Garrison Ave				Shelly's Way/Cedar Ln				Shelly's Way/Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 6	ER 0	EU 0	WL 0	WT 6	WR 0	WU 0	TOTAL 12
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.500	0.000	0.000	0.625

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Shelly's Way/Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-007
Date: 1/11/2026

Data - Duals

NS/EW Streets:	Garrison Ave				Garrison Ave				Shelly's Way/Cedar Ln				Shelly's Way/Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 1	ST 0	SR 4	SU 0	EL 1	ET 1	ER 0	EU 0	WL 0	WT 2	WR 0	WU 0	TOTAL 9
APPROACH %'s :					20.00%	0.00%	80.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 2
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
							0.250							0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Shelly's Way/Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-007
Date: 1/11/2026

Data - Bikes

NS/EW Streets:	Garrison Ave				Garrison Ave				Shelly's Way/Cedar Ln				Shelly's Way/Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	1 SL	0 ST	1 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 1	ST 0	SR 2	SU 0	EL 0	ET 1	ER 0	EU 0	WL 0	WT 2	WR 0	WU 0	TOTAL 6
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 1
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

National Data & Surveying Services

Location: Garrison Ave & Shelly's Way/Cedar Ln
City: Teaneck

Project ID: 26-340001-007
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

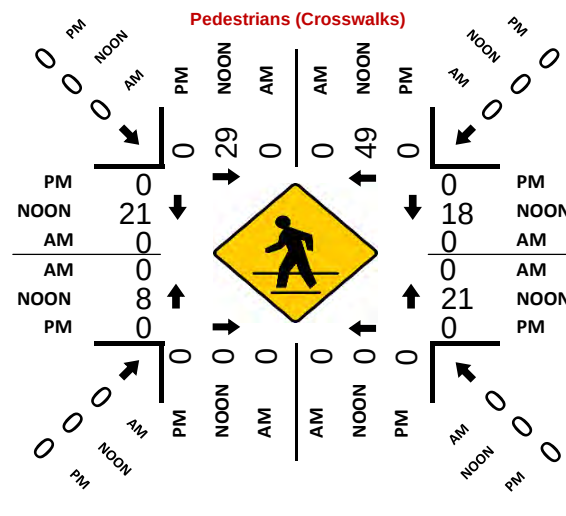
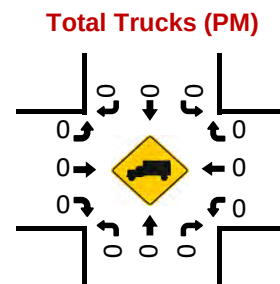
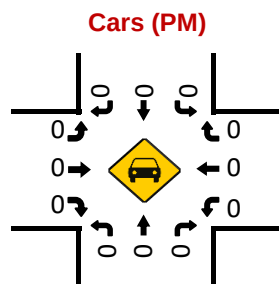
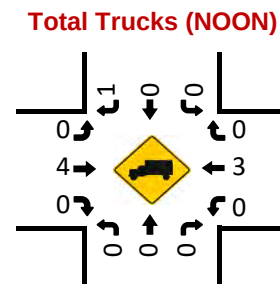
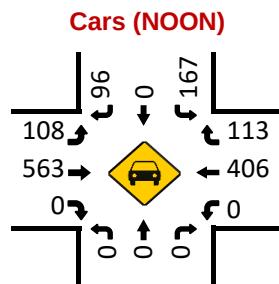
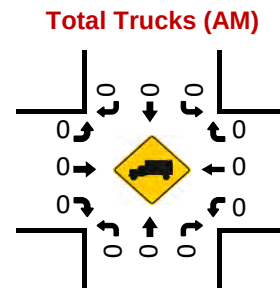
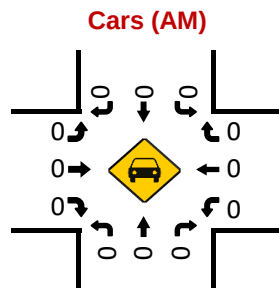
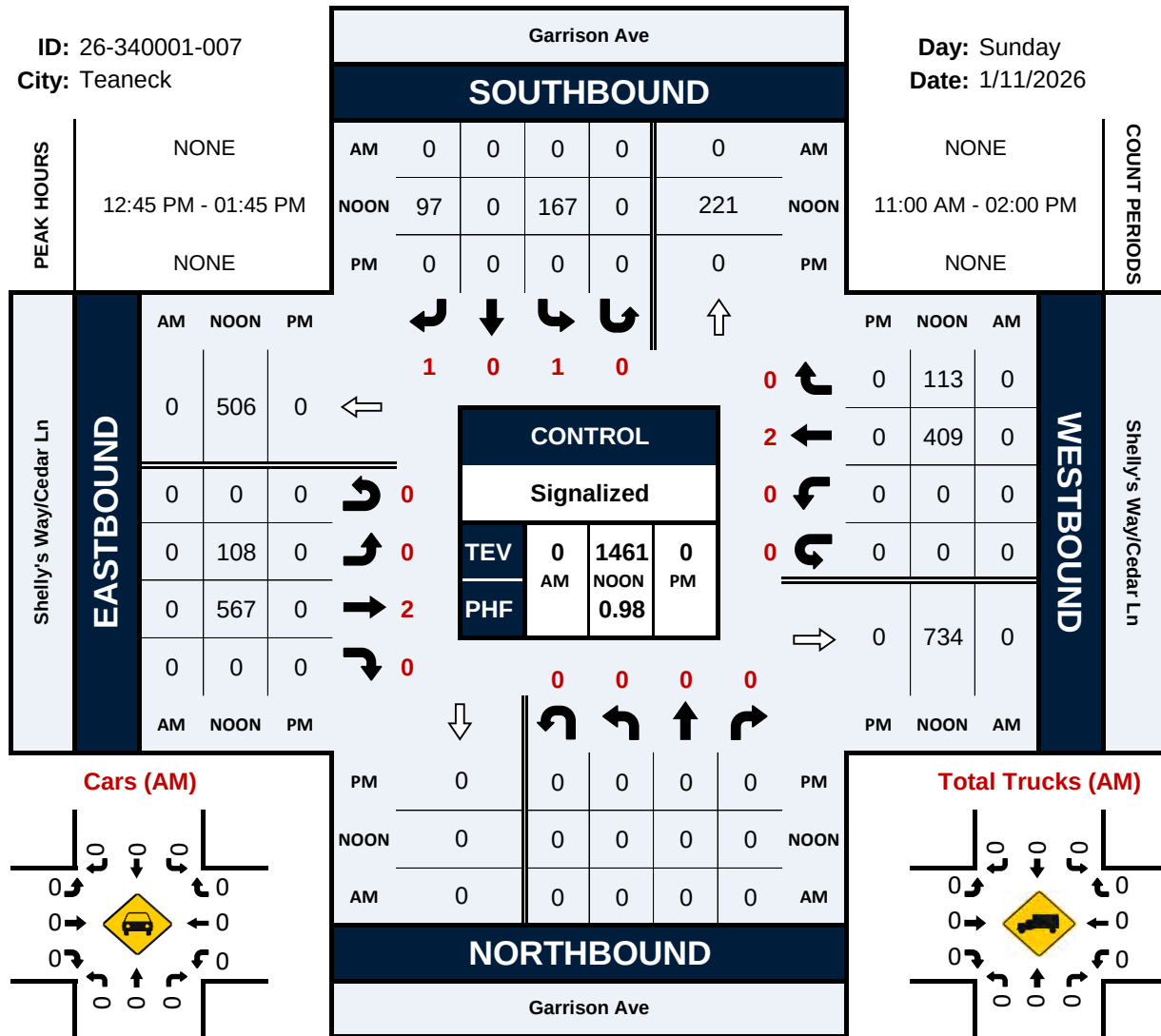
NS/EW Streets:	Garrison Ave		Garrison Ave		Shelly's Way/Cedar Ln		Shelly's Way/Cedar Ln			
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG			
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL	
	11:00 AM	2	1	0	0	2	2	1	4	12
	11:15 AM	1	2	0	0	2	2	4	2	13
	11:30 AM	1	8	0	0	3	1	7	3	23
	11:45 AM	8	3	0	0	3	5	2	0	21
	12:00 PM	3	0	0	0	5	5	1	0	14
	12:15 PM	17	6	0	0	3	8	3	5	42
	12:30 PM	3	11	0	0	8	5	4	0	31
	12:45 PM	12	13	0	0	8	4	4	5	46
	1:00 PM	2	4	0	0	1	5	1	5	18
	1:15 PM	14	13	0	0	11	8	1	5	52
	1:30 PM	1	19	0	0	1	1	2	6	30
	1:45 PM	5	3	0	0	11	8	2	2	31
TOTAL VOLUMES :	EB 69	WB 83	EB 0	WB 0	NB 58	SB 54	NB 32	SB 37	TOTAL 333	
APPROACH %'s :	45.39%	54.61%			51.79%	48.21%	46.38%	53.62%		
PEAK HR :	12:45 PM - 01:45 PM								TOTAL	
PEAK HR VOL :	29	49	0	0	21	18	8	21	146	
PEAK HR FACTOR :	0.518	0.645			0.477	0.563	0.500	0.875		
	0.722				0.513		0.806		0.702	

Garrison Ave & Shelly's Way/Cedar Ln

Peak Hour Turning Movement Count

ID: 26-340001-007
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-007
Location: Garrison Ave & Shelly's Way/Cedar Ln
City: Teaneck

Day: Sunday
Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																									
	Garrison Ave Northbound						Garrison Ave Southbound						Shelly's Way/Cedar Ln Eastbound						Shelly's Way/Cedar Ln Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	31	0	20	0	3	51	23	112	0	0	5	135	0	97	31	1	4	129	315
11:15 AM	0	0	0	0	0	0	16	0	19	0	3	35	13	118	0	0	6	131	0	84	13	0	4	97	263
11:30 AM	0	0	0	0	0	0	27	0	13	0	9	40	16	104	0	0	10	120	0	83	19	0	4	102	262
11:45 AM	0	0	0	0	0	0	38	0	24	0	11	62	19	131	0	0	2	150	0	86	27	0	8	113	325
Total	0	0	0	0	0	0	112	0	76	0	26	188	71	465	0	0	23	536	0	350	90	1	20	441	1165
12:00 PM	0	0	0	0	0	0	39	0	18	0	3	57	17	138	0	0	1	155	0	93	24	0	10	117	329
12:15 PM	0	0	0	0	0	0	23	0	25	0	23	48	30	116	0	0	8	146	0	109	28	0	11	137	331
12:30 PM	0	0	0	0	0	0	33	0	20	0	14	53	16	142	0	0	4	158	0	107	26	0	13	133	344
12:45 PM	0	0	0	0	0	0	52	0	28	0	25	80	26	124	0	0	9	150	0	114	29	0	12	143	373
Total	0	0	0	0	0	0	147	0	91	0	65	238	89	520	0	0	22	609	0	423	107	0	46	530	1377
1:00 PM	0	0	0	0	0	0	46	0	32	0	6	78	30	133	0	0	6	163	0	109	24	0	6	133	374
1:15 PM	0	0	0	0	0	0	35	0	20	0	27	55	27	157	0	0	6	184	0	91	28	0	19	119	358
1:30 PM	0	0	0	0	0	0	34	0	17	0	20	51	25	153	0	0	8	178	0	95	32	0	2	127	356
1:45 PM	0	0	0	0	0	0	36	0	22	0	8	58	19	145	0	0	4	164	0	94	23	0	19	117	339
Total	0	0	0	0	0	0	151	0	91	0	61	242	101	588	0	0	24	689	0	389	107	0	46	496	1427
BREAK																									
Grand Total	0	0	0	0	0	0	410	0	258	0	152	668	261	1573	0	0	69	1834	0	1162	304	1	112	1467	3969
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	61.4	0.0	38.6	0.0	22.8		14.2	85.8	0.0	0.0	3.8		0.0	79.2	20.7	0.1	7.6		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	10.3	0.0	6.5	0.0	3.8	16.8	6.6	39.6	0.0	0.0	1.7	46.2	0.0	29.3	7.7	0.0	2.8	37.0	
Cars, PU, Vans	0	0	0	0	0	0	409	0	254	0	663		260	1565	0	0	1825		0	1154	304	1	1459		3947
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0.0	99.8	0.0	98.4	0.0	99.3		99.6	99.5	0.0	0.0	99.5		0.0	99.3	100.0	100.0		99.5	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0		0	6	0	0	6		0	6	0	0		6	12
%Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.4	0.0	0.0	0.3		0.0	0.5	0.0	0.0		0.4	0.3
Duals	0	0	0	0	0	0	1	0	4	0	5		1	1	0	0	2		0	2	0	0		2	9
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	1.6	0.0	0.7		0.4	0.1	0.0	0.0	0.1		0.0	0.2	0.0	0.0		0.1	0.2
TTST	0	0	0	0	0	0	0	0	0	0	0		0	1	0	0	1		0	0	0	0		0	1
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.1	0.0	0.0	0.1		0.0	0.0	0.0	0.0		0.0	0.0

Project ID: 26-340001-007

Location: Garrison Ave & Shelly's Way/Cedar Ln

City: Teaneck

PEAK HOURS

Day: Sunday

Date: 1/11/2026

NOON

	Garrison Ave Northbound						Garrison Ave Southbound						Shelly's Way/Cedar Ln Eastbound						Shelly's Way/Cedar Ln Westbound							
Start Time	Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Int. Total	
Peak Hour Analysis from 11:00 AM - 02:00 PM																										
Peak Hour for Entire Intersection Begins at 12:45 PM																										
12:45 PM	0	0	0	0	0	0	52	0	28	0	80		26	124	0	0	150		0	114	29	0	143		373	
1:00 PM	0	0	0	0	0	0	46	0	32	0	78		30	133	0	0	163		0	109	24	0	133		374	
1:15 PM	0	0	0	0	0	0	35	0	20	0	55		27	157	0	0	184		0	91	28	0	119		358	
1:30 PM	0	0	0	0	0	0	34	0	17	0	51		25	153	0	0	178		0	95	32	0	127		356	
Total Volume	0	0	0	0	0	0	167	0	97	0	264		108	567	0	0	675		0	409	113	0	522		1461	
% App. Total	0.0	0.0	0.0	0.0	0.0	0	63.3	0.0	36.7	0.0	100		16.0	84.0	0.0	0.0	100		0.0	78.4	21.6	0.0	100			
PHF							0.825						0.917						0.913						0.977	
Cars, PU, Vans	0	0	0	0	0	0	167	0	96	0	263		108	563	0	0	671		0	406	113	0	519		1453	
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	0	100.0	0.0	99.0	0.0	99.6		100.0	99.3	0.0	0.0	99.4		0.0	99.3	100.0	0.0	99.4		99.5	
Buses	0	0	0	0	0	0	0	0	0	0	0		0	3	0	0	3		0	2	0	0	2		5	
%Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.5	0.0	0.0	0.4		0.0	0.5	0.0	0.0	0.4		0.3	
Duals	0	0	0	0	0	0	0	0	1	0	1		0	0	0	0	0		0	1	0	0	1		2	
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.4		0.0	0.0	0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.2		0.1	
TTST	0	0	0	0	0	0	0	0	0	0	0		0	1	0	0	1		0	0	0	0	0		1	
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.1		0.0	0.0	0.0	0.0	0.0		0.1	

Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

E/W: Cedar Lane (CR 60)
N/S: American Legion Drive
Town/County: Teaneck/Bergen
Job #: 0161 24-04880

File Name : Cedar Ln & American Legion Dr - AM
Site Code : 00000000
Start Date : 3/11/2025
Page No : 1

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

Start Time	Cedar Lane (CR 60) Eastbound				Cedar Lane (CR 60) Westbound				American Legion Drive Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
07:00 AM	99	13	1	113	16	48	1	65	6	16	6	28	206
07:15 AM	116	5	1	122	8	63	1	72	6	15	2	23	217
07:30 AM	158	8	0	166	24	78	1	103	4	25	1	30	299
07:45 AM	224	10	0	234	32	102	0	134	6	35	3	44	412
Total	597	36	2	635	80	291	3	374	22	91	12	125	1134
08:00 AM	200	12	0	212	48	101	0	149	9	52	3	64	425
08:15 AM	198	16	1	215	52	87	1	140	19	66	3	88	443
08:30 AM	172	14	0	186	24	95	0	119	8	57	4	69	374
08:45 AM	172	9	0	181	25	79	0	104	7	28	3	38	323
Total	742	51	1	794	149	362	1	512	43	203	13	259	1565
Grand Total	1339	87	3	1429	229	653	4	886	65	294	25	384	2699
Apprch %	93.7	6.1	0.2		25.8	73.7	0.5		16.9	76.6	6.5		
Total %	49.6	3.2	0.1	52.9	8.5	24.2	0.1	32.8	2.4	10.9	0.9	14.2	
Cars	1271	83	3	1357	215	611	4	830	60	281	25	366	2553
% Cars	94.9	95.4	100	95	93.9	93.6	100	93.7	92.3	95.6	100	95.3	94.6
Trucks (SU)	67	4	0	71	14	42	0	56	5	12	0	17	144
% Trucks (SU)	5	4.6	0	5	6.1	6.4	0	6.3	7.7	4.1	0	4.4	5.3
Trucks (TT)	1	0	0	1	0	0	0	0	0	1	0	1	2
% Trucks (TT)	0.1	0	0	0.1	0	0	0	0	0	0.3	0	0.3	0.1

www.dynamictraffic.com
732-681-0760

File Name : Cedar Ln & American Legion Dr - AM
Site Code : 00000000
Start Date : 3/11/2025
Page No : 2

[illegible]

Dynamic Traffic, LLC

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732-681-0760

E/W: Cedar Lane (CR 60)
N/S: American Legion Drive
Town/County: Teaneck/Bergen
Job #: 0161 24-04880

File Name : Cedar Ln & American Legion Dr - PM
Site Code : 00000000
Start Date : 3/11/2025
Page No : 1

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

Start Time	Cedar Lane (CR 60) Eastbound				Cedar Lane (CR 60) Westbound				American Legion Drive Northbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:30 PM	142	21	1	164	51	137	1	189	11	41	7	59	412
04:45 PM	172	26	0	198	54	107	2	163	14	69	5	88	449
Total	314	47	1	362	105	244	3	352	25	110	12	147	861
05:00 PM	178	34	3	215	34	148	3	185	18	52	6	76	476
05:15 PM	142	26	1	169	36	166	3	205	18	27	2	47	421
05:30 PM	161	15	4	180	39	178	4	221	10	46	2	58	459
05:45 PM	183	32	0	215	44	159	2	205	10	32	11	53	473
Total	664	107	8	779	153	651	12	816	56	157	21	234	1829
06:00 PM	172	18	2	192	38	124	8	170	11	43	4	58	420
06:15 PM	155	26	2	183	35	111	1	147	14	31	5	50	380
Grand Total	1305	198	13	1516	331	1130	24	1485	106	341	42	489	3490
Apprch %	86.1	13.1	0.9		22.3	76.1	1.6		21.7	69.7	8.6		
Total %	37.4	5.7	0.4	43.4	9.5	32.4	0.7	42.6	3	9.8	1.2	14	
Cars	1280	198	13	1491	327	1104	24	1455	106	338	42	486	3432
% Cars	98.1	100	100	98.4	98.8	97.7	100	98	100	99.1	100	99.4	98.3
Trucks (SU)	25	0	0	25	3	26	0	29	0	3	0	3	57
% Trucks (SU)	1.9	0	0	1.6	0.9	2.3	0	2	0	0.9	0	0.6	1.6
Trucks (TT)	0	0	0	0	1	0	0	1	0	0	0	0	1
% Trucks (TT)	0	0	0	0	0.3	0	0	0.1	0	0	0	0	0

Dynamic Traffic, LLC

www.dynamictraffic.com
732-681-0760

E/W: Cedar Lane (CR 60)
N/S: American Legion Drive
Town/County: Teaneck/Bergen
Job #: 0161 24-04880

File Name : Cedar Ln & American Legion Dr - PM
Site Code : 00000000
Start Date : 3/11/2025
Page No : 2

	Cedar Lane (CR 60) Eastbound				Cedar Lane (CR 60) Westbound				American Legion Drive Northbound				
Start Time	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	178	34	3	215	34	148	3	185	18	52	6	76	476
05:15 PM	142	26	1	169	36	166	3	205	18	27	2	47	421
05:30 PM	161	15	4	180	39	178	4	221	10	46	2	58	459
05:45 PM	183	32	0	215	44	159	2	205	10	32	11	53	473
Total Volume	664	107	8	779	153	651	12	816	56	157	21	234	1829
% App. Total	85.2	13.7	1		18.8	79.8	1.5		23.9	67.1	9		
PHF	.907	.787	.500	.906	.869	.914	.750	.923	.778	.755	.477	.770	.961
Cars	649	107	8	764	152	637	12	801	56	155	21	232	1797
% Cars	97.7	100	100	98.1	99.3	97.8	100	98.2	100	98.7	100	99.1	98.3
Trucks (SU)	15	0	0	15	0	14	0	14	0	2	0	2	31
% Trucks (SU)	2.3	0	0	1.9	0	2.2	0	1.7	0	1.3	0	0.9	1.7
Trucks (TT)	0	0	0	0	1	0	0	1	0	0	0	0	1
% Trucks (TT)	0	0	0	0	0.7	0	0	0.1	0	0	0	0	0.1

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-006
Date: 1/11/2026

Data - Total

NS/EW Streets:		American Legion Dr				American Legion Dr				Cedar Ln				Cedar Ln				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	11:00 AM	26	0	57	0	0	0	0	0	0	117	26	0	37	102	0	0	365
	11:15 AM	11	0	41	0	0	0	0	0	0	120	13	0	27	86	0	0	298
	11:30 AM	13	0	36	0	0	0	0	0	0	123	11	0	47	91	0	0	321
	11:45 AM	11	0	56	0	0	0	0	0	0	137	31	0	48	106	0	0	389
	12:00 PM	16	0	55	0	0	0	0	0	0	141	34	0	37	100	0	0	383
	12:15 PM	21	0	59	0	0	0	0	0	0	120	23	0	36	114	0	0	373
	12:30 PM	25	0	51	0	0	0	0	0	0	136	33	0	38	106	0	0	389
	12:45 PM	28	0	46	0	0	0	0	0	0	150	33	0	25	113	0	1	396
	1:00 PM	18	0	69	0	0	0	0	0	0	148	24	0	40	114	0	0	413
	1:15 PM	13	0	43	0	0	0	0	0	0	174	23	0	31	112	0	0	396
	1:30 PM	13	0	39	0	0	0	0	0	0	162	23	0	34	109	0	0	380
	1:45 PM	8	0	43	0	0	0	0	0	0	156	29	0	24	110	0	0	370
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		203	0	595	0	0	0	0	0	0	1684	303	0	424	1263	0	1	4473
PEAK HR :		25.44%	0.00%	74.56%	0.00%					0.00%	84.75%	15.25%	0.00%	25.12%	74.82%	0.00%	0.06%	
PEAK HR VOL :		12:30 PM - 01:30 PM																TOTAL
PEAK HR FACTOR :		84	0	209	0	0	0	0	0	0	608	113	0	134	445	0	1	1594
		0.750	0.000	0.757	0.000	0.000	0.000	0.000	0.000	0.000	0.874	0.856	0.000	0.838	0.976	0.000	0.250	0.965
		0.842								0.915				0.942				

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Cedar Ln
 City: Teaneck
 Control: Signalized

Project ID: 26-340001-006
 Date: 1/11/2026

Data - Cars

NS/EW Streets:		American Legion Dr				American Legion Dr				Cedar Ln				Cedar Ln				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
		1	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
	11:00 AM	26	0	57	0	0	0	0	0	0	117	26	0	37	102	0	0	365
	11:15 AM	11	0	41	0	0	0	0	0	0	120	13	0	27	86	0	0	298
	11:30 AM	13	0	36	0	0	0	0	0	0	122	11	0	47	91	0	0	320
	11:45 AM	11	0	56	0	0	0	0	0	0	137	31	0	48	104	0	0	387
	12:00 PM	16	0	55	0	0	0	0	0	0	139	34	0	37	99	0	0	380
	12:15 PM	21	0	59	0	0	0	0	0	0	120	23	0	36	114	0	0	373
	12:30 PM	25	0	51	0	0	0	0	0	0	135	33	0	38	105	0	0	387
	12:45 PM	28	0	46	0	0	0	0	0	0	149	33	0	25	112	0	1	394
	1:00 PM	18	0	69	0	0	0	0	0	0	146	24	0	39	113	0	0	409
	1:15 PM	13	0	42	0	0	0	0	0	0	173	23	0	31	112	0	0	394
	1:30 PM	13	0	39	0	0	0	0	0	0	162	23	0	34	108	0	0	379
	1:45 PM	8	0	42	0	0	0	0	0	0	155	29	0	24	109	0	0	367
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :		203	0	593	0	0	0	0	0	0	1675	303	0	423	1255	0	1	4453
PEAK HR :		25.50%	0.00%	74.50%	0.00%					0.00%	84.68%	15.32%	0.00%	25.19%	74.75%	0.00%	0.06%	
PEAK HR VOL :		12:30 PM - 01:30 PM																TOTAL
PEAK HR FACTOR :		84	0	208	0	0	0	0	0	0	603	113	0	133	442	0	1	1584
		0.750	0.000	0.754	0.000	0.000	0.000	0.000	0.000	0.000	0.871	0.856	0.000	0.853	0.978	0.000	0.250	0.968
		0.839								0.913				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Cedar Ln
 City: Teaneck
 Control: Signalized

Project ID: 26-340001-006
 Date: 1/11/2026

Data - Buses

NS/EW Streets:	American Legion Dr				American Legion Dr				Cedar Ln				Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 6	ER 0	EU 0	WL 0	WT 6	WR 0	WU 0	TOTAL 12
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.750

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-006
Date: 1/11/2026

Data - Duals

NS/EW Streets:	American Legion Dr				American Legion Dr				Cedar Ln				Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 2	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2	ER 0	EU 0	WL 1	WT 2	WR 0	WU 0	TOTAL 7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.750

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Cedar Ln
City: Teaneck
Control: Signalized

Project ID: 26-340001-006
Date: 1/11/2026

Data - Bikes

NS/EW Streets:	American Legion Dr				American Legion Dr				Cedar Ln				Cedar Ln				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1 NL	0 NT	1 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	2 ET	0 ER	0 EU	0 WL	2 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 4	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 3	ER 1	EU 0	WL 0	WT 1	WR 0	WU 0	TOTAL 9
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375								0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Cedar Ln
City: Teaneck

Project ID: 26-340001-006
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

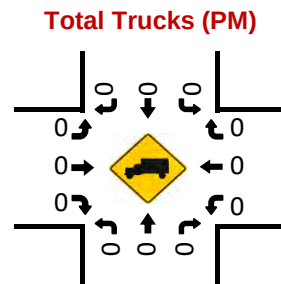
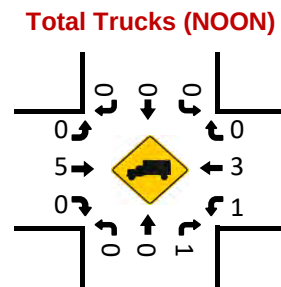
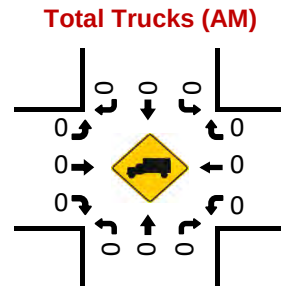
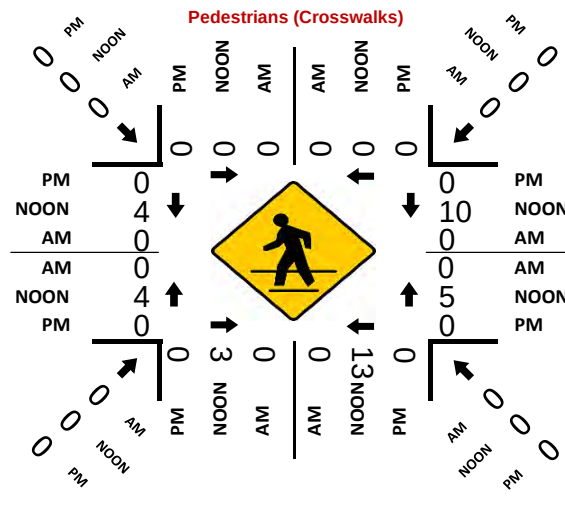
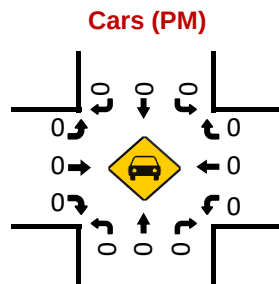
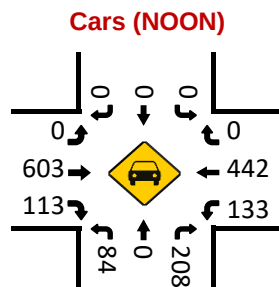
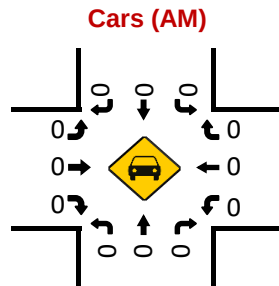
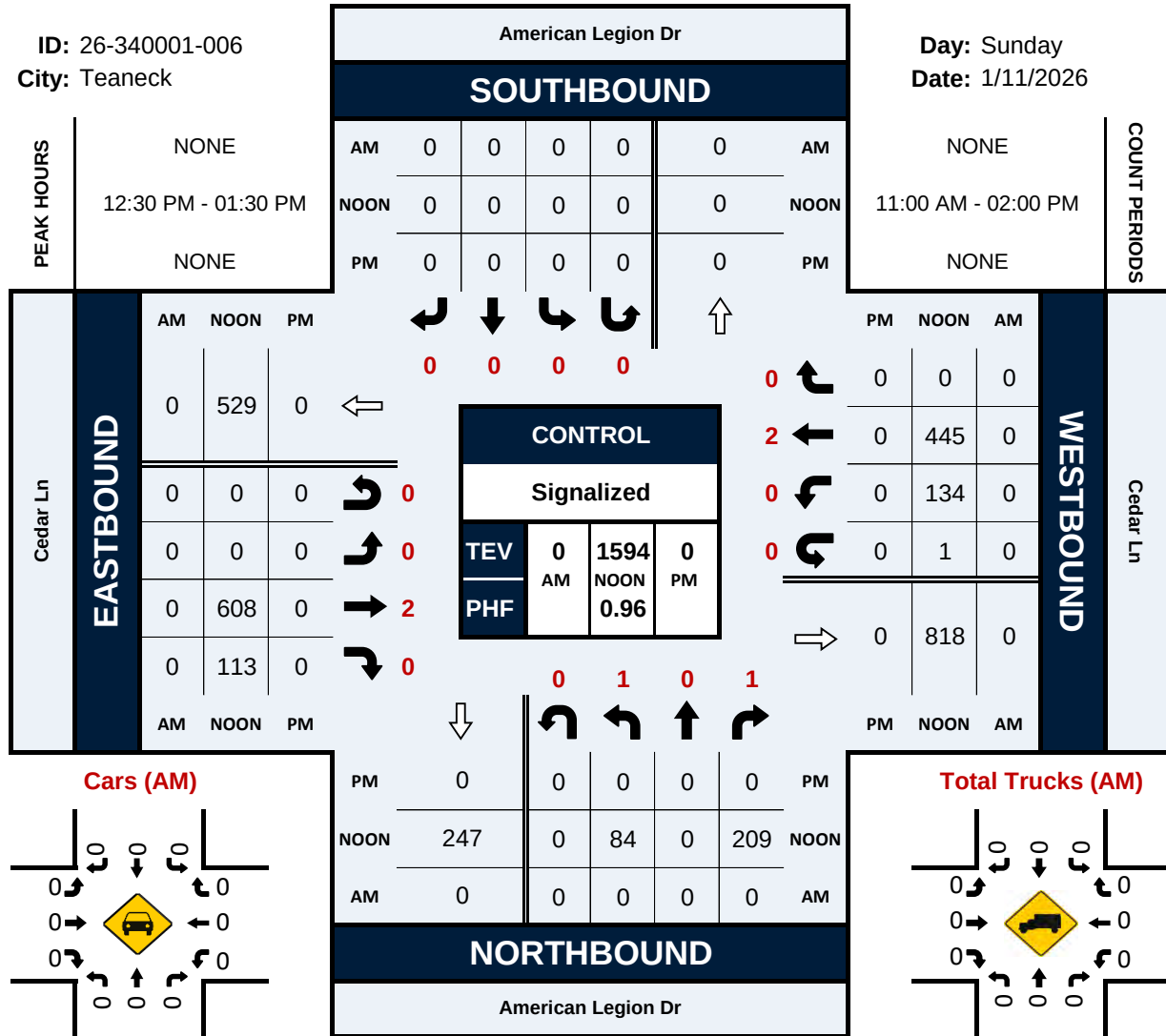
NS/EW Streets:	American Legion Dr		American Legion Dr		Cedar Ln		Cedar Ln		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	4	0	0	2	2	8
11:15 AM	0	0	1	1	0	0	0	1	3
11:30 AM	0	0	0	1	6	1	0	0	8
11:45 AM	0	0	6	2	0	2	0	4	14
12:00 PM	0	0	2	3	2	3	3	0	13
12:15 PM	0	0	4	5	1	1	0	5	16
12:30 PM	0	0	1	3	2	4	0	2	12
12:45 PM	0	0	1	4	3	6	1	0	15
1:00 PM	0	0	0	2	0	0	0	0	2
1:15 PM	0	0	1	4	0	0	3	2	10
1:30 PM	0	0	3	2	0	1	2	4	12
1:45 PM	0	0	1	1	3	2	2	0	9
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	20	32	17	20	13	20	122
			38.46%	61.54%	45.95%	54.05%	39.39%	60.61%	
PEAK HR :	12:30 PM - 01:30 PM								TOTAL
PEAK HR VOL :	0	0	3	13	5	10	4	4	39
PEAK HR FACTOR :			0.750	0.813	0.417	0.417	0.333	0.500	0.650
			0.800		0.417		0.400		

American Legion Dr & Cedar Ln

Peak Hour Turning Movement Count

ID: 26-340001-006
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-006
Location: American Legion Dr & Cedar Ln
City: Teaneck

Day: Sunday
Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																									
	American Legion Dr Northbound						American Legion Dr Southbound						Cedar Ln Eastbound						Cedar Ln Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	26	0	57	0	4	83	0	0	0	0	0	0	0	117	26	0	4	143	37	102	0	0	0	139	365
11:15 AM	11	0	41	0	2	52	0	0	0	0	0	0	0	120	13	0	1	133	27	86	0	0	0	113	298
11:30 AM	13	0	36	0	1	49	0	0	0	0	0	0	0	123	11	0	0	134	47	91	0	0	7	138	321
11:45 AM	11	0	56	0	8	67	0	0	0	0	0	0	0	137	31	0	4	168	48	106	0	0	2	154	389
Total	61	0	190	0	15	251	0	0	0	0	0	0	0	497	81	0	9	578	159	385	0	0	9	544	1373
12:00 PM	16	0	55	0	5	71	0	0	0	0	0	0	0	141	34	0	3	175	37	100	0	0	5	137	383
12:15 PM	21	0	59	0	9	80	0	0	0	0	0	0	0	120	23	0	5	143	36	114	0	0	2	150	373
12:30 PM	25	0	51	0	4	76	0	0	0	0	0	0	0	136	33	0	2	169	38	106	0	0	6	144	389
12:45 PM	28	0	46	0	5	74	0	0	0	0	0	0	0	150	33	0	1	183	25	113	0	1	9	139	396
Total	90	0	211	0	23	301	0	0	0	0	0	0	0	547	123	0	11	670	136	433	0	1	22	570	1541
1:00 PM	18	0	69	0	2	87	0	0	0	0	0	0	0	148	24	0	0	172	40	114	0	0	0	154	413
1:15 PM	13	0	43	0	5	56	0	0	0	0	0	0	0	174	23	0	5	197	31	112	0	0	0	143	396
1:30 PM	13	0	39	0	5	52	0	0	0	0	0	0	0	162	23	0	6	185	34	109	0	0	1	143	380
1:45 PM	8	0	43	0	2	51	0	0	0	0	0	0	0	156	29	0	2	185	24	110	0	0	5	134	370
Total	52	0	194	0	14	246	0	0	0	0	0	0	0	640	99	0	13	739	129	445	0	0	6	574	1559
BREAK																									
Grand Total	203	0	595	0	52	798	0	0	0	0	0	0	0	1684	303	0	33	1987	424	1263	0	1	37	1688	4473
Apprch %	25.4	0.0	74.6	0.0	6.5		0.0	0.0	0.0	0.0	0.0		0.0	84.8	15.2	0.0	1.7		25.1	74.8	0.0	0.1	2.2		
Total %	4.5	0.0	13.3	0.0	1.2	17.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.6	6.8	0.0	0.7	44.4	9.5	28.2	0.0	0.0	0.8	37.7	
Cars, PU, Vans	203	0	593	0		796	0	0	0	0	0	0	0	1675	303	0		1978	423	1255	0	1		1679	4453
% Cars, PU, Vans	100.0	0.0	99.7	0.0		99.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.5	100.0	0.0		99.5	99.8	99.4	0.0	100.0		99.5	99.6
Buses	0	0	0	0		0	0	0	0	0	0	0	0	6	0	0		6	0	6	0	0		6	12
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0		0.3	0.0	0.5	0.0	0.0		0.4	0.3
Duals	0	0	2	0		2	0	0	0	0	0	0	0	2	0	0		2	1	2	0	0		3	7
%Duals	0.0	0.0	0.3	0.0		0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0		0.1	0.2	0.2	0.0	0.0		0.2	0.2
TTST	0	0	0	0		0	0	0	0	0	0	0	0	1	0	0		1	0	0	0	0		0	1
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0		0.1	0.0	0.0	0.0	0.0		0.0	0.0

Project ID: 26-340001-006
Location: American Legion Dr & Cedar Ln
City: Teaneck

PEAK HOURS

Day: Sunday
Date: 1/11/2026

NOON

	American Legion Dr Northbound					American Legion Dr Southbound					Cedar Ln Eastbound					Cedar Ln Westbound					
Start Time	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Left	Thru	Rgt	Utum	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 02:00 PM																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	25	0	51	0	76	0	0	0	0	0	0	136	33	0	169	38	106	0	0	144	389
12:45 PM	28	0	46	0	74	0	0	0	0	0	0	150	33	0	183	25	113	0	1	139	396
1:00 PM	18	0	69	0	87	0	0	0	0	0	0	148	24	0	172	40	114	0	0	154	413
1:15 PM	13	0	43	0	56	0	0	0	0	0	0	174	23	0	197	31	112	0	0	143	396
Total Volume	84	0	209	0	293	0	0	0	0	0	0	608	113	0	721	134	445	0	1	580	1594
% App. Total	28.7	0.0	71.3	0.0	100	0.0	0.0	0.0	0.0	0	0.0	84.3	15.7	0.0	100	23.1	76.7	0.0	0.2	100	
PHF	0.842										0.915					0.942					0.965
Cars, PU, Vans	84	0	208	0	292	0	0	0	0	0	0	603	113	0	716	133	442	0	1	576	1584
% Cars, PU, Vans	100.0	0.0	99.5	0.0	99.7	0.0	0.0	0.0	0.0	0.0	0.0	99.2	100.0	0.0	99.3	99.3	99.3	0.0	100.0	99.3	99.4
Buses	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6
%Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.4	0.0	0.7	0.0	0.0	0.5	0.4
Duals	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
%Duals	0.0	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.7	0.0	0.0	0.0	0.2	0.2
TTST	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1



SUMMARY	
Project	TEANECK NJ
Project Code	DYNAMIC06
Site Name	1-American Legion Drive and Alma Terrace/Water Street
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:15
Location	1-American Legion Drive and Alma Terrace/Water Str
Latitude and Longitude	(40.888496, -74.02151)

	START	END	PHF
AM PEAK	09-25-2025 07:45:00	09-25-2025 08:45:00	0.84
PM PEAK	09-25-2025 17:15:00	09-25-2025 18:15:00	0.92
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

TURNING MOVEMENT DATA

Leg Direction	American Legion Dr							Water St							American Legion Dr							Alma Terrace							
	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	5	11	1	0	17	0	0	0	0	1	0	1	0	0	1	13	0	0	14	1	0	2	0	1	0	3	1	0	35
07:15	6	14	5	0	25	0	0	0	0	2	0	2	1	0	5	20	0	0	25	2	0	5	0	0	0	5	3	0	57
07:30	3	18	12	0	33	0	0	0	0	4	0	4	0	0	1	23	0	0	24	0	0	10	1	2	0	13	0	0	74
07:45	7	24	10	0	41	0	0	0	0	1	0	1	0	0	0	51	0	0	51	0	1	13	0	1	0	14	0	1	107
Hourly Total	21	67	28	0	116	0	0	0	0	8	0	8	1	0	7	107	0	0	114	3	1	30	1	4	0	35	4	1	273
08:00	8	50	10	0	68	0	0	0	0	5	0	5	0	0	2	70	0	0	72	0	0	11	1	0	0	12	0	0	157
08:15	9	42	18	0	69	0	0	1	0	6	0	7	0	0	0	63	0	0	63	0	1	16	1	1	0	18	2	0	157
08:30	6	31	7	0	44	0	0	0	0	4	0	4	0	0	3	36	0	0	39	0	0	15	0	1	1	17	0	0	104
08:45	5	17	10	1	33	0	0	0	0	2	0	2	0	0	1	33	1	0	35	0	0	5	0	1	0	6	0	0	76
Hourly Total	28	140	45	1	214	0	0	1	0	17	0	18	0	0	6	202	1	0	209	0	1	47	2	3	1	53	2	0	494
16:00	18	20	14	2	54	0	0	1	0	6	0	7	1	0	2	26	1	0	29	1	2	8	1	1	0	10	0	0	100
16:15	14	35	13	0	62	0	0	0	0	3	0	3	1	1	2	52	0	0	54	1	4	8	1	1	0	10	8	3	129
16:30	12	22	11	0	45	0	0	1	0	11	0	12	1	1	1	44	0	0	45	1	3	12	0	2	1	15	5	2	117
16:45	24	21	11	0	56	0	1	1	1	6	0	8	1	5	1	38	0	0	39	1	4	7	1	1	0	9	0	3	112
Hourly Total	68	98	49	2	217	0	1	3	1	26	0	30	4	7	6	160	1	0	167	4	13	35	3	5	1	44	13	8	458
17:00	16	21	11	0	48	0	0	0	0	6	0	6	2	1	2	42	1	0	45	4	1	8	0	1	0	9	0	0	108
17:15	20	39	18	1	78	0	0	1	0	11	0	12	0	0	5	47	0	0	52	1	1	3	0	2	0	5	1	2	147
17:30	14	36	9	1	60	0	1	2	0	7	0	9	2	3	4	38	0	0	42	3	4	8	1	1	0	10	2	1	121
17:45	11	36	17	2	66	0	0	1	0	8	0	9	4	10	3	45	2	0	50	5	14	10	1	2	0	13	3	0	138
Hourly Total	61	132	55	4	252	0	1	4	0	32	0	36	8	14	14	172	3	0	189	13	20	29	2	6	0	37	6	3	514
18:00	26	26	15	0	67	0	1	2	1	16	0	19	2	6	1	47	1	0	49	2	5	10	4	3	0	17	2	1	152
18:15	20	37	10	0	67	0	0	1	0	11	0	12	0	0	0	41	1	0	42	1	2	8	1	1	0	10	1	0	131
Hourly Total	46	63	25	0	134	0	1	3	1	27	0	31	2	6	1	88	2	0	91	3	7	18	5	4	0	27	3	1	283
Grand Total	224	500	202	7	933	0	3	11	2	110	0	123	15	27	34	729	7	0	770	23	42	159	13	22	2	196	28	13	2022
Approach %	24	53	21	0	100	0	0	8	1	89	0	99	12	21	4	94	0	0	100	2	5	81	6	11	1	100	14	6	400
Total %	11	24	9	0	46	0	0	0	0	5	0	6	0	1	1	36	0	0	38	1	2	7	0	1	0	9	1	0	100
Motorcycle	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	220	486	186	7	899	0	0	11	2	108	0	121	0	0	32	708	7	0	747	0	0	151	13	22	2	188	0	0	1955
Cars %	98	97	92	100	0	0	0	100	100	98	0	0	0	0	94	97	100	0	0	0	0	94	100	100	100	0	0	0	96
Light Goods Vehicles	0	4	6	0	10	0	0	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	0	17
Light Goods Vehicles %	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Unit Trucks	1	3	7	0	11	0	0	0	0	2	0	2	0	0	1	4	0	0	5	0	0	3	0	0	0	3	0	0	21
Single Unit Trucks	0	0	3	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Articulated Trucks	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

TURNING MOVEMENT DATA

Leg	American Legion Dr							Water St							American Legion Dr							Alma Terrace							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	6	3	0	9	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	4	0	0	0	4	0	0	20
Buses %	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	0	1	0	0	4
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	3	0	0	0	0	0	15	27	0	0	0	0	0	23	41	0	0	0	0	0	28	13	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street

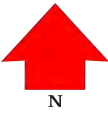
GPS: 40.888496, -74.02151

Date: 09-25-2025

Turning Movement Data

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

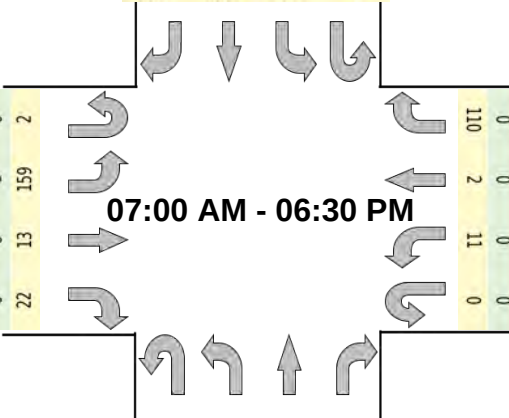
Out	In	Total
0	1	1
974	892	1866
6	10	16
9	11	20
1	3	4
11	9	20
4	0	4
1005	926	1931



Right	Thru	Left	U-Turn
0	0	1	0
186	486	220	7
6	4	0	0
7	3	1	0
0	1	2	0
3	6	0	0
0	0	0	0
202	500	224	7

Out	In	Total
0	0	0
222	186	408
7	0	7
8	3	11
0	0	0
3	4	7
0	1	1
240	194	434

Right	Thru	Left	U-Turn
0	0	0	0
22	13	151	2
0	0	0	0
0	0	3	0
0	0	0	0
0	0	4	0
0	0	1	0
22	13	159	2



Right	Thru	Left	U-Turn
0	0	0	0
108	2	11	0
0	0	0	0
2	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
110	2	11	0

Out	In	Total
1	0	1
240	121	361
0	0	0
1	2	3
2	0	2
0	0	0
0	0	0
244	123	367

U-Turn	Left	Thru	Right
0	0	0	0
0	32	708	7
0	1	6	0
0	1	4	0
0	0	1	0
0	0	7	0
0	0	3	0
0	34	729	7

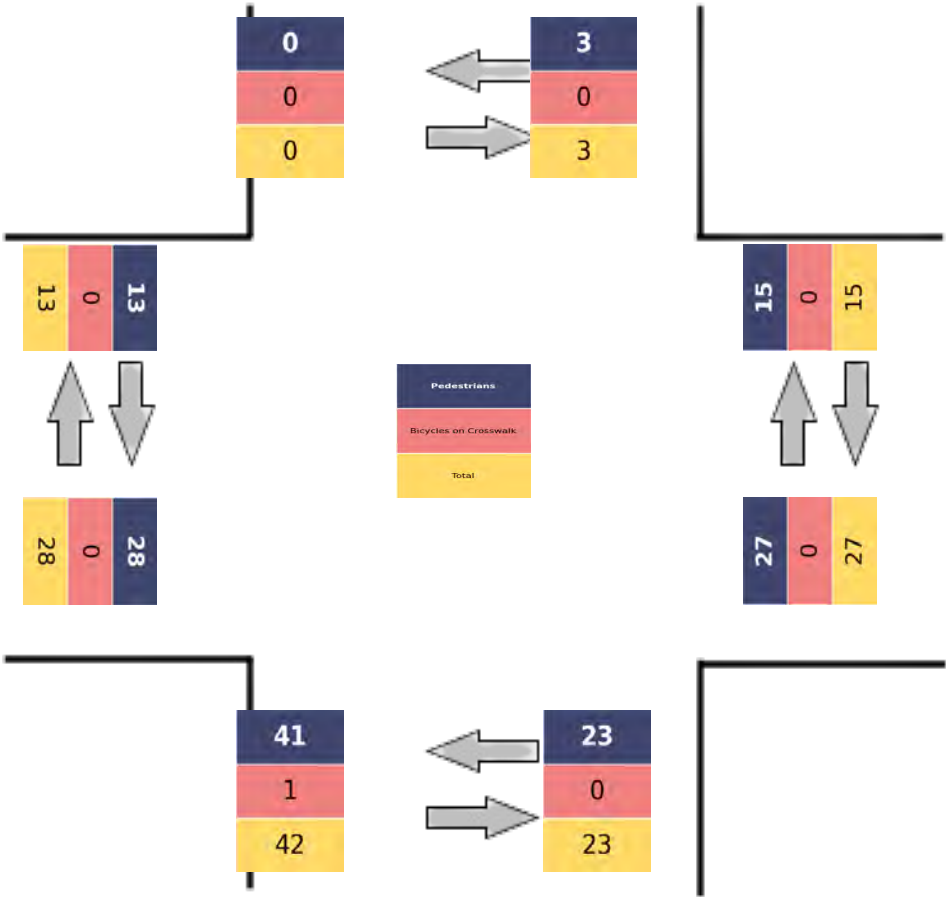
Out	In	Total
0	0	0
519	747	1266
4	7	11
3	5	8
1	1	2
6	7	13
0	3	3
533	770	1303

Site: 1-American Legion Drive and Alma
Terrace/Water Street

GPS: 40.888496, -74.02151

Date: 09-25-2025

Peds Turning Movement Data





Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

TURNING MOVEMENT AM PEAK HOUR (07:45 AM)

Leg	American Legion Dr							Water St							American Legion Dr							Alma Terrace							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:45:00	7	24	10	0	41	0	0	0	0	1	0	1	0	0	0	51	0	0	51	0	1	13	0	1	0	14	0	1	107
08:00:00	8	50	10	0	68	0	0	0	0	5	0	5	0	0	2	70	0	0	72	0	0	11	1	0	0	12	0	0	157
08:15:00	9	42	18	0	69	0	0	1	0	6	0	7	0	0	0	63	0	0	63	0	1	16	1	1	0	18	2	0	157
08:30:00	6	31	7	0	44	0	0	0	0	4	0	4	0	0	3	36	0	0	39	0	0	15	0	1	1	17	0	0	104
Grand Total	30	147	45	0	222	0	0	1	0	16	0	17	0	0	5	220	0	0	225	0	2	55	2	3	1	61	2	1	525
Approach %	14	66	20	0	100	0	0	6	0	94	0	100	0	0	2	98	0	0	100	0	1	90	3	5	2	100	3	2	400
Total %	6	28	9	0	42	0	0	0	0	3	0	3	0	0	1	42	0	0	43	0	0	10	0	1	0	12	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	28	143	42	0	213	0	0	1	0	15	0	16	0	0	5	210	0	0	215	0	0	52	2	3	1	58	0	0	502
Cars %	93	97	93	0	0	0	0	100	0	94	0	0	0	0	100	95	0	0	0	0	0	95	100	100	100	0	0	0	96
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	4
Light Goods Vehicles %	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
Single Unit Trucks	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
Single Unit Trucks	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
Articulated Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Articulated Trucks %	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Buses	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	0	0	0	2	0	0	11
Buses %	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	0	0	0	0	0	2
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.83	0.74	0.62	0.0	0.8	0.0	0.0	0.25	0.0	0.67	0.0	0.61	0.0	0.0	0.42	0.79	0.0	0.0	0.78	0.0	0.5	0.86	0.5	0.75	0.25	0.85	0.25	0.25	0.84



Site: 1-American Legion Drive and Alma
Terrace/Water Street

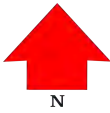
GPS: 40.888496, -74.02151

Date: 09-25-2025

AM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

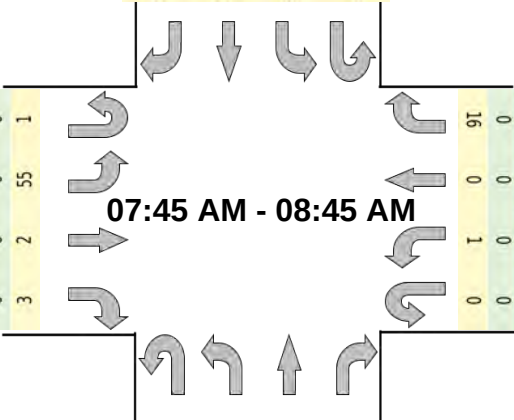
Out	In	Total
0	0	0
277	213	490
3	1	4
2	1	3
1	2	3
6	5	11
2	0	2
291	222	513



Right	Thru	Left	U-Turn
0	0	0	0
42	143	28	0
1	0	0	0
1	0	0	0
0	0	2	0
1	4	0	0
0	0	0	0
45	147	30	0

Out	In	Total
0	0	0
48	57	105
1	0	1
1	1	2
0	0	0
1	2	3
0	0	0
51	60	111

Right	Thru	Left	U-Turn
0	0	0	0
3	2	52	1
0	0	0	0
0	0	1	0
0	0	0	0
0	0	2	0
0	0	0	0
3	2	55	1



Right	Thru	Left	U-Turn
0	0	0	0
15	0	1	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
16	0	1	0

Out	In	Total
0	0	0
30	16	46
0	0	0
0	1	1
2	0	2
0	0	0
32	17	49

U-Turn	Left	Thru	Right
0	0	0	0
0	5	210	0
0	0	3	0
0	0	0	0
0	0	1	0
0	0	4	0
0	0	2	0
0	5	220	0

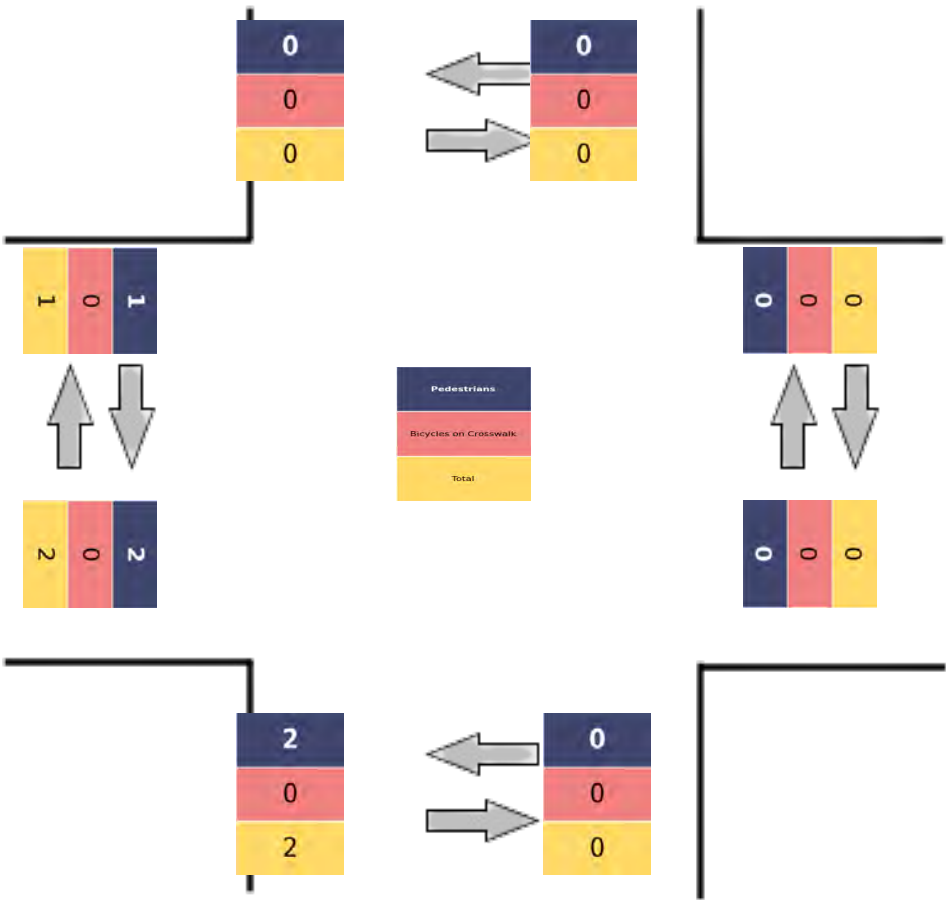
Out	In	Total
0	0	0
147	215	362
0	3	3
0	0	0
0	1	1
4	4	8
0	2	2
151	225	376

Site: 1-American Legion Drive and Alma
Terrace/Water Street

GPS: 40.888496, -74.02151

Date: 09-25-2025

Peds AM Peak Turning Movement Data Summary





Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

TURNING MOVEMENT PM PEAK HOUR (05:15 PM)

Leg	American Legion Dr							Water St							American Legion Dr							Alma Terrace							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
17:15:00	20	39	18	1	78	0	0	1	0	11	0	12	0	0	5	47	0	0	52	1	1	3	0	2	0	5	1	2	147
17:30:00	14	36	9	1	60	0	1	2	0	7	0	9	2	3	4	38	0	0	42	3	4	8	1	1	0	10	2	1	121
17:45:00	11	36	17	2	66	0	0	1	0	8	0	9	4	10	3	45	2	0	50	5	14	10	1	2	0	13	3	0	138
18:00:00	26	26	15	0	67	0	1	2	1	16	0	19	2	6	1	47	1	0	49	2	5	10	4	3	0	17	2	1	152
Grand Total	71	137	59	4	271	0	2	6	1	42	0	49	8	19	13	177	3	0	193	11	24	31	6	8	0	45	8	4	558
Approach %	26	51	22	1	100	0	1	12	2	86	0	100	16	39	7	92	2	0	100	6	12	69	13	18	0	100	18	9	400
Total %	13	25	11	1	49	0	0	1	0	8	0	9	1	3	2	32	1	0	35	2	4	6	1	1	0	8	1	1	100
Motorcycle	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Motorcycle %	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	70	133	58	4	265	0	0	6	1	42	0	49	0	0	13	175	3	0	191	0	0	30	6	8	0	44	0	0	549
Cars %	99	97	98	100	0	0	0	100	100	100	0	0	0	0	100	99	100	0	0	0	0	97	100	100	0	0	0	0	98
Light Goods Vehicles	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4
Light Goods Vehicles %	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Unit Trucks	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Single Unit Trucks	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	2
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	2	0	0	0	0	0	8	19	0	0	0	0	0	11	24	0	0	0	0	0	8	4	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.68	0.88	0.82	0.5	0.87	0.0	0.5	0.75	0.25	0.66	0.0	0.64	0.5	0.48	0.65	0.94	0.38	0.0	0.93	0.55	0.43	0.78	0.38	0.67	0.0	0.66	0.67	0.5	0.92



Site: 1-American Legion Drive and Alma
Terrace/Water Street

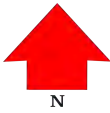
GPS: 40.888496, -74.02151

Date: 09-25-2025

PM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

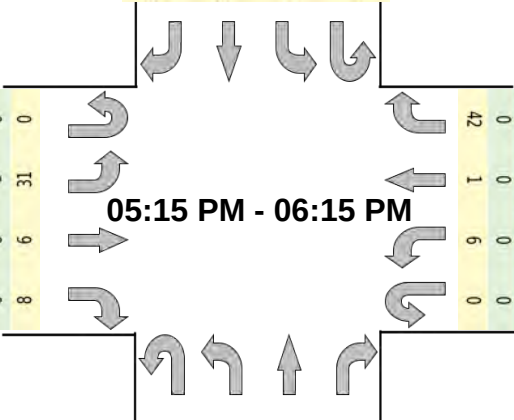
Out	In	Total
0	1	1
251	261	512
1	3	4
0	2	2
0	0	0
0	0	0
2	0	2
254	267	521



Right	Thru	Left	U-Turn
0	0	1	0
58	133	70	4
0	3	0	0
1	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
59	137	71	4

Out	In	Total
0	0	0
72	44	116
0	0	0
1	0	1
0	0	0
0	0	0
0	0	0
0	1	1
73	45	118

Right	Thru	Left	U-Turn
0	0	0	0
8	6	30	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
8	6	31	0



Right	Thru	Left	U-Turn
0	0	0	0
42	1	6	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
42	1	6	0

Out	In	Total
1	0	1
79	49	128
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
80	49	129

U-Turn	Left	Thru	Right
0	0	0	0
0	13	175	3
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	1	0
0	13	177	3

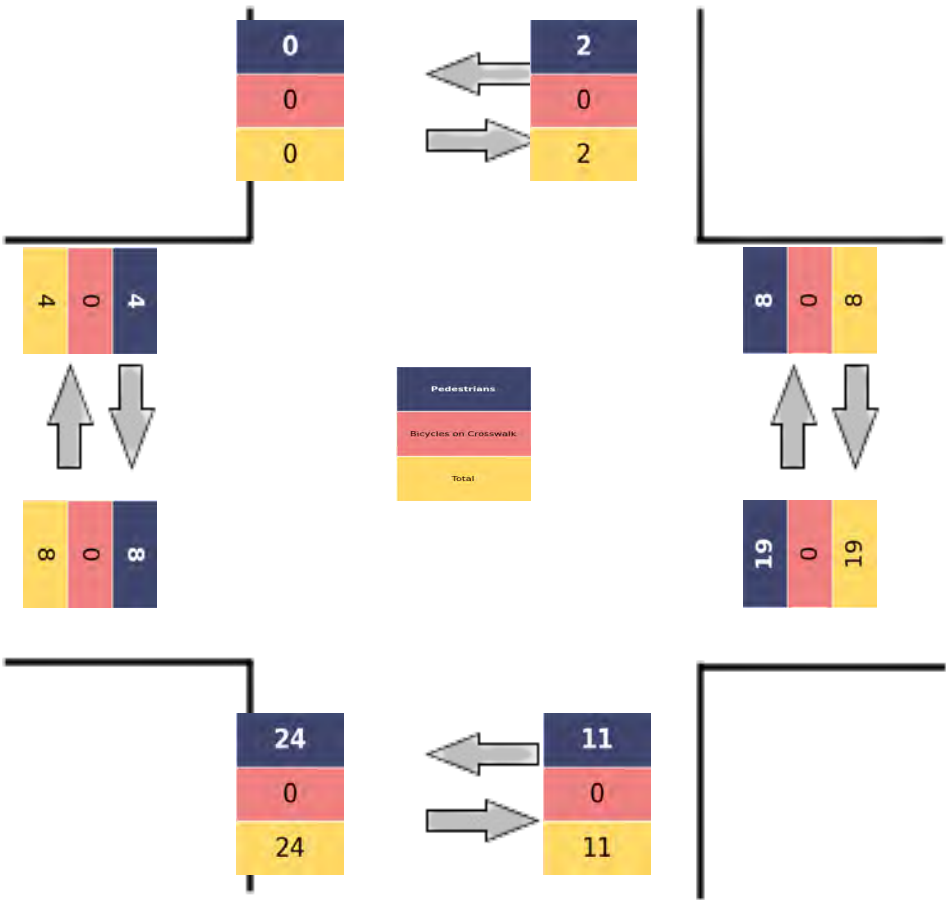
Out	In	Total
0	0	0
147	191	338
3	1	4
1	0	1
0	0	0
0	0	0
0	1	1
151	193	344

Site: 1-American Legion Drive and Alma
Terrace/Water Street

GPS: 40.888496, -74.02151

Date: 09-25-2025

Peds PM Peak Turning Movement Data Summary





Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Motorcycle

Leg Direction Start Time	American Legion Dr SouthBound						Water St WestBound						American Legion Dr NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Cars

Leg Direction Start Time	American Legion Dr SouthBound						Water St WestBound						American Legion Dr NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	4	10	1	0	0	0	0	0	1	0	0	0	1	13	0	0	0	0	2	0	1	0	0	0
07:15	6	12	4	0	0	0	0	0	1	0	0	0	3	18	0	0	0	0	4	0	0	0	0	0
07:30	3	18	10	0	0	0	0	0	4	0	0	0	1	22	0	0	0	0	9	1	2	0	0	0
07:45	7	23	8	0	0	0	0	0	1	0	0	0	0	46	0	0	0	0	12	0	1	0	0	0
Hourly Total	20	63	23	0	0	0	0	0	7	0	0	0	5	99	0	0	0	0	27	1	4	0	0	0
08:00	7	48	10	0	0	0	0	0	4	0	0	0	2	68	0	0	0	0	11	1	0	0	0	0
08:15	9	41	18	0	0	0	1	0	6	0	0	0	0	62	0	0	0	0	15	1	1	0	0	0
08:30	5	31	6	0	0	0	0	0	4	0	0	0	3	34	0	0	0	0	14	0	1	1	0	0
08:45	5	16	6	1	0	0	0	0	2	0	0	0	1	33	1	0	0	0	5	0	1	0	0	0
Hourly Total	26	136	40	1	0	0	1	0	16	0	0	0	6	197	1	0	0	0	45	2	3	1	0	0
16:00	18	20	11	2	0	0	1	0	6	0	0	0	2	26	1	0	0	0	7	1	1	0	0	0
16:15	14	35	13	0	0	0	0	0	3	0	0	0	2	49	0	0	0	0	8	1	1	0	0	0
16:30	12	21	10	0	0	0	1	0	11	0	0	0	1	44	0	0	0	0	12	0	2	1	0	0
16:45	24	20	10	0	0	0	1	1	6	0	0	0	1	36	0	0	0	0	7	1	1	0	0	0
Hourly Total	68	96	44	2	0	0	3	1	26	0	0	0	6	155	1	0	0	0	34	3	5	1	0	0
17:00	16	21	11	0	0	0	0	0	6	0	0	0	2	41	1	0	0	0	8	0	1	0	0	0
17:15	20	38	17	1	0	0	1	0	11	0	0	0	5	47	0	0	0	0	3	0	2	0	0	0
17:30	14	33	9	1	0	0	2	0	7	0	0	0	4	38	0	0	0	0	8	1	1	0	0	0
17:45	10	36	17	2	0	0	1	0	8	0	0	0	3	43	2	0	0	0	9	1	2	0	0	0
Hourly Total	60	128	54	4	0	0	4	0	32	0	0	0	14	169	3	0	0	0	28	2	6	0	0	0
18:00	26	26	15	0	0	0	2	1	16	0	0	0	1	47	1	0	0	0	10	4	3	0	0	0
18:15	20	37	10	0	0	0	1	0	11	0	0	0	0	41	1	0	0	0	7	1	1	0	0	0
Hourly Total	46	63	25	0	0	0	3	1	27	0	0	0	1	88	2	0	0	0	17	5	4	0	0	0
Total	220	486	186	7	0	0	11	2	108	0	0	0	32	708	7	0	0	0	151	13	22	2	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Light Goods Vehicles

Leg Direction Start Time	American Legion Dr SouthBound						Water St WestBound						American Legion Dr NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	6	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Single Unit Trucks

Leg Direction Start Time	American Legion Dr SouthBound						Water St WestBound						American Legion Dr NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	1	1	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Total	1	3	7	0	0	0	0	0	2	0	0	0	1	4	0	0	0	0	3	0	0	0	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Articulated Trucks

Leg Direction Start Time	American Legion Dr SouthBound						Water St WestBound						American Legion Dr NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Buses

Leg Direction Start Time	American Legion Dr SouthBound						Water St WestBound						American Legion Dr NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	3	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	4	0	0	0	0	0



Site: 1-American Legion Drive and Alma
Terrace/Water Street
GPS: 40.888496, -74.02151
Date: 09-25-2025

Bicycles on road

Leg Direction	American Legion Dr						Water St						American Legion Dr						Alma Terrace					
	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0

National Data & Surveying Services
Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Day
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-002
Date: 1/11/2026

Data - Total

NS/EW Streets	American Legion Dr					American Legion Dr					Water St/Alma Terrace/8 Venoms Muay Thai Day					Water St/Alma Terrace/8 Venoms Muay Thai Day					TOTAL
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	
	NL	NT	NR	NU		SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU		
NOON																					
11:00 AM	2	59	1	0		19	34	10	0	0	7	0	2	0	1	1	0	17	0	153	
11:15 AM	1	33	0	0		17	17	6	0	0	7	0	0	0	0	0	1	12	0	94	
11:30 AM	2	36	0	0		24	26	7	1	0	6	1	2	0	0	0	1	6	0	112	
11:45 AM	2	48	0	0		28	25	24	0	0	4	0	1	0	0	0	1	15	0	148	
12:00 PM	3	45	0	0		25	34	10	1	3	12	2	0	0	0	0	1	15	0	152	
12:15 PM	0	51	0	0		21	30	6	2	0	7	0	0	0	0	0	0	18	0	135	
12:30 PM	6	61	0	0		30	30	8	1	1	3	0	1	0	0	0	1	12	0	154	
12:45 PM	2	45	1	0		17	32	5	0	0	12	0	0	0	0	0	1	13	0	136	
1:00 PM	1	57	2	0		18	36	9	0	0	13	0	4	0	0	0	1	16	0	159	
1:15 PM	1	39	3	0		17	29	8	0	0	7	1	3	0	0	0	0	10	0	118	
1:30 PM	1	40	0	0		15	31	10	0	0	6	1	0	0	0	0	0	6	0	110	
1:45 PM	3	43	0	0		15	28	11	0	0	4	2	2	0	0	2	0	5	0	115	
TOTAL VOLUMES	NL	NT	NR	NU		SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU		
APPROACH VOLS	4.05%	94.72%	1.18%	0.00%		31.84%	68.69%	16.72%	0.69%	0.55%	78.87%	5.36%	15.18%	0.00%	0.89%	2.58%	3.87%	93.55%	0.00%	TOTAL	
PEAK SEC	11:45 AM - 12:15 PM					104					26					1					TOTAL
PEAK HR VOL	11	205	0	0		104	119	48	4	4	26	1	4	0	0	1	2	60	0	589	
PEAK HR FACTOR	0.458	0.840	0.000	0.000		0.867	0.875	0.500	0.500	0.333	0.542	0.250	0.500	0.000	0.000	0.250	0.500	0.833	0.000	0.956	
			0.806					0.506				0.517						0.875			



National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-002
Date: 1/11/2026

Data - Cars

NS/EW Streets:		American Legion Dr				American Legion Dr					Water St/Alma Terrace/8 Venoms Muay Thai Dwy					Water St/Alma Terrace/8 Venoms Muay Thai Dwy					
NOON	NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND				TOTAL		
	0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU			
	11:00 AM	2	59	1	0	19	34	10	0	0	7	0	2	0	1	1	0	17	0	153	
	11:15 AM	1	33	0	0	17	17	6	0	0	7	0	0	0	0	0	1	12	0	94	
	11:30 AM	2	36	0	0	24	26	7	1	0	6	1	2	0	0	0	1	6	0	112	
	11:45 AM	2	48	0	0	28	25	24	0	0	4	0	1	0	0	0	1	15	0	148	
	12:00 PM	3	45	0	0	25	34	10	1	3	12	1	2	0	0	1	0	15	0	152	
	12:15 PM	0	51	0	0	21	30	6	2	0	7	0	0	0	0	0	0	18	0	135	
	12:30 PM	6	61	0	0	30	30	8	1	1	3	0	1	0	0	0	1	12	0	154	
	12:45 PM	2	49	1	0	17	32	9	0	0	12	0	0	0	0	0	1	13	0	136	
	1:00 PM	1	57	2	0	17	38	9	0	0	13	0	4	0	0	0	1	16	0	158	
	1:15 PM	1	39	3	0	17	29	8	0	0	7	1	3	0	0	0	0	9	0	117	
	1:30 PM	1	40	0	0	15	31	10	0	0	6	1	0	0	0	0	0	6	0	110	
	1:45 PM	3	43	0	0	15	28	11	0	0	4	2	2	0	0	2	0	4	0	114	
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	TOTAL	
APPROACH %'s :		24	561	7	0	245	354	118	5	4	88	6	17	0	1	4	6	143	0	1583	
		4.05%	94.76%	1.18%	0.00%	33.75%	48.76%	16.25%	0.69%	0.55%	78.57%	5.36%	15.18%	0.00%	0.89%	2.61%	3.92%	93.46%	0.00%		
PEAK HR :		11:45 AM - 12:45 PM																		TOTAL	
PEAK HR VOL :		11	205	0	0	104	119	48	4	4	26	1	4	0	0	1	2	60	0	589	
PEAK HR FACTOR :		0.458	0.840	0.000	0.000	0.867	0.875	0.500	0.500	0.333	0.542	0.250	0.500	0.000	0.000	0.250	0.500	0.833	0.000	0.956	
				0.806				0.906					0.517					0.875			

National Data & Surveying Services
Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-002
Date: 1/11/2026

Data - Buses

NS/EW Streets:		American Legion Dr				American Legion Dr					Water St/Alma Terrace/8 Venoms Muay Thai Dwy					Water St/Alma Terrace/8 Venoms Muay Thai Dwy				
NOON		NORTHBOUND				SOUTHBOUND					EASTBOUND					WESTBOUND				
		0 NL	1 NT	0 NR	0 NU	0 SL	1 ST	0 SR	0 SU	0 SR2	0 EL	1 ET	0 ER	0 EU	0 EU2	0 WL	1 WT	0 WR	0 WU	TOTAL
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :		NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	SR2 0	EL 0	ET 0	ER 0	EU 0	EU2 0	WL 0	WT 0	WR 0	WU 0	TOTAL 0
PEAK HR :		11:45 AM - 12:45 PM																		TOTAL
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services
Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-002
Date: 1/11/2026

Data - Duals

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-002
Date: 1/11/2026

Data - TTST

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-002
Date: 1/11/2026

Data - Bikes

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy
City: Teaneck

Project ID: 26-340001-002
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

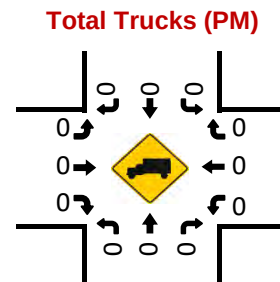
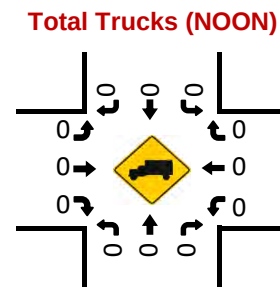
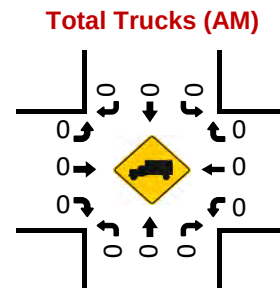
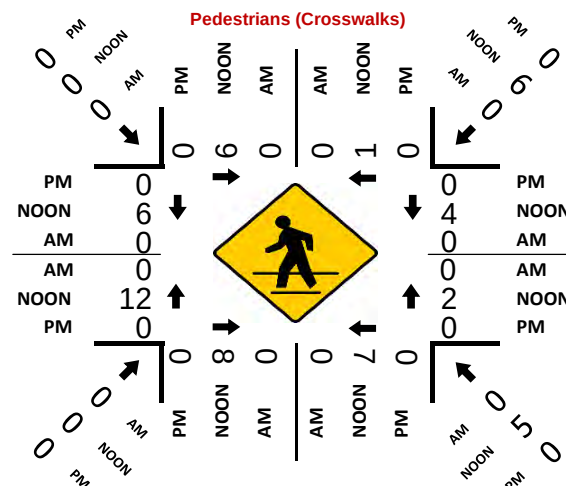
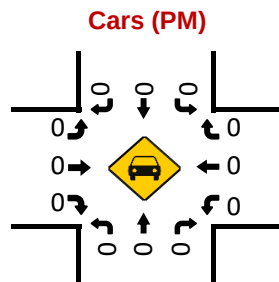
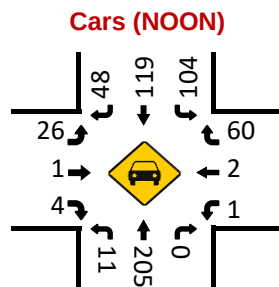
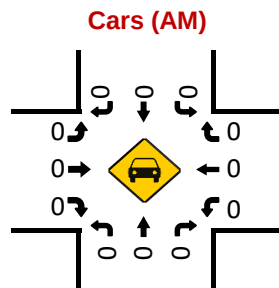
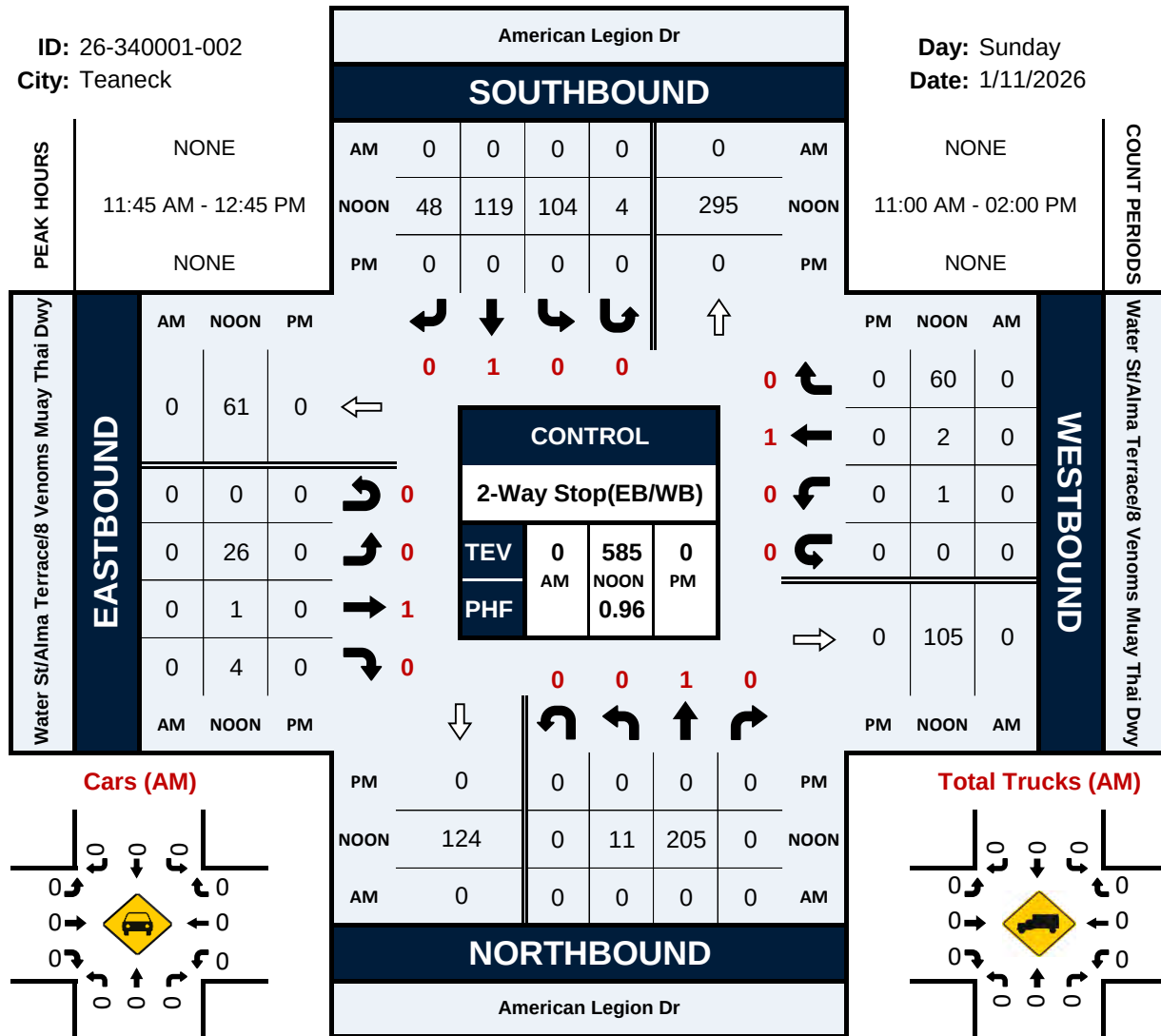
NS/EW Streets:	American Legion Dr		American Legion Dr		Water St/Alma Terrace/8 Venoms Muay Thai Dwy		Water St/Alma Terrace/8 Venoms Muay Thai Dwy						
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		MID BLOCK		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	EB	WB	
11:00 AM	0	0	0	0	0	1	1	0	0	1	2	1	6
11:15 AM	0	0	1	0	1	0	1	1	1	0	0	0	5
11:30 AM	0	1	2	0	1	4	2	3	2	4	0	0	19
11:45 AM	2	1	2	1	0	0	2	5	7	5	2	0	27
12:00 PM	0	0	3	2	0	0	7	0	10	1	1	3	27
12:15 PM	3	0	2	2	1	2	3	0	3	2	1	1	20
12:30 PM	1	0	1	2	1	2	0	1	2	3	1	2	16
12:45 PM	0	0	0	0	0	1	3	0	7	1	1	0	13
1:00 PM	0	0	0	2	1	0	5	0	6	0	2	0	16
1:15 PM	0	0	1	1	1	0	1	3	3	8	0	0	18
1:30 PM	0	0	0	0	1	1	1	4	0	4	0	0	11
1:45 PM	0	0	3	0	0	1	2	0	4	0	0	0	10
TOTAL VOLUMES :	EB 6	WB 2	EB 15	WB 10	NB 7	SB 12	NB 28	SB 17	NB 45	SB 29	EB 10	WB 7	TOTAL 188
APPROACH %'s :	75.00%	25.00%	60.00%	40.00%	36.84%	63.16%	62.22%	37.78%	49.45%	31.87%	58.82%	41.18%	
PEAK HR :	11:45 AM - 12:45 PM												TOTAL
PEAK HR VOL :	6	1	8	7	2	4	12	6	22	11	5	6	90
PEAK HR FACTOR :	0.500	0.250	0.667	0.875	0.500	0.500	0.429	0.300	0.550	0.550	0.625	0.500	0.833
	0.583		0.750		0.500		0.643		0.688		0.688		

American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy

Peak Hour Turning Movement Count

ID: 26-340001-002
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-002

Location: American Legion Dr & Water St/Alma Terrace/8 Venoms Muay Thai Dwy

City: Teaneck

Day: Sunday

Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	American Legion Dr Northbound						American Legion Dr Southbound						Water St/Alma Terrace/8 Venoms Muay Thai Dr Eastbound						Water St/Alma Terrace/8 Venoms Muay Thai Dr Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
11:00 AM	2	59	1	0	0	62	19	34	10	0	0	63	7	0	2	0	1	9	1	0	17	0	1	18	152	
11:15 AM	1	33	0	0	1	34	17	17	6	0	0	40	7	0	0	0	2	7	0	1	12	0	1	13	94	
11:30 AM	2	36	0	0	2	38	24	26	7	1	1	58	6	1	2	0	5	9	0	1	6	0	5	7	112	
11:45 AM	2	48	0	0	3	50	28	25	24	0	3	77	4	0	1	0	7	5	0	1	15	0	0	16	148	
Total	7	176	1	0	6	184	88	102	47	1	4	238	24	1	5	0	15	30	1	3	50	0	7	54	506	
12:00 PM	3	45	0	0	5	48	25	34	10	1	0	70	12	1	2	0	7	15	1	0	15	0	0	16	149	
12:15 PM	0	51	0	0	4	51	21	30	6	2	3	59	7	0	0	0	3	7	0	0	18	0	3	18	135	
12:30 PM	6	61	0	0	3	67	30	30	8	1	1	69	3	0	1	0	1	4	0	1	12	0	3	13	153	
12:45 PM	2	49	1	0	0	52	17	32	9	0	0	58	12	0	0	0	3	12	0	1	13	0	1	14	136	
Total	11	206	1	0	12	218	93	126	33	4	4	256	34	1	3	0	14	38	1	2	58	0	7	61	573	
1:00 PM	1	57	2	0	2	60	18	38	9	0	0	65	13	0	4	0	5	17	0	1	16	0	1	17	159	
1:15 PM	1	39	3	0	2	43	17	29	8	0	0	54	7	1	3	0	4	11	0	0	10	0	1	10	118	
1:30 PM	1	40	0	0	0	41	15	31	10	0	0	56	6	1	0	0	5	7	0	0	6	0	2	6	110	
1:45 PM	3	43	0	0	3	46	15	28	11	0	0	54	4	2	2	0	2	8	2	0	5	0	1	7	115	
Total	6	179	5	0	7	190	65	126	38	0	0	229	30	4	9	0	16	43	2	1	37	0	5	40	502	
BREAK																										
Grand Total	24	561	7	0	25	592	246	354	118	5	8	723	88	6	17	0	45	111	4	6	145	0	19	155	1581	
Apprch %	4.1	94.8	1.2	0.0	4.2		34.0	49.0	16.3	0.7	1.1		79.3	5.4	15.3	0.0	40.5		2.6	3.9	93.5	0.0	12.3			
Total %	1.5	35.5	0.4	0.0	1.6	37.4	15.6	22.4	7.5	0.3	0.5	45.7	5.6	0.4	1.1	0.0	2.8	7.0	0.3	0.4	9.2	0.0	1.2	9.8		
Cars, PU, Vans	24	561	7	0		592	245	354	118	5		722	88	6	17	0		111	4	6	143	0		153	1578	
% Cars, PU, Vans	100.0	100.0	100.0	0.0		100.0	99.6	100.0	100.0	100.0		99.9	100.0	100.0	100.0	0.0		100.0	100.0	100.0	98.6	0.0		98.7	99.8	
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Duals	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	0	0	2	0		2	3	
%Duals	0.0	0.0	0.0	0.0		0.0	0.4	0.0	0.0	0.0		0.1	0.0	0.0	0.0	0.0		0.0	0.0	1.4	0.0		1.3	0.2		
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	

Location: American Legion Dr & Water St/Alma Terrace/8 Veni
City: Teaneck

Day: Sunday
Date: 1/11/2026

[illegible]



SUMMARY	
Project	TEANECK NJ
Project Code	DYNAMIC06
Site Name	2-American Legion Drive and North Street/Driveway
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:15
Location	2-American Legion Drive and North Street/Driveway
Latitude and Longitude	(40.88694, -74.022191)

	START	END	PHF
AM PEAK	09-25-2025 07:45:00	09-25-2025 08:45:00	0.77
PM PEAK	09-25-2025 17:15:00	09-25-2025 18:15:00	0.95
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 2-American Legion Drive and North

Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

TURNING MOVEMENT DATA

Leg	American Legion Dr							Driveway							American Legion Dr							North St							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	6	1	2	0	9	0	0	0	0	0	0	0	0	0	0	4	1	0	5	1	0	4	1	1	0	6	0	0	20
07:15	5	6	4	0	15	0	0	0	2	1	0	3	0	1	1	7	0	0	8	0	0	9	1	0	1	11	0	1	37
07:30	4	7	8	0	19	0	0	0	1	1	0	2	0	0	1	7	1	0	9	0	0	8	6	1	0	15	0	0	45
07:45	8	9	8	0	25	0	0	1	5	3	0	9	0	0	0	18	2	0	20	0	0	21	0	0	0	21	0	0	75
Hourly Total	23	23	22	0	68	0	0	1	8	5	0	14	0	1	2	36	4	0	42	1	0	42	8	2	1	53	0	1	177
08:00	10	14	26	0	50	0	0	1	2	2	0	5	0	1	0	28	0	0	28	2	0	29	5	0	0	34	0	0	117
08:15	12	6	24	0	42	0	0	0	2	3	0	5	0	0	0	34	3	0	37	1	0	19	3	1	0	23	0	0	107
08:30	14	7	10	0	31	0	0	0	3	2	0	5	0	0	3	10	2	0	15	0	0	7	3	1	0	11	0	0	62
08:45	10	4	2	0	16	0	0	1	3	0	0	4	0	1	0	7	0	0	7	0	1	5	4	0	0	9	0	0	36
Hourly Total	46	31	62	0	139	0	0	2	10	7	0	19	0	2	3	79	5	0	87	3	1	60	15	2	0	77	0	0	322
16:00	12	4	4	0	20	1	0	1	3	5	0	9	0	0	0	4	1	0	5	3	0	7	2	0	0	9	0	0	43
16:15	17	6	9	0	32	0	1	1	2	8	0	11	0	0	1	7	1	0	9	0	0	9	7	0	0	16	1	0	68
16:30	13	7	5	0	25	1	0	2	5	6	0	13	0	0	0	6	2	0	8	0	0	10	7	0	0	17	0	0	63
16:45	13	4	5	0	22	0	1	2	3	5	0	10	0	0	0	11	0	0	11	0	0	6	3	0	0	9	0	0	52
Hourly Total	55	21	23	0	99	2	2	6	13	24	0	43	0	0	1	28	4	0	33	3	0	32	19	0	0	51	1	0	226
17:00	13	4	5	0	22	0	0	0	5	5	0	10	1	1	0	11	0	0	11	0	0	9	5	0	0	14	0	0	57
17:15	17	7	15	0	39	0	0	0	5	4	0	9	0	0	0	11	5	0	16	0	0	11	5	0	0	16	0	0	80
17:30	20	10	4	0	34	0	0	4	7	10	0	21	0	0	0	8	3	0	11	0	0	5	8	3	0	16	0	0	82
17:45	16	4	9	0	29	2	0	0	6	6	0	12	0	1	0	14	5	0	19	0	0	12	9	1	0	22	0	0	82
Hourly Total	66	25	33	0	124	2	0	4	23	25	0	52	1	2	0	44	13	0	57	0	0	37	27	4	0	68	0	0	301
18:00	15	5	9	0	29	0	1	0	5	6	0	11	0	0	0	7	1	0	8	0	0	9	10	1	0	20	0	0	68
18:15	21	10	9	0	40	0	0	1	10	5	0	16	0	0	0	8	4	0	12	0	0	5	4	0	0	9	0	1	77
Hourly Total	36	15	18	0	69	0	1	1	15	11	0	27	0	0	0	15	5	0	20	0	0	14	14	1	0	29	0	1	145
Grand Total	226	115	158	0	499	4	3	14	69	72	0	155	1	5	6	202	31	0	239	7	1	185	83	9	1	278	1	2	1171
Approach %	45	23	31	0	100	0	0	9	44	46	0	100	0	3	2	84	12	0	100	2	0	66	29	3	0	100	0	0	400
Total %	19	9	13	0	42	0	0	1	5	6	0	13	0	0	0	17	2	0	20	0	0	15	7	0	0	23	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	224	112	153	0	489	0	0	14	69	70	0	153	0	0	5	197	31	0	233	0	0	177	83	8	1	269	0	0	1144
Cars %	99	97	96	0	0	0	0	100	100	97	0	0	0	0	83	97	100	0	0	0	0	95	100	88	100	0	0	0	97
Light Goods Vehicles	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	1	0	4	0	0	8
Light Goods Vehicles %	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	0	0	0
Single Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	2	0	0	0	2	0	0	5
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1



Site: 2-American Legion Drive and North
 Street/Driveway
 GPS: 40.88694, -74.022191
 Date: 09-25-2025

TURNING MOVEMENT DATA

Leg	American Legion Dr							Driveway							American Legion Dr							North St							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	2	2	2	0	6	0	0	0	0	1	0	1	0	0	0	2	0	0	2	0	0	3	0	0	0	3	0	0	12
Buses %	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	4	3	0	0	0	0	0	1	5	0	0	0	0	0	7	1	0	0	0	0	0	1	2	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 2-American Legion Drive and North
Street/Driveway

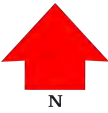
GPS: 40.88694, -74.022191

Date: 09-25-2025

Turning Movement Data

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

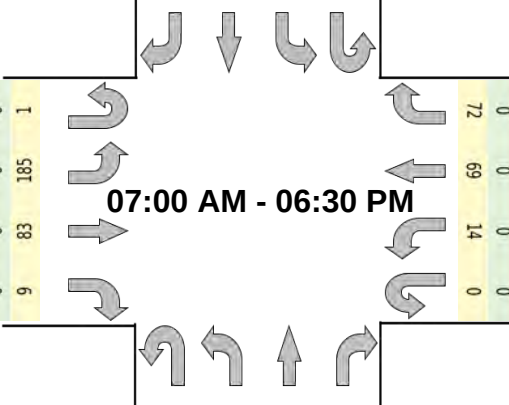
Out	In	Total
0	0	0
444	489	933
4	3	7
3	1	4
1	0	1
6	6	12
1	0	1
459	499	958



Right	Thru	Left	U-Turn
0	0	0	0
153	112	224	0
2	1	0	0
1	0	0	0
0	0	0	0
2	2	2	0
0	0	0	0
158	115	226	0

Out	In	Total
0	0	0
228	268	496
2	4	6
2	2	4
0	0	0
2	3	5
0	0	0
234	277	511

Right	Thru	Left	U-Turn
0	0	0	0
8	83	177	1
1	0	3	0
0	0	2	0
0	0	0	0
0	0	3	0
0	0	0	0
9	83	185	1



Right	Thru	Left	U-Turn
0	0	0	0
70	69	14	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
1	0	0	0

Out	In	Total
0	0	0
338	153	491
0	0	0
0	0	0
0	0	0
2	1	3
0	1	1
340	155	495

U-Turn	Left	Thru	Right
0	0	0	0
0	5	197	31
0	0	1	0
0	1	1	0
0	0	0	0
0	0	2	0
0	0	1	0
0	6	202	31

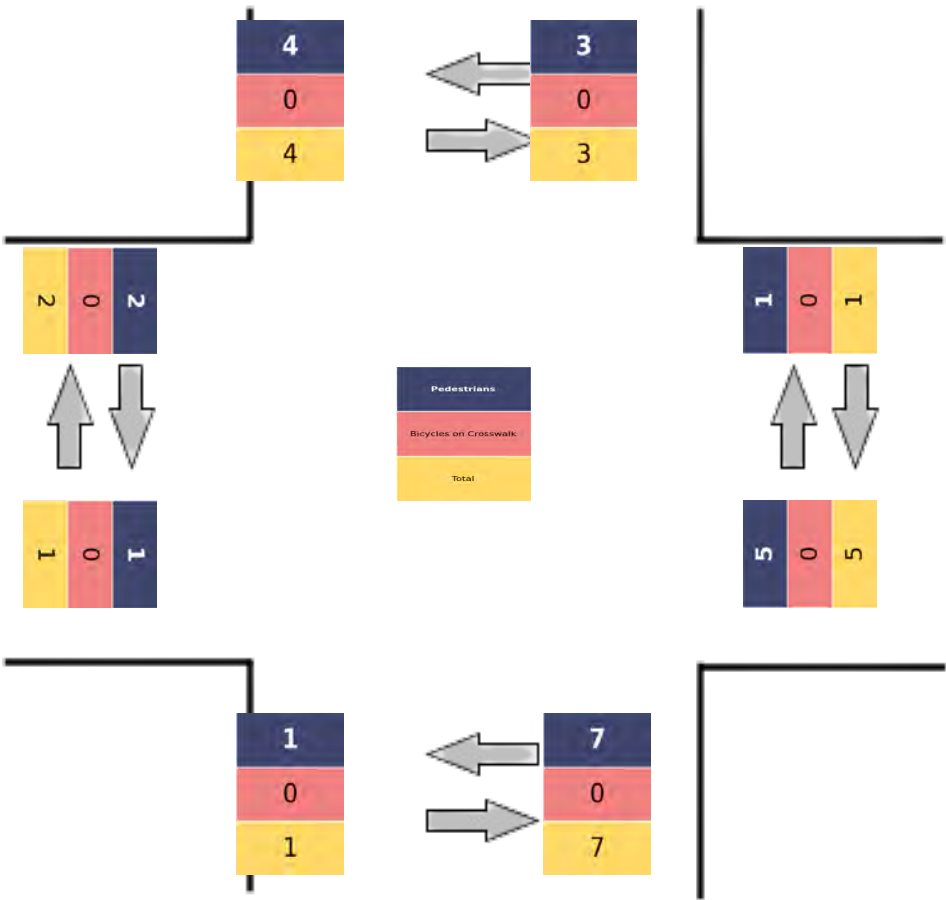
Out	In	Total
0	0	0
134	233	367
2	1	3
0	2	2
0	0	0
2	2	4
0	1	1
138	239	377

Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Peds Turning Movement Data





Site: 2-American Legion Drive and North

Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

TURNING MOVEMENT AM PEAK HOUR (07:45 AM)

Leg	American Legion Dr							Driveway							American Legion Dr							North St							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:45:00	8	9	8	0	25	0	0	1	5	3	0	9	0	0	0	18	2	0	20	0	0	21	0	0	0	21	0	0	75
08:00:00	10	14	26	0	50	0	0	1	2	2	0	5	0	1	0	28	0	0	28	2	0	29	5	0	0	34	0	0	117
08:15:00	12	6	24	0	42	0	0	0	2	3	0	5	0	0	0	34	3	0	37	1	0	19	3	1	0	23	0	0	107
08:30:00	14	7	10	0	31	0	0	0	3	2	0	5	0	0	3	10	2	0	15	0	0	7	3	1	0	11	0	0	62
Grand Total	44	36	68	0	148	0	0	2	12	10	0	24	0	1	3	90	7	0	100	3	0	76	11	2	0	89	0	0	361
Approach %	30	24	46	0	100	0	0	8	50	42	0	100	0	4	3	90	7	0	100	3	0	85	12	2	0	100	0	0	400
Total %	12	10	19	0	41	0	0	1	3	3	0	7	0	0	1	25	2	0	28	1	0	21	3	1	0	25	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	43	35	66	0	144	0	0	2	12	8	0	22	0	0	3	87	7	0	97	0	0	73	11	2	0	86	0	0	349
Cars %	98	97	97	0	0	0	0	100	100	80	0	0	0	0	100	97	100	0	0	0	0	96	100	100	0	0	0	0	97
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2
Light Goods Vehicles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks %	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	1	1	2	0	4	0	0	0	0	1	0	1	0	0	0	2	0	0	2	0	0	1	0	0	0	1	0	0	8
Buses %	2	3	3	0	0	0	0	0	0	10	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	2
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.79	0.64	0.65	0.0	0.74	0.0	0.0	0.5	0.6	0.83	0.0	0.67	0.0	0.25	0.25	0.66	0.58	0.0	0.68	0.38	0.0	0.66	0.55	0.5	0.0	0.65	0.0	0.0	0.77



Site: 2-American Legion Drive and North
Street/Driveway

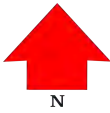
GPS: 40.88694, -74.022191

Date: 09-25-2025

AM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

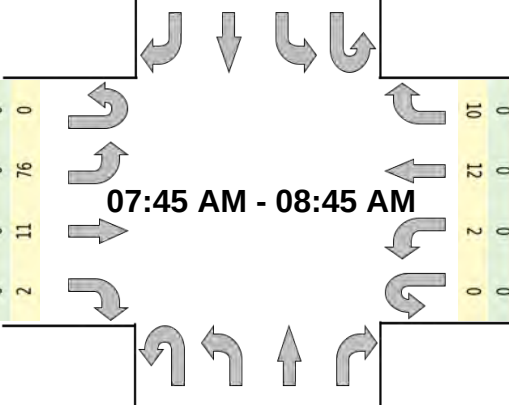
Out	In	Total
0	0	0
168	144	312
2	0	2
0	0	0
1	0	1
4	4	8
1	0	1
176	148	324



Right	Thru	Left	U-Turn
0	0	0	0
66	35	43	0
0	0	0	0
0	0	0	0
0	0	0	0
2	1	1	0
0	0	0	0
68	36	44	0

Out	In	Total
0	0	0
81	86	167
0	2	2
0	0	0
0	0	0
2	1	3
0	0	0
83	89	172

Right	Thru	Left	U-Turn
0	0	0	0
2	11	73	0
0	0	2	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
2	11	76	0



Right	Thru	Left	U-Turn
0	0	0	0
8	12	2	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
10	12	2	0

Out	In	Total
0	0	0
61	22	83
0	0	0
0	0	0
0	0	0
1	1	2
0	1	1
62	24	86

U-Turn	Left	Thru	Right
0	0	0	0
0	3	87	7
0	0	0	0
0	0	0	0
0	0	0	0
0	0	2	0
0	0	1	0
0	3	90	7

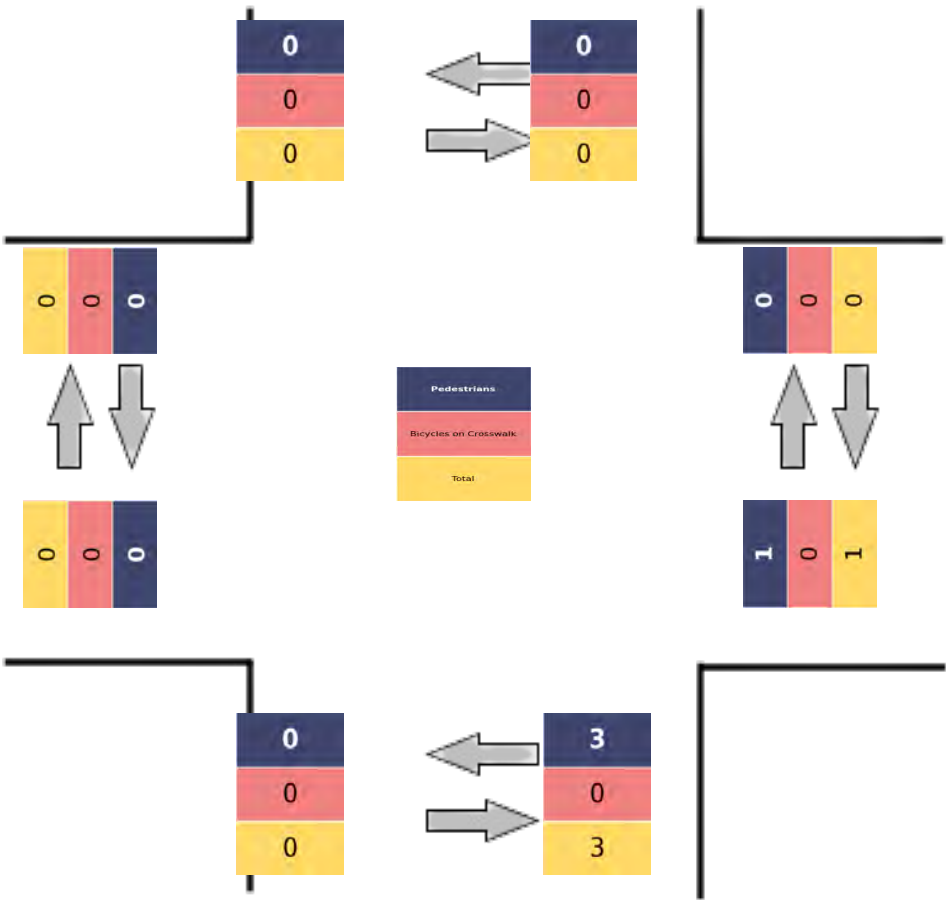
Out	In	Total
0	0	0
39	97	136
0	0	0
0	0	0
0	0	0
1	2	3
0	1	1
40	100	140

Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Peds AM Peak Turning Movement Data Summary





Site: 2-American Legion Drive and North

Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

TURNING MOVEMENT PM PEAK HOUR (05:15 PM)

Leg	American Legion Dr							Driveway							American Legion Dr							North St							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
17:15:00	17	7	15	0	39	0	0	0	5	4	0	9	0	0	0	11	5	0	16	0	0	11	5	0	0	16	0	0	80
17:30:00	20	10	4	0	34	0	0	4	7	10	0	21	0	0	0	8	3	0	11	0	0	5	8	3	0	16	0	0	82
17:45:00	16	4	9	0	29	2	0	0	6	6	0	12	0	1	0	14	5	0	19	0	0	12	9	1	0	22	0	0	82
18:00:00	15	5	9	0	29	0	1	0	5	6	0	11	0	0	0	7	1	0	8	0	0	9	10	1	0	20	0	0	68
Grand Total	68	26	37	0	131	2	1	4	23	26	0	53	0	1	0	40	14	0	54	0	0	37	32	5	0	74	0	0	312
Approach %	52	20	28	0	100	2	1	8	43	49	0	100	0	2	0	74	26	0	100	0	0	50	43	7	0	100	0	0	400
Total %	22	8	12	0	42	1	0	1	7	8	0	17	0	0	0	13	4	0	17	0	0	12	10	2	0	24	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	68	25	35	0	128	0	0	4	23	26	0	53	0	0	0	40	14	0	54	0	0	36	32	4	0	72	0	0	307
Cars %	100	96	95	0	0	0	0	100	100	100	0	0	0	0	0	100	100	0	0	0	0	97	100	80	0	0	0	0	98
Light Goods Vehicles	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	4
Light Goods Vehicles %	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	20	0	0	0	0	1
Single Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Unit Trucks	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.85	0.65	0.62	0.0	0.84	0.25	0.25	0.25	0.82	0.65	0.0	0.63	0.0	0.25	0.0	0.71	0.7	0.0	0.71	0.0	0.0	0.77	0.8	0.42	0.0	0.84	0.0	0.0	0.95



Site: 2-American Legion Drive and North
Street/Driveway

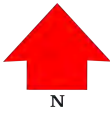
GPS: 40.88694, -74.022191

Date: 09-25-2025

PM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

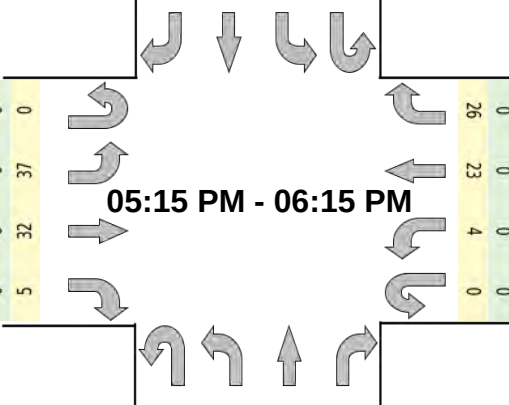
Out	In	Total
0	0	0
102	128	230
1	2	3
0	1	1
0	0	0
0	0	0
0	0	0
103	131	234



Right	Thru	Left	U-Turn
0	0	0	0
35	25	68	0
1	1	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
37	26	68	0

Out	In	Total
0	0	0
58	72	130
1	2	3
1	0	1
0	0	0
0	0	0
0	0	0
60	74	134

Right	Thru	Left	U-Turn
0	0	0	0
4	32	36	0
1	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
5	32	37	0



Right	Thru	Left	U-Turn
0	0	0	0
26	23	4	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

Out	In	Total
0	0	0
114	53	167
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
114	53	167

U-Turn	Left	Thru	Right
0	0	0	0
0	0	40	14
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	40	14

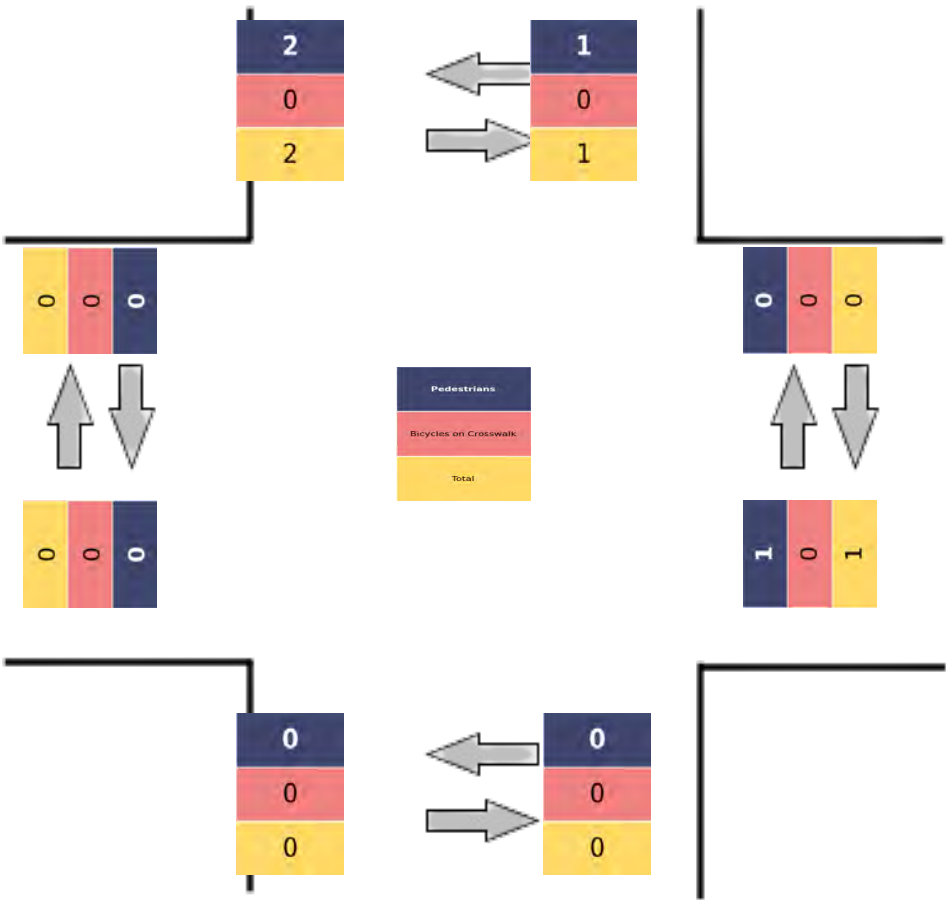
Out	In	Total
0	0	0
33	54	87
2	0	2
0	0	0
0	0	0
0	0	0
0	0	0
35	54	89

Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Peds PM Peak Turning Movement Data Summary





Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Motorcycle

Leg Direction	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Cars

Leg Direction	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	6	1	2	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	1	1	0	0	0
07:15	5	5	3	0	0	0	0	2	1	0	0	0	1	7	0	0	0	0	7	1	0	1	0	0
07:30	4	7	8	0	0	0	0	1	1	0	0	0	0	7	1	0	0	0	7	6	1	0	0	0
07:45	7	9	8	0	0	0	1	5	2	0	0	0	0	16	2	0	0	0	19	0	0	0	0	0
Hourly Total	22	22	21	0	0	0	1	8	4	0	0	0	1	33	4	0	0	0	37	8	2	1	0	0
08:00	10	14	24	0	0	0	1	2	1	0	0	0	0	28	0	0	0	0	29	5	0	0	0	0
08:15	12	5	24	0	0	0	0	2	3	0	0	0	0	33	3	0	0	0	19	3	1	0	0	0
08:30	14	7	10	0	0	0	0	3	2	0	0	0	3	10	2	0	0	0	6	3	1	0	0	0
08:45	10	4	2	0	0	0	1	3	0	0	0	0	0	7	0	0	0	0	5	4	0	0	0	0
Hourly Total	46	30	60	0	0	0	2	10	6	0	0	0	3	78	5	0	0	0	59	15	2	0	0	0
16:00	12	4	4	0	0	0	1	3	5	0	0	0	0	4	1	0	0	0	6	2	0	0	0	0
16:15	17	6	9	0	0	0	1	2	8	0	0	0	1	6	1	0	0	0	9	7	0	0	0	0
16:30	12	7	5	0	0	0	2	5	6	0	0	0	0	6	2	0	0	0	10	7	0	0	0	0
16:45	13	4	5	0	0	0	2	3	5	0	0	0	0	11	0	0	0	0	6	3	0	0	0	0
Hourly Total	54	21	23	0	0	0	6	13	24	0	0	0	1	27	4	0	0	0	31	19	0	0	0	0
17:00	13	4	5	0	0	0	0	5	5	0	0	0	0	11	0	0	0	0	9	5	0	0	0	0
17:15	17	7	15	0	0	0	0	5	4	0	0	0	0	11	5	0	0	0	11	5	0	0	0	0
17:30	20	9	2	0	0	0	4	7	10	0	0	0	0	8	3	0	0	0	5	8	3	0	0	0
17:45	16	4	9	0	0	0	0	6	6	0	0	0	0	14	5	0	0	0	11	9	1	0	0	0
Hourly Total	66	24	31	0	0	0	4	23	25	0	0	0	0	44	13	0	0	0	36	27	4	0	0	0
18:00	15	5	9	0	0	0	0	5	6	0	0	0	0	7	1	0	0	0	9	10	0	0	0	0
18:15	21	10	9	0	0	0	1	10	5	0	0	0	0	8	4	0	0	0	5	4	0	0	0	0
Hourly Total	36	15	18	0	0	0	1	15	11	0	0	0	0	15	5	0	0	0	14	14	0	0	0	0
Total	224	112	153	0	0	0	14	69	70	0	0	0	5	197	31	0	0	0	177	83	8	1	0	0



Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Light Goods Vehicles

Leg Direction Start Time	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Total	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	1	0	0	0



Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Single Unit Trucks

Leg Direction	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0



Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Articulated Trucks

Leg Direction	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Buses

Leg Direction Start Time	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Hourly Total	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
08:00	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	2	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0



Site: 2-American Legion Drive and North
Street/Driveway

GPS: 40.88694, -74.022191

Date: 09-25-2025

Bicycles on road

Leg Direction Start Time	American Legion Dr SouthBound						Driveway WestBound						American Legion Dr NorthBound						North St EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Stop & Shop S Dwy/North St
 City: Teaneck
 Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-003
 Date: 1/11/2026

Data - Total

NS/EW Streets:		American Legion Dr				American Legion Dr				Stop & Shop S Dwy/North St				Stop & Shop S Dwy/North 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	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
	11:00 AM	0	13	1	0	19	4	5	0	19	7	2	0	1	4	7	0	82
	11:15 AM	0	5	3	0	8	0	5	0	2	4	0	0	1	4	6	0	38
	11:30 AM	1	4	2	0	14	5	2	0	10	6	0	0	3	2	3	0	52
	11:45 AM	0	7	3	0	11	9	4	0	4	6	0	0	0	7	9	0	60
	12:00 PM	0	9	5	0	25	6	2	0	4	1	0	0	2	4	12	0	70
	12:15 PM	1	6	0	0	21	3	5	0	4	4	0	0	1	6	5	0	56
	12:30 PM	0	4	6	0	18	5	1	1	27	9	0	0	1	1	8	0	81
	12:45 PM	0	8	2	0	15	3	4	0	4	3	0	0	3	7	7	0	56
	1:00 PM	3	13	2	0	21	6	3	0	7	5	0	0	2	6	7	0	75
	1:15 PM	0	4	5	0	21	3	4	0	9	5	0	0	1	10	7	0	69
	1:30 PM	0	4	4	0	19	5	5	0	3	6	0	0	1	3	5	0	55
	1:45 PM	0	4	2	0	16	7	6	0	6	7	0	0	0	2	10	0	60
TOTAL VOLUMES :		NL 5	NT 81	NR 35	NU 0	SL 208	ST 56	SR 46	SU 1	EL 99	ET 63	ER 2	EU 0	WL 16	WT 56	WR 86	WU 0	TOTAL 754
APPROACH %'s :		4.13%	66.94%	28.93%	0.00%	66.88%	18.01%	14.79%	0.32%	60.37%	38.41%	1.22%	0.00%	10.13%	35.44%	54.43%	0.00%	
PEAK HR :		12:30 PM - 01:30 PM																TOTAL 281
PEAK HR VOL :		3	29	15	0	75	17	12	1	47	22	0	0	7	24	29	0	
PEAK HR FACTOR :		0.250	0.558	0.625	0.000	0.893	0.708	0.750	0.250	0.435	0.611	0.000	0.000	0.583	0.600	0.906	0.000	0.867
		0.653				0.875				0.479				0.833				

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Stop & Shop S Dwy/North St
 City: Teaneck
 Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-003
 Date: 1/11/2026

Data - Cars

NS/EW Streets:	American Legion Dr				American Legion Dr				Stop & Shop S Dwy/North St				Stop & Shop S Dwy/North 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	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
11:00 AM	0	13	1	0	19	4	5	0	19	7	2	0	1	4	7	0	82
11:15 AM	0	5	3	0	8	0	5	0	2	4	0	0	1	4	6	0	38
11:30 AM	1	4	2	0	14	5	2	0	10	6	0	0	3	2	3	0	52
11:45 AM	0	7	3	0	11	9	4	0	4	6	0	0	0	7	9	0	60
12:00 PM	0	9	5	0	25	6	2	0	4	1	0	0	2	4	12	0	70
12:15 PM	1	6	0	0	21	3	5	0	4	4	0	0	1	6	5	0	56
12:30 PM	0	4	6	0	18	5	1	1	27	9	0	0	1	1	8	0	81
12:45 PM	0	8	2	0	15	3	4	0	4	3	0	0	3	7	7	0	56
1:00 PM	3	13	2	0	21	6	3	0	7	5	0	0	2	6	7	0	75
1:15 PM	0	4	5	0	21	3	4	0	9	5	0	0	1	10	7	0	69
1:30 PM	0	4	4	0	19	5	5	0	3	6	0	0	1	3	5	0	55
1:45 PM	0	4	2	0	16	7	6	0	6	7	0	0	0	2	10	0	60
TOTAL VOLUMES :	NL 5	NT 81	NR 35	NU 0	SL 208	ST 56	SR 46	SU 1	EL 99	ET 63	ER 2	EU 0	WL 16	WT 56	WR 86	WU 0	TOTAL 754
APPROACH %'s :	4.13%	66.94%	28.93%	0.00%	66.88%	18.01%	14.79%	0.32%	60.37%	38.41%	1.22%	0.00%	10.13%	35.44%	54.43%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL 281
PEAK HR VOL :	3	29	15	0	75	17	12	1	47	22	0	0	7	24	29	0	
PEAK HR FACTOR :	0.250	0.558	0.625	0.000	0.893	0.708	0.750	0.250	0.435	0.611	0.000	0.000	0.583	0.600	0.906	0.000	0.867
	0.653				0.875				0.479				0.833				

[illegible]

[illegible]

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Stop & Shop S Dwy/North St
 City: Teaneck
 Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-003
 Date: 1/11/2026

Data - Bikes

NS/EW Streets:	American Legion Dr				American Legion Dr				Stop & Shop S Dwy/North St				Stop & Shop S Dwy/North 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	1 ET	0 ER	0 EU	0 WL	1 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 1	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 1	WT 0	WR 0	WU 0	TOTAL 2
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									100.00%	0.00%	0.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500
			0.250											0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Stop & Shop S Dwy/North St
City: Teaneck

Project ID: 26-340001-003
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

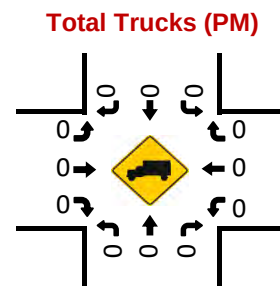
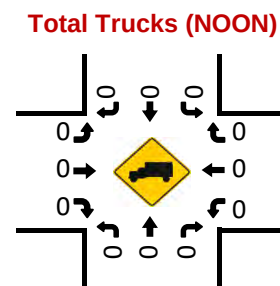
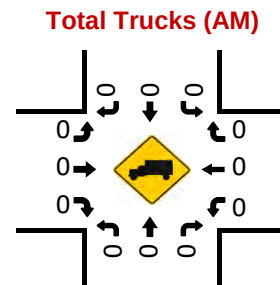
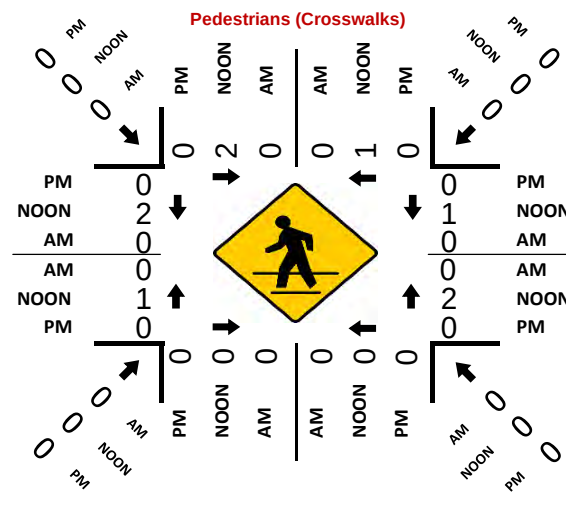
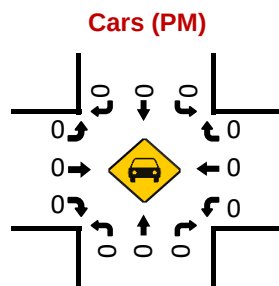
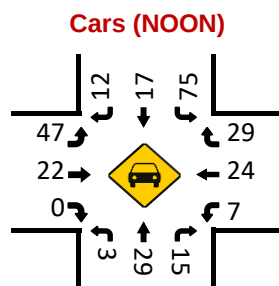
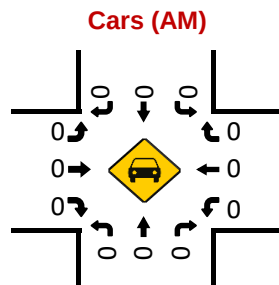
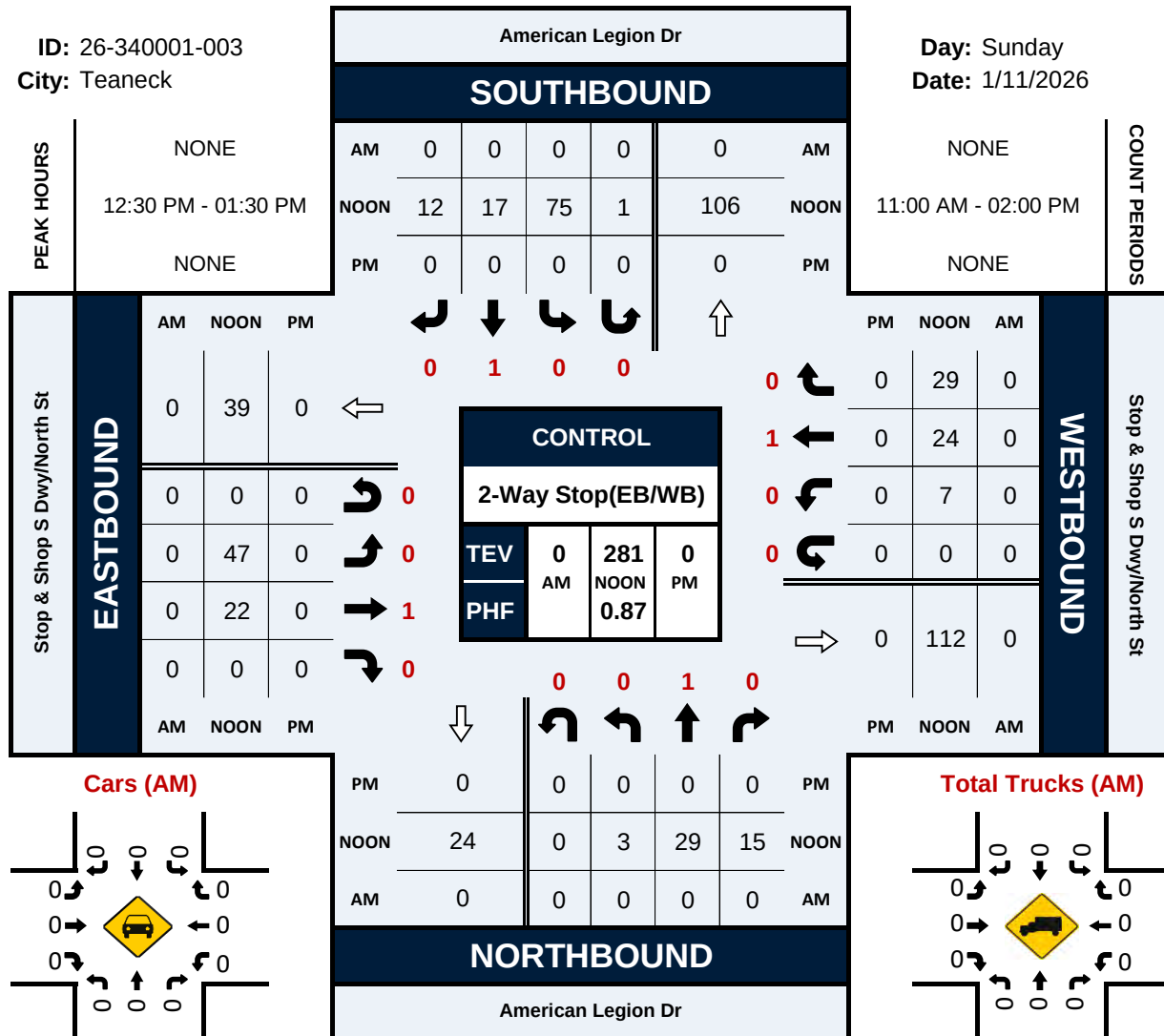
NS/EW Streets:	American Legion Dr		American Legion Dr		Stop & Shop S Dwy/North St		Stop & Shop S Dwy/North St		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	2	0	4	0	0	2	8
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	1	1	0	0	0	0	1	1	4
12:45 PM	0	0	0	0	0	0	0	1	1
1:00 PM	0	0	0	0	1	1	0	0	2
1:15 PM	1	0	0	0	1	0	0	0	2
1:30 PM	0	1	0	0	0	0	1	1	3
1:45 PM	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	3	2	2	0	6	1	2	5	21
	60.00%	40.00%	100.00%	0.00%	85.71%	14.29%	28.57%	71.43%	
PEAK HR :	12:30 PM - 01:30 PM								TOTAL
PEAK HR VOL :	2	1	0	0	2	1	1	2	9
PEAK HR FACTOR :	0.500	0.250			0.500	0.250	0.250	0.500	0.563
	0.375				0.375		0.375		

American Legion Dr & Stop & Shop S Dwy/North St

Peak Hour Turning Movement Count

ID: 26-340001-003
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-003

Location: American Legion Dr & Stop & Shop S Dwy/North St

City: Teaneck

Day: Sunday

Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	American Legion Dr Northbound						American Legion Dr Southbound						Stop & Shop S Dwy/North St Eastbound						Stop & Shop S Dwy/North St Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
11:00 AM	0	13	1	0	0	14	19	4	5	0	0	28	19	7	2	0	0	28	1	4	7	0	0	12	82	
11:15 AM	0	5	3	0	0	8	8	0	5	0	0	13	2	4	0	0	0	6	1	4	6	0	0	11	38	
11:30 AM	1	4	2	0	0	7	14	5	2	0	0	21	10	6	0	0	0	16	3	2	3	0	0	8	52	
11:45 AM	0	7	3	0	2	10	11	9	4	0	0	24	4	6	0	0	2	10	0	7	9	0	4	16	60	
Total	1	29	9	0	2	39	52	18	16	0	0	86	35	23	2	0	2	60	5	17	25	0	4	47	232	
12:00 PM	0	9	5	0	0	14	25	6	2	0	0	33	4	1	0	0	0	5	2	4	12	0	0	18	70	
12:15 PM	1	6	0	0	0	7	21	3	5	0	0	29	4	4	0	0	0	8	1	6	5	0	0	12	56	
12:30 PM	0	4	6	0	0	10	18	5	1	1	2	25	27	9	0	0	2	36	1	1	8	0	0	10	81	
12:45 PM	0	8	2	0	0	10	15	3	4	0	0	22	4	3	0	0	1	7	3	7	7	0	0	17	56	
Total	1	27	13	0	0	41	79	17	12	1	2	109	39	17	0	0	3	56	7	18	32	0	0	57	263	
1:00 PM	3	13	2	0	0	18	21	6	3	0	0	30	7	5	0	0	0	12	2	6	7	0	2	15	75	
1:15 PM	0	4	5	0	0	9	21	3	4	0	1	28	9	5	0	0	0	14	1	10	7	0	1	18	69	
1:30 PM	0	4	4	0	0	8	19	5	5	0	1	29	3	6	0	0	2	9	1	3	5	0	0	9	55	
1:45 PM	0	4	2	0	0	6	16	7	6	0	1	29	6	7	0	0	0	13	0	2	10	0	0	12	60	
Total	3	25	13	0	0	41	77	21	18	0	3	116	25	23	0	0	2	48	4	21	29	0	3	54	259	
BREAK																										
Grand Total	5	81	35	0	2	121	208	56	46	1	5	311	99	63	2	0	7	164	16	56	86	0	7	158	754	
Apprch %	4.1	66.9	28.9	0.0	1.7		66.9	18.0	14.8	0.3	1.6		60.4	38.4	1.2	0.0	4.3		10.1	35.4	54.4	0.0	4.4			
Total %	0.7	10.7	4.6	0.0	0.3	16.0	27.6	7.4	6.1	0.1	0.7	41.2	13.1	8.4	0.3	0.0	0.9	21.8	2.1	7.4	11.4	0.0	0.9	21.0		
Cars, PU, Vans	5	81	35	0		121	208	56	46	1		311	99	63	2	0		164	16	56	86	0		158	754	
% Cars, PU, Vans	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Duals	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%Duals	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	

Location: American Legion Dr & Stop & Shop S Dwy/North St
City: Teaneck

Day: Sunday
Date: 1/11/2026

[illegible]



SUMMARY	
Project	TEANECK NJ
Project Code	DYNAMIC06
Site Name	3-Alma Terrace and Chestnut Avenue
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:15
Location	3-Alma Terrace and Chestnut Avenue
Latitude and Longitude	(40.888676, -74.022478)

	START	END	PHF
AM PEAK	09-25-2025 07:30:00	09-25-2025 08:30:00	0.79
PM PEAK	09-25-2025 17:15:00	09-25-2025 18:15:00	0.92
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

TURNING MOVEMENT DATA

Leg Direction	Chestnut Ave SouthBound							Alma Terrace WestBound							Chestnut Ave NorthBound							Alma Terrace EastBound							Int Total
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
07:00	0	0	0	0	0	1	1	1	2	0	0	3	1	2	0	2	1	0	3	0	2	0	3	3	0	6	2	1	12
07:15	0	0	0	0	0	3	1	3	5	2	0	10	2	2	1	0	1	0	2	0	7	0	4	0	0	4	2	1	16
07:30	0	1	1	0	2	2	1	1	11	1	0	13	0	1	1	1	7	0	9	1	2	1	8	3	0	12	1	1	36
07:45	1	0	0	0	1	0	0	1	8	1	0	10	1	5	0	0	5	0	5	0	9	0	6	5	0	11	0	0	27
Hourly Total	1	1	1	0	3	6	3	6	26	4	0	36	4	10	2	3	14	0	19	1	20	1	21	11	0	33	5	3	91
08:00	0	0	0	0	0	2	1	6	3	1	1	11	1	2	0	0	8	0	8	3	3	0	4	2	0	6	4	0	25
08:15	0	0	0	0	0	0	1	2	16	0	0	18	2	2	2	0	13	0	15	0	6	0	5	3	0	8	2	2	41
08:30	1	0	0	0	1	1	1	4	7	1	0	12	0	1	1	0	7	0	8	1	0	0	7	1	0	8	3	0	29
08:45	1	0	0	0	1	1	1	2	7	1	0	10	1	0	3	0	2	0	5	2	1	0	3	0	0	3	0	1	19
Hourly Total	2	0	0	0	2	4	4	14	33	3	1	51	4	5	6	0	30	0	36	6	10	0	19	6	0	25	9	3	114
16:00	2	0	1	0	3	0	2	2	11	2	1	16	4	0	1	0	2	0	3	3	3	0	5	0	0	5	3	3	27
16:15	0	0	0	0	0	1	0	3	8	3	2	16	4	2	1	0	6	0	7	0	1	0	1	1	0	2	1	1	25
16:30	1	0	0	0	1	0	0	5	6	1	0	12	3	3	1	0	9	0	10	2	0	0	6	2	0	8	0	3	31
16:45	0	0	0	0	0	2	1	2	10	1	1	14	4	0	1	0	4	0	5	0	0	1	3	2	0	6	1	0	25
Hourly Total	3	0	1	0	4	3	3	12	35	7	4	58	15	5	4	0	21	0	25	5	4	1	15	5	0	21	5	7	108
17:00	2	0	0	0	2	0	1	8	3	1	0	12	1	0	1	1	3	0	5	3	4	0	4	0	0	4	0	1	23
17:15	0	1	0	0	1	0	0	11	11	2	0	24	4	2	2	0	3	0	5	1	1	0	4	4	0	8	1	1	38
17:30	0	1	0	0	1	0	0	2	10	2	0	14	3	0	2	0	4	0	6	1	1	0	5	0	1	6	1	5	27
17:45	5	0	0	0	5	0	1	2	13	4	0	19	1	1	4	0	2	0	6	2	2	1	6	1	0	8	0	0	38
Hourly Total	7	2	0	0	9	0	2	23	37	9	0	69	9	3	9	1	12	0	22	7	8	1	19	5	1	26	2	7	126
18:00	3	0	1	0	4	0	0	3	10	3	0	16	1	1	2	0	3	0	5	1	4	0	10	2	0	12	0	3	37
18:15	4	0	0	0	4	0	0	3	5	1	1	10	3	0	2	0	1	0	3	3	4	0	4	4	0	8	0	2	25
Hourly Total	7	0	1	0	8	0	0	6	15	4	1	26	4	1	4	0	4	0	8	4	8	0	14	6	0	20	0	5	62
Grand Total	20	3	3	0	26	13	12	61	146	27	6	240	36	24	25	4	81	0	110	23	50	3	88	33	1	125	21	25	501
Approach %	76	11	11	0	100	50	46	25	60	11	2	100	15	10	22	3	73	0	100	20	45	2	70	26	0	100	16	20	400
Total %	3	0	0	0	5	2	2	12	29	5	1	47	7	4	4	0	16	0	21	4	9	0	17	6	0	24	4	4	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	19	3	3	0	25	0	0	60	134	22	6	222	0	0	24	1	77	0	102	0	0	0	85	32	1	118	0	0	467
Cars %	95	100	100	0	0	0	0	98	91	81	100	0	0	0	96	25	95	0	0	0	0	0	96	96	100	0	0	0	93
Light Goods Vehicles	0	0	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	8
Light Goods Vehicles %	0	0	0	0	0	0	0	0	2	11	0	0	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	1
Single Unit Trucks	1	0	0	0	1	0	0	1	5	2	0	8	0	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	11
Single Unit Trucks	5	0	0	0	0	0	0	1	3	7	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

TURNING MOVEMENT DATA

Leg	Chestnut Ave							Alma Terrace							Chestnut Ave							Alma Terrace								
Direction	SouthBound							WestBound							NorthBound							EastBound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total	
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Buses	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	3	0	4	0	0	0	0	1	1	0	2	0	0	9
Buses %	0	0	0	0	0	0	0	0	2	0	0	0	0	0	4	0	3	0	0	0	0	0	0	1	3	0	0	0	0	1
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	2	1	0	0	3	0	0	6	
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	0	0	0	66	1	0	0	0	0	0	1	
Pedestrians	0	0	0	0	0	13	12	0	0	0	0	0	36	24	0	0	0	0	0	23	50	0	0	0	0	0	21	25	0	
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



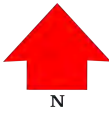
Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Turning Movement Data

Out	In	Total
0	0	0
23	25	48
4	0	4
2	1	3
0	0	0
0	0	0
5	0	5
34	26	60



Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

Right	Thru	Left	U-Turn
0	0	0	0
3	3	19	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
3	3	20	0

	Out	In	Total
0	0	0	0
162	162	117	279
4	4	1	5
5	5	1	6
0	0	0	0
4	4	2	6
0	0	3	3
175	175	124	299

Right	Thru	Left	U-Turn
0	0	0	0
32	85	0	1
0	0	1	0
0	1	0	0
0	0	0	0
1	1	0	0
0	1	2	0
33	88	3	1

07:00 AM - 06:30 PM

Right	Inn	Left	U-Join
0	0	0	0
22	134	60	6
3	4	0	0
2	5	1	0
0	0	0	0
0	3	0	0
0	0	0	0
27	146	61	6

Out	In	Total
0	0	0
187	216	403
0	7	7
3	8	11
0	0	0
4	3	7
1	0	1
195	234	429

U-Turn	Left	Thru	Right
0	0	0	0
0	24	1	77
0	0	0	0
0	0	0	1
0	0	0	0
0	1	0	3
0	0	3	0
0	25	4	81

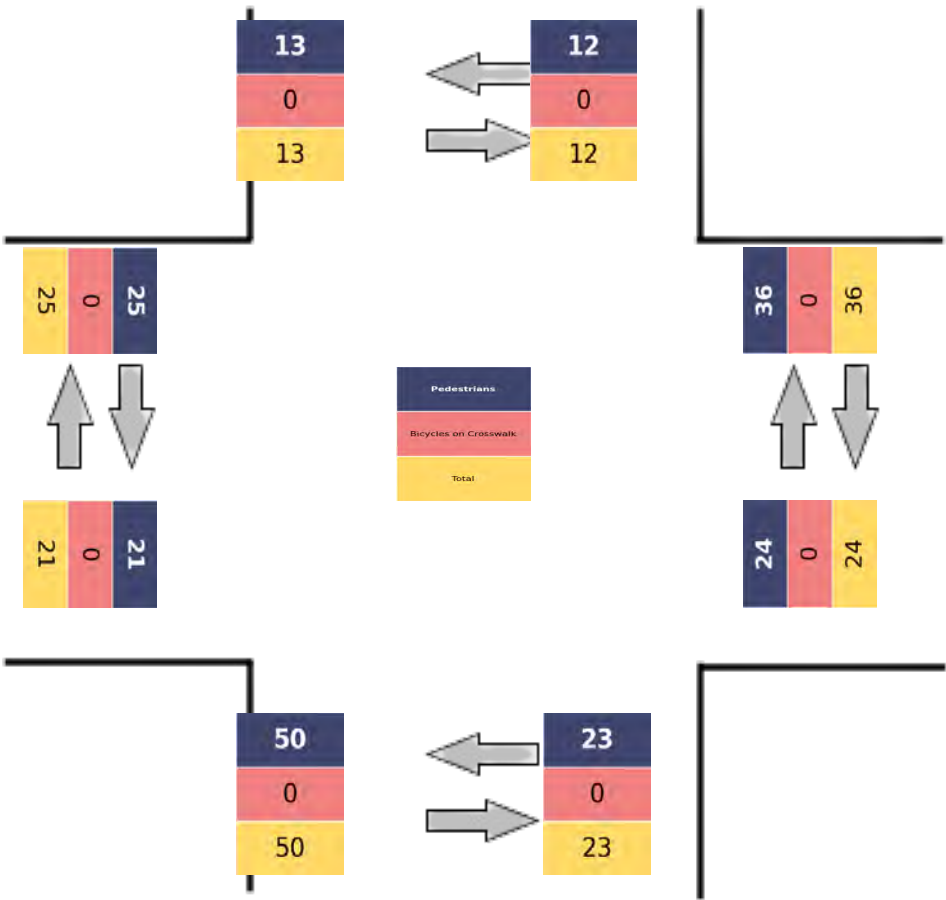
Out	In	Total
0	0	0
95	102	197
0	0	0
1	1	2
0	0	0
1	4	5
0	3	3
97	110	207

Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Peds Turning Movement Data





Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

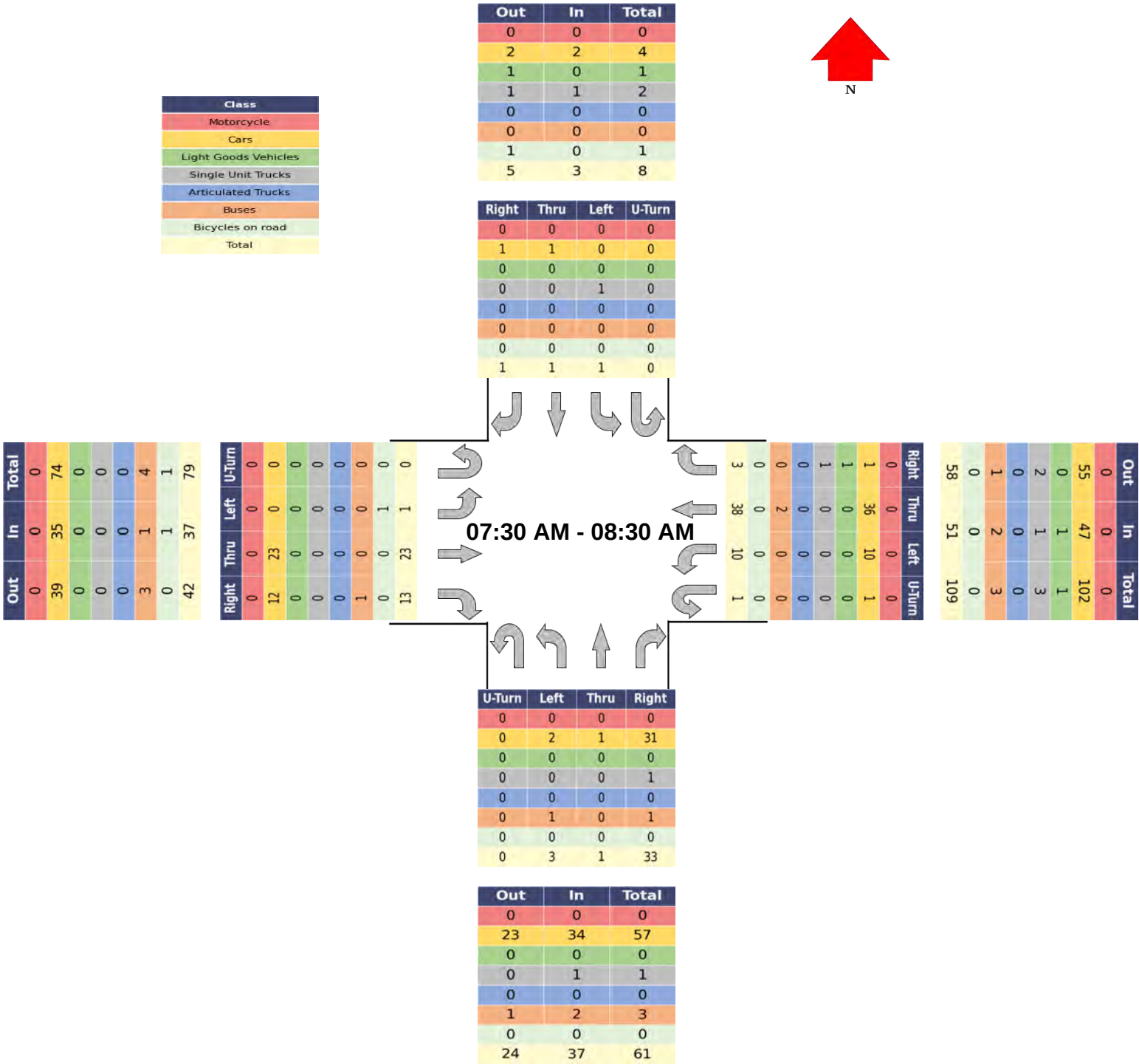
TURNING MOVEMENT AM PEAK HOUR (07:30 AM)

Leg	Chestnut Ave							Alma Terrace							Chestnut Ave							Alma Terrace							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:30:00	0	1	1	0	2	2	1	1	11	1	0	13	0	1	1	1	7	0	9	1	2	1	8	3	0	12	1	1	36
07:45:00	1	0	0	0	1	0	0	1	8	1	0	10	1	5	0	0	5	0	5	0	9	0	6	5	0	11	0	0	27
08:00:00	0	0	0	0	0	2	1	6	3	1	1	11	1	2	0	0	8	0	8	3	3	0	4	2	0	6	4	0	25
08:15:00	0	0	0	0	0	0	1	2	16	0	0	18	2	2	2	0	13	0	15	0	6	0	5	3	0	8	2	2	41
Grand Total	1	1	1	0	3	4	3	10	38	3	1	52	4	10	3	1	33	0	37	4	20	1	23	13	0	37	7	3	129
Approach %	33	33	33	0	100	133	100	19	73	6	2	100	8	19	8	3	89	0	100	11	54	3	62	35	0	100	19	8	400
Total %	1	1	1	0	2	3	2	8	29	2	1	40	3	8	2	1	26	0	29	3	16	1	18	10	0	29	5	2	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	1	1	0	2	0	0	10	36	1	1	48	0	0	2	1	31	0	34	0	0	0	23	12	0	35	0	0	119
Cars %	0	100	100	0	0	0	0	100	95	33	100	0	0	0	67	100	94	0	0	0	0	0	100	92	0	0	0	0	92
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Light Goods Vehicles %	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Unit Trucks	1	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3
Single Unit Trucks	100	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	0	0	1	0	0	0	0	5
Buses %	0	0	0	0	0	0	0	0	5	0	0	0	0	0	33	0	3	0	0	0	0	0	0	8	0	0	0	0	4
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	4	3	0	0	0	0	0	4	10	0	0	0	0	0	4	20	0	0	0	0	0	7	3	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.25	0.25	0.25	0.0	0.38	0.5	0.75	0.42	0.59	0.75	0.25	0.72	0.5	0.5	0.38	0.25	0.63	0.0	0.62	0.33	0.56	0.25	0.72	0.65	0.0	0.77	0.44	0.38	0.79



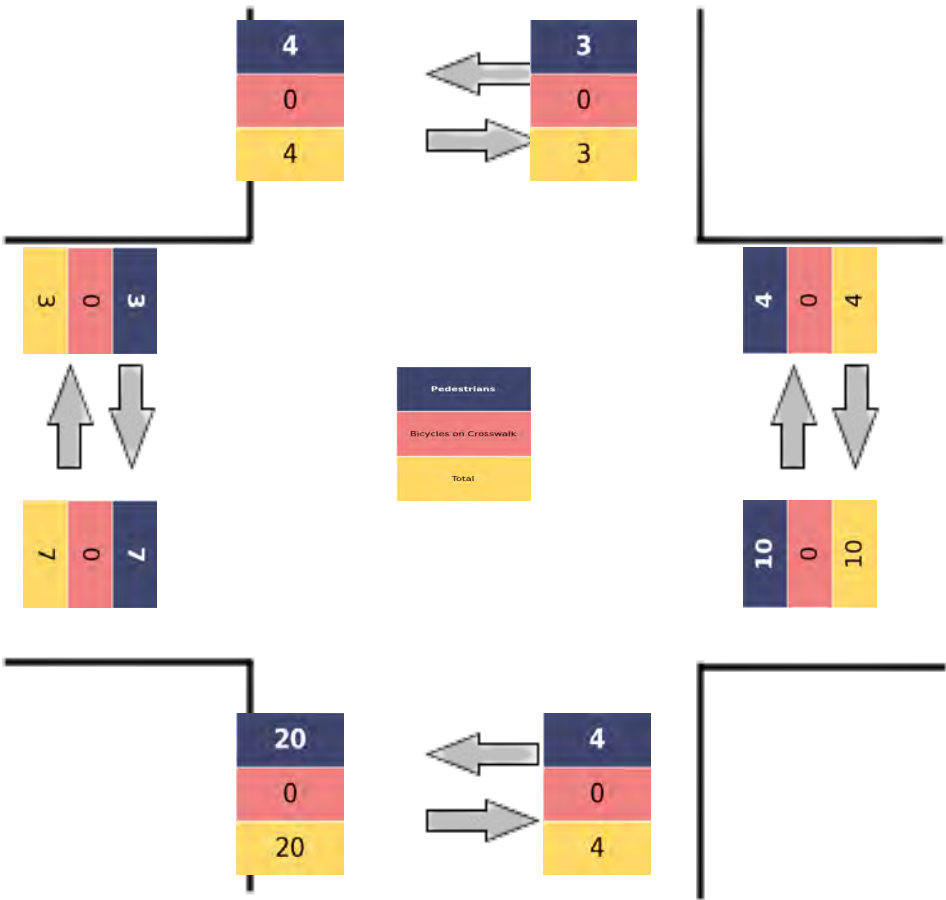
Site: 3-Alma Terrace and Chestnut Avenue
GPS: 40.888676, -74.022478
Date: 09-25-2025

AM Peak Turning Movement Data Summary



Site: 3-Alma Terrace and Chestnut Avenue
 GPS: 40.888676, -74.022478
 Date: 09-25-2025

Peds AM Peak Turning Movement Data Summary





Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

TURNING MOVEMENT PM PEAK HOUR (05:15 PM)

Leg	Chestnut Ave							Alma Terrace							Chestnut Ave							Alma Terrace							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
17:15:00	0	1	0	0	1	0	0	11	11	2	0	24	4	2	2	0	3	0	5	1	1	0	4	4	0	8	1	1	38
17:30:00	0	1	0	0	1	0	0	2	10	2	0	14	3	0	2	0	4	0	6	1	1	0	5	0	1	6	1	5	27
17:45:00	5	0	0	0	5	0	1	2	13	4	0	19	1	1	4	0	2	0	6	2	2	1	6	1	0	8	0	0	38
18:00:00	3	0	1	0	4	0	0	3	10	3	0	16	1	1	2	0	3	0	5	1	4	0	10	2	0	12	0	3	37
Grand Total	8	2	1	0	11	0	1	18	44	11	0	73	9	4	10	0	12	0	22	5	8	1	25	7	1	34	2	9	140
Approach %	73	18	9	0	100	0	9	25	60	15	0	100	12	5	45	0	55	0	100	23	36	3	74	21	3	100	6	26	400
Total %	6	1	1	0	8	0	1	13	31	8	0	52	6	3	7	0	9	0	16	4	6	1	18	5	1	24	1	6	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	8	2	1	0	11	0	0	18	43	11	0	72	0	0	10	0	12	0	22	0	0	0	24	7	1	32	0	0	137
Cars %	100	100	100	0	0	0	0	100	98	100	0	0	0	0	100	0	100	0	0	0	0	0	96	100	100	0	0	0	98
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1
Light Goods Vehicles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	1
Single Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single Unit Trucks	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	9	4	0	0	0	0	0	5	8	0	0	0	0	0	2	9	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.4	0.5	0.25	0.0	0.55	0.0	0.25	0.41	0.85	0.69	0.0	0.76	0.56	0.5	0.62	0.0	0.75	0.0	0.92	0.62	0.5	0.25	0.62	0.44	0.25	0.71	0.5	0.45	0.92

Site: 3-Alma Terrace and Chestnut Avenue

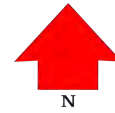
GPS: 40.888676, -74.022478

Date: 09-25-2025

PM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

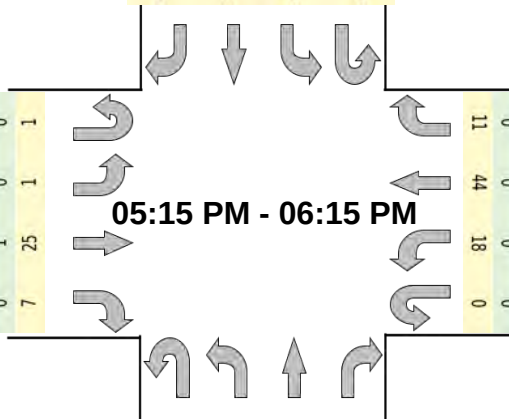
Out	In	Total
0	0	0
11	11	22
1	0	1
0	0	0
0	0	0
0	0	0
0	0	0
12	11	23



Right	Thru	Left	U-Turn
0	0	0	0
1	2	8	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	2	8	0

Out	In	Total
0	0	0
55	31	86
0	1	1
1	0	1
0	0	0
0	0	0
0	0	0
0	1	1
56	33	89

Right	Thru	Left	U-Turn
0	0	0	0
7	24	0	1
0	0	1	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
0	1	0	0
7	25	1	1



Right	Thru	Left	U-Turn
0	0	0	0
11	43	18	0
0	0	0	0
0	1	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

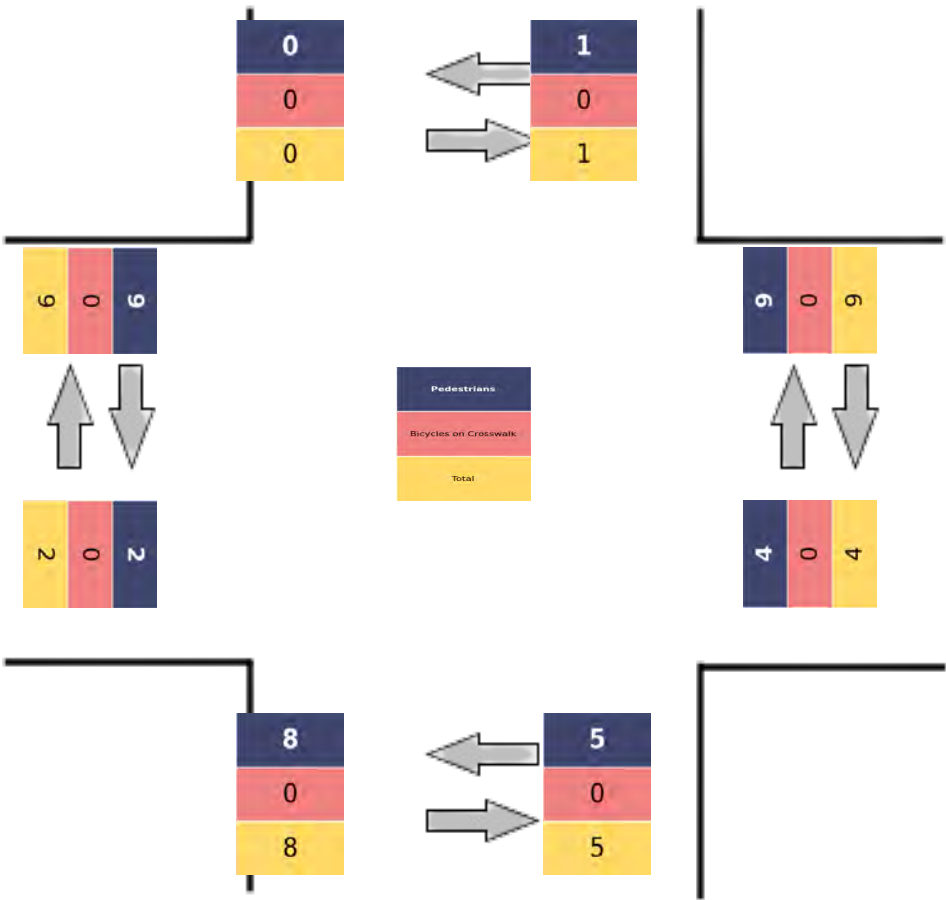
Out	In	Total
0	0	0
44	72	116
0	0	0
0	1	1
0	0	0
0	0	0
0	0	0
45	73	118

U-Turn	Left	Thru	Right
0	0	0	0
0	10	0	12
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	10	0	12

Out	In	Total
0	0	0
27	22	49
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
27	22	49

Site: 3-Alma Terrace and Chestnut Avenue
 GPS: 40.888676, -74.022478
 Date: 09-25-2025

Peds PM Peak Turning Movement Data Summary





Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Motorcycle

Leg Direction Start Time	Chestnut Ave SouthBound						Alma Terrace WestBound						Chestnut Ave NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Cars

Leg	Chestnut Ave						Alma Terrace						Chestnut Ave						Alma Terrace					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	3	3	0	0	0
07:15	0	0	0	0	0	0	2	5	0	0	0	0	1	0	0	0	0	0	0	4	0	0	0	0
07:30	0	1	1	0	0	0	1	10	0	0	0	0	0	1	6	0	0	0	0	8	2	0	0	0
07:45	0	0	0	0	0	0	1	7	0	0	0	0	0	0	5	0	0	0	0	6	5	0	0	0
Hourly Total	0	1	1	0	0	0	5	24	0	0	0	0	1	1	12	0	0	0	0	21	10	0	0	0
08:00	0	0	0	0	0	0	6	3	1	1	0	0	0	0	8	0	0	0	0	4	2	0	0	0
08:15	0	0	0	0	0	0	2	16	0	0	0	0	2	0	12	0	0	0	0	5	3	0	0	0
08:30	1	0	0	0	0	0	4	6	1	0	0	0	1	0	7	0	0	0	0	6	1	0	0	0
08:45	1	0	0	0	0	0	2	4	0	0	0	0	3	0	2	0	0	0	0	3	0	0	0	0
Hourly Total	2	0	0	0	0	0	14	29	2	1	0	0	6	0	29	0	0	0	0	18	6	0	0	0
16:00	2	0	1	0	0	0	2	8	2	1	0	0	1	0	1	0	0	0	0	5	0	0	0	0
16:15	0	0	0	0	0	0	3	8	3	2	0	0	1	0	6	0	0	0	0	1	1	0	0	0
16:30	1	0	0	0	0	0	5	6	1	0	0	0	1	0	9	0	0	0	0	6	2	0	0	0
16:45	0	0	0	0	0	0	2	8	1	1	0	0	1	0	4	0	0	0	0	3	2	0	0	0
Hourly Total	3	0	1	0	0	0	12	30	7	4	0	0	4	0	20	0	0	0	0	15	5	0	0	0
17:00	2	0	0	0	0	0	8	3	1	0	0	0	1	0	3	0	0	0	0	4	0	0	0	0
17:15	0	1	0	0	0	0	11	10	2	0	0	0	2	0	3	0	0	0	0	4	4	0	0	0
17:30	0	1	0	0	0	0	2	10	2	0	0	0	2	0	4	0	0	0	0	5	0	1	0	0
17:45	5	0	0	0	0	0	2	13	4	0	0	0	4	0	2	0	0	0	0	5	1	0	0	0
Hourly Total	7	2	0	0	0	0	23	36	9	0	0	0	9	0	12	0	0	0	0	18	5	1	0	0
18:00	3	0	1	0	0	0	3	10	3	0	0	0	2	0	3	0	0	0	0	10	2	0	0	0
18:15	4	0	0	0	0	0	3	5	1	1	0	0	2	0	1	0	0	0	0	3	4	0	0	0
Hourly Total	7	0	1	0	0	0	6	15	4	1	0	0	4	0	4	0	0	0	0	13	6	0	0	0
Total	19	3	3	0	0	0	60	134	22	6	0	0	24	1	77	0	0	0	0	85	32	1	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Light Goods Vehicles

Leg Direction	Chestnut Ave SouthBound						Alma Terrace WestBound						Chestnut Ave NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Single Unit Trucks

Leg Direction Start Time	Chestnut Ave SouthBound						Alma Terrace WestBound						Chestnut Ave NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total	1	0	0	0	0	0	1	5	2	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Articulated Trucks

Leg Direction	Chestnut Ave SouthBound						Alma Terrace WestBound						Chestnut Ave NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Buses

Leg Direction	Chestnut Ave SouthBound						Alma Terrace WestBound						Chestnut Ave NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
07:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	0	0	0	1	0	3	0	0	0	0	1	1	0	0	0



Site: 3-Alma Terrace and Chestnut Avenue

GPS: 40.888676, -74.022478

Date: 09-25-2025

Bicycles on road

Leg Direction	Chestnut Ave SouthBound						Alma Terrace WestBound						Chestnut Ave NorthBound						Alma Terrace EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chestnut Ave & Alma Terrace
City: Teaneck
Control: 4-Way Stop

Project ID: 26-340001-001
Date: 1/11/2026

Data - Total

NS/EW Streets:	Chestnut Ave				Chestnut Ave				Alma Terrace				Alma Terrace				
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	1 WT	0 WR	0 WU	
11:00 AM	1	0	2	0	1	1	1	0	0	5	0	0	3	7	0	1	22
11:15 AM	1	0	2	0	2	0	1	0	0	2	0	0	1	4	1	1	15
11:30 AM	0	1	3	0	0	0	2	0	0	6	1	0	3	5	3	0	24
11:45 AM	0	2	2	1	1	0	0	0	0	4	2	0	13	8	2	0	35
12:00 PM	2	0	5	0	2	0	2	0	0	4	1	0	8	5	1	2	32
12:15 PM	1	0	1	0	1	0	0	0	0	2	2	0	1	5	1	1	15
12:30 PM	1	1	1	0	1	0	1	0	0	4	2	0	5	9	1	0	26
12:45 PM	1	1	5	0	2	1	0	0	0	4	1	0	2	7	1	2	27
1:00 PM	3	0	6	0	0	0	0	0	0	8	1	0	3	5	2	1	29
1:15 PM	1	0	3	0	2	0	0	0	1	5	2	0	3	5	0	0	22
1:30 PM	1	1	1	0	4	0	2	0	0	2	1	1	1	5	3	0	22
1:45 PM	0	0	0	0	2	1	0	0	0	6	5	0	4	8	4	0	30
TOTAL VOLUMES :	NL 12	NT 6	NR 31	NU 1	SL 18	ST 3	SR 9	SU 0	EL 1	ET 52	ER 18	EU 1	WL 47	WT 73	WR 19	WU 8	TOTAL 299
APPROACH %'s :	24.00%	12.00%	62.00%	2.00%	60.00%	10.00%	30.00%	0.00%	1.39%	72.22%	25.00%	1.39%	31.97%	49.66%	12.93%	5.44%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	4	3	9	1	5	0	3	0	0	14	7	0	27	27	5	3	108
PEAK HR FACTOR :	0.500	0.375	0.450	0.250	0.625	0.000	0.375	0.000	0.000	0.875	0.875	0.000	0.519	0.750	0.625	0.375	0.771
	0.607				0.500				0.875				0.674				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chestnut Ave & Alma Terrace
City: Teaneck
Control: 4-Way Stop

Project ID: 26-340001-001
Date: 1/11/2026

Data - Cars

NS/EW Streets:	Chestnut Ave				Chestnut Ave				Alma Terrace				Alma Terrace				
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	1 WT	0 WR	0 WU	
11:00 AM	1	0	2	0	1	1	1	0	0	5	0	0	3	7	0	1	22
11:15 AM	1	0	2	0	2	0	1	0	0	2	0	0	1	4	1	1	15
11:30 AM	0	1	3	0	0	0	2	0	0	6	1	0	3	5	3	0	24
11:45 AM	0	2	2	1	1	0	0	0	0	4	2	0	13	8	2	0	35
12:00 PM	2	0	5	0	2	0	2	0	0	4	1	0	8	5	1	2	32
12:15 PM	1	0	1	0	1	0	0	0	0	2	2	0	1	5	1	1	15
12:30 PM	1	1	1	0	1	0	1	0	0	4	2	0	5	9	1	0	26
12:45 PM	1	1	5	0	2	1	0	0	0	4	1	0	2	7	1	2	27
1:00 PM	3	0	6	0	0	0	0	0	0	8	1	0	3	5	2	1	29
1:15 PM	1	0	3	0	2	0	0	0	1	5	2	0	3	5	0	0	22
1:30 PM	1	1	1	0	4	0	2	0	0	2	1	1	1	5	3	0	22
1:45 PM	0	0	0	0	2	1	0	0	0	6	5	0	4	8	4	0	30
TOTAL VOLUMES :	NL 12	NT 6	NR 31	NU 1	SL 18	ST 3	SR 9	SU 0	EL 1	ET 52	ER 18	EU 1	WL 47	WT 73	WR 19	WU 8	TOTAL 299
APPROACH %'s :	24.00%	12.00%	62.00%	2.00%	60.00%	10.00%	30.00%	0.00%	1.39%	72.22%	25.00%	1.39%	31.97%	49.66%	12.93%	5.44%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	4	3	9	1	5	0	3	0	0	14	7	0	27	27	5	3	108
PEAK HR FACTOR :	0.500	0.375	0.450	0.250	0.625	0.000	0.375	0.000	0.000	0.875	0.875	0.000	0.519	0.750	0.625	0.375	0.771
	0.607				0.500				0.875				0.674				

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[illegible]

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chestnut Ave & Alma Terrace
 City: Teaneck
 Control: 4-Way Stop

Project ID: 26-340001-001
 Date: 1/11/2026

Data - Bikes

NS/EW Streets:	Chestnut Ave				Chestnut Ave				Alma Terrace				Alma Terrace				
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	1 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 1	NU 0	SL 0	ST 1	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 2
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	11:45 AM - 12:45 PM																TOTAL 2
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	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												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Chestnut Ave & Alma Terrace
City: Teaneck

Project ID: 26-340001-001
Date: 1/11/2026

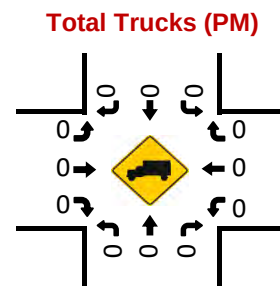
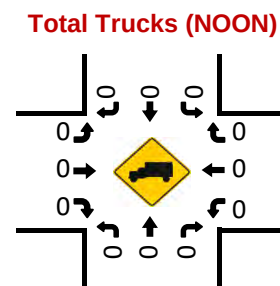
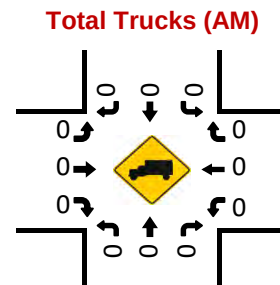
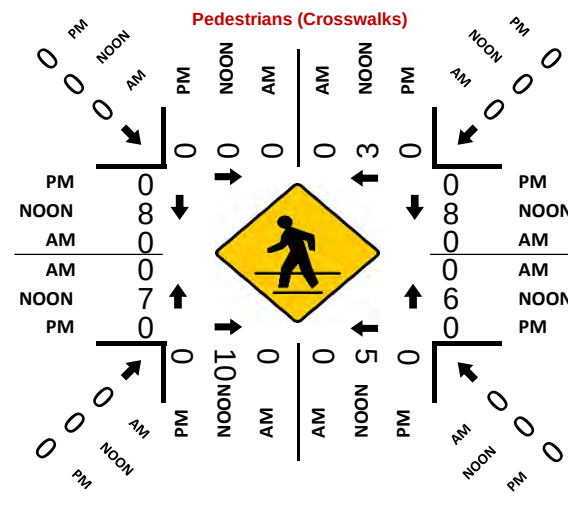
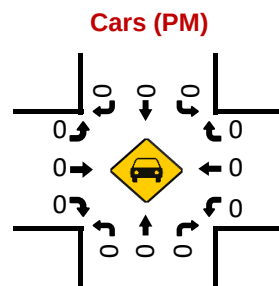
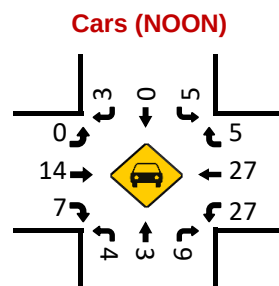
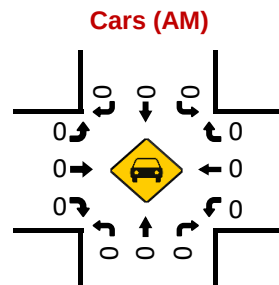
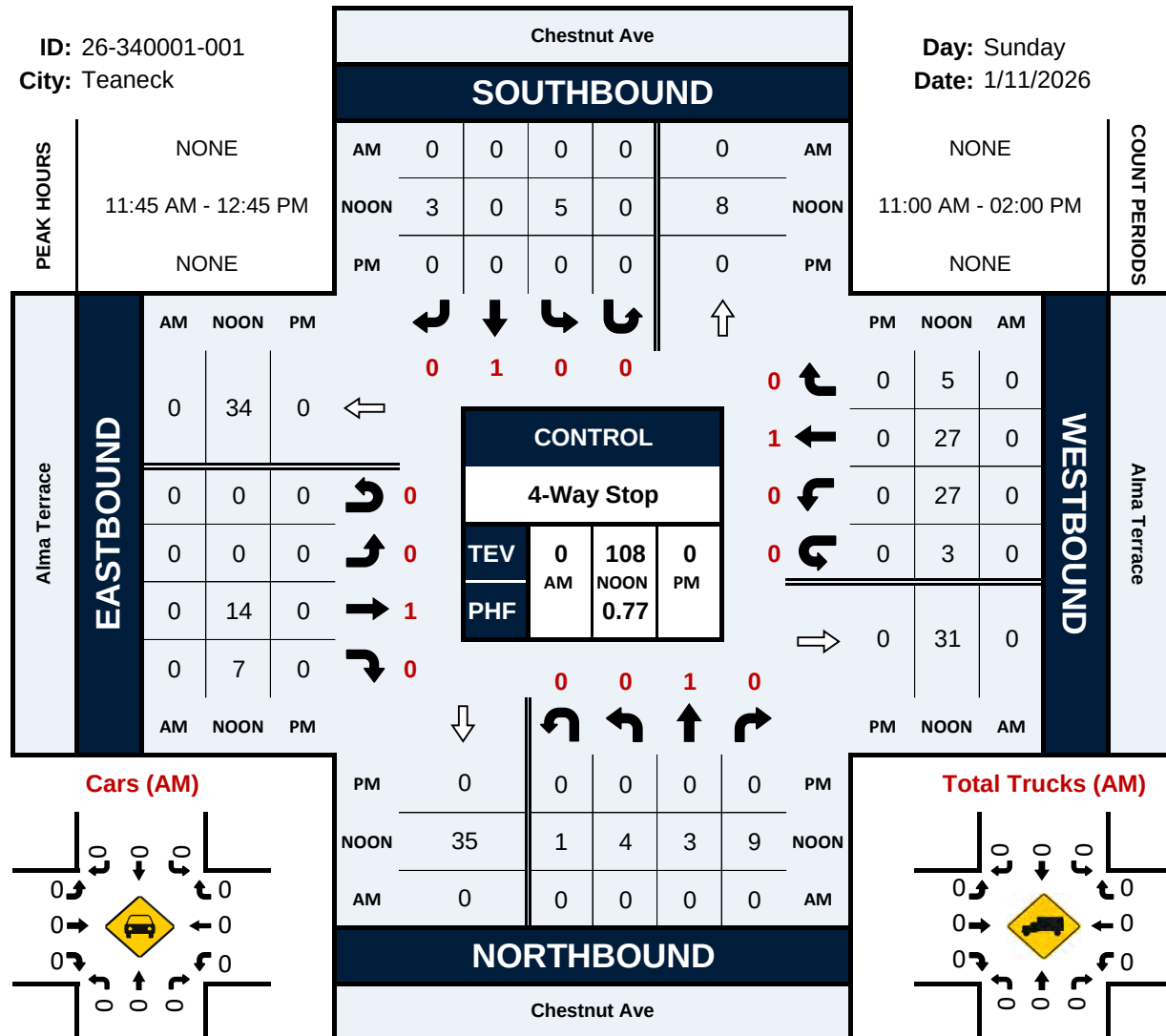
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Chestnut Ave		Chestnut Ave		Alma Terrace		Alma Terrace		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	1	0	1
11:15 AM	0	0	1	1	0	0	2	1	5
11:30 AM	0	1	1	0	0	0	0	1	3
11:45 AM	0	0	2	0	0	0	1	2	5
12:00 PM	0	1	3	4	4	4	3	1	20
12:15 PM	0	2	3	0	1	4	3	3	16
12:30 PM	0	0	2	1	1	0	0	2	6
12:45 PM	0	0	1	0	3	2	0	4	10
1:00 PM	1	2	0	1	1	0	1	0	6
1:15 PM	2	1	1	1	1	1	1	2	10
1:30 PM	1	2	0	0	1	0	0	0	4
1:45 PM	0	0	3	0	1	0	4	5	13
TOTAL VOLUMES :	EB 4	WB 9	EB 17	WB 8	NB 13	SB 11	NB 16	SB 21	TOTAL 99
APPROACH %'s :	30.77%	69.23%	68.00%	32.00%	54.17%	45.83%	43.24%	56.76%	
PEAK HR :	11:45 AM - 12:45 PM								TOTAL
PEAK HR VOL :	0	3	10	5	6	8	7	8	47
PEAK HR FACTOR :		0.375	0.833	0.313	0.375	0.500	0.583	0.667	0.588
		0.375		0.536		0.438		0.625	

Chestnut Ave & Alma Terrace**Peak Hour Turning Movement Count**

ID: 26-340001-001
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-001
Location: Chestnut Ave & Alma Terrace
City: Teaneck

Day: Sunday
Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
	Chestnut Ave Northbound						Chestnut Ave Southbound						Alma Terrace Eastbound						Alma Terrace Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
11:00 AM	1	0	2	0	0	3	1	1	1	0	0	3	0	5	0	0	1	5	3	7	0	1	0	11	22	
11:15 AM	1	0	2	0	2	3	2	0	1	0	0	3	0	2	0	0	3	2	1	4	1	1	0	7	15	
11:30 AM	0	1	3	0	1	4	0	0	2	0	1	2	0	6	1	0	1	7	3	5	3	0	0	11	24	
11:45 AM	0	2	2	1	2	5	1	0	0	0	0	1	0	4	2	0	3	6	13	8	2	0	0	23	35	
Total	2	3	9	1	5	15	4	1	4	0	1	9	0	17	3	0	8	20	20	24	6	2	0	52	96	
12:00 PM	2	0	5	0	7	7	2	0	2	0	1	4	0	4	1	0	4	5	8	5	1	2	8	16	32	
12:15 PM	1	0	1	0	3	2	1	0	0	0	2	1	0	2	2	0	6	4	1	5	1	1	5	8	15	
12:30 PM	1	1	1	0	3	3	1	0	1	0	0	2	0	4	2	0	2	6	5	9	1	0	1	15	26	
12:45 PM	1	1	5	0	1	7	2	1	0	0	0	3	0	4	1	0	4	5	2	7	1	2	5	12	27	
Total	5	2	12	0	14	19	6	1	3	0	3	10	0	14	6	0	16	20	16	26	4	5	19	51	100	
1:00 PM	3	0	6	0	1	9	0	0	0	0	3	0	0	8	1	0	1	9	3	5	2	1	1	11	29	
1:15 PM	1	0	3	0	2	4	2	0	0	0	3	2	1	5	2	0	3	8	3	5	0	0	2	8	22	
1:30 PM	1	1	1	0	0	3	4	0	2	0	3	6	0	2	1	1	0	4	1	5	3	0	1	9	22	
1:45 PM	0	0	0	0	3	0	2	1	0	0	0	3	0	6	5	0	9	11	4	8	4	0	1	16	30	
Total	5	1	10	0	6	16	8	1	2	0	9	11	1	21	9	1	13	32	11	23	9	1	5	44	103	
BREAK																										
Grand Total	12	6	31	1	25	50	18	3	9	0	13	30	1	52	18	1	37	72	47	73	19	8	24	147	299	
Apprch %	24.0	12.0	62.0	2.0	50.0		60.0	10.0	30.0	0.0	43.3		1.4	72.2	25.0	1.4	51.4		32.0	49.7	12.9	5.4	16.3			
Total %	4.0	2.0	10.4	0.3	8.4	16.7	6.0	1.0	3.0	0.0	4.3	10.0	0.3	17.4	6.0	0.3	12.4	24.1	15.7	24.4	6.4	2.7	8.0	49.2		
Cars, PU, Vans	12	6	31	1		50	18	3	9	0		30	1	52	18	1		72	47	73	19	8		147	299	
% Cars, PU, Vans	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0	0.0		100.0	100.0	100.0	100.0	100.0		100.0	100.0	100.0	100.0		100.0	100.0		
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Duals	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%Duals	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	

City: Teaneck

PEAK HOURS

Day: Sunday

Date: 1/11/2026

NOON

[illegible]



SUMMARY	
Project	TEANECK NJ
Project Code	DYNAMIC06
Site Name	4-Beverly Road and Windsor Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:15
Location	4-Beverly Road and Windsor Road
Latitude and Longitude	(40.889221, -74.019207)

	START	END	PHF
AM PEAK	09-25-2025 08:00:00	09-25-2025 09:00:00	0.93
PM PEAK	09-25-2025 17:15:00	09-25-2025 18:15:00	0.92
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

TURNING MOVEMENT DATA

Leg	Windsor Rd							n/a							Windsor Rd							Beverly Rd							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	1	9	0	10	0	0	0	0	0	0	0	0	0	3	45	0	0	48	0	0	4	0	0	0	4	0	0	62
07:15	0	0	10	0	10	0	0	0	0	0	0	0	0	0	2	56	0	0	58	0	0	11	0	0	0	11	0	0	79
07:30	0	0	16	0	16	0	0	0	0	0	0	0	0	0	6	92	0	0	98	0	0	11	0	0	1	12	0	0	126
07:45	0	0	20	0	20	0	0	0	0	0	0	0	0	0	3	92	0	0	95	0	1	18	0	0	0	18	0	0	133
Hourly Total	0	1	55	0	56	0	0	0	0	0	0	0	0	0	14	285	0	0	299	0	1	44	0	0	1	45	0	0	400
08:00	0	0	20	0	20	0	0	0	0	0	0	0	0	0	8	106	0	0	114	0	2	20	0	0	0	20	0	1	154
08:15	0	1	31	0	32	0	1	0	0	0	0	0	0	0	15	97	0	0	112	0	0	11	0	0	0	11	0	1	155
08:30	0	0	19	0	19	0	0	0	0	0	0	0	0	0	7	96	0	0	103	0	0	8	0	0	0	8	0	0	130
08:45	0	0	25	1	26	0	0	0	0	0	0	0	0	0	12	90	0	0	102	1	0	12	0	0	0	12	0	0	140
Hourly Total	0	1	95	1	97	0	1	0	0	0	0	0	0	0	42	389	0	0	431	1	2	51	0	0	0	51	0	2	579
16:00	0	0	30	0	30	0	0	0	0	0	0	0	0	0	9	87	0	0	96	0	0	19	0	0	0	19	1	1	145
16:15	0	0	32	0	32	0	0	0	0	0	0	0	0	0	13	72	0	0	85	0	1	22	0	0	0	22	0	1	139
16:30	0	0	30	0	30	0	0	0	0	0	0	0	0	0	10	95	0	0	105	1	0	19	0	0	0	19	0	0	154
16:45	0	0	26	0	26	0	0	0	0	0	0	0	0	0	9	86	0	0	95	0	0	20	0	0	0	20	0	2	141
Hourly Total	0	0	118	0	118	0	0	0	0	0	0	0	0	0	41	340	0	0	381	1	1	80	0	0	0	80	1	4	579
17:00	0	0	35	0	35	0	0	0	0	0	0	0	0	0	12	120	0	0	132	0	0	18	0	0	0	18	1	0	185
17:15	0	0	33	0	33	0	0	0	0	0	0	0	0	0	15	103	0	0	118	2	0	32	0	0	0	32	0	0	183
17:30	0	0	27	0	27	0	0	0	0	0	0	0	0	0	9	96	0	0	105	0	0	23	0	0	0	23	3	0	155
17:45	0	0	41	0	41	0	0	0	0	0	0	0	0	0	12	94	0	0	106	1	0	19	0	0	0	19	0	0	166
Hourly Total	0	0	136	0	136	0	0	0	0	0	0	0	0	0	48	413	0	0	461	3	0	92	0	0	0	92	4	0	689
18:00	0	0	30	0	30	0	0	0	0	0	0	0	0	0	18	113	0	0	131	0	0	26	0	0	0	26	0	0	187
18:15	0	0	34	0	34	0	0	0	0	0	0	0	0	0	5	102	0	0	107	2	0	16	0	0	0	16	2	0	157
Hourly Total	0	0	64	0	64	0	0	0	0	0	0	0	0	0	23	215	0	0	238	2	0	42	0	0	0	42	2	0	344
Grand Total	0	2	468	1	471	0	1	0	0	0	0	0	0	0	168	1642	0	0	1810	7	4	309	0	0	1	310	7	6	2591
Approach %	0	0	99	0	100	0	0	0	0	0	0	0	0	0	9	90	0	0	100	0	0	99	0	0	0	100	2	1	300
Total %	0	0	18	0	18	0	0	0	0	0	0	0	0	0	6	63	0	0	69	0	0	11	0	0	0	11	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	447	1	448	0	0	0	0	0	0	0	0	0	160	1557	0	0	1717	0	0	294	0	0	1	295	0	0	2460
Cars %	0	0	95	100	0	0	0	0	0	0	0	0	0	0	95	94	0	0	0	0	0	95	0	0	100	0	0	0	94
Light Goods Vehicles	0	0	11	0	11	0	0	0	0	0	0	0	0	0	4	46	0	0	50	0	0	4	0	0	0	4	0	0	65
Light Goods Vehicles %	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	2
Single Unit Trucks	0	0	5	0	5	0	0	0	0	0	0	0	0	0	3	12	0	0	15	0	0	5	0	0	0	5	0	0	25
Single Unit Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2



Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

TURNING MOVEMENT DATA

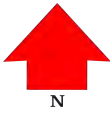
Leg	Windsor Rd							n/a							Windsor Rd							Beverly Rd							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int. Total
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	3	0	3	0	0	0	0	0	0	0	0	0	1	21	0	0	22	0	0	1	0	0	0	1	0	0	26
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on road	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	5	0	0	0	5	0	0	13
Bicycles on road %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	7	4	0	0	0	0	0	7	6	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 4-Beverly Road and Windsor Road
 GPS: 40.889221, -74.019207
 Date: 09-25-2025

Turning Movement Data

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

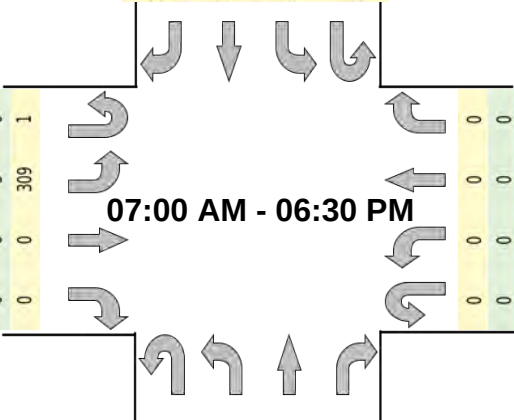
Out	In	Total
0	0	0
1852	447	2299
50	11	61
17	5	22
2	0	2
22	3	25
9	4	13
1952	470	2422



Right	Thru	Left	U-Turn
0	0	0	0
447	0	0	1
11	0	0	0
5	0	0	0
0	0	0	0
3	0	0	0
2	2	0	0
468	2	0	1

Out	In	Total
0	0	0
608	294	902
15	4	19
8	5	13
0	0	0
4	1	5
2	5	7
637	309	946

Right	Thru	Left	U-Turn
0	0	0	0
0	0	294	1
0	0	4	0
0	0	5	0
0	0	0	0
0	0	1	0
0	0	5	0
0	0	309	1



Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

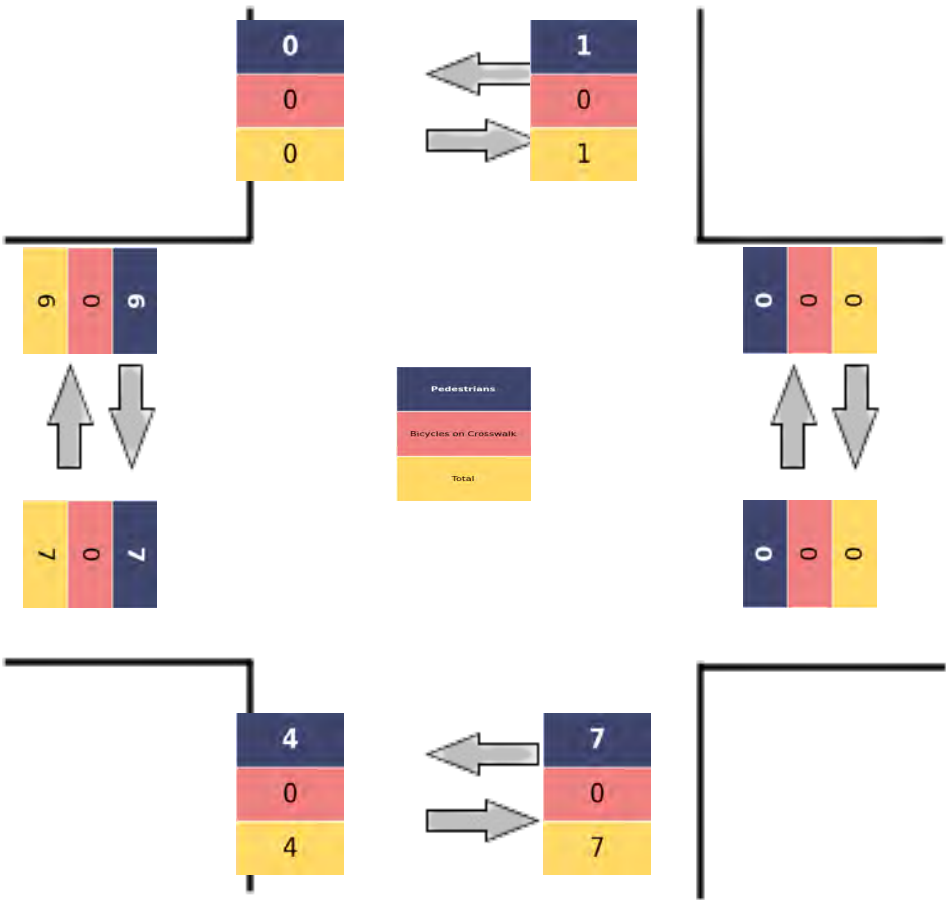
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

U-Turn	Left	Thru	Right
0	0	0	0
0	160	1557	0
0	4	46	0
0	3	12	0
0	0	2	0
0	1	21	0
0	0	4	0
0	168	1642	0

Out	In	Total
0	0	0
0	1717	1717
0	50	50
0	15	15
0	2	2
0	22	22
2	4	6
2	1810	1812

Site: 4-Beverly Road and Windsor Road
 GPS: 40.889221, -74.019207
 Date: 09-25-2025

Peds Turning Movement Data





Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

TURNING MOVEMENT AM PEAK HOUR (08:00 AM)

Leg	Windsor Rd							n/a							Windsor Rd							Beverly Rd							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
08:00:00	0	0	20	0	20	0	0	0	0	0	0	0	0	0	8	106	0	0	114	0	2	20	0	0	0	20	0	1	154
08:15:00	0	1	31	0	32	0	1	0	0	0	0	0	0	0	15	97	0	0	112	0	0	11	0	0	0	11	0	1	155
08:30:00	0	0	19	0	19	0	0	0	0	0	0	0	0	0	7	96	0	0	103	0	0	8	0	0	0	8	0	0	130
08:45:00	0	0	25	1	26	0	0	0	0	0	0	0	0	0	12	90	0	0	102	1	0	12	0	0	0	12	0	0	140
Grand Total	0	1	95	1	97	0	1	0	0	0	0	0	0	0	42	389	0	0	431	1	2	51	0	0	0	51	0	2	579
Approach %	0	1	98	1	100	0	1	0	0	0	0	0	0	0	10	90	0	0	100	0	0	100	0	0	0	100	0	4	300
Total %	0	0	16	0	17	0	0	0	0	0	0	0	0	0	7	67	0	0	74	0	0	9	0	0	0	9	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	90	1	91	0	0	0	0	0	0	0	0	0	35	353	0	0	388	0	0	49	0	0	0	49	0	0	528
Cars %	0	0	95	100	0	0	0	0	0	0	0	0	0	0	83	91	0	0	0	0	0	96	0	0	0	0	0	0	91
Light Goods Vehicles	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	19	0	0	23	0	0	0	0	0	0	0	0	0	24
Light Goods Vehicles %	0	0	1	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	4
Single Unit Trucks	0	0	3	0	3	0	0	0	0	0	0	0	0	0	2	5	0	0	7	0	0	1	0	0	0	1	0	0	11
Single Unit Trucks	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	2	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	0	0	0	13
Buses %	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	2
Bicycles on road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	3
Bicycles on road %	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.25	0.77	0.25	0.76	0.0	0.25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.92	0.0	0.0	0.95	0.25	0.25	0.64	0.0	0.0	0.0	0.64	0.0	0.5	0.93

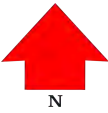


Site: 4-Beverly Road and Windsor Road
GPS: 40.889221, -74.019207
Date: 09-25-2025

AM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

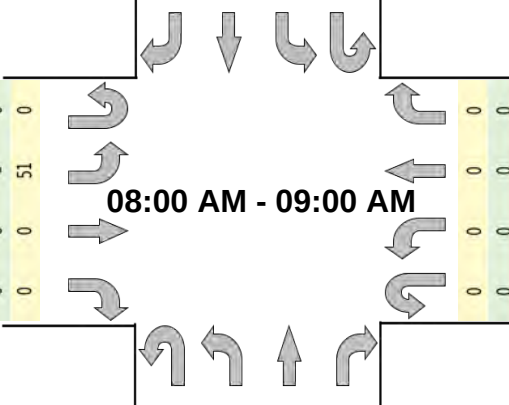
Out	In	Total
0	0	0
403	90	493
19	1	20
6	3	9
0	0	0
11	1	12
2	1	3
441	96	537



Right	Thru	Left	U-Turn
0	0	0	0
90	0	0	1
1	0	0	0
3	0	0	0
0	0	0	0
1	0	0	0
0	1	0	0
95	1	0	1

Out	In	Total
0	0	0
125	49	174
5	0	5
5	1	6
0	0	0
2	0	2
0	1	1
137	51	188

Right	Thru	Left	U-Turn
0	0	0	0
0	0	49	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	0	0
0	0	1	0
0	0	0	0
0	0	51	0



08:00 AM - 09:00 AM

Right	Thru	Left	U-Turn
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0

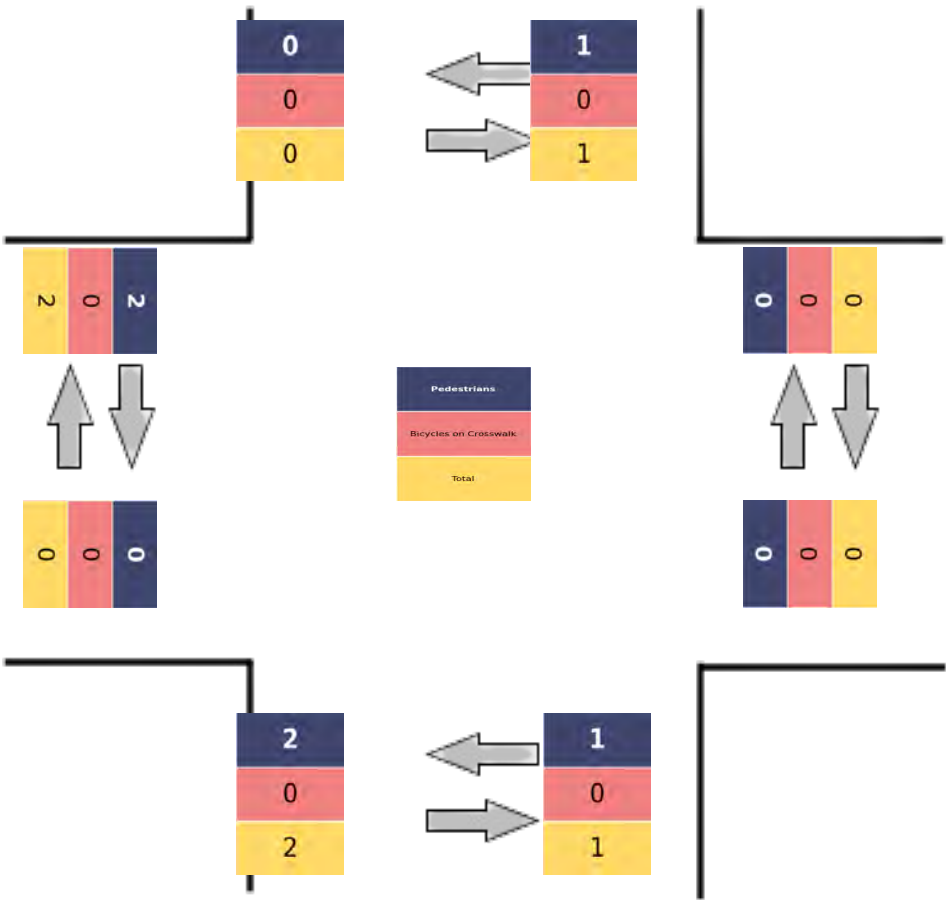
Out	In	Total
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0
0	0	0

U-Turn	Left	Thru	Right
0	0	0	0
0	35	353	0
0	4	19	0
0	2	5	0
0	0	0	0
0	1	11	0
0	0	1	0
0	42	389	0

Out	In	Total
0	0	0
0	388	388
0	23	23
0	7	7
0	0	0
0	12	12
1	1	2
1	431	432

Site: 4-Beverly Road and Windsor Road
 GPS: 40.889221, -74.019207
 Date: 09-25-2025

Peds AM Peak Turning Movement Data Summary





Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

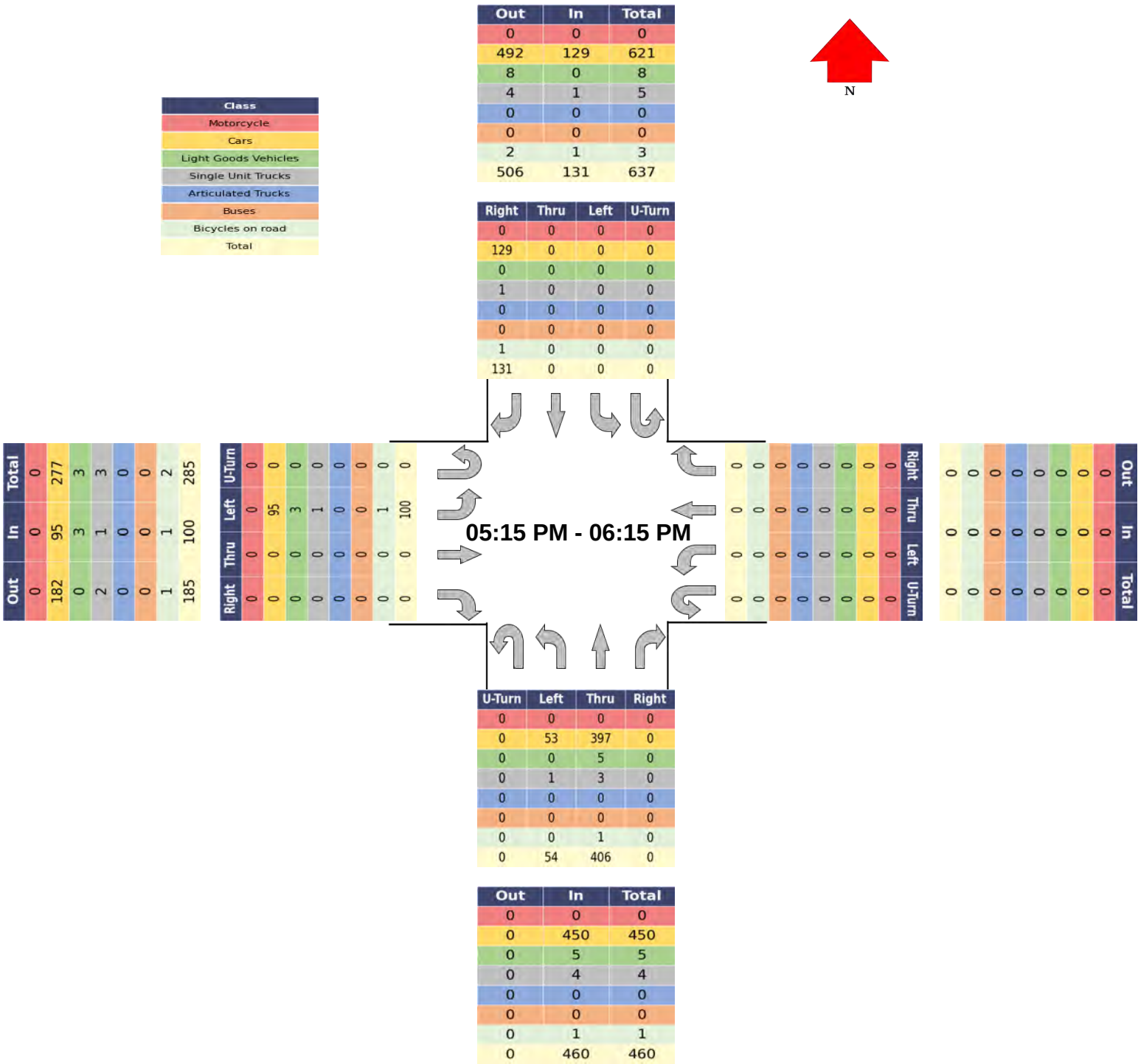
TURNING MOVEMENT PM PEAK HOUR (05:15 PM)

Leg Direction	Windsor Rd SouthBound							n/a WestBound							Windsor Rd NorthBound							Beverly Rd EastBound							Int Total
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																													
17:15:00	0	0	33	0	33	0	0	0	0	0	0	0	0	0	15	103	0	0	118	2	0	32	0	0	0	32	0	0	183
17:30:00	0	0	27	0	27	0	0	0	0	0	0	0	0	0	9	96	0	0	105	0	0	23	0	0	0	23	3	0	155
17:45:00	0	0	41	0	41	0	0	0	0	0	0	0	0	0	12	94	0	0	106	1	0	19	0	0	0	19	0	0	166
18:00:00	0	0	30	0	30	0	0	0	0	0	0	0	0	0	18	113	0	0	131	0	0	26	0	0	0	26	0	0	187
Grand Total	0	0	131	0	131	0	0	0	0	0	0	0	0	0	54	406	0	0	460	3	0	100	0	0	0	100	3	0	691
Approach %	0	0	100	0	100	0	0	0	0	0	0	0	0	0	12	88	0	0	100	1	0	100	0	0	0	100	3	0	300
Total %	0	0	19	0	19	0	0	0	0	0	0	0	0	0	8	59	0	0	67	0	0	14	0	0	0	14	0	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	129	0	129	0	0	0	0	0	0	0	0	0	53	397	0	0	450	0	0	95	0	0	0	95	0	0	674
Cars %	0	0	98	0	98	0	0	0	0	0	0	0	0	0	98	98	0	0	98	0	0	95	0	0	0	95	0	0	98
Light Goods Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	3	0	0	0	3	0	0	8
Light Goods Vehicles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	1
Single Unit Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	0	0	1	0	0	6
Single Unit Trucks %	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on road	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	0	3
Bicycles on road %	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0	0
Pedestrians %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.0	0.8	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.75	0.9	0.0	0.0	0.88	0.38	0.0	0.78	0.0	0.0	0.0	0.78	0.25	0.0	0.92



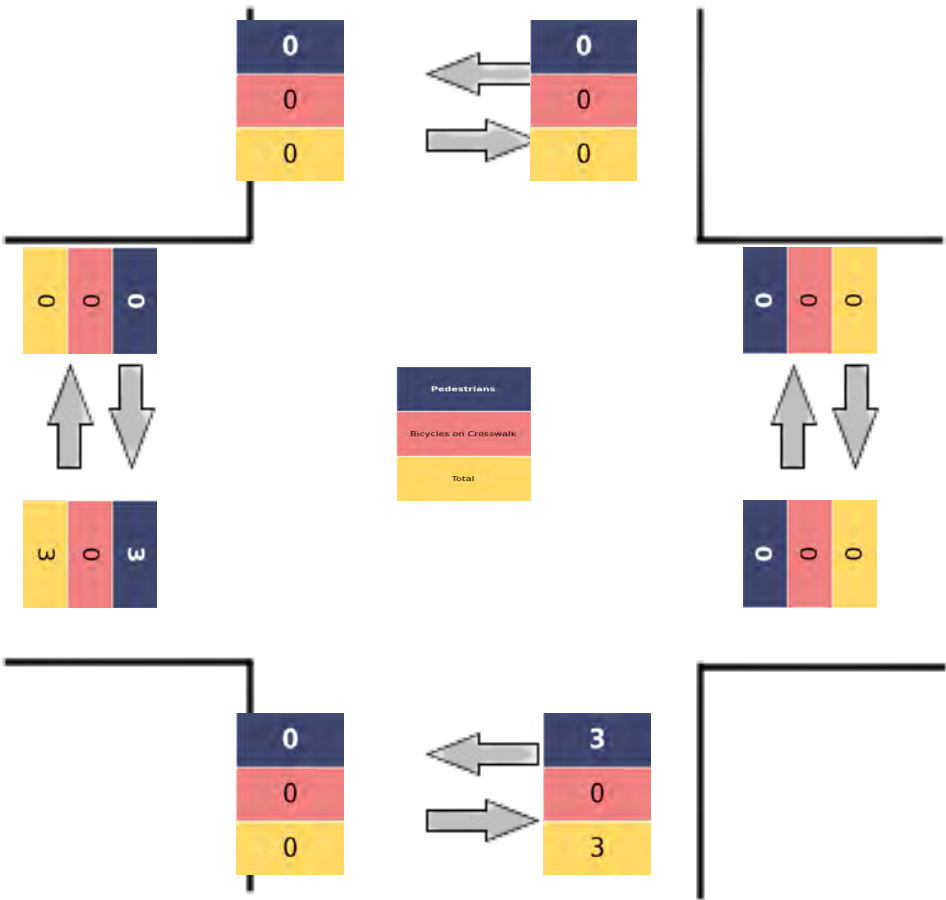
Site: 4-Beverly Road and Windsor Road
GPS: 40.889221, -74.019207
Date: 09-25-2025

PM Peak Turning Movement Data Summary



Site: 4-Beverly Road and Windsor Road
 GPS: 40.889221, -74.019207
 Date: 09-25-2025

Peds PM Peak Turning Movement Data Summary





Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

Motorcycle

Leg Direction	Windsor Rd SouthBound						n/a WestBound						Windsor Rd NorthBound						Beverly Rd EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

Cars

Leg	Windsor Rd						n/a						Windsor Rd						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	8	0	0	0	0	0	0	0	0	0	3	43	0	0	0	0	4	0	0	0	0	0
07:15	0	0	10	0	0	0	0	0	0	0	0	0	2	52	0	0	0	0	10	0	0	0	0	0
07:30	0	0	15	0	0	0	0	0	0	0	0	0	6	84	0	0	0	0	7	0	0	1	0	0
07:45	0	0	18	0	0	0	0	0	0	0	0	0	3	86	0	0	0	0	18	0	0	0	0	0
Hourly Total	0	0	51	0	0	0	0	0	0	0	0	0	14	265	0	0	0	0	39	0	0	1	0	0
08:00	0	0	19	0	0	0	0	0	0	0	0	0	5	95	0	0	0	0	20	0	0	0	0	0
08:15	0	0	29	0	0	0	0	0	0	0	0	0	13	88	0	0	0	0	9	0	0	0	0	0
08:30	0	0	18	0	0	0	0	0	0	0	0	0	7	87	0	0	0	0	8	0	0	0	0	0
08:45	0	0	24	1	0	0	0	0	0	0	0	0	10	83	0	0	0	0	12	0	0	0	0	0
Hourly Total	0	0	90	1	0	0	0	0	0	0	0	0	35	353	0	0	0	0	49	0	0	0	0	0
16:00	0	0	29	0	0	0	0	0	0	0	0	0	9	82	0	0	0	0	19	0	0	0	0	0
16:15	0	0	30	0	0	0	0	0	0	0	0	0	13	68	0	0	0	0	22	0	0	0	0	0
16:30	0	0	30	0	0	0	0	0	0	0	0	0	10	91	0	0	0	0	17	0	0	0	0	0
16:45	0	0	25	0	0	0	0	0	0	0	0	0	9	80	0	0	0	0	20	0	0	0	0	0
Hourly Total	0	0	114	0	0	0	0	0	0	0	0	0	41	321	0	0	0	0	78	0	0	0	0	0
17:00	0	0	30	0	0	0	0	0	0	0	0	0	12	119	0	0	0	0	18	0	0	0	0	0
17:15	0	0	33	0	0	0	0	0	0	0	0	0	14	101	0	0	0	0	31	0	0	0	0	0
17:30	0	0	26	0	0	0	0	0	0	0	0	0	9	94	0	0	0	0	22	0	0	0	0	0
17:45	0	0	40	0	0	0	0	0	0	0	0	0	12	93	0	0	0	0	18	0	0	0	0	0
Hourly Total	0	0	129	0	0	0	0	0	0	0	0	0	47	407	0	0	0	0	89	0	0	0	0	0
18:00	0	0	30	0	0	0	0	0	0	0	0	0	18	109	0	0	0	0	24	0	0	0	0	0
18:15	0	0	33	0	0	0	0	0	0	0	0	0	5	102	0	0	0	0	15	0	0	0	0	0
Hourly Total	0	0	63	0	0	0	0	0	0	0	0	0	23	211	0	0	0	0	39	0	0	0	0	0
Total	0	0	447	1	0	0	0	0	0	0	0	0	160	1557	0	0	0	0	294	0	0	1	0	0



Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

Light Goods Vehicles

Leg	Windsor Rd						n/a						Windsor Rd						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	4	19	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	1	0	0	0	0	0
17:00	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	4	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
Total	0	0	11	0	0	0	0	0	0	0	0	0	4	46	0	0	0	0	4	0	0	0	0	0



Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

Single Unit Trucks

Leg	Windsor Rd						n/a						Windsor Rd						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0
08:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	3	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	1	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Total	0	0	5	0	0	0	0	0	0	0	0	0	3	12	0	0	0	0	5	0	0	0	0	0



Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

Articulated Trucks

Leg Direction	Windsor Rd SouthBound						n/a WestBound						Windsor Rd NorthBound						Beverly Rd EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0



Site: 4-Beverly Road and Windsor Road

GPS: 40.889221, -74.019207

Date: 09-25-2025

Buses

Leg Direction	Windsor Rd SouthBound						n/a WestBound						Windsor Rd NorthBound						Beverly Rd EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
07:45	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	0	0	0	0	0	0	0	1	21	0	0	0	0	1	0	0	0	0	0



Site: 4-Beverly Road and Windsor Rd

GPS: 40.889221, -74.019207

Date: 09-25-2025

Bicycles on road

Leg	Windsor Rd						n/a						Windsor Rd						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
Total	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	5	0	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Windsor Rd & Beverly Rd
City: Teaneck
Control: 1-Way Stop(EB)

Project ID: 26-340001-005
Date: 1/11/2026

Data - Total

NS/EW Streets:	Windsor Rd				Windsor Rd				Beverly Rd				Beverly Rd				
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	59	0	0	0	0	27	0	12	0	0	0	0	0	0	0	100
11:15 AM	4	55	0	0	0	0	15	0	3	0	0	0	0	0	0	0	77
11:30 AM	3	48	0	0	0	0	18	0	6	0	0	0	0	0	0	0	75
11:45 AM	6	65	0	0	0	0	22	0	16	0	0	1	0	0	0	0	110
12:00 PM	8	61	0	0	0	0	21	0	14	0	0	0	0	0	0	0	104
12:15 PM	7	52	0	0	0	0	17	0	18	0	0	0	0	0	0	0	94
12:30 PM	3	56	0	0	0	0	27	0	14	0	0	0	0	0	0	0	100
12:45 PM	7	66	0	0	1	0	17	0	19	0	1	0	0	0	0	0	111
1:00 PM	4	78	0	0	0	0	26	0	20	0	0	0	0	0	0	0	128
1:15 PM	5	73	0	0	0	0	23	0	28	0	0	0	0	0	0	0	129
1:30 PM	6	62	0	0	0	0	20	0	18	1	0	0	0	0	0	0	107
1:45 PM	6	61	0	0	0	0	25	0	14	1	0	0	0	0	0	0	107
TOTAL VOLUMES :	NL 61	NT 736	NR 0	NU 0	SL 1	ST 0	SR 258	SU 0	EL 182	ET 2	ER 1	EU 1	WL 0	WT 0	WR 0	WU 0	TOTAL 1242
APPROACH %'s :	7.65%	92.35%	0.00%	0.00%	0.39%	0.00%	99.61%	0.00%	97.85%	1.08%	0.54%	0.54%					
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	22	279	0	0	1	0	86	0	85	1	1	0	0	0	0	0	475
PEAK HR FACTOR :	0.786	0.894	0.000	0.000	0.250	0.000	0.827	0.000	0.759	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.921
	0.918				0.837				0.777								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Windsor Rd & Beverly Rd
City: Teaneck
Control: 1-Way Stop(EB)

Project ID: 26-340001-005
Date: 1/11/2026

Data - Cars

NS/EW Streets:	Windsor Rd				Windsor Rd				Beverly Rd				Beverly Rd				
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	59	0	0	0	0	26	0	12	0	0	0	0	0	0	0	99
11:15 AM	4	55	0	0	0	0	15	0	3	0	0	0	0	0	0	0	77
11:30 AM	3	48	0	0	0	0	17	0	6	0	0	0	0	0	0	0	74
11:45 AM	6	64	0	0	0	0	22	0	15	0	0	1	0	0	0	0	108
12:00 PM	8	61	0	0	0	0	21	0	14	0	0	0	0	0	0	0	104
12:15 PM	7	52	0	0	0	0	17	0	18	0	0	0	0	0	0	0	94
12:30 PM	3	56	0	0	0	0	26	0	13	0	0	0	0	0	0	0	98
12:45 PM	7	64	0	0	1	0	17	0	19	0	1	0	0	0	0	0	109
1:00 PM	4	78	0	0	0	0	26	0	20	0	0	0	0	0	0	0	128
1:15 PM	5	72	0	0	0	0	23	0	28	0	0	0	0	0	0	0	128
1:30 PM	6	62	0	0	0	0	20	0	18	1	0	0	0	0	0	0	107
1:45 PM	6	60	0	0	0	0	24	0	14	1	0	0	0	0	0	0	105
TOTAL VOLUMES :	NL 61	NT 731	NR 0	NU 0	SL 1	ST 0	SR 254	SU 0	EL 180	ET 2	ER 1	EU 1	WL 0	WT 0	WR 0	WU 0	TOTAL 1231
APPROACH %'s :	7.70%	92.30%	0.00%	0.00%	0.39%	0.00%	99.61%	0.00%	97.83%	1.09%	0.54%	0.54%					
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	22	276	0	0	1	0	86	0	85	1	1	0	0	0	0	0	472
PEAK HR FACTOR :	0.786	0.885	0.000	0.000	0.250	0.000	0.827	0.000	0.759	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.922
	0.909				0.837				0.777								

[illegible]

Location: Windsor Rd & Beverly Rd
City: Teaneck
Control: 1-Way Stop(EB)

Data - TTST

[illegible]

NS/EW Streets:		Windsor Rd				Windsor Rd				Beverly Rd				Beverly Rd				
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	TOTAL	
	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	12:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	1:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES : APPROACH %'S :		NL 1 50.00%	NT 1 50.00%	NR 0 0.00%	NU 0 0.00%	SL 0 0.00%	ST 0 0.00%	SR 3 100.00%	SU 0 0.00%	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 5
PEAK HR :		12:45 PM - 01:45 PM																TOTAL 2
PEAK HR VOL :		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.500
PEAK HR FACTOR :		0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services
Intersection Turning Movement Count

Location: Windsor Rd & Beverly Rd
City: Teaneck

Project ID: 26-340001-005
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Windsor Rd		Windsor Rd		Beverly Rd		Beverly Rd		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	2	0	2
11:30 AM	0	0	2	0	0	0	1	4	7
11:45 AM	1	0	0	0	0	1	0	0	2
12:00 PM	0	1	0	0	1	0	0	0	2
12:15 PM	0	0	0	0	0	0	2	0	2
12:30 PM	1	0	0	0	0	1	1	1	4
12:45 PM	0	0	0	0	0	0	0	1	1
1:00 PM	0	0	1	1	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	1	0	1
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB 2	WB 1	EB 3	WB 1	NB 1	SB 2	NB 7	SB 6	TOTAL 23
APPROACH %'s :	66.67%	33.33%	75.00%	25.00%	33.33%	66.67%	53.85%	46.15%	
PEAK HR :	12:45 PM - 01:45 PM								TOTAL
PEAK HR VOL :	0	0	1	1	0	0	1	1	4
PEAK HR FACTOR :			0.250	0.250			0.250	0.250	0.500
				0.250				0.500	

Windsor Rd

SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	86	0	1	0	364	NOON
PM	0	0	0	0	0	PM

0

1

0

0

CONTROL

1-Way Stop(EB)

TEV

0

475

0

PHF

AM

NOON

0.92

PM

PM 0 | 0 | 0 | 0 | 0 | PM || NOON | 1 | 0 | 22 | 279 | 0 | NOON |
| AM | 0 | 0 | 0 | 0 | 0 | AM |

NORTHBOUND

Windsor Rd

Day: Sunday

Date: 1/11/2026

COUNT PERIODS

NONE

11:00 AM - 02:00 PM

NONE

PEAK HOURS

NONE

12:45 PM - 01:45 PM

NONE

Beverly Rd

EASTBOUND

AM	NOON	PM
0	108	0
0	0	0
0	85	0
0	1	0
0	1	0

AM

NOON

PM

Beverly Rd

WESTBOUND

PM	NOON	AM
0	0	0
0	0	0
0	0	0
0	0	0
0	2	0

PM

NOON

AM

Cars (AM)

Cars (NOON)

Cars (PM)

Pedestrians (Crosswalks)

Total Trucks (AM)

Total Trucks (NOON)

Total Trucks (PM)

Project ID: 26-340001-005
Location: Windsor Rd & Beverly Rd
City: Teaneck

Day: Sunday
Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Windsor Rd Northbound						Windsor Rd Southbound						Beverly Rd Eastbound						Beverly Rd Westbound						Int. Total
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	
11:00 AM	2	59	0	0	0	61	0	0	27	0	0	27	12	0	0	0	0	12	0	0	0	0	0	0	100
11:15 AM	4	55	0	0	0	59	0	0	15	0	0	15	3	0	0	0	2	3	0	0	0	0	0	0	77
11:30 AM	3	48	0	0	2	51	0	0	18	0	0	18	6	0	0	0	5	6	0	0	0	0	0	0	75
11:45 AM	6	65	0	0	0	71	0	0	22	0	1	22	16	0	0	1	0	17	0	0	0	0	1	0	110
Total	15	227	0	0	2	242	0	0	82	0	1	82	37	0	0	1	7	38	0	0	0	0	1	0	362
12:00 PM	8	61	0	0	0	69	0	0	21	0	1	21	14	0	0	0	0	14	0	0	0	0	1	0	104
12:15 PM	7	52	0	0	0	59	0	0	17	0	0	17	18	0	0	0	2	18	0	0	0	0	0	0	94
12:30 PM	3	56	0	0	0	59	0	0	27	0	1	27	14	0	0	0	2	14	0	0	0	0	1	0	100
12:45 PM	7	66	0	0	0	73	1	0	17	0	0	18	19	0	1	0	1	20	0	0	0	0	0	0	111
Total	25	235	0	0	0	260	1	0	82	0	2	83	65	0	1	0	5	66	0	0	0	0	2	0	409
1:00 PM	4	78	0	0	2	82	0	0	26	0	0	26	20	0	0	0	0	20	0	0	0	0	0	0	128
1:15 PM	5	73	0	0	0	78	0	0	23	0	0	23	28	0	0	0	1	28	0	0	0	0	0	0	129
1:30 PM	6	62	0	0	0	68	0	0	20	0	0	20	18	1	0	0	0	19	0	0	0	0	0	0	107
1:45 PM	6	61	0	0	0	67	0	0	25	0	0	25	14	1	0	0	0	15	0	0	0	0	0	0	107
Total	21	274	0	0	2	295	0	0	94	0	0	94	80	2	0	0	1	82	0	0	0	0	0	0	471
BREAK																									
Grand Total	61	736	0	0	4	797	1	0	258	0	3	259	182	2	1	1	13	186	0	0	0	0	3	0	1242
Apprch %	7.7	92.3	0.0	0.0	0.5		0.4	0.0	99.6	0.0	1.2		97.8	1.1	0.5	0.5	7.0		0.0	0.0	0.0	0.0	0.0		
Total %	4.9	59.3	0.0	0.0	0.3	64.2	0.1	0.0	20.8	0.0	0.2	20.9	14.7	0.2	0.1	0.1	1.0	15.0	0.0	0.0	0.0	0.0	0.2	0.0	
Cars, PU, Vans	61	731	0	0		792	1	0	254	0		255	180	2	1	1		184	0	0	0	0		0	1231
% Cars, PU, Vans	100.0	99.3	0.0	0.0		99.4	100.0	0.0	98.4	0.0		98.5	98.9	100.0	100.0	100.0		98.9	0.0	0.0	0.0	0.0		0.0	99.1
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Duals	0	5	0	0		5	0	0	4	0		4	2	0	0	0		2	0	0	0	0		0	11
%Duals	0.0	0.7	0.0	0.0		0.6	0.0	0.0	1.6	0.0		1.5	1.1	0.0	0.0	0.0		1.1	0.0	0.0	0.0	0.0		0.0	0.9
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0

Day: Sunday
Date: 1/11/2026

[illegible]



SUMMARY	
Project	TEANECK NJ
Project Code	DYNAMIC06
Site Name	5-Beverly Road and Garrison Avenue
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	18:15
Location	5-Beverly Road and Garrison Avenue
Latitude and Longitude	(40.890202, -74.02198)

	START	END	PHF
AM PEAK	09-25-2025 08:00:00	09-25-2025 09:00:00	0.91
PM PEAK	09-25-2025 17:00:00	09-25-2025 18:00:00	0.84
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			





Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

TURNING MOVEMENT DATA

Leg Direction	Garrison Ave SouthBound							Beverly Rd WestBound							Garrison Ave NorthBound							Beverly Rd EastBound							
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	2	27	6	0	35	0	0	6	9	0	0	15	1	0	1	16	3	0	20	0	0	5	3	0	0	8	0	2	78
07:15	1	44	5	0	50	1	1	4	6	3	0	13	2	0	0	19	10	0	29	0	0	2	1	1	0	4	0	0	96
07:30	6	39	15	0	60	0	1	7	13	3	0	23	1	0	0	29	7	0	36	0	0	6	4	0	0	10	0	1	129
07:45	1	64	17	0	82	0	0	5	17	4	0	26	1	1	0	37	10	0	47	0	0	4	10	0	0	14	2	0	169
Hourly Total	10	174	43	0	227	1	2	22	45	10	0	77	5	1	1	101	30	0	132	0	0	17	18	1	0	36	2	3	472
08:00	3	63	26	0	92	0	0	13	12	4	0	29	0	1	2	38	16	0	56	1	1	5	7	4	0	16	0	0	193
08:15	5	67	33	0	105	1	0	10	26	6	0	42	1	2	0	41	12	0	53	0	0	9	2	1	0	12	1	2	212
08:30	0	55	23	0	78	2	0	7	19	7	0	33	0	0	3	62	6	0	71	0	0	7	2	1	0	10	0	1	192
08:45	3	66	12	0	81	0	0	4	24	9	0	37	0	1	0	40	8	0	48	0	0	4	6	0	0	10	1	3	176
Hourly Total	11	251	94	0	356	3	0	34	81	26	0	141	1	4	5	181	42	0	228	1	1	25	17	6	0	48	2	6	773
16:00	11	46	17	0	74	0	2	17	16	6	0	39	2	1	0	43	10	0	53	1	1	5	7	5	0	17	1	2	183
16:15	14	48	26	0	88	0	2	29	20	10	0	59	0	3	1	40	13	0	54	2	0	7	11	5	0	23	0	2	224
16:30	6	47	15	0	68	0	0	21	21	12	0	54	3	0	6	47	28	0	81	1	0	4	4	2	0	10	2	1	213
16:45	3	57	24	0	84	0	0	17	19	12	0	48	0	2	2	34	17	0	53	0	0	3	3	1	0	7	3	0	192
Hourly Total	34	198	82	0	314	0	4	84	76	40	0	200	5	6	9	164	68	0	241	4	1	19	25	13	0	57	6	5	812
17:00	9	50	23	0	82	0	0	26	26	9	0	61	0	3	3	45	14	0	62	0	0	9	7	1	0	17	2	2	222
17:15	8	64	35	0	107	0	1	15	38	14	0	67	0	2	3	51	25	0	79	0	0	4	9	3	0	16	1	1	269
17:30	5	56	17	0	78	1	0	17	21	8	0	46	2	1	2	29	11	1	43	0	1	10	6	6	0	22	2	0	189
17:45	7	46	14	0	67	0	1	19	29	11	0	59	4	1	3	49	15	0	67	1	1	13	7	7	0	27	0	1	220
Hourly Total	29	216	89	0	334	1	2	77	114	42	0	233	6	7	11	174	65	1	251	1	2	36	29	17	0	82	5	4	900
18:00	7	45	24	0	76	0	0	25	22	17	0	64	1	0	0	44	19	0	63	0	2	8	9	2	0	19	1	0	222
18:15	10	41	12	0	63	0	2	10	30	11	0	51	0	1	1	47	9	0	57	0	1	4	7	2	0	13	0	2	184
Hourly Total	17	86	36	0	139	0	2	35	52	28	0	115	1	1	1	91	28	0	120	0	3	12	16	4	0	32	1	2	406
Grand Total	101	925	344	0	1370	5	10	252	368	146	0	766	18	19	27	711	233	1	972	6	7	109	105	41	0	255	16	20	3363
Approach %	7	67	25	0	100	0	0	32	48	19	0	100	2	2	2	73	23	0	100	0	0	42	41	16	0	99	6	7	400
Total %	3	27	10	0	40	0	0	7	10	4	0	22	0	0	0	21	6	0	28	0	0	3	3	1	0	7	0	0	100
Motorcycle	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	3
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	95	886	340	0	1321	0	0	239	349	140	0	728	0	0	27	681	225	1	934	0	0	104	100	40	0	244	0	0	3227
Cars %	94	95	98	0	0	0	0	94	94	95	0	0	0	0	100	95	96	100	0	0	0	95	95	97	0	0	0	0	95
Light Goods Vehicles	3	21	3	0	27	0	0	7	11	1	0	19	0	0	0	12	1	0	13	0	0	2	2	1	0	5	0	0	64
Light Goods Vehicles %	2	2	0	0	0	0	0	2	2	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	0	0	0	0	1
Single Unit Trucks	3	10	0	0	13	0	0	4	5	4	0	13	0	0	0	7	5	0	12	0	0	0	0	0	0	0	0	0	38
Single Unit Trucks	2	1	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	4



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

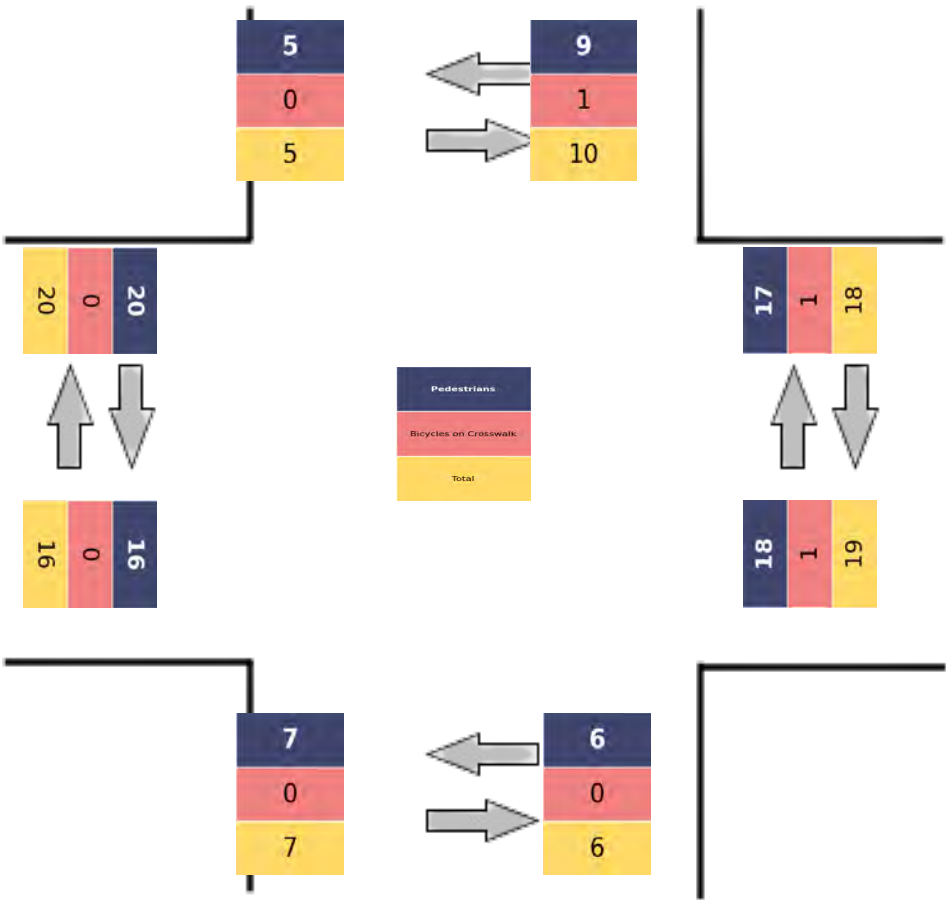
Date: 09-25-2025

TURNING MOVEMENT DATA

Leg	Garrison Ave							Beverly Rd							Garrison Ave							Beverly Rd							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	5	0	0	5	0	0	0	3	1	0	4	0	0	0	6	1	0	7	0	0	3	0	0	0	3	0	0	19
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
Bicycles on road	0	1	0	0	1	0	0	2	0	0	0	2	0	0	0	1	1	0	2	0	0	0	3	0	0	3	0	0	8
Bicycles on road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	5	9	0	0	0	0	0	17	18	0	0	0	0	0	6	7	0	0	0	0	0	16	20	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	94	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site: 5-Beverly Road and Garrison Avenue
GPS: 40.890202, -74.02198
Date: 09-25-2025

Peds Turning Movement Data





Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

TURNING MOVEMENT AM PEAK HOUR (08:00 AM)

Leg Direction	Garrison Ave SouthBound								Beverly Rd WestBound								Garrison Ave NorthBound								Beverly Rd EastBound							
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Start Time																																
08:00:00	3	63	26	0	92	0	0		13	12	4	0	29	0	1		2	38	16	0	56	1	1		5	7	4	0	16	0	0	193
08:15:00	5	67	33	0	105	1	0		10	26	6	0	42	1	2		0	41	12	0	53	0	0		9	2	1	0	12	1	2	212
08:30:00	0	55	23	0	78	2	0		7	19	7	0	33	0	0		3	62	6	0	71	0	0		7	2	1	0	10	0	1	192
08:45:00	3	66	12	0	81	0	0		4	24	9	0	37	0	1		0	40	8	0	48	0	0		4	6	0	0	10	1	3	176
Grand Total	11	251	94	0	356	3	0		34	81	26	0	141	1	4		5	181	42	0	228	1	1		25	17	6	0	48	2	6	773
Approach %	3	71	26	0	100	1	0		24	57	18	0	100	1	3		2	79	18	0	100	0	0		52	35	12	0	100	4	12	400
Total %	1	32	12	0	46	0	0		4	10	3	0	18	0	1		1	23	5	0	30	0	0		3	2	1	0	6	0	1	100
Motorcycle	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Cars	8	240	94	0	342	0	0		31	74	23	0	128	0	0		5	168	42	0	215	0	0		25	16	6	0	47	0	0	732
Cars %	73	96	100	0	0	0	0		91	91	88	0	0	0	0		100	93	100	0	0	0	0		100	94	100	0	0	0	0	95
Light Goods Vehicles	2	6	0	0	8	0	0		1	4	0	0	5	0	0		0	6	0	0	6	0	0		0	0	0	0	0	0	0	19
Light Goods Vehicles %	18	2	0	0	0	0	0		3	5	0	0	0	0	0		0	3	0	0	0	0	0		0	0	0	0	0	0	0	2
Single Unit Trucks	1	2	0	0	3	0	0		2	2	2	0	6	0	0		0	3	0	0	3	0	0		0	0	0	0	0	0	0	12
Single Unit Trucks	9	1	0	0	0	0	0		6	2	8	0	0	0	0		0	2	0	0	0	0	0		0	0	0	0	0	0	0	2
Articulated Trucks	0	2	0	0	2	0	0		0	0	0	0	0	0	0		0	2	0	0	2	0	0		0	0	0	0	0	0	0	4
Articulated Trucks %	0	1	0	0	0	0	0		0	0	0	0	0	0	0		0	1	0	0	0	0	0		0	0	0	0	0	0	0	1
Buses	0	1	0	0	1	0	0		0	1	1	0	2	0	0		0	2	0	0	2	0	0		0	0	0	0	0	0	0	5
Buses %	0	0	0	0	0	0	0		0	1	4	0	0	0	0		0	1	0	0	0	0	0		0	0	0	0	0	0	0	1
Bicycles on road	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	1	0	0	1	0	0	1
Bicycles on road %	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	6	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	3	0		0	0	0	0	0	1	4		0	0	0	0	0	1	1		0	0	0	0	0	2	6	0
Pedestrians %	0	0	0	0	0	100	0		0	0	0	0	0	100	0		0	0	0	0	0	100	0		0	0	0	0	0	100	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0
PHF	0.55	0.94	0.71	0.0	0.85	0.38	0.0		0.65	0.78	0.72	0.0	0.84	0.25	0.5		0.42	0.73	0.66	0.0	0.8	0.25	0.25		0.69	0.61	0.38	0.0	0.75	0.5	0.5	0.91

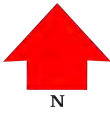


Site: 5-Beverly Road and Garrison Avenue
GPS: 40.890202, -74.02198
Date: 09-25-2025

AM Peak Turning Movement Data Summary

Class
Motorcycle
Cars
Light Goods Vehicles
Single Unit Trucks
Articulated Trucks
Buses
Bicycles on road
Total

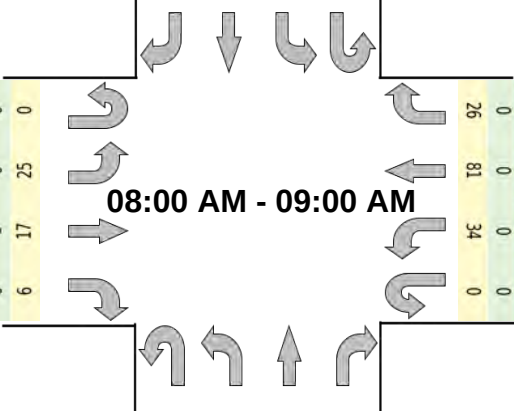
Out	In	Total
0	0	0
216	342	558
6	8	14
5	3	8
2	2	4
3	1	4
0	0	0
232	356	588



Right	Thru	Left	U-Turn
0	0	0	0
94	240	8	0
0	6	2	0
0	2	1	0
0	2	0	0
0	1	0	0
0	0	0	0
94	251	11	0

Out	In	Total
0	0	0
173	47	220
4	0	4
2	0	2
0	0	0
1	0	1
0	1	1
180	48	228

Right	Thru	Left	U-Turn
0	0	0	0
6	16	25	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
6	17	25	0



Right	Thru	Left	U-Turn
0	0	0	0
23	74	31	0
0	4	1	0
2	2	2	0
0	0	0	0
1	1	0	0
0	0	0	0
26	81	34	0

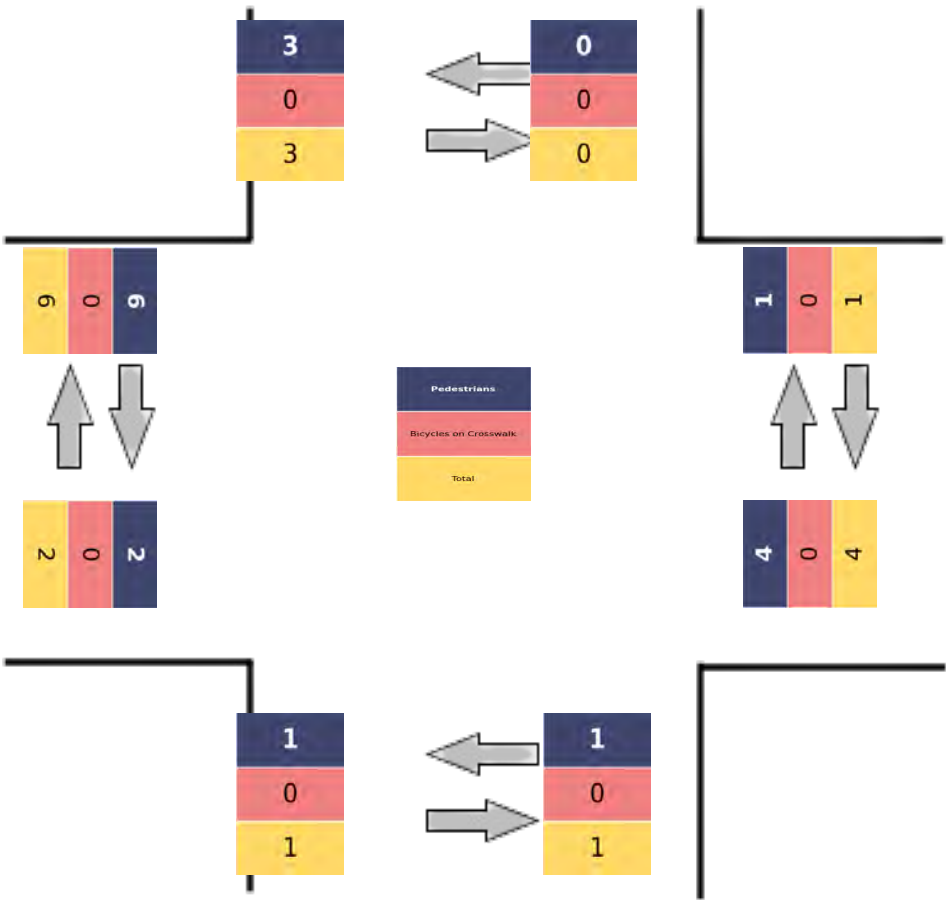
Out	In	Total
0	0	0
66	128	194
2	5	7
1	6	7
0	0	0
1	0	1
70	141	211

U-Turn	Left	Thru	Right
0	0	0	0
0	5	168	42
0	0	6	0
0	0	3	0
0	0	2	0
0	0	2	0
0	0	0	0
0	5	181	42

Out	In	Total
0	0	0
277	215	492
7	6	13
4	3	7
2	2	4
1	2	3
0	0	0
291	228	519

Site: 5-Beverly Road and Garrison Avenue
 GPS: 40.890202, -74.02198
 Date: 09-25-2025

Peds AM Peak Turning Movement Data Summary





Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

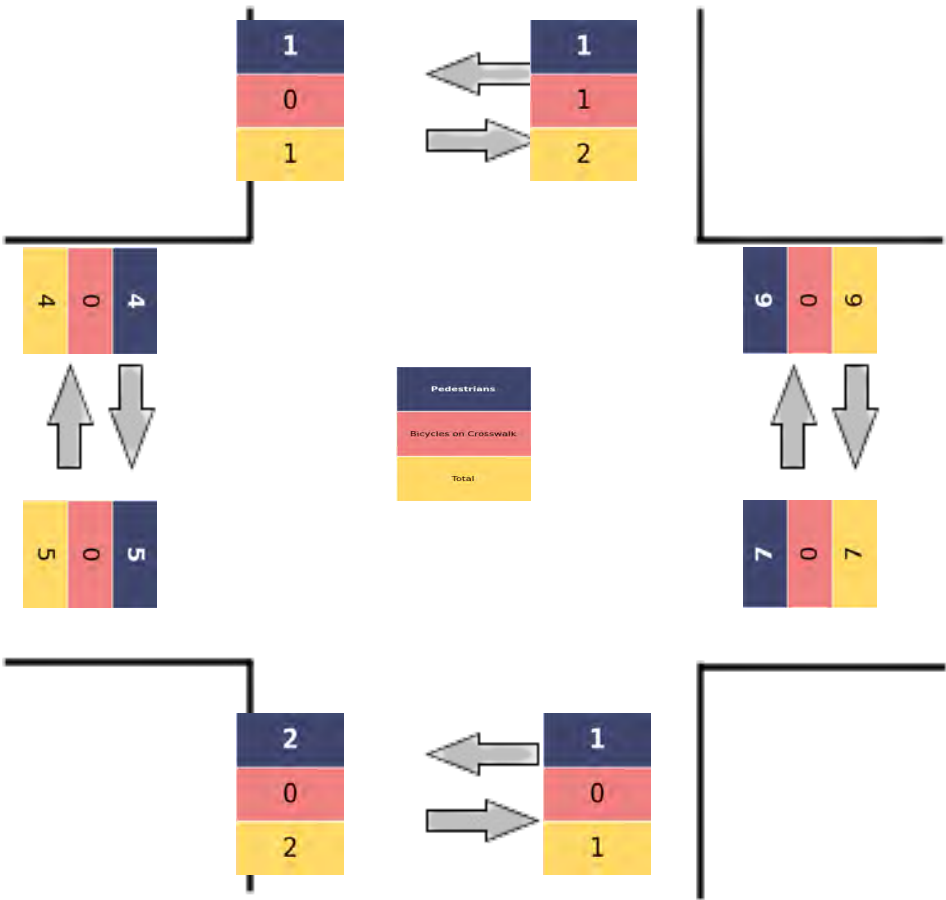
Date: 09-25-2025

TURNING MOVEMENT PM PEAK HOUR (05:00 PM)

Leg	Garrison Ave							Beverly Rd							Garrison Ave							Beverly Rd							
Direction	SouthBound							WestBound							NorthBound							EastBound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
17:00:00	9	50	23	0	82	0	0	26	26	9	0	61	0	3	3	45	14	0	62	0	0	9	7	1	0	17	2	2	222
17:15:00	8	64	35	0	107	0	1	15	38	14	0	67	0	2	3	51	25	0	79	0	0	4	9	3	0	16	1	1	269
17:30:00	5	56	17	0	78	1	0	17	21	8	0	46	2	1	2	29	11	1	43	0	1	10	6	6	0	22	2	0	189
17:45:00	7	46	14	0	67	0	1	19	29	11	0	59	4	1	3	49	15	0	67	1	1	13	7	7	0	27	0	1	220
Grand Total	29	216	89	0	334	1	2	77	114	42	0	233	6	7	11	174	65	1	251	1	2	36	29	17	0	82	5	4	900
Approach %	9	65	27	0	100	0	1	33	49	18	0	100	3	3	4	69	26	0	100	0	1	44	35	21	0	100	6	5	400
Total %	3	24	10	0	37	0	0	9	13	5	0	26	1	1	1	19	7	0	28	0	0	4	3	2	0	9	1	0	100
Motorcycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	27	209	89	0	325	0	0	74	107	40	0	221	0	0	11	171	64	1	247	0	0	36	27	17	0	80	0	0	873
Cars %	93	97	100	0	0	0	0	96	94	95	0	0	0	0	100	98	98	100	0	0	0	100	93	100	0	0	0	0	97
Light Goods Vehicles	1	5	0	0	6	0	0	1	4	1	0	6	0	0	0	1	0	0	1	0	0	0	2	0	0	2	0	0	15
Light Goods Vehicles %	3	2	0	0	0	0	0	1	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7	0	0	0	0	0	2
Single Unit Trucks	1	2	0	0	3	0	0	1	3	1	0	5	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	10
Single Unit Trucks %	3	1	0	0	0	0	0	1	3	2	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Bicycles on road %	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	1	1	0	0	0	0	0	6	7	0	0	0	0	0	1	2	0	0	0	0	0	5	4	0
Pedestrians %	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	0	100	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.81	0.84	0.64	0.0	0.78	0.25	0.5	0.74	0.75	0.75	0.0	0.87	0.38	0.58	0.92	0.85	0.65	0.25	0.79	0.25	0.5	0.69	0.81	0.61	0.0	0.76	0.62	0.5	0.84

Site: 5-Beverly Road and Garrison Avenue
 GPS: 40.890202, -74.02198
 Date: 09-25-2025

Peds PM Peak Turning Movement Data Summary





Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Motorcycle

Leg Direction Start Time	Garrison Ave SouthBound						Beverly Rd WestBound						Garrison Ave NorthBound						Beverly Rd EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Cars

Leg	Garrison Ave						Beverly Rd						Garrison Ave						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	2	25	6	0	0	0	4	9	0	0	0	0	1	14	3	0	0	0	3	3	0	0	0	0
07:15	1	42	5	0	0	0	4	6	3	0	0	0	0	17	9	0	0	0	2	1	1	0	0	0
07:30	5	38	15	0	0	0	6	13	3	0	0	0	0	24	7	0	0	0	5	3	0	0	0	0
07:45	1	58	16	0	0	0	5	15	4	0	0	0	0	34	7	0	0	0	4	10	0	0	0	0
Hourly Total	9	163	42	0	0	0	19	43	10	0	0	0	1	89	26	0	0	0	14	17	1	0	0	0
08:00	1	58	26	0	0	0	12	12	3	0	0	0	2	36	16	0	0	0	5	7	4	0	0	0
08:15	4	67	33	0	0	0	10	23	6	0	0	0	0	36	12	0	0	0	9	1	1	0	0	0
08:30	0	55	23	0	0	0	6	16	6	0	0	0	3	56	6	0	0	0	7	2	1	0	0	0
08:45	3	60	12	0	0	0	3	23	8	0	0	0	0	40	8	0	0	0	4	6	0	0	0	0
Hourly Total	8	240	94	0	0	0	31	74	23	0	0	0	5	168	42	0	0	0	25	16	6	0	0	0
16:00	11	40	17	0	0	0	16	16	6	0	0	0	0	42	9	0	0	0	4	7	4	0	0	0
16:15	14	46	26	0	0	0	29	18	10	0	0	0	1	40	13	0	0	0	7	11	5	0	0	0
16:30	6	46	14	0	0	0	20	21	12	0	0	0	6	46	27	0	0	0	4	4	2	0	0	0
16:45	3	57	23	0	0	0	15	19	11	0	0	0	2	34	16	0	0	0	3	3	1	0	0	0
Hourly Total	34	189	80	0	0	0	80	74	39	0	0	0	9	162	65	0	0	0	18	25	12	0	0	0
17:00	8	49	23	0	0	0	26	21	9	0	0	0	3	44	14	0	0	0	9	7	1	0	0	0
17:15	8	61	35	0	0	0	14	37	13	0	0	0	3	51	24	0	0	0	4	8	3	0	0	0
17:30	4	53	17	0	0	0	16	20	8	0	0	0	2	28	11	1	0	0	10	6	6	0	0	0
17:45	7	46	14	0	0	0	18	29	10	0	0	0	3	48	15	0	0	0	13	6	7	0	0	0
Hourly Total	27	209	89	0	0	0	74	107	40	0	0	0	11	171	64	1	0	0	36	27	17	0	0	0
18:00	7	44	24	0	0	0	25	22	17	0	0	0	0	44	19	0	0	0	8	8	2	0	0	0
18:15	10	41	11	0	0	0	10	29	11	0	0	0	1	47	9	0	0	0	3	7	2	0	0	0
Hourly Total	17	85	35	0	0	0	35	51	28	0	0	0	1	91	28	0	0	0	11	15	4	0	0	0
Total	95	886	340	0	0	0	239	349	140	0	0	0	27	681	225	1	0	0	104	100	40	0	0	0



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Light Goods Vehicles

Leg	Garrison Ave						Beverly Rd						Garrison Ave						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	2	1	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	1	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
08:00	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:45	0	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	6	0	0	0	0	1	4	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
16:00	0	4	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0
16:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	1	0	0	0	4	1	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0	0
17:00	1	0	0	0	0	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Hourly Total	1	5	0	0	0	0	1	4	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Hourly Total	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Total	3	21	3	0	0	0	7	11	1	0	0	0	0	12	1	0	0	0	2	2	1	0	0	0



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Single Unit Trucks

Leg	Garrison Ave						Beverly Rd						Garrison Ave						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
Hourly Total	1	3	0	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	2	2	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	0	0	0	0	1	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	10	0	0	0	0	4	5	4	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Articulated Trucks

Leg	Garrison Ave						Beverly Rd						Garrison Ave						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Buses

Leg Direction	Garrison Ave SouthBound						Beverly Rd WestBound						Garrison Ave NorthBound						Beverly Rd EastBound					
	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0
07:45	0	3	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	2	0	0	0	0	0
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	0	0	0	0	3	1	0	0	0	0	6	1	0	0	0	3	0	0	0	0	0



Site: 5-Beverly Road and Garrison Avenue

GPS: 40.890202, -74.02198

Date: 09-25-2025

Bicycles on road

Leg	Garrison Ave						Beverly Rd						Garrison Ave						Beverly Rd					
Direction	SouthBound						WestBound						NorthBound						EastBound					
Start Time	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	Peds CW	Peds CCW
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Total	0	1	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3	0	0	0	0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Beverly Rd
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-004
Date: 1/11/2026

Data - Total

NS/EW Streets:	Garrison Ave				Garrison Ave				Beverly Rd				Beverly Rd				
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	1 WT	0 WR	0 WU	
11:00 AM	1	44	8	0	3	38	8	0	1	6	1	0	11	10	2	0	133
11:15 AM	1	27	1	0	5	29	11	0	2	1	0	0	6	9	5	0	97
11:30 AM	3	24	8	0	4	33	7	0	2	2	1	0	9	7	5	0	105
11:45 AM	3	27	19	0	7	46	7	0	5	7	0	0	20	10	10	0	161
12:00 PM	0	19	18	1	3	33	7	0	1	1	2	0	17	10	8	0	120
12:15 PM	1	35	20	0	6	38	7	0	6	8	2	0	10	8	10	0	151
12:30 PM	1	32	10	0	7	42	7	0	3	3	1	0	12	14	9	0	141
12:45 PM	1	32	20	0	7	65	18	0	10	5	5	0	14	16	11	0	204
1:00 PM	2	31	20	0	6	51	12	0	8	2	2	0	17	12	12	0	175
1:15 PM	3	29	23	0	7	34	4	0	6	3	4	0	20	12	8	0	153
1:30 PM	3	36	16	0	10	32	11	0	5	3	1	0	16	8	12	0	153
1:45 PM	0	33	10	0	1	41	8	0	5	3	2	0	16	18	10	0	147
TOTAL VOLUMES :	NL 19	NT 369	NR 173	NU 1	SL 66	ST 482	SR 107	SU 0	EL 54	ET 44	ER 21	EU 0	WL 168	WT 134	WR 102	WU 0	TOTAL 1740
APPROACH %'s :	3.38%	65.66%	30.78%	0.18%	10.08%	73.59%	16.34%	0.00%	45.38%	36.97%	17.65%	0.00%	41.58%	33.17%	25.25%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	9	128	79	0	30	182	45	0	29	13	12	0	67	48	43	0	685
PEAK HR FACTOR :	0.750	0.889	0.859	0.000	0.750	0.700	0.625	0.000	0.725	0.650	0.600	0.000	0.838	0.750	0.896	0.000	0.839
	0.982				0.714				0.675				0.963				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Beverly Rd
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-004
Date: 1/11/2026

Data - Cars

NS/EW Streets:	Garrison Ave				Garrison Ave				Beverly Rd				Beverly Rd				
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	1 WT	0 WR	0 WU	
11:00 AM	1	44	8	0	3	37	8	0	1	6	1	0	11	10	2	0	132
11:15 AM	1	27	1	0	5	29	11	0	2	1	0	0	6	9	5	0	97
11:30 AM	3	23	8	0	4	32	7	0	2	2	1	0	8	7	5	0	102
11:45 AM	3	27	19	0	6	46	7	0	5	6	0	0	19	10	10	0	158
12:00 PM	0	19	18	1	3	33	7	0	1	1	2	0	17	10	8	0	120
12:15 PM	1	35	20	0	6	38	7	0	6	8	2	0	10	8	10	0	151
12:30 PM	1	32	10	0	7	42	7	0	3	3	1	0	12	14	9	0	141
12:45 PM	1	32	20	0	7	65	18	0	10	5	4	0	14	15	11	0	202
1:00 PM	2	31	20	0	6	51	12	0	8	2	2	0	17	12	12	0	175
1:15 PM	3	29	23	0	7	34	4	0	6	3	4	0	20	12	8	0	153
1:30 PM	3	36	16	0	10	32	11	0	5	3	1	0	16	8	11	0	152
1:45 PM	0	33	10	0	1	41	8	0	5	3	2	0	16	17	10	0	146
TOTAL VOLUMES :	NL 19	NT 368	NR 173	NU 1	SL 65	ST 480	SR 107	SU 0	EL 54	ET 43	ER 20	EU 0	WL 166	WT 132	WR 101	WU 0	TOTAL 1729
APPROACH %'s :	3.39%	65.60%	30.84%	0.18%	9.97%	73.62%	16.41%	0.00%	46.15%	36.75%	17.09%	0.00%	41.60%	33.08%	25.31%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	9	128	79	0	30	182	45	0	29	13	11	0	67	47	42	0	682
PEAK HR FACTOR :	0.750	0.889	0.859	0.000	0.750	0.700	0.625	0.000	0.725	0.650	0.688	0.000	0.838	0.783	0.875	0.000	0.844
	0.982				0.714				0.697				0.951				

Location: Garrison Ave & Beverly Rd
City: Teaneck
Control: 2-Way Stop(EB/WB)

Data - Buses

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Beverly Rd
City: Teaneck
Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-004
Date: 1/11/2026

Data - Duals

NS/EW Streets:	Garrison Ave				Garrison Ave				Beverly Rd				Beverly Rd				
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	1 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
11:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL 0	NT 1	NR 0	NU 0	SL 1	ST 2	SR 0	SU 0	EL 0	ET 1	ER 1	EU 0	WL 2	WT 2	WR 1	WU 0	TOTAL 11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	40.00%	40.00%	20.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 3
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.375
										0.250				0.500			

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Beverly Rd
 City: Teaneck
 Control: 2-Way Stop(EB/WB)

Project ID: 26-340001-004
 Date: 1/11/2026

Data - Bikes

NS/EW Streets:	Garrison Ave				Garrison Ave				Beverly Rd				Beverly Rd				
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	1 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 1	ET 1	ER 0	EU 0	WL 3	WT 1	WR 1	WU 0	TOTAL 7
APPROACH %'s :									50.00%	50.00%	0.00%	0.00%	60.00%	20.00%	20.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garrison Ave & Beverly Rd
City: Teaneck

Project ID: 26-340001-004
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

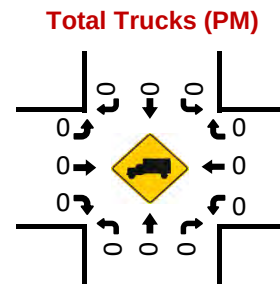
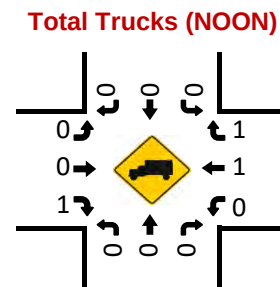
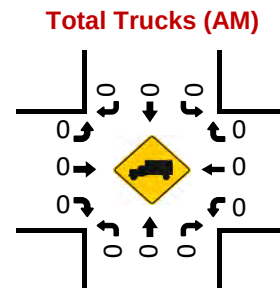
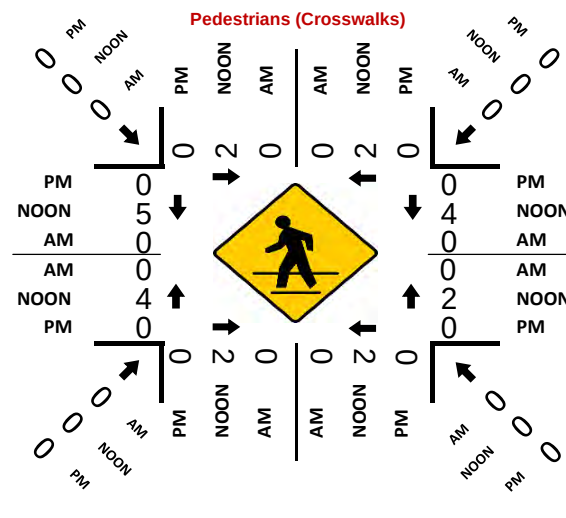
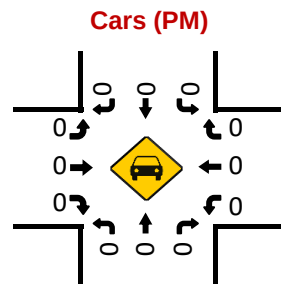
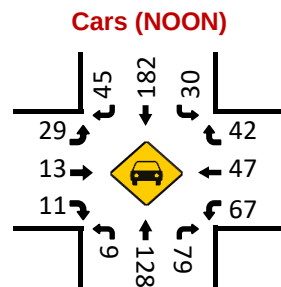
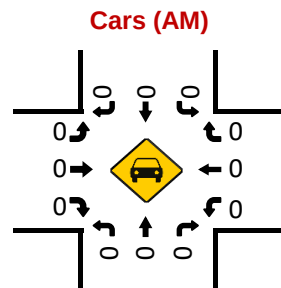
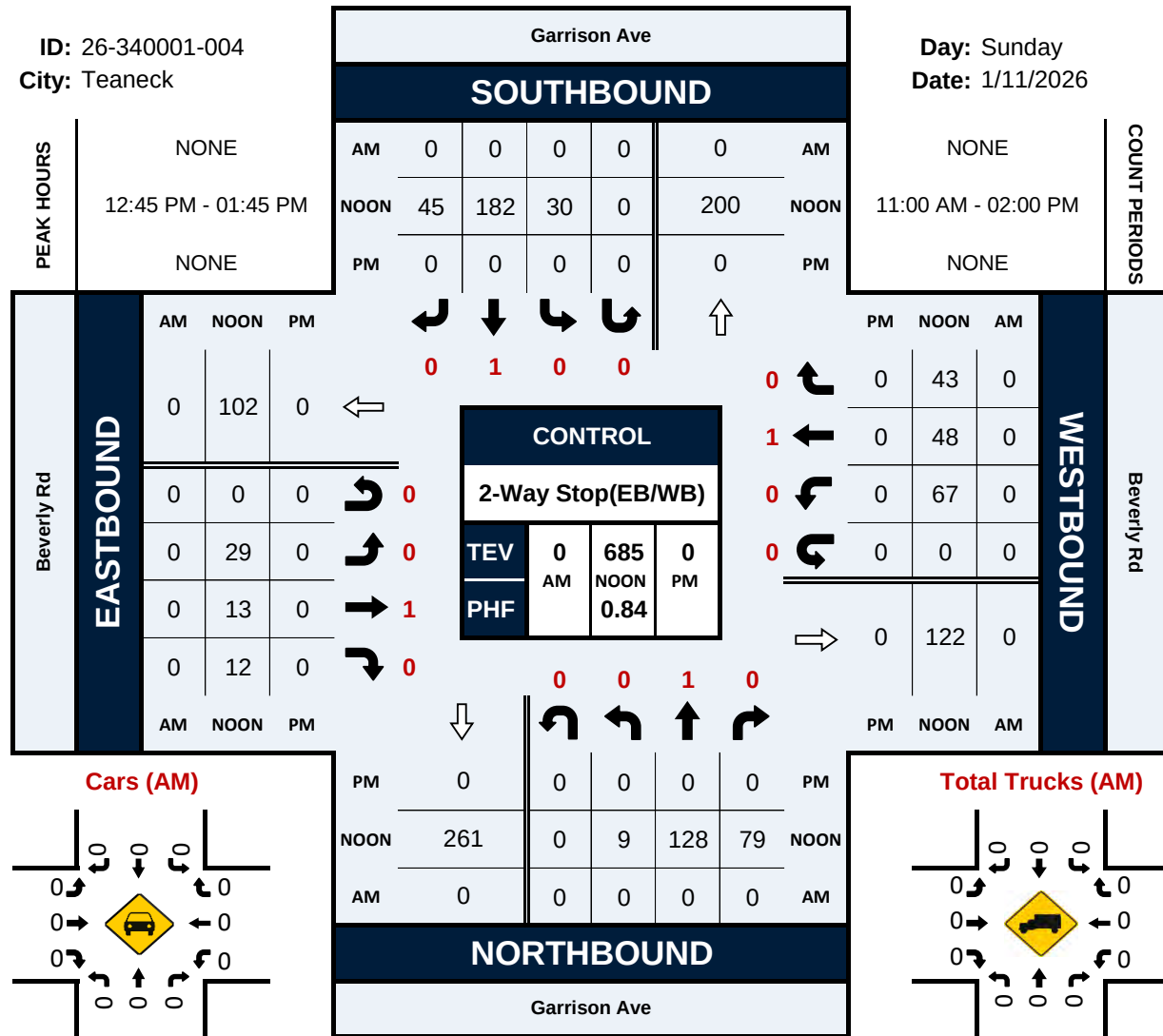
NS/EW Streets:	Garrison Ave		Garrison Ave		Beverly Rd		Beverly Rd		
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
11:00 AM	0	0	0	0	0	0	0	3	3
11:15 AM	0	0	0	0	0	1	5	2	8
11:30 AM	0	0	0	0	1	0	2	1	4
11:45 AM	0	0	0	0	4	4	0	0	8
12:00 PM	0	0	0	0	3	0	0	2	5
12:15 PM	1	0	0	0	0	2	0	5	8
12:30 PM	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	1	0	1
1:00 PM	1	0	1	0	1	0	0	2	5
1:15 PM	1	0	0	0	0	1	1	0	3
1:30 PM	0	2	1	2	1	3	2	3	14
1:45 PM	1	0	0	1	1	0	0	1	4
TOTAL VOLUMES :	EB 4	WB 2	EB 2	WB 3	NB 11	SB 11	NB 11	SB 20	TOTAL 64
APPROACH %'s :	66.67%	33.33%	40.00%	60.00%	50.00%	50.00%	35.48%	64.52%	
PEAK HR :	12:45 PM - 01:45 PM								TOTAL
PEAK HR VOL :	2	2	2	2	2	4	4	5	23
PEAK HR FACTOR :	0.500	0.250	0.500	0.250	0.500	0.333	0.500	0.417	0.411
	0.500		0.333		0.375		0.450		

Garrison Ave & Beverly Rd

Peak Hour Turning Movement Count

ID: 26-340001-004
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-004
Location: Garrison Ave & Beverly Rd
City: Teaneck

Day: Sunday
Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Garrison Ave Northbound						Garrison Ave Southbound						Beverly Rd Eastbound						Beverly Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
11:00 AM	1	44	8	0	0	53	3	38	8	0	0	49	1	6	1	0	3	8	11	10	2	0	0	23	133	
11:15 AM	1	27	1	0	0	29	5	29	11	0	0	45	2	1	0	0	7	3	6	9	5	0	1	20	97	
11:30 AM	3	24	8	0	0	35	4	33	7	0	0	44	2	2	1	0	3	5	9	7	5	0	1	21	105	
11:45 AM	3	27	19	0	0	49	7	46	7	0	0	60	5	7	0	0	0	12	20	10	10	0	8	40	161	
Total	8	122	36	0	0	166	19	146	33	0	0	198	10	16	2	0	13	28	46	36	22	0	10	104	496	
12:00 PM	0	19	18	1	0	38	3	33	7	0	0	43	1	1	2	0	2	4	17	10	8	0	3	35	120	
12:15 PM	1	35	20	0	0	56	6	38	7	0	1	51	6	8	2	0	5	16	10	8	10	0	2	28	151	
12:30 PM	1	32	10	0	0	43	7	42	7	0	0	56	3	3	1	0	1	7	12	14	9	0	0	35	141	
12:45 PM	1	32	20	0	0	53	7	65	18	0	0	90	10	5	5	0	1	20	14	16	11	0	0	41	204	
Total	3	118	68	1	0	190	23	178	39	0	1	240	20	17	10	0	9	47	53	48	38	0	5	139	616	
1:00 PM	2	31	20	0	1	53	6	51	12	0	1	69	8	2	2	0	2	12	17	12	12	0	1	41	175	
1:15 PM	3	29	23	0	0	55	7	34	4	0	1	45	6	3	4	0	1	13	20	12	8	0	1	40	153	
1:30 PM	3	36	16	0	3	55	10	32	11	0	2	53	5	3	1	0	5	9	16	8	12	0	4	36	153	
1:45 PM	0	33	10	0	1	43	1	41	8	0	1	50	5	3	2	0	1	10	16	18	10	0	1	44	147	
Total	8	129	69	0	5	206	24	158	35	0	5	217	24	11	9	0	9	44	69	50	42	0	7	161	628	
BREAK																										
Grand Total	19	369	173	1	5	562	66	482	107	0	6	655	54	44	21	0	31	119	168	134	102	0	22	404	1740	
Apprch %	3.4	65.7	30.8	0.2	0.9		10.1	73.6	16.3	0.0	0.9		45.4	37.0	17.6	0.0	26.1		41.6	33.2	25.2	0.0	5.4			
Total %	1.1	21.2	9.9	0.1	0.3	32.3	3.8	27.7	6.1	0.0	0.3	37.6	3.1	2.5	1.2	0.0	1.8	6.8	9.7	7.7	5.9	0.0	1.3	23.2		
Cars, PU, Vans	19	368	173	1		561	65	480	107	0		652	54	43	20	0		117	166	132	101	0		399	1729	
% Cars, PU, Vans	100.0	99.7	100.0	100.0		99.8	98.5	99.6	100.0	0.0		99.5	100.0	97.7	95.2	0.0		98.3	98.8	98.5	99.0	0.0		98.8	99.4	
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Duals	0	1	0	0		1	1	2	0	0		3	0	1	1	0		2	2	2	1	0		5	11	
%Duals	0.0	0.3	0.0	0.0		0.2	1.5	0.4	0.0	0.0		0.5	0.0	2.3	4.8	0.0		1.7	1.2	1.5	1.0	0.0		1.2	0.6	
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	

City: Teaneck

PEAK HOURS

Day: Sunday

Date: 1/11/2026

NOON

	Garrison Ave Northbound						Garrison Ave Southbound						Beverly Rd Eastbound						Beverly Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 11:00 AM - 02:00 PM																								
Peak Hour for Entire Intersection Begins at 12:45 PM																								
12:45 PM	1	32	20	0	53		7	65	18	0	90		10	5	5	0	20		14	16	11	0	41	204
1:00 PM	2	31	20	0	53		6	51	12	0	69		8	2	2	0	12		17	12	12	0	41	175
1:15 PM	3	29	23	0	55		7	34	4	0	45		6	3	4	0	13		20	12	8	0	40	153
1:30 PM	3	36	16	0	55		10	32	11	0	53		5	3	1	0	9		16	8	12	0	36	153
Total Volume	9	128	79	0	216		30	182	45	0	257		29	13	12	0	54		67	48	43	0	158	685
% App. Total	4.2	59.3	36.6	0.0	100		11.7	70.8	17.5	0.0	100		53.7	24.1	22.2	0.0	100		42.4	30.4	27.2	0.0	100	
PHF	0.982						0.714						0.675						0.963					0.839
Cars, PU, Vans	9	128	79	0	216		30	182	45	0	257		29	13	11	0	53		67	47	42	0	156	682
% Cars, PU, Vans	100.0	100.0	100.0	0.0	100.0		100.0	100.0	100.0	0.0	100.0		100.0	100.0	91.7	0.0	98.1		100.0	97.9	97.7	0.0	98.7	99.6
Buses	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
%Buses	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Duals	0	0	0	0	0		0	0	0	0	0		0	0	1	0	1		0	1	1	0	2	3
%Duals	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	8.3	0.0	1.9		0.0	2.1	2.3	0.0	1.3	0.4
TTST	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	0
%TTST	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

NS/EW Streets:		American Legion Dr				American Legion Dr				Stop & Shop N Dwy				Stop & Shop N Dwy					
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	1 WR	0 WU			
11:00 AM	0	38	0	0	0	26	0	0	0	0	0	0	0	0	18	0	82		
11:15 AM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	15	0	43		
11:30 AM	0	16	0	0	0	20	0	0	0	0	0	0	0	0	20	0	56		
11:45 AM	0	21	0	0	0	24	0	0	0	0	0	0	0	0	21	0	66		
12:00 PM	0	25	0	0	0	34	0	0	0	0	0	0	0	0	23	0	82		
12:15 PM	0	15	0	0	0	26	0	1	0	0	0	0	2	0	25	0	69		
12:30 PM	0	40	0	0	0	25	0	0	0	0	0	0	0	0	22	0	87		
12:45 PM	0	19	0	0	0	20	0	0	0	0	0	0	2	0	29	0	70		
1:00 PM	0	27	0	0	0	30	0	0	0	0	0	0	0	0	27	0	84		
1:15 PM	0	20	0	0	0	27	0	0	0	0	0	0	1	0	18	0	66		
1:30 PM	0	12	0	0	0	30	0	0	0	0	0	0	0	0	28	0	70		
1:45 PM	0	20	0	0	0	28	0	0	0	0	0	0	0	0	25	0	73		
TOTAL VOLUMES : APPROACH %'S :	NL 0 0.00%	NT 267 100.00%	NR 0 0.00%	NU 0 0.00%	SL 0 0.00%	ST 304 99.67%	SR 0 0.00%	SU 1 0.33%	EL 0 0.00%	ET 0 0.00%	ER 0 0.00%	EU 0 0.00%	WL 5 1.81%	WT 0 0.00%	WR 271 98.19%	WU 0 0.00%	TOTAL 848		
PEAK HR :	12:15 PM - 01:15 PM																TOTAL 310 0.891		
PEAK HR VOL :	0	101	0	0	0	101	0	1	0	0	0	0	4	0	103	0			
PEAK HR FACTOR :	0.000	0.631	0.000	0.000	0.000	0.842	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.888	0.000			
				0.631				0.850				0.863							

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Stop & Shop N Dwy
 City: Teaneck
 Control: 1-Way Stop(WB)

Project ID: 26-340001-008
 Date: 1/11/2026

Data - Cars

NS/EW Streets:	American Legion Dr				American Legion Dr				Stop & Shop N Dwy				Stop & Shop N Dwy				
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	1 WR	0 WU	
11:00 AM	0	38	0	0	0	26	0	0	0	0	0	0	0	0	18	0	82
11:15 AM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	15	0	43
11:30 AM	0	16	0	0	0	20	0	0	0	0	0	0	0	0	20	0	56
11:45 AM	0	21	0	0	0	24	0	0	0	0	0	0	0	0	21	0	66
12:00 PM	0	25	0	0	0	34	0	0	0	0	0	0	0	0	23	0	82
12:15 PM	0	15	0	0	0	26	0	1	0	0	0	0	2	0	25	0	69
12:30 PM	0	40	0	0	0	25	0	0	0	0	0	0	0	0	22	0	87
12:45 PM	0	19	0	0	0	20	0	0	0	0	0	0	2	0	29	0	70
1:00 PM	0	27	0	0	0	30	0	0	0	0	0	0	0	0	27	0	84
1:15 PM	0	20	0	0	0	27	0	0	0	0	0	0	1	0	18	0	66
1:30 PM	0	12	0	0	0	30	0	0	0	0	0	0	0	0	28	0	70
1:45 PM	0	20	0	0	0	28	0	0	0	0	0	0	0	0	25	0	73
TOTAL VOLUMES :	NL 0	NT 267	NR 0	NU 0	SL 0	ST 304	SR 0	SU 1	EL 0	ET 0	ER 0	EU 0	WL 5	WT 0	WR 271	WU 0	TOTAL 848
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	99.67%	0.00%	0.33%					1.81%	0.00%	98.19%	0.00%	
PEAK HR :	12:15 PM - 01:15 PM																TOTAL
PEAK HR VOL :	0	101	0	0	0	101	0	1	0	0	0	0	4	0	103	0	310
PEAK HR FACTOR :	0.000	0.631	0.000	0.000	0.000	0.842	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.888	0.000	0.891
	0.631				0.850								0.863				

Location: American Legion Dr & Stop & Shop N Dwy
City: Teaneck
Control: 1-Way Stop(WB)

Data - Buses

[illegible]

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: American Legion Dr & Stop & Shop N Dwy
City: Teaneck
Control: 1-Way Stop(WB)

Project ID: 26-340001-008
Date: 1/11/2026

Data - TTST

[illegible]

[illegible]

National Data & Surveying Services

Location: American Legion Dr & Stop & Shop N Dwy
City: Teaneck

Project ID: 26-340001-008
Date: 1/11/2026

Data - Pedestrians (Crosswalks)

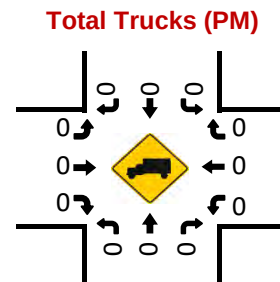
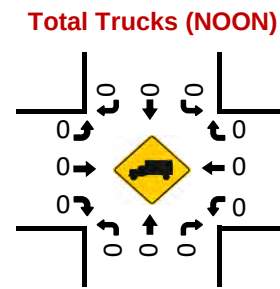
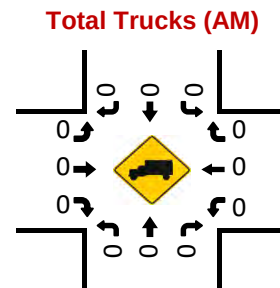
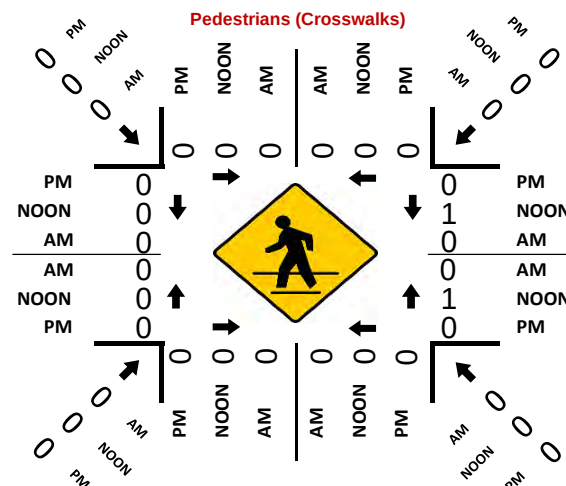
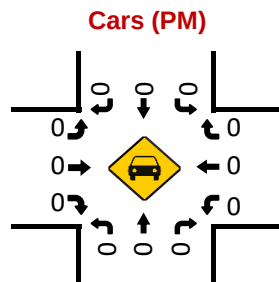
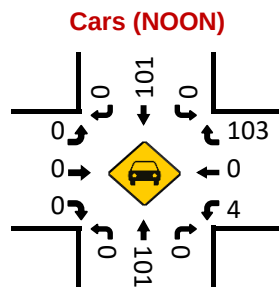
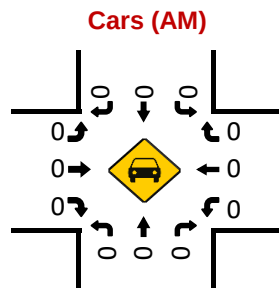
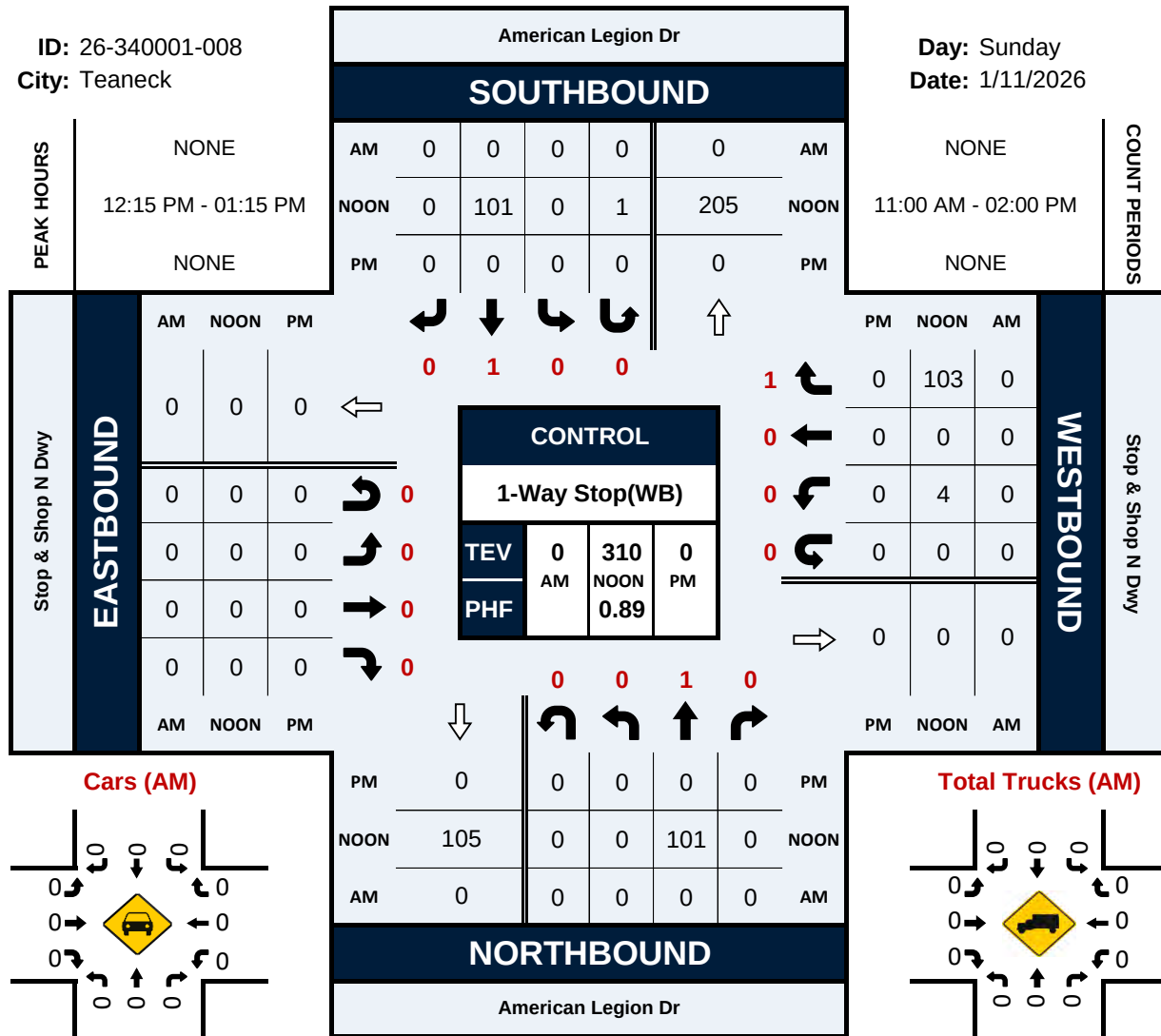
NS/EW Streets:	American Legion Dr		American Legion Dr		Stop & Shop N Dwy		Stop & Shop N Dwy				
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG				
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL		
	11:00 AM	0	0	0	0	0	0	0	0		
	11:15 AM	0	0	0	0	0	0	0	0		
	11:30 AM	0	1	0	0	0	0	0	1		
	11:45 AM	0	0	0	0	1	0	0	1		
	12:00 PM	0	0	0	0	2	0	0	2		
	12:15 PM	0	0	0	0	0	0	0	0		
	12:30 PM	0	0	0	0	0	0	0	0		
	12:45 PM	0	0	0	0	0	0	0	0		
	1:00 PM	0	0	0	0	1	1	0	0	2	
	1:15 PM	0	0	0	0	1	0	0	0	1	
	1:30 PM	0	1	0	0	0	1	0	0	2	
	1:45 PM	0	0	0	0	0	0	0	0	0	
	TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	APPROACH %'s :		0	2	0	0	5	2	0	0	9
PEAK HR :		12:15 PM - 01:15 PM								TOTAL	
PEAK HR VOL :		0	0	0	0	1	1	0	0	2	
PEAK HR FACTOR :						0.250	0.250			0.250	

American Legion Dr & Stop & Shop N Dwy

Peak Hour Turning Movement Count

ID: 26-340001-008
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-008
Location: American Legion Dr & Stop & Shop N Dwy
City: Teaneck

Day: Sunday
Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks																										
	American Legion Dr Northbound						American Legion Dr Southbound						Stop & Shop N Dwy Eastbound						Stop & Shop N Dwy Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
11:00 AM	0	38	0	0	0	38	0	26	0	0	0	26	0	0	0	0	0	0	0	0	18	0	0	18	82	
11:15 AM	0	14	0	0	0	14	0	14	0	0	0	14	0	0	0	0	0	0	0	0	15	0	0	15	43	
11:30 AM	0	16	0	0	0	16	0	20	0	0	1	20	0	0	0	0	0	0	0	0	20	0	0	20	56	
11:45 AM	0	21	0	0	0	21	0	24	0	0	0	24	0	0	0	0	0	0	0	0	21	0	1	21	66	
Total	0	89	0	0	0	89	0	84	0	0	1	84	0	0	0	0	0	0	0	0	74	0	1	74	247	
12:00 PM	0	25	0	0	0	25	0	34	0	0	0	34	0	0	0	0	0	0	0	0	23	0	2	23	82	
12:15 PM	0	15	0	0	0	15	0	26	0	1	0	27	0	0	0	0	0	0	0	2	0	25	0	0	27	69
12:30 PM	0	40	0	0	0	40	0	25	0	0	0	25	0	0	0	0	0	0	0	0	22	0	0	22	87	
12:45 PM	0	19	0	0	0	19	0	20	0	0	0	20	0	0	0	0	0	0	0	2	0	29	0	0	31	70
Total	0	99	0	0	0	99	0	105	0	1	0	106	0	0	0	0	0	0	0	4	0	99	0	2	103	308
1:00 PM	0	27	0	0	0	27	0	30	0	0	0	30	0	0	0	0	0	0	0	0	0	27	0	2	27	84
1:15 PM	0	20	0	0	0	20	0	27	0	0	0	27	0	0	0	0	0	0	0	1	0	18	0	1	19	66
1:30 PM	0	12	0	0	0	12	0	30	0	0	1	30	0	0	0	0	0	0	0	0	0	28	0	1	28	70
1:45 PM	0	20	0	0	0	20	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	25	0	0	25	73
Total	0	79	0	0	0	79	0	115	0	0	1	115	0	0	0	0	0	0	0	1	0	98	0	4	99	293
BREAK																										
Grand Total	0	267	0	0	0	267	0	304	0	1	2	305	0	0	0	0	0	0	0	5	0	271	0	7	276	848
Apprch %	0.0	100.0	0.0	0.0	0.0		0.0	99.7	0.0	0.3	0.7		0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	98.2	0.0	2.5			
Total %	0.0	31.5	0.0	0.0	0.0	31.5	0.0	35.8	0.0	0.1	0.2	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	32.0	0.0	0.8	32.5		
Cars, PU, Vans	0	267	0	0		267	0	304	0	1		305	0	0	0	0		0	5	0	271	0		276	848	
% Cars, PU, Vans	0.0	100.0	0.0	0.0		100.0	0.0	100.0	0.0	100.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	100.0	0.0		100.0	100.0	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
%Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Duals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
%Duals	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TTST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
%TTST	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

City: Teaneck

PEAK HOURS

Day: Sunday

Date: 1/11/2026

NOON

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Stop & Shop E Dwy/Hudson Digital Systems Dwy & Water St
 City: Teaneck
 Control: No Control

Project ID: 26-340001-009
 Date: 1/11/2026

Data - Total

NS/EW Streets:	Stop & Shop E Dwy/Hudson Digital Systems Dwy				Stop & Shop E Dwy/Hudson Digital Systems Dwy				Water St				Water 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	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	1	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8
12:00 PM	2	0	0	0	1	0	0	0	0	2	0	0	0	3	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
12:45 PM	5	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	9
1:00 PM	1	0	1	0	0	0	0	0	0	2	3	0	0	0	0	0	7
1:15 PM	1	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	5
1:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 19	NT 0	NR 2	NU 0	SL 1	ST 0	SR 2	SU 0	EL 0	ET 6	ER 11	EU 3	WL 0	WT 6	WR 2	WU 0	TOTAL 52
APPROACH %'s :	90.48%	0.00%	9.52%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	30.00%	55.00%	15.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL 23
PEAK HR VOL :	8	0	1	0	0	0	1	0	0	2	7	2	0	0	2	0	23
PEAK HR FACTOR :	0.400	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.583	0.500	0.000	0.000	0.250	0.000	0.639
			0.450				0.250				0.550				0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Stop & Shop E Dwy/Hudson Digital Systems Dwy & Water St
 City: Teaneck
 Control: No Control

Project ID: 26-340001-009
 Date: 1/11/2026

Data - Cars

NS/EW Streets:	Stop & Shop E Dwy/Hudson Digital Systems Dwy				Stop & Shop E Dwy/Hudson Digital Systems Dwy				Water St				Water 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	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	1	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	7	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	8
12:00 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	7
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
12:45 PM	5	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	9
1:00 PM	1	0	1	0	0	0	0	0	0	1	3	0	0	0	0	0	6
1:15 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
1:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 19	NT 0	NR 2	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 5	ER 11	EU 3	WL 0	WT 6	WR 0	WU 0	TOTAL 46
APPROACH %'s :	90.48%	0.00%	9.52%	0.00%					0.00%	26.32%	57.89%	15.79%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	8	0	1	0	0	0	0	0	0	1	7	2	0	0	0	0	19
PEAK HR FACTOR :	0.400	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.583	0.500	0.000	0.000	0.000	0.000	0.528
			0.450								0.625						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Stop & Shop E Dwy/Hudson Digital Systems Dwy & Water St
City: Teaneck
Control: No Control

Project ID: 26-340001-009
Date: 1/11/2026

Data - Buses

[illegible]

National Data & Surveying Services

Intersection Turning Movement Count

Location: Stop & Shop E Dwy/Hudson Digital Systems Dwy & Water St
 City: Teaneck
 Control: No Control

Project ID: 26-340001-009
 Date: 1/11/2026

Data - Duals

NS/EW Streets:	Stop & Shop E Dwy/Hudson Digital Systems Dwy				Stop & Shop E Dwy/Hudson Digital Systems Dwy				Water St				Water 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	1 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
1:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	3
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 1	ST 0	SR 2	SU 0	EL 0	ET 1	ER 0	EU 0	WL 0	WT 0	WR 2	WU 0	TOTAL 6
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	12:30 PM - 01:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.333

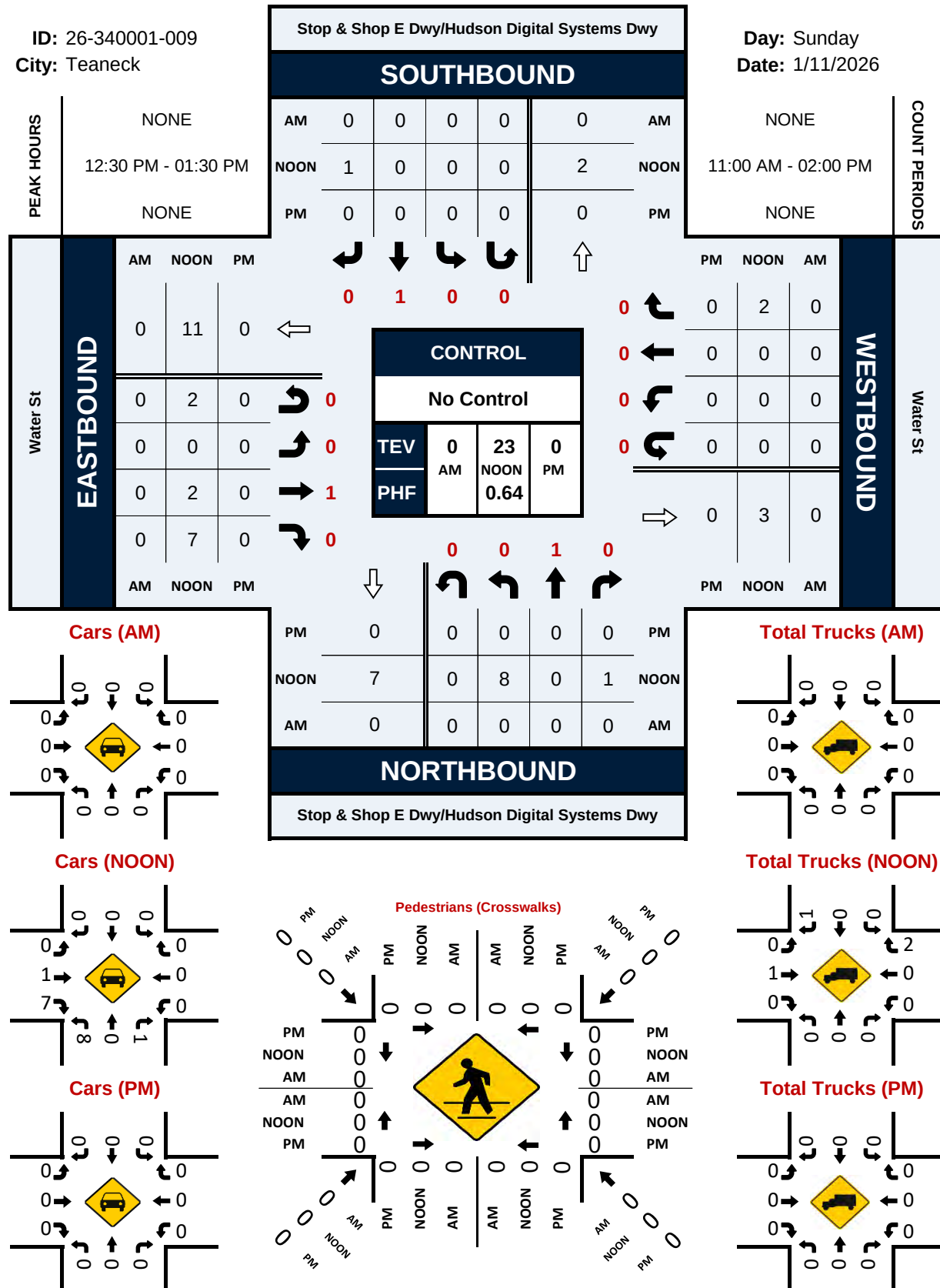
Project ID: 26-340001-009
Date: 1/11/2026

Stop & Shop E Dwy/Hudson Digital Systems Dwy & Water St

Peak Hour Turning Movement Count

ID: 26-340001-009
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-009

Location: Stop & Shop E Dwy/Hudson Digital Systems Dwy & Water St

City: Teaneck

Day: Sunday

Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	op & Shop E Dwy/Hudson Digital Systems Dwy & Water St Northbound						op & Shop E Dwy/Hudson Digital Systems Dwy & Water St Southbound						Water St Eastbound						Water St Westbound								
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total		
11:00 AM	1	0	1	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	1	0	2	0	0	0	2	5	
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	0	1	0	0	0	1	4	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	
11:45 AM	7	0	0	0	0	7	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	8	
Total	8	0	1	0	0	9	0	0	0	0	2	0	0	2	4	0	0	0	6	0	3	0	0	0	3	18	
12:00 PM	2	0	0	0	0	2	1	0	0	0	6	1	0	2	0	0	0	0	2	0	3	0	0	0	3	8	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	
12:45 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	9	
Total	8	0	0	0	0	8	1	0	0	0	6	1	0	2	4	2	0	8	0	3	0	0	0	0	3	20	
1:00 PM	1	0	1	0	0	2	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	0	7	
1:15 PM	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2	0	0	0	2	5	
1:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
1:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	3	0	1	0	0	4	0	0	2	0	0	2	0	2	3	1	0	6	0	0	2	0	0	0	2	14	
BREAK																											
Grand Total	19	0	2	0	0	21	1	0	2	0	8	3	0	6	11	3	0	20	0	6	2	0	0	8	52		
Apprch %	90.5	0.0	9.5	0.0	0.0		33.3	0.0	66.7	0.0	266.7		0.0	30.0	55.0	15.0	0.0		0.0	75.0	25.0	0.0	0.0				
Total %	36.5	0.0	3.8	0.0	0.0	40.4	1.9	0.0	3.8	0.0	15.4	5.8	0.0	11.5	21.2	5.8	0.0	38.5	0.0	11.5	3.8	0.0	0.0	15.4			
Cars, PU, Vans	19	0	2	0		21	0	0	0	0		0	0	5	11	3		19	0	6	0	0		6	46		
% Cars, PU, Vans	100.0	0.0	100.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	83.3	100.0	100.0		95.0	0.0	100.0	0.0	0.0		75.0	88.5		
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0		
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Duals	0	0	0	0		0	1	0	2	0		3	0	1	0	0		1	0	0	2	0		2	6		
%Duals	0.0	0.0	0.0	0.0		0.0	100.0	0.0	100.0	0.0		100.0	0.0	16.7	0.0	0.0		5.0	0.0	0.0	100.0	0.0		25.0	11.5		
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0		
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0		

**Location: Stop & Shop E Dwy/Hudson Digital Systems Dwy &
City: Teaneck**

PEAK HOURS Day: Sunday
Date: 1/11/2026

Day: Sunday
Date: 1/11/2026

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy
City: Teaneck
Control: No Control

Project ID: 26-340001-010
Date: 1/11/2026

Data - Total

NS/EW Streets		Stop & Shop W Day				Stop & Shop W Day				Water Street / Stop & Shop				Water Street / Stop & Shop				Water Street / Stop & Shop			
NOON		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				WESTBOUND2			
		NL	NT	NR	NR2	SL	ST	SR	SU	EL	ET	EU	EU2	WL	WT	WR	WR2	WU	WU2		
11:00 AM		4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
11:15 AM		4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
11:30 AM		4	0	0	0	0	0	0	0	0	0	1	15	1	2	2	0	0	1		
11:45 AM		4	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	1		
11:55 AM		4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
12:00 PM		10	0	0	0	0	0	0	0	0	3	21	0	2	0	4	0	0	0		
12:15 PM		12	0	0	0	0	0	0	0	0	0	20	0	0	0	2	0	0	0		
12:30 PM		9	0	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0	0		
12:45 PM		5	0	0	0	0	0	0	0	0	3	16	0	0	0	0	0	0	0		
1:00 PM		5	0	0	0	0	0	0	0	0	3	16	0	0	0	0	0	0	0		
1:15 PM		3	0	0	0	0	0	0	0	0	1	16	2	2	0	3	0	0	1		
1:30 PM		3	0	0	0	0	0	0	0	0	1	14	1	0	0	0	0	0	0		
1:45 PM		5	0	0	0	0	0	0	0	0	0	17	0	0	1	0	0	0	23		
TOTAL VOLUMES		NL	NT	NR	NR2	SL	ST	SR	SU	EL	ET	EU	EU2	WL	WT	WR	WR2	WU	WU2		
ACCORDING TO		87.77	0	0.00	0.00	0	0	0	0	0	20	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00	143.77	87.68	0.45	96.55	0.00	0.00	0.00	0.00	0.00		
PEAK PER HOUR		87.77	0	0.00	0.00	0	0	0	0	0.00</											

Explanation for extra leg movements

Movements entering the extra leg	
NB2	Movements come in from NB on Stoa & Shao W Dwy enter into the Extra Lee (Stoa & Shao Dwy)
ET2	Movements come in from EB on Water St enter into the Extra Lee (Stoa & Shao Dwy)

Movements exiting the extra leg	
W212	Movements exiting from Extra Leg (Stop & Shop Dwy) entering into Stop & Shop W Dwy SB
W212	Movements exiting from Extra Leg (Stop & Shop Dwy) entering into Water St WB



National Data & Surveying Services

Intersection Turning Movement Count

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy
City: Teaneck
Control: No Control

Project ID: 26-340001-010
Date: 1/11/2026

Data - Cars

NS/EW Streets:	Stop & Shop W Dwy					Stop & Shop W Dwy				Water St/Stop & Shop Dwy					Water St/Stop & Shop Dwy						TOTAL	
NOON	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND				WESTBOUND2			
	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	ET2	WL	WT	WR	WU	W2L2	W2T2		
	11:00 AM	4	0	0	0	0	0	0	0	0	0	1	15	1	2	0	0	0	0	1	27	
	11:15 AM	6	0	0	0	0	0	0	0	0	3	12	0	0	0	1	0	0	1	0	23	
	11:30 AM	4	0	0	0	0	0	0	0	0	0	1	23	0	0	0	1	0	0	0	30	
	11:45 AM	6	0	0	0	0	0	0	0	0	0	2	21	0	7	0	7	0	0	1	44	
	12:00 PM	10	0	0	0	0	0	0	0	0	0	3	21	0	2	0	4	0	0	0	40	
	12:15 PM	12	0	0	0	0	0	0	0	0	0	0	20	0	0	0	2	0	0	0	34	
	12:30 PM	9	0	0	0	0	0	0	0	0	0	1	28	1	0	0	0	0	0	0	39	
12:45 PM	10	0	0	0	0	0	0	0	0	0	3	12	1	3	0	5	0	0	0	1	35	
1:00 PM	5	0	0	0	0	0	0	0	0	0	4	11	0	2	0	1	0	0	1	2	26	
1:15 PM	3	0	0	0	0	0	0	0	0	0	1	16	2	2	0	2	0	0	0	1	27	
1:30 PM	3	0	0	0	1	0	0	0	0	0	0	14	1	0	0	1	0	0	0	0	20	
1:45 PM	5	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	22	
TOTAL VOLUMES : APPROACH %'s :	NL 77 98.72%	NT 0 0.00%	NR 0 0.00%	NU 0 0.00%	NR2 1 1.28%	SL	ST	SR	SU	0	EL 0 0.00%	ET 19 7.51%	ER 210 83.00%	EU 6 2.37%	ET2 18 7.11%	WL 1 3.70%	WT 26 96.30%	WR 0 0.00%	WU 0 0.00%	W2L2 2 22.22%	W2T2 7 77.78%	TOTAL 367
PEAK HR :	11:45 AM - 12:45 PM																				TOTAL	
PEAK HR VOL :	37	0	0	0	0	0	0	0	0	0	6	90	1	9	0	13	0	0	0	1	157	
PEAK HR FACTOR :	0.771	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.804 0.883	0.250	0.321	0.000	0.464 0.464	0.000	0.000	0.000	0.250	0.892	

National Data & Surveying Services
Intersection Turning Movement Count

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy
City: Teaneck
Control: No Control

Project ID: 26-340001-010
Date: 1/11/2026

Data - Buses

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy
City: Teaneck
Control: No Control

Project ID: 26-340001-010
Date: 1/11/2026

Data - Duals

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy
City: Teaneck
Control: No Control

Project ID: 26-340001-010
Date: 1/11/2026

Data - TTST

[illegible]

National Data & Surveying Services
Intersection Turning Movement Count

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy
City: Teaneck
Control: No Control

Project ID: 26-340001-010
Date: 1/11/2026

Data - Bikes

[illegible]

Project ID: 26-340001-010
Date: 1/11/2026

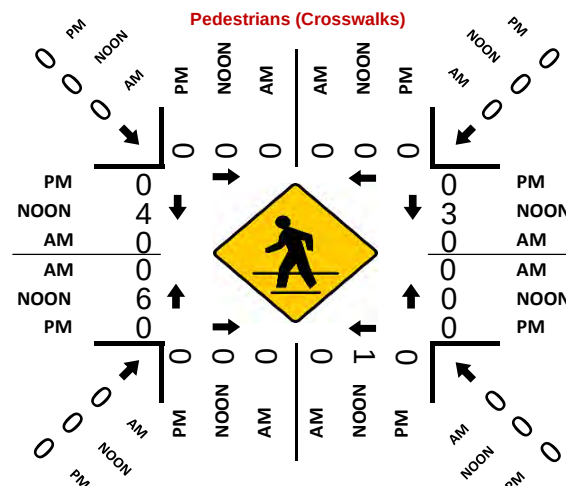
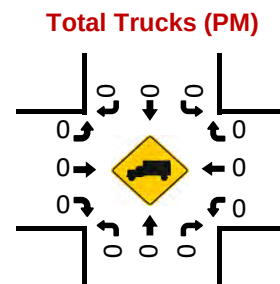
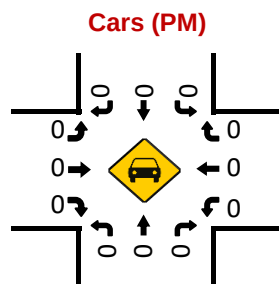
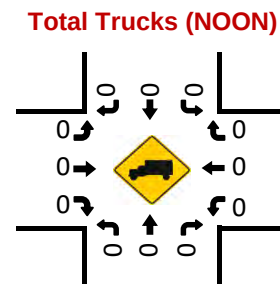
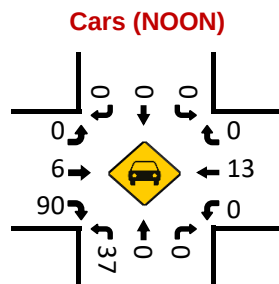
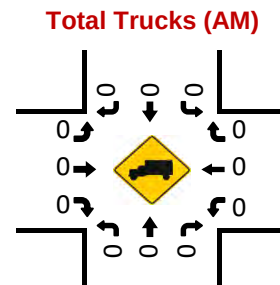
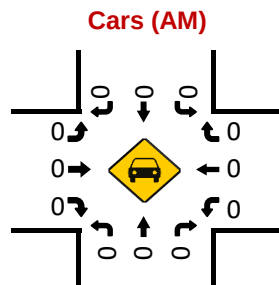
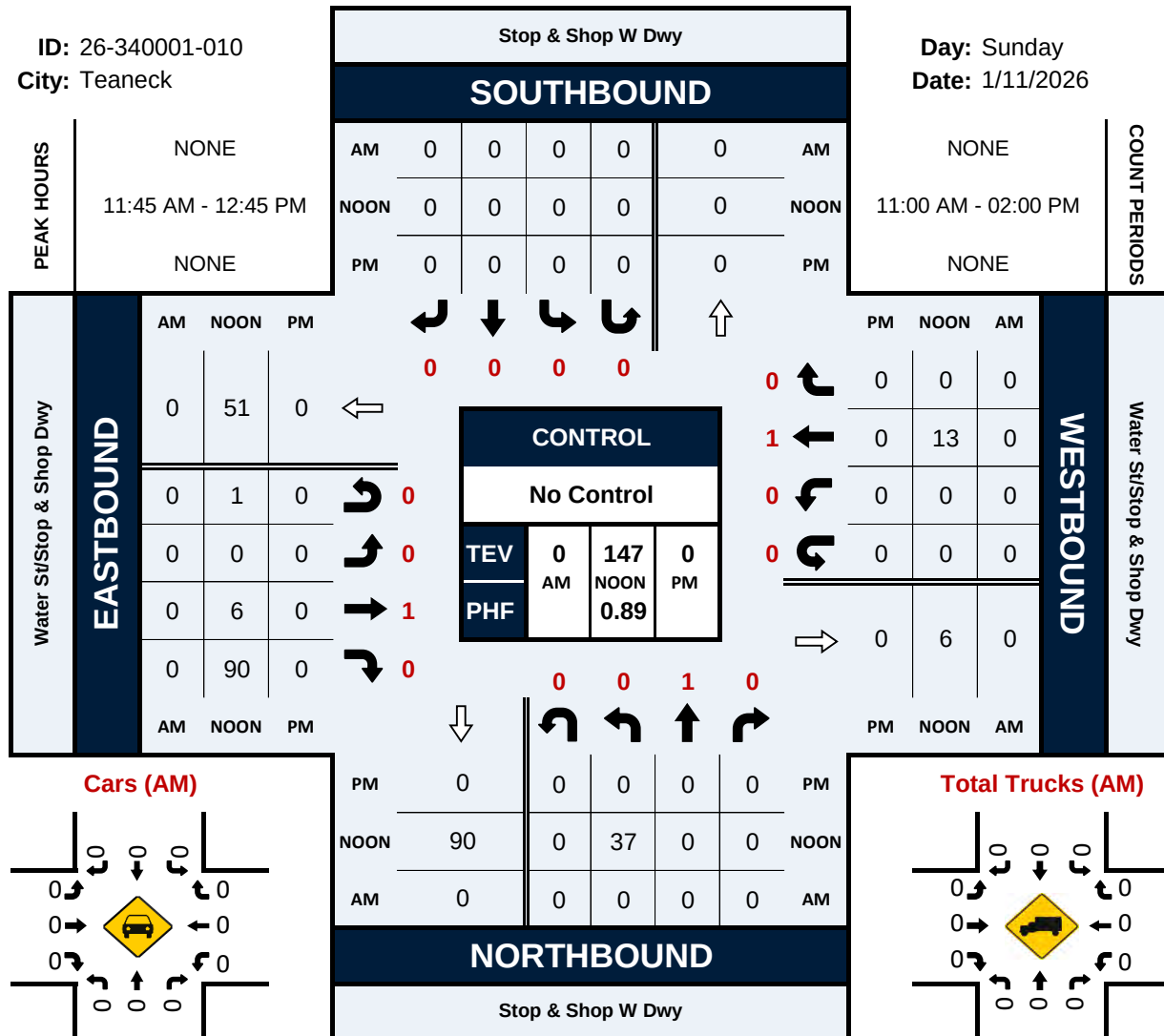
NS/EW Streets:		Stop & Shop W Dwy		Stop & Shop W Dwy		Water St/Stop & Shop Dwy		Water St/Stop & Shop Dwy				
NOON		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		TOTAL
		EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	
11:00 AM		0	0	0	0	0	0	1	2	1	1	5
11:15 AM		0	0	0	0	1	1	0	2	1	2	7
11:30 AM		0	0	0	0	0	1	3	0	2	0	6
11:45 AM		0	0	0	0	0	2	2	1	1	3	9
12:00 PM		0	0	0	1	0	0	2	1	1	0	5
12:15 PM		0	0	0	0	0	0	0	0	0	0	0
12:30 PM		0	0	0	0	0	1	2	2	1	3	9
12:45 PM		0	0	0	0	0	0	0	0	1	0	1
1:00 PM		0	0	1	0	1	0	1	0	1	0	4
1:15 PM		0	0	0	0	0	0	0	0	0	0	0
1:30 PM		0	0	0	0	0	0	0	2	0	3	5
1:45 PM		0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
APPROACH %'s :		0	0	1	1	2	5	11	10	9	12	51
PEAK HR :		11:45 AM - 12:45 PM										TOTAL
PEAK HR VOL :		0	0	0	1	0	3	6	4	3	6	23
PEAK HR FACTOR :				0.250	0.250	0.375	0.375	0.750	0.500	0.750	0.500	0.639
				0.250		0.375		0.625		0.563		

Stop & Shop W Dwy & Water St/Stop & Shop Dwy

Peak Hour Turning Movement Count

ID: 26-340001-010
City: Teaneck

Day: Sunday
Date: 1/11/2026



Project ID: 26-340001-010

Location: Stop & Shop W Dwy & Water St/Stop & Shop Dwy

City: Teaneck

Day: Sunday

Date: 1/11/2026

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Stop & Shop W Dwy Northbound						Stop & Shop W Dwy Southbound						Water St/Stop & Shop Dwy Eastbound						Water St/Stop & Shop Dwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
11:00 AM	4	0	0	0	0	4	0	0	0	0	0	0	0	1	15	1	3	17	1	2	0	0	0	3	24
11:15 AM	6	0	0	0	0	6	0	0	0	0	0	0	0	3	12	0	2	15	0	1	0	0	2	1	22
11:30 AM	4	0	0	0	0	4	0	0	0	0	0	0	0	1	23	0	3	24	0	1	0	0	1	1	29
11:45 AM	6	0	0	0	0	6	0	0	0	0	0	0	0	2	21	0	3	23	0	7	0	0	2	7	36
Total	20	0	0	0	0	20	0	0	0	0	0	0	0	7	71	1	11	79	1	11	0	0	5	12	111
12:00 PM	10	0	0	0	1	10	0	0	0	0	0	0	0	3	21	0	3	24	0	4	0	0	0	4	38
12:15 PM	12	0	0	0	0	12	0	0	0	0	0	0	0	0	20	0	0	20	0	2	0	0	0	2	34
12:30 PM	9	0	0	0	0	9	0	0	0	0	0	0	0	1	28	1	4	30	0	0	0	0	1	0	39
12:45 PM	10	0	0	0	0	10	0	0	0	0	0	0	0	3	12	1	0	16	0	5	0	0	0	5	31
Total	41	0	0	0	1	41	0	0	0	0	0	0	0	7	81	2	7	90	0	11	0	0	1	11	142
1:00 PM	5	0	0	0	1	5	0	0	0	0	0	0	0	5	11	0	1	16	0	1	0	0	1	1	22
1:15 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	1	16	2	0	19	0	3	0	0	0	3	25
1:30 PM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	14	1	2	15	0	1	0	0	0	1	19
1:45 PM	5	0	0	0	0	5	0	0	0	0	0	0	0	0	17	0	0	17	0	1	0	0	0	1	23
Total	16	0	0	0	1	16	0	0	0	0	0	0	0	6	58	3	3	67	0	6	0	0	1	6	89
BREAK																									
Grand Total	77	0	0	0	2	77	0	0	0	0	0	0	0	20	210	6	21	236	1	28	0	0	7	29	342
Apprch %	100.0	0.0	0.0	0.0	2.6		0.0	0.0	0.0	0.0	0.0		0.0	8.5	89.0	2.5	8.9		3.4	96.6	0.0	0.0	24.1		
Total %	22.5	0.0	0.0	0.0	0.6	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	61.4	1.8	6.1	69.0	0.3	8.2	0.0	0.0	2.0	8.5	
Cars, PU, Vans	77	0	0	0		77	0	0	0	0		0	0	19	210	6		235	1	26	0	0		27	339
% Cars, PU, Vans	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	0.0	95.0	100.0	100.0		99.6	100.0	92.9	0.0	0.0		93.1	99.1
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
%Buses	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0
Duals	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	2	0	0		2	3
%Duals	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	5.0	0.0	0.0		0.4	0.0	7.1	0.0	0.0		6.9	0.9
TTST	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
%TTST	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0

City: Teaneck

PEAK HOURS

Day: Sunday

Date: 1/11/2026

NOON

[illegible]



Roadway: Cedar Lane (CR 60) Between Garrison Avenue and Windsor Road

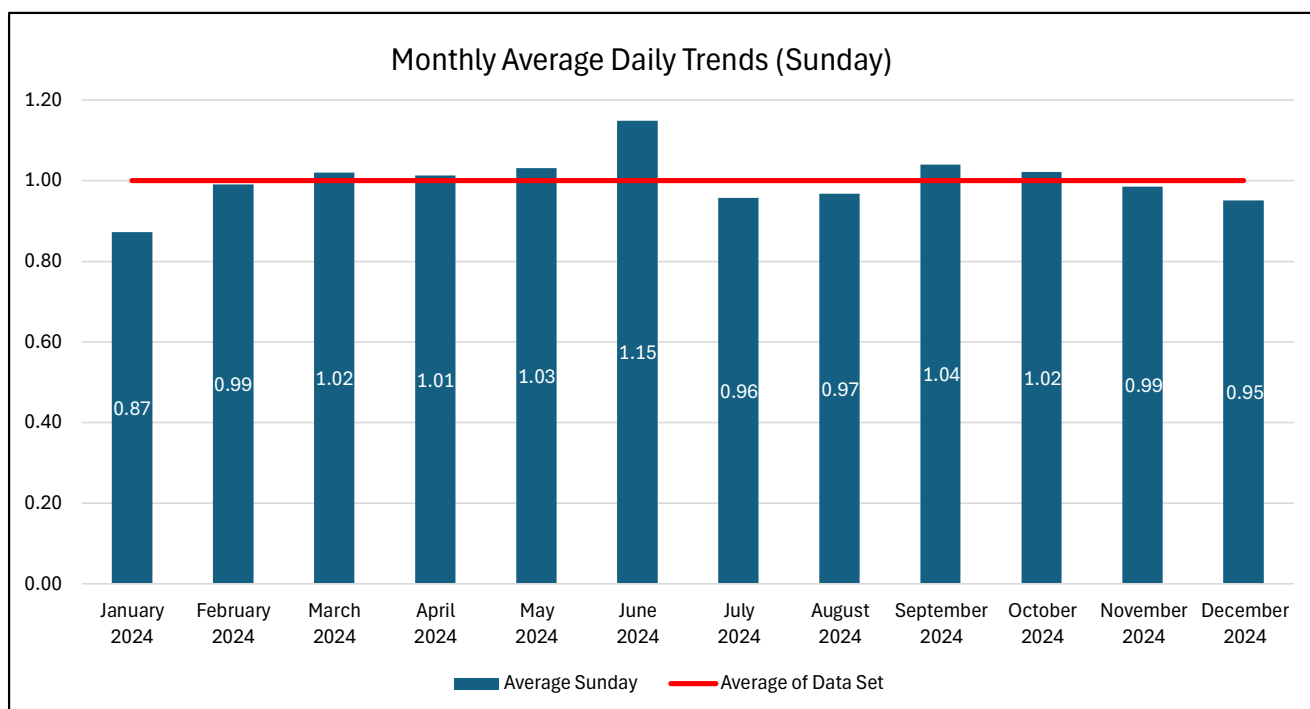
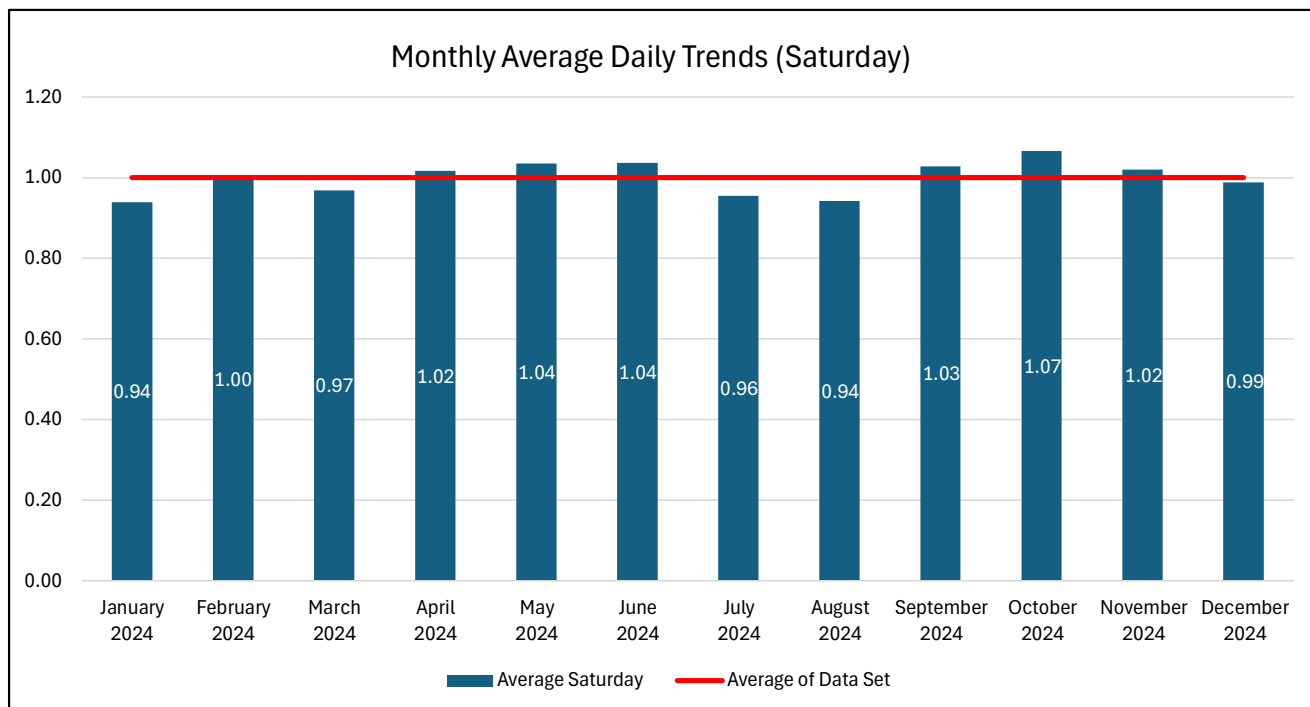
Town/County: Teaneck/Bergen

DTraffic Project #: 0161 24-04880

Data Period: January 2024 - December 2024

Analyst: M. Antunes

Cedar Lane (CR 60) Monthly Traffic Variation





Roadway: Cedar Lane (CR 60) Between Garrison Avenue and Windsor Road

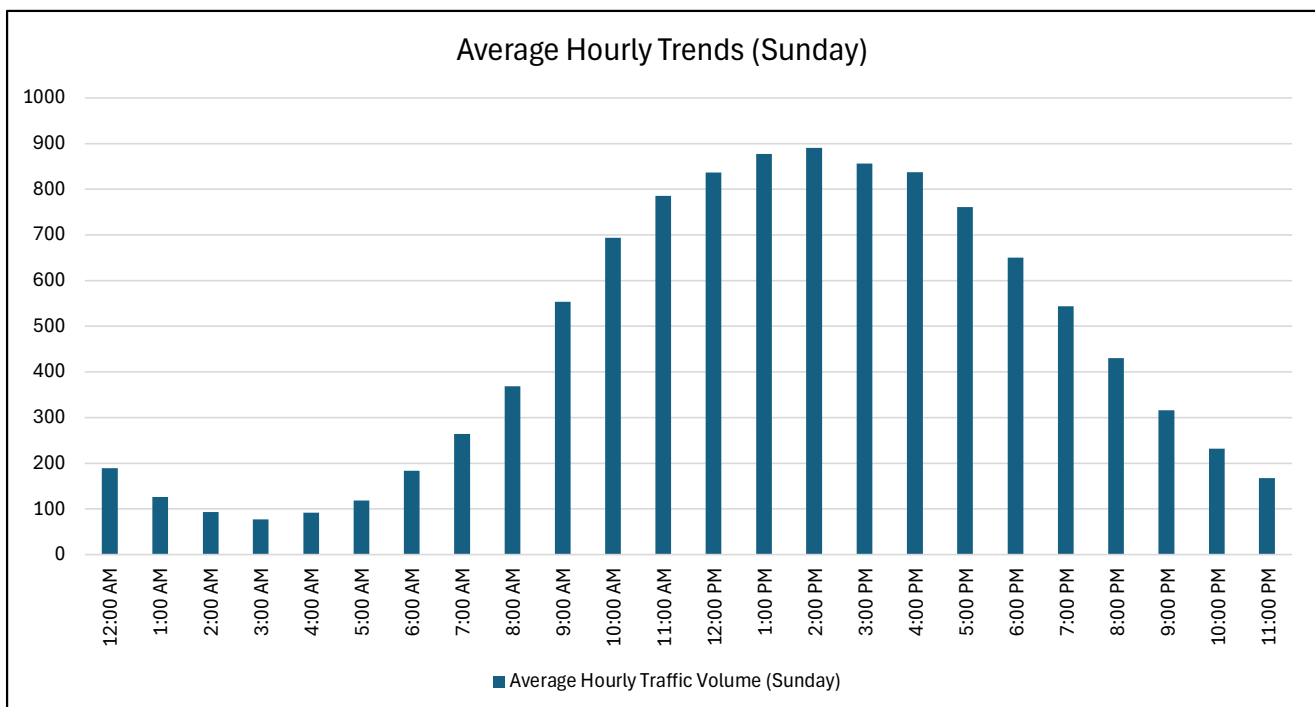
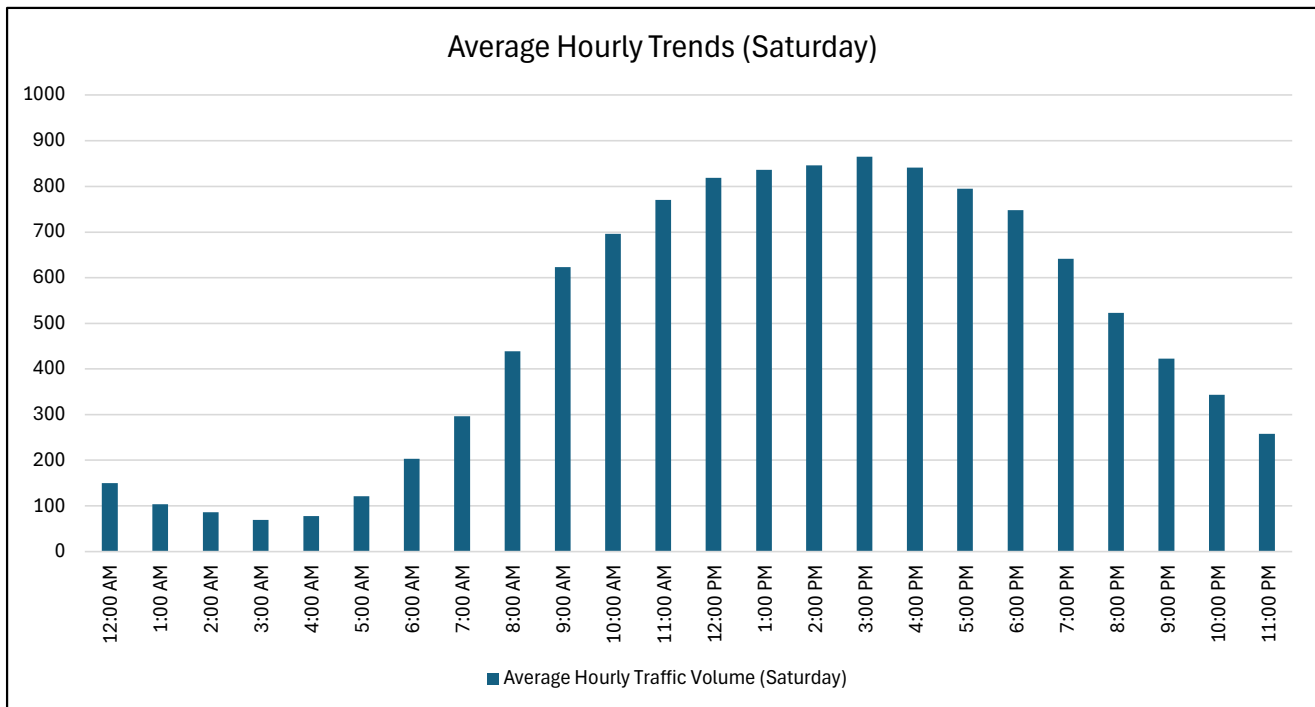
Town/County: Teaneck/Bergen

DTraffic Project #: 0161 24-04880

Data Period: January 2024 - December 2024

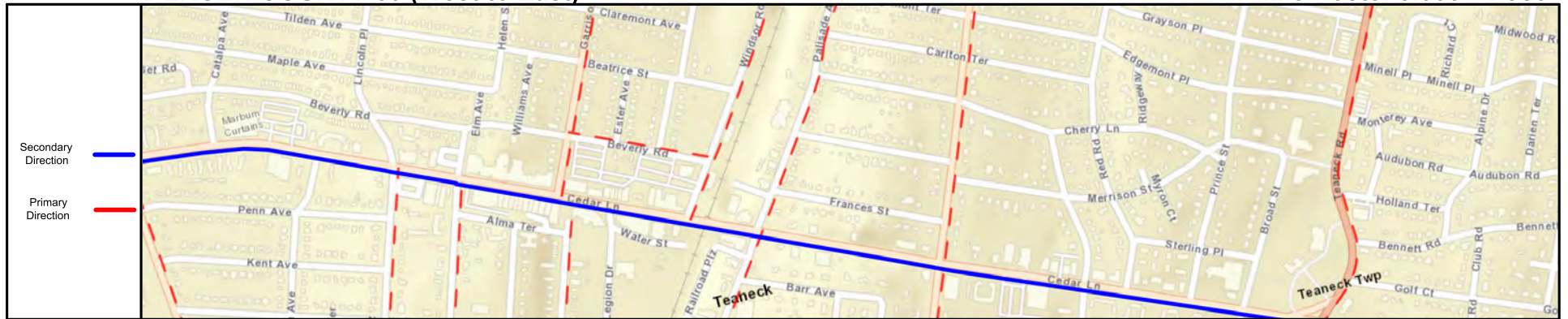
Analyst: M. Antunes

Cedar Lane (CR 60) Hourly Traffic Variation

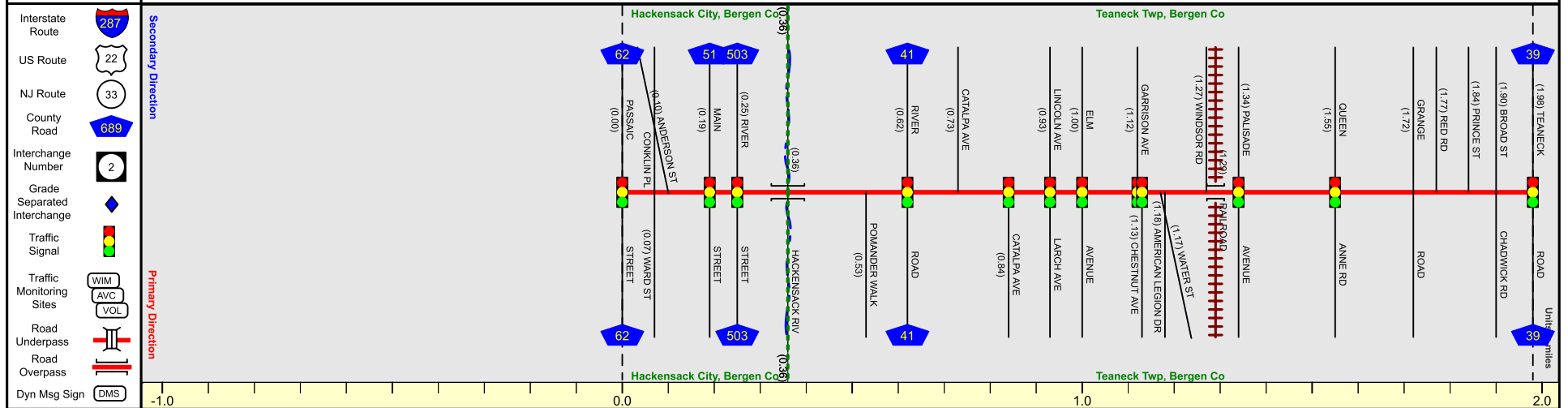


BERGEN COUNTY 60 (West to East)

Mile Posts: 0.000 - 1.980



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



Street Name	Union Street	East Anderson Street	Cedar Lane	
Jurisdiction			County	
Functional Class			Urban Minor Arterial	
Federal Aid - NHS Sy			STP	
Control Section	Begin Bergen County 60 MP=0.00			End Bergen County 60 MP=1.98
Speed Limit		99	25	
Number of Lanes	2		4	2
Med. Type			None	
Med. Width				
Pavement	30	36	60	40
Shoulder				
Traffic Volume				
Traffic Sta. ID				
Structure No.		020Q23A	025Q161	
Enlarged Views				

SRI = 02000060__

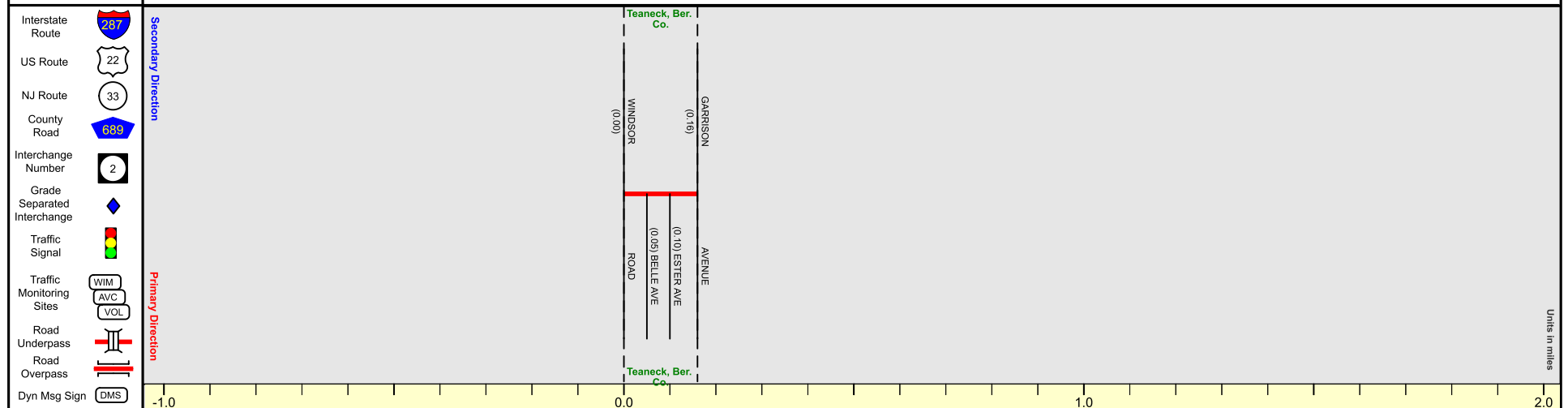
Date last inventoried: August 2011

BEVERLY RD (East to West)

Mile Posts: 0.000 - 0.160



Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	



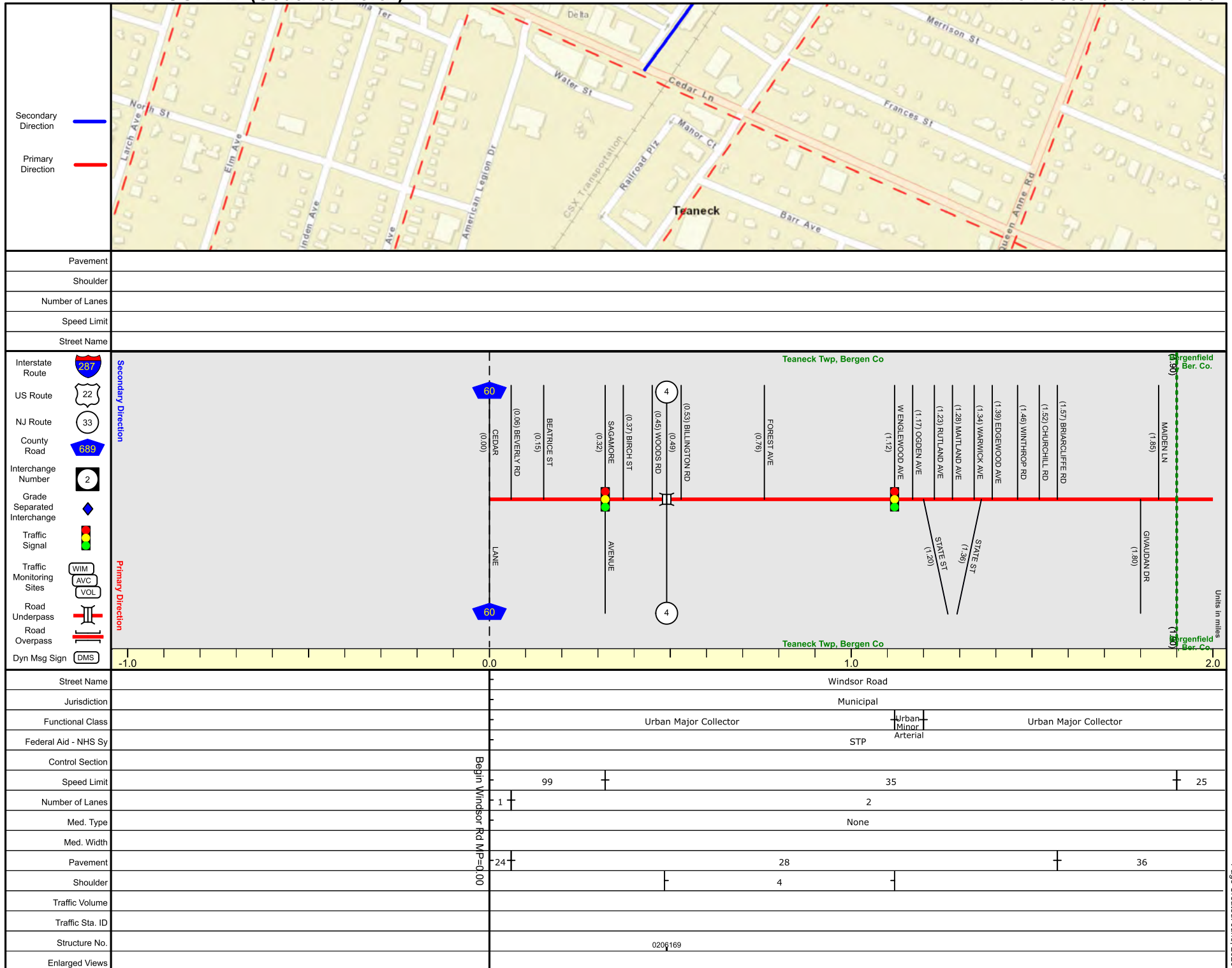
Street Name	Beverly Road
Jurisdiction	Municipal
Functional Class	Urban Major Collector
Federal Aid - NHS Sy	STP
Control Section	Begin Beverly Rd MP=0.00
Speed Limit	99
Number of Lanes	2
Med. Type	None
Med. Width	
Pavement	26
Shoulder	
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 02601123__

Date last inventoried: July 2020

WINDSOR RD (South to North)

Mile Posts: 0.000 - 2.000



SRI = 02601411__

Date last inventoried: July 2020

CHESTNUT AVE (South to North)

Mile Posts: 0.000 - 0.250

Secondary Direction Primary Direction	
Pavement	
Shoulder	
Number of Lanes	
Speed Limit	
Street Name	
Interstate Route US Route NJ Route County Road Interchange Number Grade Separated Interchange Traffic Signal Traffic Monitoring Sites Road Underpass Road Overpass Dyn Msg Sign	Secondary Direction Primary Direction Teaneck, Ber. Co. ALMA STREET STREET TERRACE End at Dead End 0.000 0.111 0.222 Teaneck, Ber. Co. Units in miles
Street Name	Chestnut Avenue
Jurisdiction	Municipal
Functional Class	Urban Major Collector
Federal Aid - NHS Sy	STP
Control Section	Begin Chestnut Ave MP=0.000
Speed Limit	25
Number of Lanes	2
Med. Type	None
Med. Width	
Pavement	26
Shoulder	
Traffic Volume	
Traffic Sta. ID	
Structure No.	
Enlarged Views	

SRI = 02601414__

Date last inventoried: August 2011

Bergen County
Department of Public Works
Engineering Division
Signal Sequence Chart
Township of Teaneck
Cedar Lane & Garrison Avenue

90 Second Background Cycle

*Revised NAD 11/15/16
GMA 10/3/06
GMA 9/29/06
RJS 12/28/05
RJS 1/12/04*

Phase	Signal Face						Time
	1 - 2	3	4 - 6	7 & 8	P1 - P2	P3 - P6	Seconds
2 & 5 Cedar Lane EB Lead	< - G G	G	R	R	DW	DW	8
Vehicle Clearance	< - Y G	G	R	R	DW	DW	3
2 & 6 Cedar Lane ROW	G	G	G	R	DW	DW	34.5 - 29.5
Change	Y	Y	Y	R	DW	DW	3.5
Vehicle Clearance	R	R	R	R	DW	DW	2
3 Pedestrian ROW	R	R	R	R	W	W	7
Pedestrian Clearance	R	R	R	R	FL / DW	FL / DW	15
Change	R	R	R	R	DW	DW	2
4W & 7 Garrison Avenue ROW	R	R	R	G	DW	DW	10 - 15
Change	R	R	R	Y	DW	DW	3
Vehicle Clearance	R	R	R	R	DW	DW	2
Emergency Flash	Y	Y	Y	R	DARK	DARK	-

NOTES:

1. Signal shall rest in Phase 2 & 6.
2. A vehicle extension of 2 seconds shall be set for actuated phases.
3. Free float operation is to be in effect from 11:00 PM to 6:00 AM daily.
4. Pedestrian Phase shall be actuated.

Countdown signals added October 5, 2006

GMA

Bergen County
Department of Planning and Engineering
Engineering Division
Bergen County
Department of Public Works
Engineering Division
Signal Sequence Chart
Township of Teaneck
Cedar Lane & American Legion Drive
90 Second Background Cycle

RJS 1/10/07

RJS 9/29/06

RJS 3/21/05

RJS 1/12/04

Phase	Signal Face						Time Seconds	
	1 - 3	4 - 6	7 - 9	8	P1 & P2	P3 - P6	Normal Operation	4:00 PM-6:00 PM
1 & 6 Cedar Lane WB Lead Vehicle Clearance	R	< - G G	R	R G - >	DW	DW	8	12
	R	< - Y G	R	R Y - >	DW	DW	3	3
2 & 6 Cedar Lane ROW Pedestrian Clearance Change Vehicle Clearance	G	G	R	R	W	DW	45 - 32	41-28
	G	G	R	R	FL / DW	DW	14	14
	Y	Y	R	R	DW	DW	4	4
	R	R	R	R	DW	DW	2	2
3 & 8W American Legion Dr ROW	R	R	G	G	DW	DW	10 - 23	10 - 23
3 & 8W Pedestrian Actuation Pedestrian Clearance Change Vehicle Clearance	R	R	G	G	DW	W	7	7
	R	R	G	G	DW	FL / DW	16	16
	R	R	Y	Y	DW	DW	4	4
	R	R	R	R	DW	DW	2	2
Emergency Flash	Y	Y	R	R	DARK	DARK	-	-

NOTES:

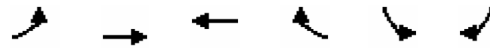
1. Signal shall rest in Phase 6 Walk.
2. A vehicle extension of 2 seconds shall be set for actuated phases.
3. Free float operation is to be in effect from 11:00 PM to 6:00 AM daily.
4. Phase 2 & 6 Walk is to be set at 14 seconds minimum.

Appendix C

Capacity Analysis

							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	142	625	356	86	221	82	
Future Volume (vph)	142	625	356	86	221	82	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.971			0.850	
Flt Protected		0.991			0.950		
Satd. Flow (prot)	0	3780	3557	0	1890	1691	
Flt Permitted		0.729			0.950		
Satd. Flow (perm)	0	2778	3557	0	1881	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	2%	4%	0%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	852	492	0	246	91	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.61	0.27		0.34	0.14	
Control Delay (s/veh)		18.2	9.2		21.8	19.2	
Queue Delay		0.0	0.3		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		18.2	9.4		21.8	19.2	
LOS		B	A		C	B	
Approach Delay (s/veh)		18.2	9.4		21.1		
Approach LOS		B	A		C		
Queue Length 50th (ft)		175	49		99	34	
Queue Length 95th (ft)		237	65		160	67	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1404	1798		714	638	
Starvation Cap Reductn		0	680		0	0	
Spillback Cap Reductn		28	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.62	0.44		0.34	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 16.2

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

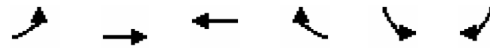
Analysis Period (min) 15

Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations		 	 			 	
Traffic Volume (vph)	140	630	663	110	179	131	
Future Volume (vph)	140	630	663	110	179	131	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.979			0.850	
Flt Protected		0.991			0.950		
Satd. Flow (prot)	0	3780	3649	0	1890	1691	
Flt Permitted		0.617			0.950		
Satd. Flow (perm)	0	2352	3649	0	1881	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	2%	0%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	793	797	0	185	135	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	40.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	46.0	35.0		27.0	27.0	24.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.67	0.43		0.26	0.21	
Control Delay (s/veh)		20.1	9.1		20.6	20.1	
Queue Delay		0.0	0.5		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		20.1	9.6		20.6	20.1	
LOS		C	A		C	C	
Approach Delay (s/veh)		20.1	9.6		20.4		
Approach LOS		C	A		C		
Queue Length 50th (ft)		171	70		72	51	
Queue Length 95th (ft)		238	86		122	93	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1189	1844		714	638	
Starvation Cap Reductn		0	577		0	0	
Spillback Cap Reductn		10	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.67	0.63		0.26	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 15.8

Intersection LOS: B

Intersection Capacity Utilization 84.2%

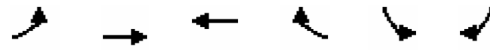
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations		 	 				
Traffic Volume (vph)	108	567	416	113	167	97	
Future Volume (vph)	108	567	416	113	167	97	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.968			0.850	
Flt Protected		0.992			0.950		
Satd. Flow (prot)	0	3813	3628	0	1909	1691	
Flt Permitted		0.754			0.950		
Satd. Flow (perm)	0	2897	3628	0	1900	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	689	539	0	170	99	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.47	0.29		0.24	0.16	
Control Delay (s/veh)		15.8	9.7		20.3	19.4	
Queue Delay		0.0	0.3		0.0	0.0	



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		15.8	10.0		20.3	19.4	
LOS		B	B		C	B	
Approach Delay (s/veh)		15.8	10.0		19.9		
Approach LOS		B	B		B		
Queue Length 50th (ft)		127	57		65	37	
Queue Length 95th (ft)		175	75		112	72	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1464	1834		721	638	
Starvation Cap Reductn		0	672		0	0	
Spillback Cap Reductn		12	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.47	0.46		0.24	0.16	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 14.4

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

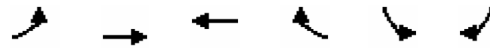
Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



10: Cedar Lane (CR 60) & Garrison Avenue

							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	154	678	386	93	240	89	
Future Volume (vph)	154	678	386	93	240	89	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.971			0.850	
Flt Protected		0.991			0.950		
Satd. Flow (prot)	0	3780	3557	0	1890	1691	
Flt Permitted		0.713			0.950		
Satd. Flow (perm)	0	2717	3557	0	1881	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	2%	4%	0%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	924	532	0	267	99	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.67	0.30		0.37	0.16	
Control Delay (s/veh)		19.7	9.2		22.2	19.4	
Queue Delay		0.1	0.3		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		19.9	9.5		22.2	19.4	
LOS		B	A		C	B	
Approach Delay (s/veh)		19.9	9.5		21.5		
Approach LOS		B	A		C		
Queue Length 50th (ft)		200	53		109	37	
Queue Length 95th (ft)		271	69		174	72	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1373	1798		714	638	
Starvation Cap Reductn		0	671		0	0	
Spillback Cap Reductn		47	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.70	0.47		0.37	0.16	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 17.2

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

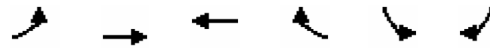
Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



10: Cedar Lane (CR 60) & Garrison Avenue

							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	153	684	719	119	194	142	
Future Volume (vph)	153	684	719	119	194	142	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.979			0.850	
Flt Protected		0.991			0.950		
Satd. Flow (prot)	0	3780	3649	0	1890	1691	
Flt Permitted		0.596			0.950		
Satd. Flow (perm)	0	2272	3649	0	1881	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	2%	0%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	863	864	0	200	146	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	40.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	46.0	35.0		27.0	27.0	24.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.75	0.47		0.28	0.23	
Control Delay (s/veh)		22.9	9.4		20.9	20.3	
Queue Delay		0.1	0.7		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		23.0	10.1		20.9	20.3	
LOS		C	B		C	C	
Approach Delay (s/veh)		23.0	10.1		20.6		
Approach LOS		C	B		C		
Queue Length 50th (ft)		198	75		78	56	
Queue Length 95th (ft)		280	92		131	100	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1148	1844		714	638	
Starvation Cap Reductn		0	596		0	0	
Spillback Cap Reductn		10	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.76	0.69		0.28	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 17.2

Intersection LOS: B

Intersection Capacity Utilization 84.2%

ICU Level of Service E

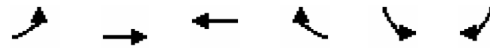
Analysis Period (min) 15

Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	117	615	451	123	181	105	
Future Volume (vph)	117	615	451	123	181	105	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.968			0.850	
Flt Protected		0.992			0.950		
Satd. Flow (prot)	0	3813	3628	0	1909	1691	
Flt Permitted		0.725			0.950		
Satd. Flow (perm)	0	2785	3628	0	1900	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	747	586	0	185	107	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.53	0.32		0.26	0.17	
Control Delay (s/veh)		16.8	9.8		20.5	19.5	
Queue Delay		0.0	0.3		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		16.8	10.1		20.5	19.5	
LOS		B	B		C	B	
Approach Delay (s/veh)		16.8	10.1		20.2		
Approach LOS		B	B		C		
Queue Length 50th (ft)		144	62		71	40	
Queue Length 95th (ft)		197	81		121	77	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1407	1834		721	638	
Starvation Cap Reductn		0	637		0	0	
Spillback Cap Reductn		11	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.54	0.49		0.26	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 15.0

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

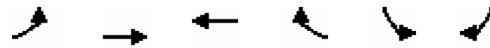
Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



10: Cedar Lane (CR 60) & Garrison Avenue

							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	168	680	394	95	242	102	
Future Volume (vph)	168	680	394	95	242	102	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.971			0.850	
Flt Protected		0.990			0.950		
Satd. Flow (prot)	0	3777	3557	0	1890	1691	
Flt Permitted		0.713			0.950		
Satd. Flow (perm)	0	2718	3557	0	1881	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	2%	4%	0%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	943	544	0	269	113	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		56.0	56.0		23.5	23.5	
Actuated g/C Ratio		0.62	0.62		0.26	0.26	
v/c Ratio		0.56	0.25		0.55	0.26	
Control Delay (s/veh)		11.1	6.4		34.3	29.2	
Queue Delay		0.1	0.3		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		11.3	6.7		34.3	29.2	
LOS		B	A		C	C	
Approach Delay (s/veh)		11.3	6.7		32.8		
Approach LOS		B	A		C		
Queue Length 50th (ft)		140	56		137	53	
Queue Length 95th (ft)		195	68		216	99	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1692	2214		492	440	
Starvation Cap Reductn		0	1030		0	0	
Spillback Cap Reductn		148	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.61	0.46		0.55	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 14.3

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

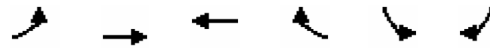
Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



10: Cedar Lane (CR 60) & Garrison Avenue

							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	170	691	723	120	197	155	
Future Volume (vph)	170	691	723	120	197	155	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.979			0.850	
Flt Protected		0.990			0.950		
Satd. Flow (prot)	0	3777	3649	0	1890	1691	
Flt Permitted		0.587			0.950		
Satd. Flow (perm)	0	2239	3649	0	1881	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Heavy Vehicles (%)	0%	2%	2%	0%	1%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	887	869	0	203	160	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	40.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	46.0	35.0		27.0	27.0	24.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.78	0.47		0.28	0.25	
Control Delay (s/veh)		24.4	10.0		20.9	20.6	
Queue Delay		0.1	1.0		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		24.4	11.0		20.9	20.6	
LOS		C	B		C	C	
Approach Delay (s/veh)		24.4	11.0		20.8		
Approach LOS		C	B		C		
Queue Length 50th (ft)		210	77		80	62	
Queue Length 95th (ft)		296	117		133	109	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1131	1844		714	638	
Starvation Cap Reductn		0	665		0	0	
Spillback Cap Reductn		6	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.79	0.74		0.28	0.25	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 18.3

Intersection LOS: B

Intersection Capacity Utilization 84.2%

ICU Level of Service E

Analysis Period (min) 15

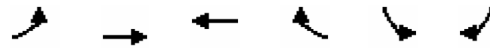
Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



10: Cedar Lane (CR 60) & Garrison Avenue

							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	151	619	455	124	203	145	
Future Volume (vph)	151	619	455	124	203	145	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.968			0.850	
Flt Protected		0.990			0.950		
Satd. Flow (prot)	0	3807	3628	0	1909	1691	
Flt Permitted		0.683			0.950		
Satd. Flow (perm)	0	2625	3628	0	1900	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	786	591	0	207	148	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	51.0	40.0		15.0	15.0	24.0
Total Split (%)	12.2%	56.7%	44.4%		16.7%	16.7%	27%
Maximum Green (s)	8.0	45.5	34.5		10.0	10.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		45.5	45.5		34.0	34.0	
Actuated g/C Ratio		0.51	0.51		0.38	0.38	
v/c Ratio		0.59	0.32		0.29	0.23	
Control Delay (s/veh)		18.0	9.8		20.9	20.3	
Queue Delay		0.0	0.4		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		18.0	10.2		20.9	20.3	
LOS		B	B		C	C	
Approach Delay (s/veh)		18.0	10.2		20.7		
Approach LOS		B	B		C		
Queue Length 50th (ft)		159	64		81	57	
Queue Length 95th (ft)		218	83		134	102	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1327	1834		721	638	
Starvation Cap Reductn		0	702		0	0	
Spillback Cap Reductn		1	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.59	0.52		0.29	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 15.9

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

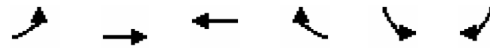
Analysis Period (min) 15

Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



							
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Lane Configurations							
Traffic Volume (vph)	151	619	455	124	203	145	
Future Volume (vph)	151	619	455	124	203	145	
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100	
Lane Width (ft)	11	11	11	11	11	11	
Grade (%)		-1%	2%		2%		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	
Ped Bike Factor		1.00	0.99		1.00		
Frt			0.968			0.850	
Flt Protected		0.990			0.950		
Satd. Flow (prot)	0	3807	3628	0	1909	1691	
Flt Permitted		0.679			0.950		
Satd. Flow (perm)	0	2609	3628	0	1900	1691	
Right Turn on Red				No		No	
Satd. Flow (RTOR)							
Link Speed (mph)		25	25		25		
Link Distance (ft)		586	313		370		
Travel Time (s)		16.0	8.5		10.1		
Confl. Peds. (#/hr)	5			15	4		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	
Heavy Vehicles (%)	0%	1%	1%	0%	0%	1%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	786	591	0	207	148	
Turn Type	pm+pt	NA	NA		Prot	Prot	
Protected Phases	5	2	6		4	4	3
Permitted Phases	2						
Detector Phase	5	2	6		4	4	
Switch Phase							
Minimum Initial (s)	8.0	29.5	29.5		15.0	15.0	7.0
Minimum Split (s)	11.0	35.0	35.0		27.0	27.0	22.0
Total Split (s)	11.0	49.0	38.0		17.0	17.0	24.0
Total Split (%)	12.2%	54.4%	42.2%		18.9%	18.9%	27%
Maximum Green (s)	8.0	43.5	32.5		12.0	12.0	12.0
Yellow Time (s)	3.0	3.5	3.5		3.0	3.0	10.0
All-Red Time (s)	0.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.5	5.5		5.0	5.0	
Lead/Lag	Lead		Lag		Lag	Lag	Lead
Lead-Lag Optimize?	Yes		Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0	2.0		2.0	2.0	3.0
Recall Mode	None	C-Max	C-Max		Max	Max	None
Walk Time (s)		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		5	15		4	4	
Act Effect Green (s)		43.5	43.5		36.0	36.0	
Actuated g/C Ratio		0.48	0.48		0.40	0.40	
v/c Ratio		0.62	0.34		0.27	0.22	
Control Delay (s/veh)		19.9	15.0		19.4	18.9	
Queue Delay		0.0	0.9		0.0	0.0	

10: Cedar Lane (CR 60) & Garrison Avenue



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3
Total Delay (s/veh)		19.9	15.9		19.4	18.9	
LOS		B	B		B	B	
Approach Delay (s/veh)		19.9	15.9		19.2		
Approach LOS		B	B		B		
Queue Length 50th (ft)		167	105		77	55	
Queue Length 95th (ft)		230	143		129	98	
Internal Link Dist (ft)		506	233		290		
Turn Bay Length (ft)							
Base Capacity (vph)		1261	1753		763	676	
Starvation Cap Reductn		0	831		0	0	
Spillback Cap Reductn		0	0		0	0	
Storage Cap Reductn		0	0		0	0	
Reduced v/c Ratio		0.62	0.64		0.27	0.22	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 18.4

Intersection LOS: B

Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 10: Cedar Lane (CR 60) & Garrison Avenue



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	794	52	172	391	51	240
Future Volume (vph)	794	52	172	391	51	240
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.991					0.850
Flt Protected				0.985	0.950	
Satd. Flow (prot)	3693	0	0	3576	1763	1608
Flt Permitted				0.534	0.950	
Satd. Flow (perm)	3693	0	0	1939	1753	1608
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	5%	6%	5%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	910	0	0	605	55	258
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	10.0	8.0
Minimum Split (s)	51.0		11.0	62.0	16.0	11.0
Total Split (s)	52.0		11.0	63.0	29.0	11.0
Total Split (%)	56.5%		12.0%	68.5%	31.5%	12.0%
Maximum Green (s)	46.0		8.0	57.0	23.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	46.0			57.0	23.0	37.0
Actuated g/C Ratio	0.50			0.62	0.25	0.40

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.49			0.47	0.13	0.40
Control Delay (s/veh)	16.4			9.6	27.7	21.9
Queue Delay	4.1			0.0	0.0	0.0
Total Delay (s/veh)	20.5			9.6	27.7	21.9
LOS	C			A	C	C
Approach Delay (s/veh)	20.5			9.6	23.0	
Approach LOS	C			A	C	
Queue Length 50th (ft)	182			81	26	107
Queue Length 95th (ft)	235			109	58	174
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1846			1290	440	646
Starvation Cap Reductn	835			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.90			0.47	0.13	0.40

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay (s/veh): 17.3

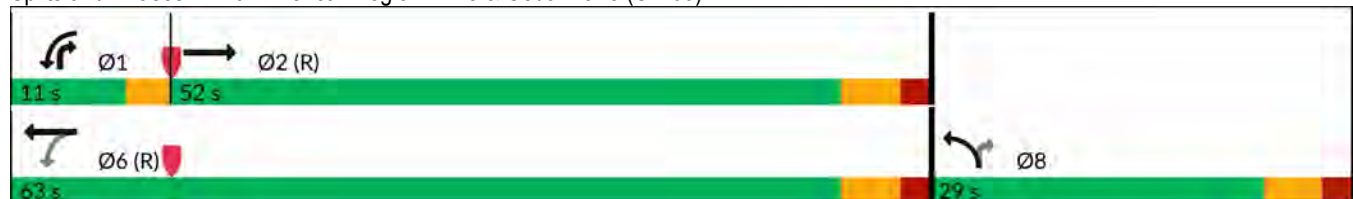
Intersection LOS: B

Intersection Capacity Utilization 107.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↗
Traffic Volume (vph)	702	107	164	710	63	187
Future Volume (vph)	702	107	164	710	63	187
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.980					0.850
Flt Protected				0.991	0.950	
Satd. Flow (prot)	3723	0	0	3735	1851	1640
Flt Permitted				0.577	0.950	
Satd. Flow (perm)	3723	0	0	2175	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	842	0	0	911	66	195
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	41.0		12.0	52.0	10.0	12.0
Minimum Split (s)	47.0		15.0	58.0	16.0	15.0
Total Split (s)	48.0		15.0	63.0	29.0	15.0
Total Split (%)	52.2%		16.3%	68.5%	31.5%	16.3%
Maximum Green (s)	42.0		12.0	57.0	23.0	12.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	42.0			57.0	23.0	41.0
Actuated g/C Ratio	0.46			0.62	0.25	0.45

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.50			0.61	0.14	0.27
Control Delay (s/veh)	18.8			11.1	27.9	17.3
Queue Delay	3.5			0.0	0.0	0.0
Total Delay (s/veh)	22.3			11.1	27.9	17.3
LOS	C			B	C	B
Approach Delay (s/veh)	22.3			11.1	20.0	
Approach LOS	C			B	B	
Queue Length 50th (ft)	177			130	30	70
Queue Length 95th (ft)	231			167	64	118
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1699			1500	462	730
Starvation Cap Reductn	740			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.88			0.61	0.14	0.27

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 15 (16%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 16.9

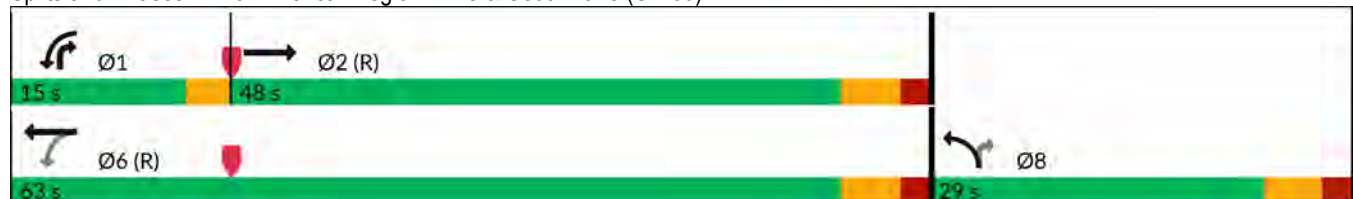
Intersection LOS: B

Intersection Capacity Utilization 100.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	614	120	155	445	84	209
Future Volume (vph)	614	120	155	445	84	209
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.975					0.850
Flt Protected				0.987	0.950	
Satd. Flow (prot)	3735	0	0	3750	1851	1640
Flt Permitted				0.584	0.950	
Satd. Flow (perm)	3735	0	0	2219	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	757	0	0	619	87	215
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	10.0	8.0
Minimum Split (s)	51.0		11.0	62.0	16.0	11.0
Total Split (s)	52.0		11.0	63.0	29.0	11.0
Total Split (%)	56.5%		12.0%	68.5%	31.5%	12.0%
Maximum Green (s)	46.0		8.0	57.0	23.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	46.0			57.0	23.0	37.0
Actuated g/C Ratio	0.50			0.62	0.25	0.40

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.41			0.42	0.19	0.33
Control Delay (s/veh)	15.3			9.2	28.5	20.7
Queue Delay	1.7			0.0	0.0	0.0
Total Delay (s/veh)	16.9			9.2	28.5	20.7
LOS	B			A	C	C
Approach Delay (s/veh)	16.9			9.2	22.9	
Approach LOS	B			A	C	
Queue Length 50th (ft)	140			79	40	85
Queue Length 95th (ft)	184			106	79	141
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1867			1458	462	659
Starvation Cap Reductn	889			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.77			0.42	0.19	0.33

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay (s/veh): 15.1

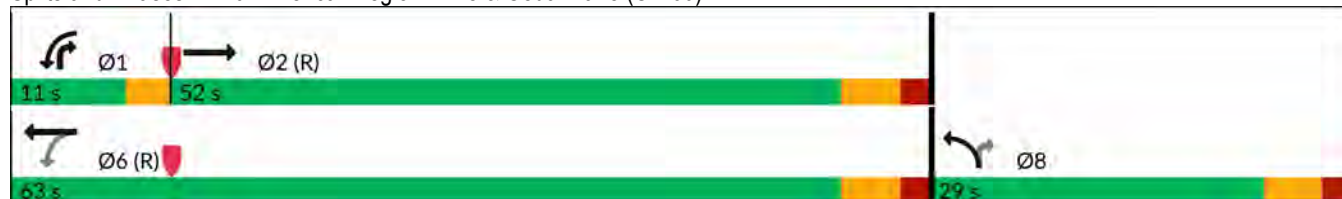
Intersection LOS: B

Intersection Capacity Utilization 107.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	862	56	187	424	55	261
Future Volume (vph)	862	56	187	424	55	261
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.991					0.850
Flt Protected				0.985	0.950	
Satd. Flow (prot)	3693	0	0	3577	1763	1608
Flt Permitted				0.520	0.950	
Satd. Flow (perm)	3693	0	0	1888	1753	1608
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	5%	6%	5%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	987	0	0	657	59	281
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	10.0	8.0
Minimum Split (s)	51.0		11.0	62.0	16.0	11.0
Total Split (s)	52.0		11.0	63.0	29.0	11.0
Total Split (%)	56.5%		12.0%	68.5%	31.5%	12.0%
Maximum Green (s)	46.0		8.0	57.0	23.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	46.0			57.0	23.0	37.0
Actuated g/C Ratio	0.50			0.62	0.25	0.40

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.53			0.52	0.13	0.43
Control Delay (s/veh)	17.0			10.3	27.9	22.6
Queue Delay	7.4			0.0	0.0	0.0
Total Delay (s/veh)	24.4			10.3	27.9	22.6
LOS	C			B	C	C
Approach Delay (s/veh)	24.4			10.3	23.5	
Approach LOS	C			B	C	
Queue Length 50th (ft)	203			89	28	119
Queue Length 95th (ft)	261			120	61	191
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1846			1261	440	646
Starvation Cap Reductn	810			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.95			0.52	0.13	0.43

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 19.6

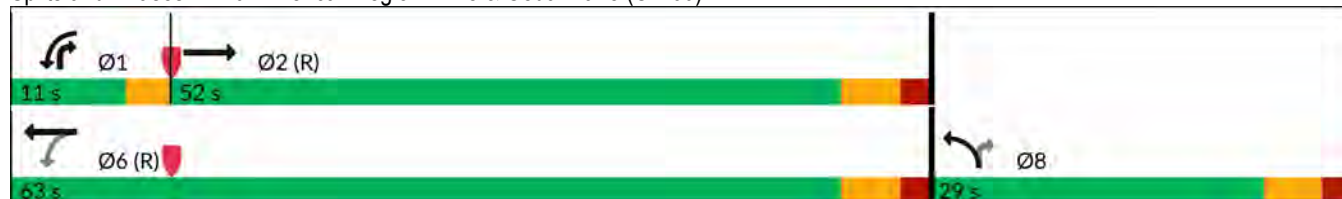
Intersection LOS: B

Intersection Capacity Utilization 107.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘	↗
Traffic Volume (vph)	762	116	178	770	68	208
Future Volume (vph)	762	116	178	770	68	208
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.980					0.850
Flt Protected				0.991	0.950	
Satd. Flow (prot)	3723	0	0	3735	1851	1640
Flt Permitted				0.557	0.950	
Satd. Flow (perm)	3723	0	0	2099	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	915	0	0	987	71	217
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	41.0		12.0	52.0	10.0	12.0
Minimum Split (s)	47.0		15.0	58.0	16.0	15.0
Total Split (s)	48.0		15.0	63.0	29.0	15.0
Total Split (%)	52.2%		16.3%	68.5%	31.5%	16.3%
Maximum Green (s)	42.0		12.0	57.0	23.0	12.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	42.0			57.0	23.0	41.0
Actuated g/C Ratio	0.46			0.62	0.25	0.45

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.54			0.68	0.15	0.30
Control Delay (s/veh)	19.5			12.3	28.1	17.7
Queue Delay	6.1			0.0	0.0	0.0
Total Delay (s/veh)	25.6			12.3	28.1	17.7
LOS	C			B	C	B
Approach Delay (s/veh)	25.6			12.3	20.3	
Approach LOS	C			B	C	
Queue Length 50th (ft)	198			144	32	79
Queue Length 95th (ft)	256			185	67	131
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1699			1460	462	730
Starvation Cap Reductn	720			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.93			0.68	0.15	0.30

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 15 (16%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 18.9

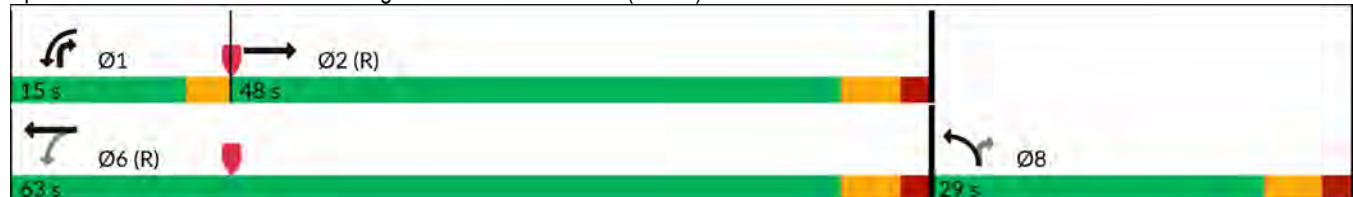
Intersection LOS: B

Intersection Capacity Utilization 100.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	666	130	168	483	91	227
Future Volume (vph)	666	130	168	483	91	227
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.976					0.850
Flt Protected				0.987	0.950	
Satd. Flow (prot)	3738	0	0	3750	1851	1640
Flt Permitted				0.567	0.950	
Satd. Flow (perm)	3738	0	0	2154	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	821	0	0	671	94	234
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	10.0	8.0
Minimum Split (s)	51.0		11.0	62.0	16.0	11.0
Total Split (s)	52.0		11.0	63.0	29.0	11.0
Total Split (%)	56.5%		12.0%	68.5%	31.5%	12.0%
Maximum Green (s)	46.0		8.0	57.0	23.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	46.0			57.0	23.0	37.0
Actuated g/C Ratio	0.50			0.62	0.25	0.40

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.44			0.47	0.20	0.36
Control Delay (s/veh)	15.7			9.6	28.7	21.1
Queue Delay	2.2			0.0	0.0	0.0
Total Delay (s/veh)	17.9			9.6	28.7	21.1
LOS	B			A	C	C
Approach Delay (s/veh)	17.9			9.6	23.3	
Approach LOS	B			A	C	
Queue Length 50th (ft)	155			87	43	94
Queue Length 95th (ft)	202			116	85	154
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1869			1421	462	659
Starvation Cap Reductn	870			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.82			0.47	0.20	0.36

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay (s/veh): 15.8

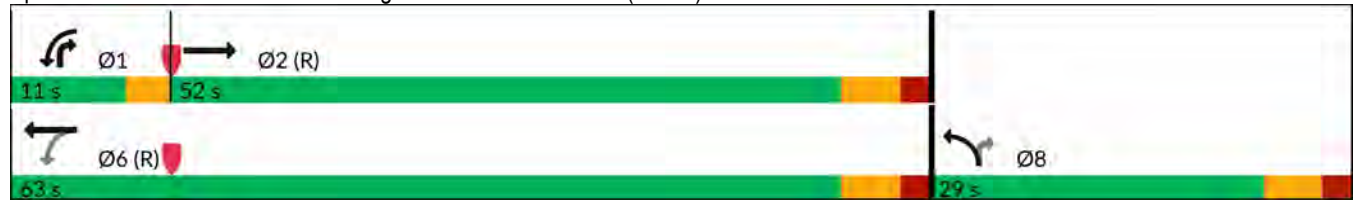
Intersection LOS: B

Intersection Capacity Utilization 107.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	863	59	246	424	65	293
Future Volume (vph)	863	59	246	424	65	293
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.990					0.850
Flt Protected				0.982	0.950	
Satd. Flow (prot)	3689	0	0	3568	1763	1608
Flt Permitted				0.522	0.950	
Satd. Flow (perm)	3689	0	0	1896	1753	1608
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	5%	6%	5%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	991	0	0	721	70	315
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	10.0	8.0
Minimum Split (s)	51.0		11.0	62.0	16.0	11.0
Total Split (s)	52.0		11.0	63.0	29.0	11.0
Total Split (%)	56.5%		12.0%	68.5%	31.5%	12.0%
Maximum Green (s)	46.0		8.0	57.0	23.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	56.3			70.6	12.6	26.7
Actuated g/C Ratio	0.61			0.77	0.14	0.29

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.44			0.45	0.29	0.68
Control Delay (s/veh)	11.5			5.6	37.2	35.2
Queue Delay	1.5			0.0	0.0	0.0
Total Delay (s/veh)	13.0			5.6	37.2	35.2
LOS	B			A	D	D
Approach Delay (s/veh)	13.0			5.6	35.6	
Approach LOS	B			A	D	
Queue Length 50th (ft)	152			55	40	165
Queue Length 95th (ft)	263			133	69	217
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	2256			1606	440	466
Starvation Cap Reductn	1008			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.79			0.45	0.16	0.68

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 14.6

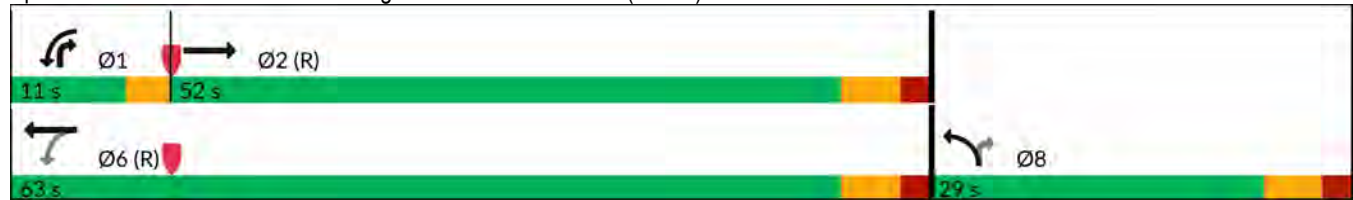
Intersection LOS: B

Intersection Capacity Utilization 107.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	863	59	246	424	65	293
Future Volume (vph)	863	59	246	424	65	293
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.990					0.850
Flt Protected				0.982	0.950	
Satd. Flow (prot)	3690	0	0	3568	1763	1608
Flt Permitted				0.522	0.950	
Satd. Flow (perm)	3690	0	0	1896	1753	1608
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	2%	5%	6%	5%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	991	0	0	721	70	315
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	14.0	8.0
Minimum Split (s)	54.0		11.0	62.0	29.0	11.0
Total Split (s)	54.0		11.0	65.0	27.0	11.0
Total Split (%)	58.7%		12.0%	70.7%	29.3%	12.0%
Maximum Green (s)	48.0		8.0	59.0	21.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	32.0			32.0	7.0	
Flash Don't Walk (s)	14.0			14.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	55.8			68.6	15.4	27.2
Actuated g/C Ratio	0.61			0.75	0.17	0.30

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.44			0.47	0.24	0.66
Control Delay (s/veh)	11.6			6.3	34.5	34.5
Queue Delay	1.5			0.0	0.0	0.0
Total Delay (s/veh)	13.1			6.3	34.5	34.5
LOS	B			A	C	C
Approach Delay (s/veh)	13.1			6.3	34.5	
Approach LOS	B			A	C	
Queue Length 50th (ft)	158			69	38	162
Queue Length 95th (ft)	250			123	71	225
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	2236			1538	402	476
Starvation Cap Reductn	1001			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.80			0.47	0.17	0.66

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 14.7

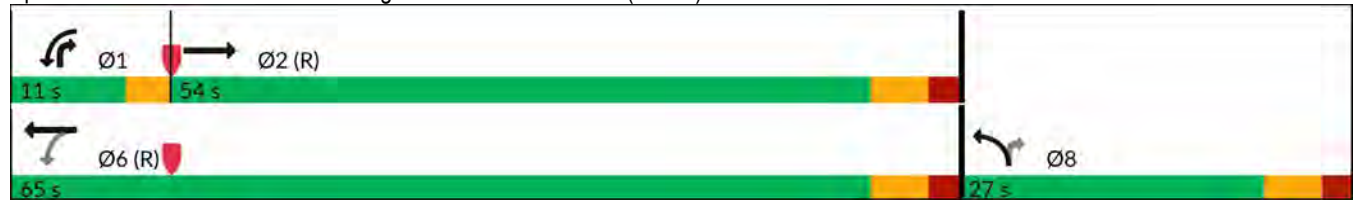
Intersection LOS: B

Intersection Capacity Utilization 111.7%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	763	125	280	770	73	245
Future Volume (vph)	763	125	280	770	73	245
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.979					0.850
Flt Protected				0.987	0.950	
Satd. Flow (prot)	3719	0	0	3723	1851	1640
Flt Permitted				0.532	0.950	
Satd. Flow (perm)	3719	0	0	2007	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	1%	2%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	925	0	0	1094	76	255
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	41.0		12.0	52.0	10.0	12.0
Minimum Split (s)	47.0		15.0	58.0	16.0	15.0
Total Split (s)	48.0		15.0	63.0	29.0	15.0
Total Split (%)	52.2%		16.3%	68.5%	31.5%	16.3%
Maximum Green (s)	42.0		12.0	57.0	23.0	12.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	42.0			57.0	23.0	41.0
Actuated g/C Ratio	0.46			0.62	0.25	0.45

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.55			0.78	0.16	0.35
Control Delay (s/veh)	19.6			15.1	28.2	18.5
Queue Delay	6.5			0.0	0.0	0.0
Total Delay (s/veh)	26.1			15.1	28.2	18.5
LOS	C			B	C	B
Approach Delay (s/veh)	26.1			15.1	20.7	
Approach LOS	C			B	C	
Queue Length 50th (ft)	201			166	35	95
Queue Length 95th (ft)	260			212	71	154
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1697			1411	462	730
Starvation Cap Reductn	713			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.94			0.78	0.16	0.35

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 15 (16%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay (s/veh): 20.2

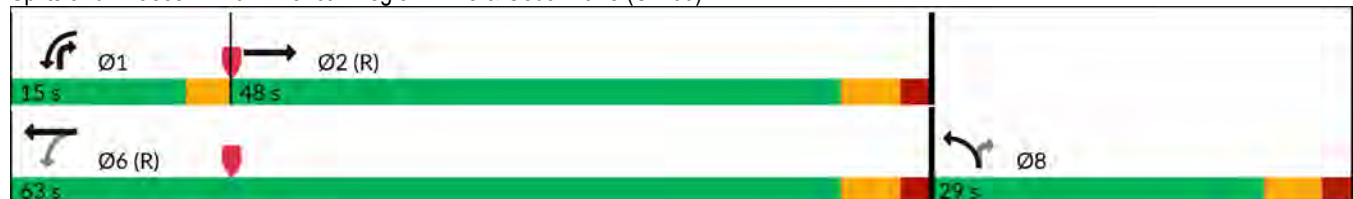
Intersection LOS: C

Intersection Capacity Utilization 100.8%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	687	135	273	483	96	266
Future Volume (vph)	687	135	273	483	96	266
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.975					0.850
Flt Protected				0.982	0.950	
Satd. Flow (prot)	3735	0	0	3731	1851	1640
Flt Permitted				0.537	0.950	
Satd. Flow (perm)	3735	0	0	2040	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	847	0	0	779	99	274
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	10.0	8.0
Minimum Split (s)	51.0		11.0	62.0	16.0	11.0
Total Split (s)	52.0		11.0	63.0	29.0	11.0
Total Split (%)	56.5%		12.0%	68.5%	31.5%	12.0%
Maximum Green (s)	46.0		8.0	57.0	23.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	46.0			57.0	23.0	37.0
Actuated g/C Ratio	0.50			0.62	0.25	0.40

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.45			0.57	0.21	0.42
Control Delay (s/veh)	15.9			11.0	28.9	22.2
Queue Delay	2.5			0.0	0.0	0.0
Total Delay (s/veh)	18.4			11.0	28.9	22.2
LOS	B			B	C	C
Approach Delay (s/veh)	18.4			11.0	24.0	
Approach LOS	B			B	C	
Queue Length 50th (ft)	161			105	46	113
Queue Length 95th (ft)	210			138	88	182
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1867			1355	462	659
Starvation Cap Reductn	861			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.84			0.57	0.21	0.42

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay (s/veh): 16.5

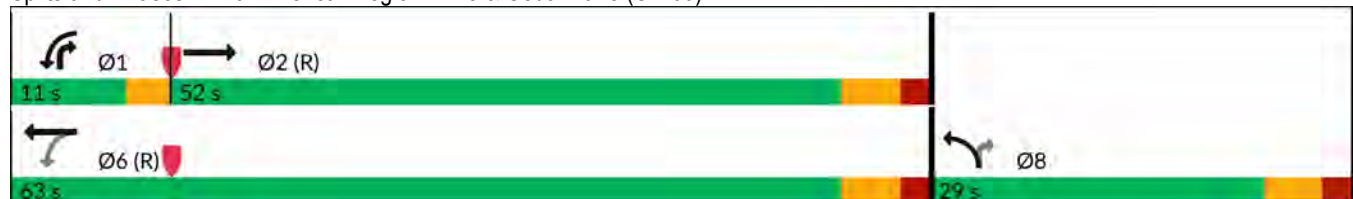
Intersection LOS: B

Intersection Capacity Utilization 107.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↖	↗
Traffic Volume (vph)	687	135	273	483	96	266
Future Volume (vph)	687	135	273	483	96	266
Ideal Flow (vphpl)	2100	2100	2100	2100	2100	2100
Lane Width (ft)	11	11	11	11	11	11
Grade (%)	-1%			1%	8%	
Storage Length (ft)		0	0		0	95
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor	1.00			1.00	0.99	
Frt	0.975					0.850
Flt Protected				0.982	0.950	
Satd. Flow (prot)	3735	0	0	3731	1851	1640
Flt Permitted				0.540	0.950	
Satd. Flow (perm)	3735	0	0	2052	1840	1640
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	25			25	25	
Link Distance (ft)	313			748	170	
Travel Time (s)	8.5			20.4	4.6	
Confl. Peds. (#/hr)		1	1		5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	847	0	0	779	99	274
Turn Type	NA		pm+pt	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases			6			8
Detector Phase	2		1	6	8	1
Switch Phase						
Minimum Initial (s)	45.0		8.0	56.0	14.0	8.0
Minimum Split (s)	54.0		11.0	62.0	29.0	11.0
Total Split (s)	54.0		11.0	65.0	27.0	11.0
Total Split (%)	58.7%		12.0%	70.7%	29.3%	12.0%
Maximum Green (s)	48.0		8.0	59.0	21.0	8.0
Yellow Time (s)	4.0		3.0	4.0	4.0	3.0
All-Red Time (s)	2.0		0.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	3.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	2.0		3.0	2.0	2.0	3.0
Recall Mode	C-Max		None	C-Max	Max	None
Walk Time (s)	7.0			7.0	7.0	
Flash Don't Walk (s)	16.0			16.0	16.0	
Pedestrian Calls (#/hr)	1			5	1	
Act Effect Green (s)	48.0			59.0	21.0	35.0
Actuated g/C Ratio	0.52			0.64	0.23	0.38

20: American Legion Drive & Cedar Lane (CR 60)

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
v/c Ratio	0.43			0.55	0.23	0.44
Control Delay (s/veh)	14.5			9.7	30.8	24.0
Queue Delay	2.2			0.0	0.0	0.0
Total Delay (s/veh)	16.7			9.7	30.8	24.0
LOS	B			A	C	C
Approach Delay (s/veh)	16.7			9.7	25.8	
Approach LOS	B			A	C	
Queue Length 50th (ft)	153			97	47	118
Queue Length 95th (ft)	199			128	91	189
Internal Link Dist (ft)	233			668	90	
Turn Bay Length (ft)						95
Base Capacity (vph)	1948			1407	422	623
Starvation Cap Reductn	922			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.83			0.55	0.23	0.44

Intersection Summary

Area Type: Other

Cycle Length: 92

Actuated Cycle Length: 92

Offset: 11 (12%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 15.7

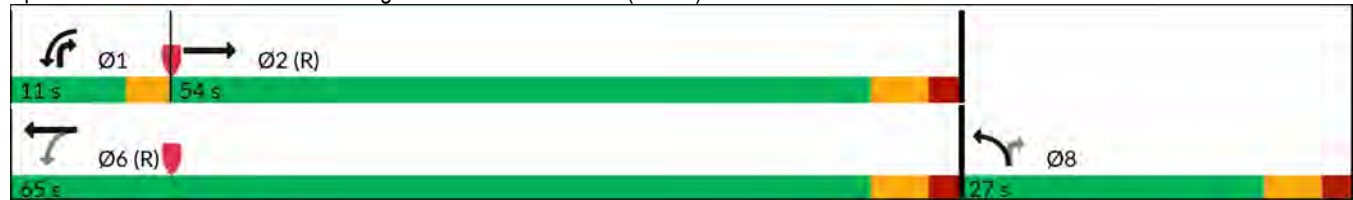
Intersection LOS: B

Intersection Capacity Utilization 110.8%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 20: American Legion Drive & Cedar Lane (CR 60)



Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	2	3	1	0	16	5	220	0	30	147	47
Future Vol, veh/h	55	2	3	1	0	16	5	220	0	30	147	47
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	0	0	0	0	6	0	5	0	7	3	7
Mvmt Flow	65	2	4	1	0	19	6	262	0	36	175	56

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	548	548	203	521	576	262	231	0	0	262	0	0
Stage 1	274	274	-	274	274	-	-	-	-	-	-	-
Stage 2	274	274	-	248	302	-	-	-	-	-	-	-
Critical Hdwy	6.75	6.1	6	7.5	6.9	6.46	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	5.75	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.75	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.354	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	470	475	852	442	404	756	1349	-	-	1274	-	-
Stage 1	748	708	-	715	666	-	-	-	-	-	-	-
Stage 2	748	708	-	740	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	441	457	852	422	389	756	1349	-	-	1274	-	-
Mov Cap-2 Maneuver	441	457	-	422	389	-	-	-	-	-	-	-
Stage 1	723	685	-	711	663	-	-	-	-	-	-	-
Stage 2	726	705	-	711	625	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.44		10.13		0.17		1.06	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	40	-	-	453	722	230	-	-
HCM Lane V/C Ratio	0.004	-	-	0.158	0.028	0.028	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14.4	10.1	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0.1	-	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	6	8	6	1	42	13	177	3	71	137	63
Future Vol, veh/h	31	6	8	6	1	42	13	177	3	71	137	63
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	0	0	0	0	1	0	1	3	2
Mvmt Flow	34	7	9	7	1	46	14	192	3	77	149	68

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	559	561	183	529	594	194	217	0	0	196	0	0
Stage 1	338	338	-	222	222	-	-	-	-	-	-	-
Stage 2	221	224	-	307	372	-	-	-	-	-	-	-
Critical Hdwy	6.73	6.1	6	7.5	6.9	6.4	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.73	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.73	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	466	467	873	437	394	843	1364	-	-	1383	-	-
Stage 1	701	669	-	766	706	-	-	-	-	-	-	-
Stage 2	798	740	-	684	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	407	432	873	395	364	843	1364	-	-	1383	-	-
Mov Cap-2 Maneuver	407	432	-	395	364	-	-	-	-	-	-	-
Stage 1	656	626	-	757	697	-	-	-	-	-	-	-
Stage 2	745	732	-	627	559	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.89	10.37	0.52	2.03
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	454	723	444	-
HCM Lane V/C Ratio	0.01	-	-	0.108	0.074	0.056	-
HCM Ctrl Dly (s/v)	7.7	0	-	13.9	10.4	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.2	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	1	4	1	3	62	11	205	0	108	119	48
Future Vol, veh/h	26	1	4	1	3	62	11	205	0	108	119	48
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	27	1	4	1	3	65	11	214	0	113	124	50

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	612	610	149	586	635	214	174	0	0	214	0	0
Stage 1	374	374	-	236	236	-	-	-	-	-	-	-
Stage 2	238	236	-	349	399	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6	7.5	6.9	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	437	441	911	398	371	822	1415	-	-	1369	-	-
Stage 1	679	648	-	751	695	-	-	-	-	-	-	-
Stage 2	790	732	-	645	579	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	359	397	911	356	334	822	1415	-	-	1369	-	-
Mov Cap-2 Maneuver	359	397	-	356	334	-	-	-	-	-	-	-
Stage 1	617	588	-	744	688	-	-	-	-	-	-	-
Stage 2	718	725	-	583	526	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.03		10.23		0.39		3.09	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	92	-	-	391	757	668	-
HCM Lane V/C Ratio	0.008	-	-	0.083	0.091	0.082	-
HCM Ctrl Dly (s/v)	7.6	0	-	15	10.2	7.9	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.3	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	2	3	2	0	17	5	239	0	33	159	51
Future Vol, veh/h	60	2	3	2	0	17	5	239	0	33	159	51
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	0	0	0	0	6	0	5	0	7	3	7
Mvmt Flow	71	2	4	2	0	20	6	285	0	39	189	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	595	595	220	565	625	285	250	0	0	285	0	0
Stage 1	298	298	-	296	296	-	-	-	-	-	-	-
Stage 2	296	296	-	269	329	-	-	-	-	-	-	-
Critical Hdwy	6.75	6.1	6	7.5	6.9	6.46	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	5.75	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.75	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.354	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	440	449	835	412	377	733	1327	-	-	1250	-	-
Stage 1	728	693	-	693	650	-	-	-	-	-	-	-
Stage 2	729	694	-	719	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	410	430	835	391	361	733	1327	-	-	1250	-	-
Mov Cap-2 Maneuver	410	430	-	391	361	-	-	-	-	-	-	-
Stage 1	701	667	-	690	646	-	-	-	-	-	-	-
Stage 2	705	690	-	687	604	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.49	10.55	0.16	1.08
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	37	-	-	420	671	233	-
HCM Lane V/C Ratio	0.004	-	-	0.184	0.034	0.031	-
HCM Ctrl Dly (s/v)	7.7	0	-	15.5	10.5	8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0.1	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	8	9	7	2	46	14	194	3	77	149	68
Future Vol, veh/h	36	8	9	7	2	46	14	194	3	77	149	68
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	0	0	0	0	1	0	1	3	2
Mvmt Flow	39	9	10	8	2	50	15	211	3	84	162	74

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	609	611	199	577	646	212	236	0	0	214	0	0
Stage 1	366	366	-	243	243	-	-	-	-	-	-	-
Stage 2	242	245	-	334	403	-	-	-	-	-	-	-
Critical Hdwy	6.73	6.1	6	7.5	6.9	6.4	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.73	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.73	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	434	440	857	404	366	823	1343	-	-	1362	-	-
Stage 1	678	652	-	745	690	-	-	-	-	-	-	-
Stage 2	780	727	-	659	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	372	404	857	359	335	823	1343	-	-	1362	-	-
Mov Cap-2 Maneuver	372	404	-	359	335	-	-	-	-	-	-	-
Stage 1	630	605	-	735	681	-	-	-	-	-	-	-
Stage 2	721	718	-	597	535	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.02		10.84		0.51		2.05	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	119	-	-	417	676	444	-
HCM Lane V/C Ratio	0.011	-	-	0.138	0.088	0.061	-
HCM Ctrl Dly (s/v)	7.7	0	-	15	10.8	7.8	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.2	-

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	28	1	4	2	3	68	12	222	0	117	129	52
Future Vol, veh/h	28	1	4	2	3	68	12	222	0	117	129	52
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	29	1	4	2	3	71	13	231	0	122	134	54

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	663	661	161	635	689	231	189	0	0	231	0	0
Stage 1	405	405	-	256	256	-	-	-	-	-	-	-
Stage 2	258	256	-	379	432	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6	7.5	6.9	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	406	414	897	367	344	803	1398	-	-	1348	-	-
Stage 1	655	630	-	732	680	-	-	-	-	-	-	-
Stage 2	773	719	-	621	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	326	368	897	324	306	803	1398	-	-	1348	-	-
Mov Cap-2 Maneuver	326	368	-	324	306	-	-	-	-	-	-	-
Stage 1	589	566	-	724	673	-	-	-	-	-	-	-
Stage 2	694	712	-	554	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.23	10.55	0.39	3.12
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	92	-	-	355 725	668	-	-
HCM Lane V/C Ratio	0.009	-	-	0.097 0.105	0.09	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	16.2 10.5	7.9	0	-
HCM Lane LOS	A	A	-	C B	A A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3 0.4	0.3	-	-

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	66	2	3	2	0	22	5	270	0	43	209	53
Future Vol, veh/h	66	2	3	2	0	22	5	270	0	43	209	53
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	0	0	0	0	6	0	5	0	7	3	7
Mvmt Flow	79	2	4	2	0	26	6	321	0	51	249	63

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	716	716	280	686	748	321	312	0	0	321	0	0
Stage 1	383	383	-	333	333	-	-	-	-	-	-	-
Stage 2	333	333	-	352	414	-	-	-	-	-	-	-
Critical Hdwy	6.75	6.1	6	7.5	6.9	6.46	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	5.75	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.75	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.354	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	370	388	775	338	316	698	1260	-	-	1211	-	-
Stage 1	661	642	-	660	624	-	-	-	-	-	-	-
Stage 2	700	672	-	643	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	335	366	775	315	298	698	1260	-	-	1211	-	-
Mov Cap-2 Maneuver	335	366	-	315	298	-	-	-	-	-	-	-
Stage 1	627	609	-	656	620	-	-	-	-	-	-	-
Stage 2	669	668	-	605	540	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	18.81		10.95		0.14		1.14	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	33	-	-	345	634	244	-
HCM Lane V/C Ratio	0.005	-	-	0.245	0.045	0.042	-
HCM Ctrl Dly (s/v)	7.9	0	-	18.8	11	8.1	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0.1	-

90: American Legion Drive & Alma Terrace/Water Street

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	8	9	7	2	51	14	228	3	87	244	74
Future Vol, veh/h	39	8	9	7	2	51	14	228	3	87	244	74
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	0	0	0	0	1	0	1	3	2
Mvmt Flow	42	9	10	8	2	55	15	248	3	95	265	80
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	774	776	305	739	815	249	346	0	0	251	0	0
Stage 1	495	495	-	280	280	-	-	-	-	-	-	-
Stage 2	279	282	-	459	535	-	-	-	-	-	-	-
Critical Hdwy	6.73	6.1	6	7.5	6.9	6.4	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	5.73	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.73	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	343	361	752	309	287	783	1225	-	-	1320	-	-
Stage 1	586	581	-	709	662	-	-	-	-	-	-	-
Stage 2	748	703	-	557	497	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	284	324	752	267	258	783	1225	-	-	1320	-	-
Mov Cap-2 Maneuver	284	324	-	267	258	-	-	-	-	-	-	-
Stage 1	534	529	-	699	652	-	-	-	-	-	-	-
Stage 2	683	693	-	492	452	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	18.8		11.66		0.46		1.71					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	103	-	-	321	606	369	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.189	0.108	0.072	-	-				
HCM Ctrl Dly (s/v)	8	0	-	18.8	11.7	7.9	0	-				
HCM Lane LOS	A	A	-	C	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	0.4	0.2	-	-				

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	1	4	2	3	73	12	258	0	127	225	56
Future Vol, veh/h	31	1	4	2	3	73	12	258	0	127	225	56
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, %	-	-2	-	-	2	-	-	1	-	-	-5	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	32	1	4	2	3	76	13	269	0	132	234	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	823	822	264	793	851	269	293	0	0	269	0	0
Stage 1	528	528	-	294	294	-	-	-	-	-	-	-
Stage 2	295	294	-	499	557	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6	7.5	6.9	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.5	5.9	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	323	341	791	283	272	763	1280	-	-	1307	-	-
Stage 1	570	563	-	696	652	-	-	-	-	-	-	-
Stage 2	741	696	-	527	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	296	791	243	236	763	1280	-	-	1307	-	-
Mov Cap-2 Maneuver	249	296	-	243	236	-	-	-	-	-	-	-
Stage 1	500	494	-	688	644	-	-	-	-	-	-	-
Stage 2	657	688	-	459	425	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.39	11.12	0.35	2.51
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	271	669	539	-
HCM Lane V/C Ratio	0.01	-	-	0.138	0.121	0.101	-
HCM Ctrl Dly (s/v)	7.8	0	-	20.4	11.1	8.1	0
HCM Lane LOS	A	A	-	C	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0.3	-

100: American Legion Drive & North Street/Existing Site Driveway

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	76	11	2	2	12	10	3	90	7	44	36	68
Future Vol, veh/h	76	11	2	2	12	10	3	90	7	44	36	68
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, %	-	-2	-	-	0	-	-	-1	-	-	-1	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	4	0	0	0	0	20	0	3	0	2	3	3
Mvmt Flow	99	14	3	3	16	13	4	117	9	57	47	88

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	338	339	91	297	379	121	135	0	0	126	0	0
Stage 1	205	205	-	129	129	-	-	-	-	-	-	-
Stage 2	132	134	-	168	249	-	-	-	-	-	-	-
Critical Hdwy	6.74	6.1	6	7.1	6.5	6.4	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.74	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.74	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.48	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	636	608	977	659	557	884	1462	-	-	1460	-	-
Stage 1	810	753	-	879	793	-	-	-	-	-	-	-
Stage 2	879	801	-	838	704	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	581	580	977	612	531	884	1462	-	-	1460	-	-
Mov Cap-2 Maneuver	581	580	-	612	531	-	-	-	-	-	-	-
Stage 1	776	720	-	877	791	-	-	-	-	-	-	-
Stage 2	847	799	-	785	674	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.64		10.86		0.22		2.25	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	53	-	-	586	646	473	-
HCM Lane V/C Ratio	0.003	-	-	0.197	0.048	0.039	-
HCM Ctrl Dly (s/v)	7.5	0	-	12.6	10.9	7.6	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.1	-

100: American Legion Drive & North Street/Existing Site Driveway

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	32	5	4	23	26	0	40	14	68	26	37
Future Vol, veh/h	37	32	5	4	23	26	0	40	14	68	26	37
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, %	-	-2	-	-	0	-	-	-1	-	-	-1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	0	20	0	0	0	0	0	0	0	4	5
Mvmt Flow	39	34	5	4	24	27	0	42	15	72	27	39
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	244	247	47	237	259	49	66	0	0	57	0	0
Stage 1	190	190	-	49	49	-	-	-	-	-	-	-
Stage 2	54	57	-	187	209	-	-	-	-	-	-	-
Critical Hdwy	6.73	6.1	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.73	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.73	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.48	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	727	677	976	722	649	1025	1548	-	-	1561	-	-
Stage 1	827	763	-	969	858	-	-	-	-	-	-	-
Stage 2	961	857	-	819	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	649	645	976	649	618	1025	1548	-	-	1561	-	-
Mov Cap-2 Maneuver	649	645	-	649	618	-	-	-	-	-	-	-
Stage 1	787	726	-	969	858	-	-	-	-	-	-	-
Stage 2	909	857	-	740	697	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.16		10.03		0		3.85					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1548	-	-	662	771	836	-	-				
HCM Lane V/C Ratio	-	-	-	0.118	0.072	0.046	-	-				
HCM Ctrl Dly (s/v)	0	-	-	11.2	10	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-				

100: American Legion Drive & North Street/Existing Site Driveway

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	22	0	7	24	29	3	29	15	76	17	12
Future Vol, veh/h	47	22	0	7	24	29	3	29	15	76	17	12
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, %	-	-2	-	-	0	-	-	-1	-	-	-1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	54	25	0	8	28	33	3	33	17	87	20	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	255	259	26	256	257	42	33	0	0	51	0	0
Stage 1	201	201	-	49	49	-	-	-	-	-	-	-
Stage 2	54	57	-	207	208	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	722	668	1057	702	651	1035	1592	-	-	1569	-	-
Stage 1	824	755	-	970	858	-	-	-	-	-	-	-
Stage 2	969	856	-	800	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	630	629	1057	635	612	1035	1592	-	-	1569	-	-
Mov Cap-2 Maneuver	630	629	-	635	612	-	-	-	-	-	-	-
Stage 1	777	712	-	967	856	-	-	-	-	-	-	-
Stage 2	906	854	-	727	692	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.54		10.16		0.46		5.38					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	108	-	-	630	767	1203	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.126	0.09	0.056	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	11.5	10.2	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.2	-	-				

100: American Legion Drive & North Street/Existing Site Driveway

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	82	13	2	2	13	11	3	98	8	48	39	74
Future Vol, veh/h	82	13	2	2	13	11	3	98	8	48	39	74
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, %	-	-2	-	-	0	-	-	-1	-	-	-1	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	4	0	0	0	0	20	0	3	0	2	3	3
Mvmt Flow	106	17	3	3	17	14	4	127	10	62	51	96
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	367	369	99	324	412	132	147	0	0	138	0	0
Stage 1	223	223	-	140	140	-	-	-	-	-	-	-
Stage 2	144	145	-	184	271	-	-	-	-	-	-	-
Critical Hdwy	6.74	6.1	6	7.1	6.5	6.4	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	5.74	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.74	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4	3.3	3.5	4	3.48	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	587	968	633	533	871	1448	-	-	1446	-	-
Stage 1	794	741	-	868	784	-	-	-	-	-	-	-
Stage 2	868	793	-	823	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	552	558	968	582	506	871	1448	-	-	1446	-	-
Mov Cap-2 Maneuver	552	558	-	582	506	-	-	-	-	-	-	-
Stage 1	756	705	-	865	782	-	-	-	-	-	-	-
Stage 2	833	791	-	763	656	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	13.33		11.11		0.21		2.27					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	49	-	-	558	623	474	-					
HCM Lane V/C Ratio	0.003	-	-	0.226	0.054	0.043	-					
HCM Ctrl Dly (s/v)	7.5	0	-	13.3	11.1	7.6	0					
HCM Lane LOS	A	A	-	B	B	A	A					
HCM 95th %tile Q(veh)	0	-	-	0.9	0.2	0.1	-					

100: American Legion Drive & North Street/Existing Site Driveway

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	40	35	5	4	25	28	0	44	15	74	29	40
Future Vol, veh/h	40	35	5	4	25	28	0	44	15	74	29	40
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, %	-	-2	-	-	0	-	-	-1	-	-	-1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	0	20	0	0	0	0	0	0	0	4	5
Mvmt Flow	42	37	5	4	26	29	0	46	16	78	31	42
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	267	269	52	259	283	54	73	0	0	62	0	0
Stage 1	207	207	-	54	54	-	-	-	-	-	-	-
Stage 2	59	62	-	205	228	-	-	-	-	-	-	-
Critical Hdwy	6.73	6.1	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.73	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.73	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.48	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	704	660	970	698	630	1019	1540	-	-	1554	-	-
Stage 1	811	751	-	963	854	-	-	-	-	-	-	-
Stage 2	956	853	-	802	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	621	625	970	621	596	1019	1540	-	-	1554	-	-
Mov Cap-2 Maneuver	621	625	-	621	596	-	-	-	-	-	-	-
Stage 1	768	712	-	963	854	-	-	-	-	-	-	-
Stage 2	900	853	-	716	681	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.51		10.21		0		3.85					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1540	-	-	637	752	835	-	-				
HCM Lane V/C Ratio	-	-	-	0.132	0.08	0.05	-	-				
HCM Ctrl Dly (s/v)	0	-	-	11.5	10.2	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.2	-	-				

100: American Legion Drive & North Street/Existing Site Driveway

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	24	0	8	26	31	3	31	17	82	18	13
Future Vol, veh/h	51	24	0	8	26	31	3	31	17	82	18	13
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, %	-	-2	-	-	0	-	-	-1	-	-	-1	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	59	28	0	9	30	36	3	36	20	94	21	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	274	279	28	275	276	45	36	0	0	55	0	0
Stage 1	217	217	-	52	52	-	-	-	-	-	-	-
Stage 2	57	62	-	223	224	-	-	-	-	-	-	-
Critical Hdwy	6.7	6.1	6	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.7	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.7	5.1	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	703	653	1054	681	635	1030	1588	-	-	1563	-	-
Stage 1	809	745	-	965	855	-	-	-	-	-	-	-
Stage 2	966	853	-	784	722	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	606	611	1054	611	594	1030	1588	-	-	1563	-	-
Mov Cap-2 Maneuver	606	611	-	611	594	-	-	-	-	-	-	-
Stage 1	760	699	-	963	853	-	-	-	-	-	-	-
Stage 2	898	851	-	707	677	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.9		10.35		0.43		5.41					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	99	-	-	607	747	1205	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.142	0.1	0.06	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	11.9	10.4	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.2	-	-				

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	103	2	3	128	48	89
Future Vol, veh/h	103	2	3	128	48	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	-1	-1	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	4	0	0	3	3	3
Mvmt Flow	134	3	4	166	62	116
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	294	120	178	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.04	6	4.1	-	-	-
Critical Hdwy Stg 1	5.04	-	-	-	-	-
Critical Hdwy Stg 2	5.04	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	716	943	1410	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	943	1410	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	11.2	0.17		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	41	-	717	-	-	
HCM Lane V/C Ratio	0.003	-	0.19	-	-	
HCM Ctrl Dly (s/v)	7.6	0	11.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	5	0	71	53	73
Future Vol, veh/h	79	5	0	71	53	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-2	-	-	-1	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	20	0	0	4	5
Mvmt Flow	83	5	0	75	56	77

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	169	94	133	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.03	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.03	-	-	-	-	-
Critical Hdwy Stg 2	5.03	-	-	-	-	-
Follow-up Hdwy	3.527	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	835	920	1465	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	835	920	1465	-	-	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	954	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.79	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1465	-	839	-	-
HCM Lane V/C Ratio	-	-	0.105	-	-
HCM Ctrl Dly (s/v)	0	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 3.5

Movement EBL EBR NBL NBT SBT SBRLane Configurations 

Traffic Vol, veh/h 79 0 3 59 40 44

Future Vol, veh/h 79 0 3 59 40 44

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % -2 - - -1 -1 -

Peak Hour Factor 87 87 87 87 87 87

Heavy Vehicles, % 0 0 0 0 0 0

Mvmt Flow 91 0 3 68 46 51

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 146 71 97 0 - 0

Stage 1 71 - - - - -

Stage 2 75 - - - - -

Critical Hdwy 6 6 4.1 - - -

Critical Hdwy Stg 1 5 - - - - -

Critical Hdwy Stg 2 5 - - - - -

Follow-up Hdwy 3.5 3.3 2.2 - - -

Pot Cap-1 Maneuver 865 1001 1510 - - -

Stage 1 964 - - - - -

Stage 2 961 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 863 1001 1510 - - -

Mov Cap-2 Maneuver 863 - - - - -

Stage 1 962 - - - - -

Stage 2 961 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 9.66 0.36 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 87 - 863 - -

HCM Lane V/C Ratio 0.002 - 0.105 - -

HCM Ctrl Dly (s/v) 7.4 0 9.7 - -

HCM Lane LOS A A A - -

HCM 95th %tile Q(veh) 0 - 0.4 - -

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	26	13	10	38	4	3	1	33	1	1	1
Future Vol, veh/h	1	26	13	10	38	4	3	1	33	1	1	1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	8	0	5	67	33	0	6	0	0	0
Mvmt Flow	1	33	16	13	48	5	4	1	42	1	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.4	7.4	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	3%	19%	33%
Vol Thru, %	3%	65%	73%	33%
Vol Right, %	89%	33%	8%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	40	52	3
LT Vol	3	1	10	1
Through Vol	1	26	38	1
RT Vol	33	13	4	1
Lane Flow Rate	47	51	66	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.054	0.073	0.004
Departure Headway (Hd)	4.147	3.848	4.019	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	859	927	889	887
Service Time	2.192	1.886	2.052	2.061
HCM Lane V/C Ratio	0.055	0.055	0.074	0.005
HCM Control Delay, s/veh	7.4	7.1	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	25	8	18	48	11	10	0	12	8	2	1
Future Vol, veh/h	1	25	8	18	48	11	10	0	12	8	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	1	27	9	20	52	12	11	0	13	9	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.4	7	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	3%	23%	73%
Vol Thru, %	0%	74%	62%	18%
Vol Right, %	55%	24%	14%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	34	77	11
LT Vol	10	1	18	8
Through Vol	0	25	48	2
RT Vol	12	8	11	1
Lane Flow Rate	24	37	84	12
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.04	0.092	0.014
Departure Headway (Hd)	3.881	3.89	3.951	4.218
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	916	919	907	843
Service Time	1.932	1.921	1.973	2.271
HCM Lane V/C Ratio	0.026	0.04	0.093	0.014
HCM Control Delay, s/veh	7	7.1	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	17	7	30	27	5	5	3	9	5	0	3
Future Vol, veh/h	0	17	7	30	27	5	5	3	9	5	0	3
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	22	9	39	35	6	6	4	12	6	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7	7.4	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	0%	48%	63%
Vol Thru, %	18%	71%	44%	0%
Vol Right, %	53%	29%	8%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	24	62	8
LT Vol	5	0	30	5
Through Vol	3	17	27	0
RT Vol	9	7	5	3
Lane Flow Rate	22	31	81	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.033	0.09	0.012
Departure Headway (Hd)	3.843	3.842	4.029	4.012
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	926	930	891	887
Service Time	1.89	1.871	2.047	2.06
HCM Lane V/C Ratio	0.024	0.033	0.091	0.011
HCM Control Delay, s/veh	7	7	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	28	14	11	41	4	3	1	36	1	1	1
Future Vol, veh/h	1	28	14	11	41	4	3	1	36	1	1	1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	8	0	5	67	33	0	6	0	0	0
Mvmt Flow	1	35	18	14	52	5	4	1	46	1	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.4	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	2%	20%	33%
Vol Thru, %	3%	65%	73%	33%
Vol Right, %	90%	33%	7%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	43	56	3
LT Vol	3	1	11	1
Through Vol	1	28	41	1
RT Vol	36	14	4	1
Lane Flow Rate	51	54	71	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.058	0.058	0.079	0.004
Departure Headway (Hd)	4.154	3.857	4.031	4.022
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	924	886	882
Service Time	2.205	1.898	2.068	2.084
HCM Lane V/C Ratio	0.06	0.058	0.08	0.005
HCM Control Delay, s/veh	7.5	7.1	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	9	20	52	12	11	0	15	9	2	1
Future Vol, veh/h	1	29	9	20	52	12	11	0	15	9	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	1	32	10	22	57	13	12	0	16	10	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay, s/veh	7.1			7.4			7.1			7.4		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	42%	3%	24%	75%								
Vol Thru, %	0%	74%	62%	17%								
Vol Right, %	58%	23%	14%	8%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	26	39	84	12								
LT Vol	11	1	20	9								
Through Vol	0	29	52	2								
RT Vol	15	9	12	1								
Lane Flow Rate	28	42	91	13								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.03	0.046	0.101	0.015								
Departure Headway (Hd)	3.88	3.908	3.966	4.254								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	915	914	904	835								
Service Time	1.936	1.94	1.989	2.312								
HCM Lane V/C Ratio	0.031	0.046	0.101	0.016								
HCM Control Delay, s/veh	7.1	7.1	7.4	7.4								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.1	0.1	0.3	0								

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	8	33	29	5	5	3	10	5	0	3
Future Vol, veh/h	0	18	8	33	29	5	5	3	10	5	0	3
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	23	10	43	38	6	6	4	13	6	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB			NB			SB			
Opposing Approach	WB		EB			SB			NB			
Opposing Lanes	1		1			1			1			
Conflicting Approach Left	SB		NB			EB			WB			
Conflicting Lanes Left	1		1			1			1			
Conflicting Approach Right	NB		SB			WB			EB			
Conflicting Lanes Right	1		1			1			1			
HCM Control Delay, s/veh	7		7.5			7			7.1			
HCM LOS	A		A			A			A			
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	28%	0%	49%	63%								
Vol Thru, %	17%	69%	43%	0%								
Vol Right, %	56%	31%	7%	38%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	18	26	67	8								
LT Vol	5	0	33	5								
Through Vol	3	18	29	0								
RT Vol	10	8	5	3								
Lane Flow Rate	23	34	87	10								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.025	0.036	0.098	0.012								
Departure Headway (Hd)	3.838	3.839	4.038	4.026								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	925	931	888	882								
Service Time	1.892	1.871	2.057	2.082								
HCM Lane V/C Ratio	0.025	0.037	0.098	0.011								
HCM Control Delay, s/veh	7	7	7.5	7.1								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.1	0.1	0.3	0								

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	28	14	13	41	4	3	1	42	1	1	1
Future Vol, veh/h	1	28	14	13	41	4	3	1	42	1	1	1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	0	0	8	0	5	67	33	0	6	0	0	0
Mvmt Flow	1	35	18	16	52	5	4	1	53	1	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.5	7.5	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	2%	22%	33%
Vol Thru, %	2%	65%	71%	33%
Vol Right, %	91%	33%	7%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	43	58	3
LT Vol	3	1	13	1
Through Vol	1	28	41	1
RT Vol	42	14	4	1
Lane Flow Rate	58	54	73	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.059	0.083	0.004
Departure Headway (Hd)	4.148	3.872	4.052	4.032
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	919	881	878
Service Time	2.205	1.92	2.093	2.101
HCM Lane V/C Ratio	0.068	0.059	0.083	0.005
HCM Control Delay, s/veh	7.5	7.2	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.3	0

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	29	9	26	52	12	11	0	18	9	2	1
Future Vol, veh/h	1	29	9	26	52	12	11	0	18	9	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	1	32	10	28	57	13	12	0	20	10	2	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	7.5	7.1	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	3%	29%	75%
Vol Thru, %	0%	74%	58%	17%
Vol Right, %	62%	23%	13%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	29	39	90	12
LT Vol	11	1	26	9
Through Vol	0	29	52	2
RT Vol	18	9	12	1
Lane Flow Rate	32	42	98	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.034	0.046	0.108	0.015
Departure Headway (Hd)	3.856	3.919	3.988	4.268
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	920	911	899	832
Service Time	1.915	1.954	2.013	2.329
HCM Lane V/C Ratio	0.035	0.046	0.109	0.016
HCM Control Delay, s/veh	7.1	7.1	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.4	0

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	8	37	29	5	5	3	13	5	0	3
Future Vol, veh/h	0	18	8	37	29	5	5	3	13	5	0	3
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	23	10	48	38	6	6	4	17	6	0	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7	7.5	7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	0%	52%	63%
Vol Thru, %	14%	69%	41%	0%
Vol Right, %	62%	31%	7%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	26	71	8
LT Vol	5	0	37	5
Through Vol	3	18	29	0
RT Vol	13	8	5	3
Lane Flow Rate	27	34	92	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.029	0.036	0.104	0.012
Departure Headway (Hd)	3.801	3.849	4.052	4.039
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	934	927	885	879
Service Time	1.858	1.884	2.073	2.098
HCM Lane V/C Ratio	0.029	0.037	0.104	0.011
HCM Control Delay, s/veh	7	7	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.3	0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	0	42	389	0	96
Future Vol, veh/h	51	0	42	389	0	96
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	17	9	0	5
Mvmt Flow	55	0	45	418	0	103

Major/Minor	Minor2	Major1	
Conflicting Flow All	509	-	0
Stage 1	0	-	-
Stage 2	509	-	-
Critical Hdwy	6.24	-	4.27
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.24	-	-
Follow-up Hdwy	3.536	-	2.353
Pot Cap-1 Maneuver	536	0	-
Stage 1	-	0	-
Stage 2	617	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	536	-	-
Mov Cap-2 Maneuver	536	-	-
Stage 1	-	-	-
Stage 2	617	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	12.49	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	536
HCM Lane V/C Ratio	-	-	0.102
HCM Ctrl Dly (s/v)	-	-	12.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	0	54	406	0	406
Future Vol, veh/h	100	0	54	406	0	406
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	2	2	0	2
Mvmt Flow	109	0	59	441	0	441

Major/Minor	Minor2	Major1	
Conflicting Flow All	559	-	0
Stage 1	0	-	-
Stage 2	559	-	-
Critical Hdwy	6.25	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.25	-	-
Follow-up Hdwy	3.545	-	2.218
Pot Cap-1 Maneuver	501	0	-
Stage 1	-	0	-
Stage 2	585	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	501	-	-
Mov Cap-2 Maneuver	501	-	-
Stage 1	-	-	-
Stage 2	585	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	14.18	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	501
HCM Lane V/C Ratio	-	-	0.217
HCM Ctrl Dly (s/v)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	87	0	22	279	0	87
Future Vol, veh/h	87	0	22	279	0	87
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	95	0	24	303	0	95

Major/Minor	Minor2	Major1	
Conflicting Flow All	351	-	0
Stage 1	0	-	-
Stage 2	351	-	-
Critical Hdwy	6.2	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	663	0	-
Stage 1	-	0	-
Stage 2	731	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	663	-	-
Mov Cap-2 Maneuver	663	-	-
Stage 1	-	-	-
Stage 2	731	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	11.33	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	663
HCM Lane V/C Ratio	-	-	0.143
HCM Ctrl Dly (s/v)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Intersection

Int Delay, s/veh 1.4

Movement EBL EBR NBL NBT SBT SBRLane Configurations      

Traffic Vol, veh/h 55 0 46 422 0 104

Future Vol, veh/h 55 0 46 422 0 104

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 - - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % -1 - - -2 -1 -

Peak Hour Factor 93 93 93 93 93 93

Heavy Vehicles, % 4 0 17 9 0 5

Mvmt Flow 59 0 49 454 0 112

Major/Minor Minor2 Major1

Conflicting Flow All 553 - 0 0

Stage 1 0 - - -

Stage 2 553 - - -

Critical Hdwy 6.24 - 4.27 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.24 - - -

Follow-up Hdwy 3.536 - 2.353 -

Pot Cap-1 Maneuver 506 0 - -

Stage 1 - 0 - -

Stage 2 590 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 506 - - -

Mov Cap-2 Maneuver 506 - - -

Stage 1 - - - -

Stage 2 590 - - -

Approach EB NB

HCM Ctrl Dly, s/v 13.05

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 506

HCM Lane V/C Ratio - - 0.117

HCM Ctrl Dly (s/v) - - 13.1

HCM Lane LOS - - B

HCM 95th %tile Q(veh) - - 0.4

Intersection

Int Delay, s/veh 2.7

Movement EBL EBR NBL NBT SBT SBRLane Configurations      

Traffic Vol, veh/h 108 0 59 440 0 440

Future Vol, veh/h 108 0 59 440 0 440

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 - - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % -1 - - -2 -1 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 5 0 2 2 0 2

Mvmt Flow 117 0 64 478 0 478

Major/Minor Minor2 Major1

Conflicting Flow All 607 - 0 0

Stage 1 0 - - -

Stage 2 607 - - -

Critical Hdwy 6.25 - 4.12 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.25 - - -

Follow-up Hdwy 3.545 - 2.218 -

Pot Cap-1 Maneuver 471 0 - -

Stage 1 - 0 - -

Stage 2 557 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 471 - - -

Mov Cap-2 Maneuver 471 - - -

Stage 1 - - - -

Stage 2 557 - - -

Approach EB NB

HCM Ctrl Dly, s/v 15.17

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 471

HCM Lane V/C Ratio - - 0.249

HCM Ctrl Dly (s/v) - - 15.2

HCM Lane LOS - - C

HCM 95th %tile Q(veh) - - 1

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	94	0	24	303	0	94
Future Vol, veh/h	94	0	24	303	0	94
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	102	0	26	329	0	102

Major/Minor	Minor2	Major1	
Conflicting Flow All	382	-	0
Stage 1	0	-	-
Stage 2	382	-	-
Critical Hdwy	6.2	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	638	0	-
Stage 1	-	0	-
Stage 2	710	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	638	-	-
Mov Cap-2 Maneuver	638	-	-
Stage 1	-	-	-
Stage 2	710	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	11.71	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	638
HCM Lane V/C Ratio	-	-	0.16
HCM Ctrl Dly (s/v)	-	-	11.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	78	0	52	438	0	112
Future Vol, veh/h	78	0	52	438	0	112
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-1	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	17	9	0	5
Mvmt Flow	84	0	56	471	0	120

Major/Minor	Minor2	Major1	
Conflicting Flow All	583	-	0
Stage 1	0	-	-
Stage 2	583	-	-
Critical Hdwy	6.24	-	4.27
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.24	-	-
Follow-up Hdwy	3.536	-	2.353
Pot Cap-1 Maneuver	487	0	-
Stage 1	-	0	-
Stage 2	572	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	487	-	-
Mov Cap-2 Maneuver	487	-	-
Stage 1	-	-	-
Stage 2	572	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	13.93	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	487
HCM Lane V/C Ratio	-	-	0.172
HCM Ctrl Dly (s/v)	-	-	13.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.6

Intersection

Int Delay, s/veh 3.3

Movement EBL EBR NBL NBT SBT SBRLane Configurations      

Traffic Vol, veh/h 128 0 67 455 0 450

Future Vol, veh/h 128 0 67 455 0 450

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 - - - - 0

Veh in Median Storage, # 0 - - 0 0 -

Grade, % -1 - - -2 -1 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 5 0 2 2 0 2

Mvmt Flow 139 0 73 495 0 489

Major/Minor Minor2 Major1

Conflicting Flow All 640 - 0 0

Stage 1 0 - - -

Stage 2 640 - - -

Critical Hdwy 6.25 - 4.12 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.25 - - -

Follow-up Hdwy 3.545 - 2.218 -

Pot Cap-1 Maneuver 451 0 - -

Stage 1 - 0 - -

Stage 2 538 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 451 - - -

Mov Cap-2 Maneuver 451 - - -

Stage 1 - - - -

Stage 2 538 - - -

Approach EB NB

HCM Ctrl Dly, s/v 16.52

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 451

HCM Lane V/C Ratio - - 0.309

HCM Ctrl Dly (s/v) - - 16.5

HCM Lane LOS - - C

HCM 95th %tile Q(veh) - - 1.3

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	0	66	331	0	103
Future Vol, veh/h	114	0	66	331	0	103
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	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	-2	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	0
Mvmt Flow	124	0	72	360	0	112

Major/Minor	Minor2	Major1	
Conflicting Flow All	503	-	0
Stage 1	0	-	-
Stage 2	503	-	-
Critical Hdwy	6.2	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.2	-	-
Follow-up Hdwy	3.5	-	2.2
Pot Cap-1 Maneuver	547	0	-
Stage 1	-	0	-
Stage 2	629	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	547	-	-
Mov Cap-2 Maneuver	547	-	-
Stage 1	-	-	-
Stage 2	629	-	-

Approach	EB	NB
HCM Ctrl Dly, s/v	13.5	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	547
HCM Lane V/C Ratio	-	-	0.227
HCM Ctrl Dly (s/v)	-	-	13.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.9

Intersection

Int Delay, s/veh 5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	17	12	40	81	26	5	181	42	11	251	94
Future Vol, veh/h	25	17	12	40	81	26	5	181	42	11	251	94
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	6	0	0	7	0	9	9	12	27	4	0
Mvmt Flow	27	19	13	44	89	29	5	199	46	12	276	103

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	606	608	327	542	636	222	379	0	0	245	0	0
Stage 1	352	352	-	233	233	-	-	-	-	-	-	-
Stage 2	254	256	-	309	403	-	-	-	-	-	-	-
Critical Hdwy	5.7	5.16	5.5	7.9	7.37	6.6	4.19	-	-	4.37	-	-
Critical Hdwy Stg 1	4.7	4.16	-	6.9	6.37	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.7	4.16	-	6.9	6.37	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4.063	3.3	2.281	-	-	2.443	-	-
Pot Cap-1 Maneuver	521	513	766	403	338	803	1142	-	-	1188	-	-
Stage 1	767	716	-	735	667	-	-	-	-	-	-	-
Stage 2	833	760	-	658	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	363	504	766	374	331	803	1142	-	-	1188	-	-
Mov Cap-2 Maneuver	363	504	-	374	331	-	-	-	-	-	-	-
Stage 1	757	707	-	731	663	-	-	-	-	-	-	-
Stage 2	692	756	-	622	533	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.07	21.08	0.18	0.25
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	38	-	-	456	383	53	-
HCM Lane V/C Ratio	0.005	-	-	0.13	0.422	0.01	-
HCM Ctrl Dly (s/v)	8.2	0	-	14.1	21.1	8.1	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	2	0	-

Intersection

Int Delay, s/veh 15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	29	17	77	114	42	11	174	65	29	216	89
Future Vol, veh/h	36	29	17	77	114	42	11	174	65	29	216	89
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	7	0	4	6	5	0	2	2	7	3	0
Mvmt Flow	43	35	20	92	136	50	13	207	77	35	257	106

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	680	690	310	615	704	246	363	0
Stage 1	379	379	-	272	272	-	-	-
Stage 2	301	311	-	343	432	-	-	-
Critical Hdwy	5.7	5.17	5.5	7.94	7.36	6.65	4.1	-
Critical Hdwy Stg 1	4.7	4.17	-	6.94	6.36	-	-	-
Critical Hdwy Stg 2	4.7	4.17	-	6.94	6.36	-	-	-
Follow-up Hdwy	3.5	4.063	3.3	3.536	4.054	3.345	2.2	-
Pot Cap-1 Maneuver	479	474	780	349	305	764	1207	-
Stage 1	750	702	-	687	638	-	-	-
Stage 2	801	733	-	619	523	-	-	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	232	451	780	300	290	764	1207	-
Mov Cap-2 Maneuver	232	451	-	300	290	-	-	-
Stage 1	723	677	-	678	629	-	-	-
Stage 2	579	723	-	552	504	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.8	53.18	0.35	0.69
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	75	-	-	340	331	148	-	-
HCM Lane V/C Ratio	0.011	-	-	0.287	0.838	0.028	-	-
HCM Ctrl Dly (s/v)	8	0	-	19.8	53.2	8	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	7.4	0.1	-	-

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	13	15	67	48	43	9	133	79	30	182	45
Future Vol, veh/h	29	13	15	67	48	43	9	133	79	30	182	45
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	8	0	2	2	0	0	0	0	0	0
Mvmt Flow	35	15	18	80	57	51	11	158	94	36	217	54

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	523	589	243	523	568	205	270	0
Stage 1	315	315	-	227	227	-	-	-
Stage 2	208	274	-	296	342	-	-	-
Critical Hdwy	5.7	5.1	5.58	7.9	7.32	6.62	4.1	-
Critical Hdwy Stg 1	4.7	4.1	-	6.9	6.32	-	-	-
Critical Hdwy Stg 2	4.7	4.1	-	6.9	6.32	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4.018	3.318	2.2	-
Pot Cap-1 Maneuver	573	533	819	417	381	816	1305	-
Stage 1	792	745	-	742	681	-	-	-
Stage 2	866	764	-	671	592	-	-	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	437	511	819	379	365	816	1305	-
Mov Cap-2 Maneuver	437	511	-	379	365	-	-	-
Stage 1	766	721	-	735	674	-	-	-
Stage 2	735	757	-	622	573	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13	19.26	0.32	0.91
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	68	-	-	518	438	202	-
HCM Lane V/C Ratio	0.008	-	-	0.131	0.429	0.027	-
HCM Ctrl Dly (s/v)	7.8	0	-	13	19.3	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	2.1	0.1	-

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	18	14	43	88	28	5	196	46	12	272	102
Future Vol, veh/h	27	18	14	43	88	28	5	196	46	12	272	102
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	6	0	0	7	0	9	9	12	27	4	0
Mvmt Flow	30	20	15	47	97	31	5	215	51	13	299	112

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	656	658	355	587	689	241	411	0
Stage 1	381	381	-	252	252	-	-	-
Stage 2	275	277	-	335	437	-	-	-
Critical Hdwy	5.7	5.16	5.5	7.9	7.37	6.6	4.19	-
Critical Hdwy Stg 1	4.7	4.16	-	6.9	6.37	-	-	-
Critical Hdwy Stg 2	4.7	4.16	-	6.9	6.37	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4.063	3.3	2.281	-
Pot Cap-1 Maneuver	492	489	743	372	311	782	1111	-
Stage 1	748	703	-	716	652	-	-	-
Stage 2	819	751	-	634	518	-	-	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	318	479	743	343	305	782	1111	-
Mov Cap-2 Maneuver	318	479	-	343	305	-	-	-
Stage 1	737	693	-	712	648	-	-	-
Stage 2	665	746	-	594	510	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.19	24.77	0.17	0.25
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	35	-	-	418	353	53	-
HCM Lane V/C Ratio	0.005	-	-	0.155	0.495	0.011	-
HCM Ctrl Dly (s/v)	8.3	0	-	15.2	24.8	8.1	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.5	2.6	0	-

Intersection												
Int Delay, s/veh	26.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	31	18	84	124	46	12	189	71	31	234	97
Future Vol, veh/h	39	31	18	84	124	46	12	189	71	31	234	97
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	7	0	4	6	5	0	2	2	7	3	0
Mvmt Flow	46	37	21	100	148	55	14	225	85	37	279	115
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	738	748	336	667	764	267	394	0	0	310	0	0
Stage 1	410	410	-	296	296	-	-	-	-	-	-	-
Stage 2	327	338	-	371	468	-	-	-	-	-	-	-
Critical Hdwy	5.7	5.17	5.5	7.94	7.36	6.65	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	4.7	4.17	-	6.94	6.36	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.7	4.17	-	6.94	6.36	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.063	3.3	3.536	4.054	3.345	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	448	448	758	319	278	742	1175	-	-	1223	-	-
Stage 1	730	688	-	663	619	-	-	-	-	-	-	-
Stage 2	783	720	-	594	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	178	424	758	269	263	742	1175	-	-	1223	-	-
Mov Cap-2 Maneuver	178	424	-	269	263	-	-	-	-	-	-	-
Stage 1	701	661	-	653	610	-	-	-	-	-	-	-
Stage 2	542	710	-	524	480	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	25.55		92.25			0.36			0.69			
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	75	-	-	278	300	146	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.377	1.007	0.03	-	-				
HCM Ctrl Dly (s/v)	8.1	0	-	25.5	92.2	8	0	-				
HCM Lane LOS	A	A	-	D	F	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1.7	10.8	0.1	-	-				

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	14	16	73	52	47	10	144	86	33	197	49
Future Vol, veh/h	31	14	16	73	52	47	10	144	86	33	197	49
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	8	0	2	2	0	0	0	0	0	0
Mvmt Flow	37	17	19	87	62	56	12	171	102	39	235	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	568	640	264	568	618	223	293	0	0	274	0	0
Stage 1	342	342	-	246	246	-	-	-	-	-	-	-
Stage 2	226	298	-	321	371	-	-	-	-	-	-	-
Critical Hdwy	5.7	5.1	5.58	7.9	7.32	6.62	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.7	4.1	-	6.9	6.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.7	4.1	-	6.9	6.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4.018	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	544	508	801	385	353	797	1280	-	-	1301	-	-
Stage 1	773	733	-	721	665	-	-	-	-	-	-	-
Stage 2	853	753	-	647	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	397	484	801	346	336	797	1280	-	-	1301	-	-
Mov Cap-2 Maneuver	397	484	-	346	336	-	-	-	-	-	-	-
Stage 1	745	706	-	713	658	-	-	-	-	-	-	-
Stage 2	710	745	-	594	549	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.83	22.6	0.33	0.93
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	70	-	-	480	405	205	-	-
HCM Lane V/C Ratio	0.009	-	-	0.151	0.505	0.03	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	13.8	22.6	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	2.8	0.1	-	-

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	18	14	57	88	42	5	198	60	14	273	102
Future Vol, veh/h	27	18	14	57	88	42	5	198	60	14	273	102
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	6	0	0	7	0	9	9	12	27	4	0
Mvmt Flow	30	20	15	63	97	46	5	218	66	15	300	112
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	664	681	356	602	704	251	412	0	0	284	0	0
Stage 1	387	387	-	262	262	-	-	-	-	-	-	-
Stage 2	277	295	-	341	443	-	-	-	-	-	-	-
Critical Hdwy	5.7	5.16	5.5	7.9	7.37	6.6	4.19	-	-	4.37	-	-
Critical Hdwy Stg 1	4.7	4.16	-	6.9	6.37	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.7	4.16	-	6.9	6.37	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.054	3.3	3.5	4.063	3.3	2.281	-	-	2.443	-	-
Pot Cap-1 Maneuver	488	479	742	362	304	771	1110	-	-	1148	-	-
Stage 1	745	701	-	706	644	-	-	-	-	-	-	-
Stage 2	817	742	-	629	514	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	468	742	332	297	771	1110	-	-	1148	-	-
Mov Cap-2 Maneuver	304	468	-	332	297	-	-	-	-	-	-	-
Stage 1	732	688	-	701	640	-	-	-	-	-	-	-
Stage 2	648	738	-	588	505	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	15.61		27.8			0.16			0.29			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	33	-	-	404	358	61	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.161	0.574	0.013	-	-				
HCM Ctrl Dly (s/v)	8.3	0	-	15.6	27.8	8.2	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	3.4	0	-	-				

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	27	18	14	57	88	42	0	5	198	60	14	273
Future Vol, veh/h	27	18	14	57	88	42	0	5	198	60	14	273
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	0	6	0	0	7	0	2	9	9	12	27	4
Mvmt Flow	30	20	15	63	97	46	0	5	218	66	15	300
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.1	11.9	12.6	18.2
HCM LOS	B	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	46%	30%	4%
Vol Thru, %	75%	31%	47%	70%
Vol Right, %	23%	24%	22%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	59	187	389
LT Vol	5	27	57	14
Through Vol	198	18	88	273
RT Vol	60	14	42	102
Lane Flow Rate	289	65	205	427
Geometry Grp	1	1	1	1
Degree of Util (X)	0.435	0.112	0.335	0.651
Departure Headway (Hd)	5.414	6.237	5.877	5.482
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	571	610	658
Service Time	3.463	4.31	3.935	3.526
HCM Lane V/C Ratio	0.435	0.114	0.336	0.649
HCM Control Delay, s/veh	12.6	10.1	11.9	18.2
HCM Lane LOS	B	B	B	C
HCM 95th-tile Q	2.2	0.4	1.5	4.8

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 102

Future Vol, veh/h 102

Peak Hour Factor 0.91

Heavy Vehicles, % 0

Mvmt Flow 112

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

Intersection												
Int Delay, s/veh	38.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	31	18	98	124	57	12	190	88	34	236	97
Future Vol, veh/h	39	31	18	98	124	57	12	190	88	34	236	97
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	7	0	4	6	5	0	2	2	7	3	0
Mvmt Flow	46	37	21	117	148	68	14	226	105	40	281	115

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	748	779	339	688	785	279	396	0
Stage 1	420	420	-	307	307	-	-	-
Stage 2	329	360	-	380	477	-	-	-
Critical Hdwy	5.7	5.17	5.5	7.94	7.36	6.65	4.1	-
Critical Hdwy Stg 1	4.7	4.17	-	6.94	6.36	-	-	-
Critical Hdwy Stg 2	4.7	4.17	-	6.94	6.36	-	-	-
Follow-up Hdwy	3.5	4.063	3.3	3.536	4.054	3.345	2.2	-
Pot Cap-1 Maneuver	443	435	756	307	269	730	1173	-
Stage 1	724	684	-	652	611	-	-	-
Stage 2	782	711	-	586	494	-	-	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	163	410	756	257	253	730	1173	-
Mov Cap-2 Maneuver	163	410	-	257	253	-	-	-
Stage 1	692	654	-	643	601	-	-	-
Stage 2	527	700	-	514	472	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	27.87	130.44	0.34	0.75
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	70	-	-	260	294	158	-
HCM Lane V/C Ratio	0.012	-	-	0.403	1.129	0.034	-
HCM Ctrl Dly (s/v)	8.1	0	-	27.9	130.4	8.1	0
HCM Lane LOS	A	A	-	D	F	A	A
HCM 95th %tile Q(veh)	0	-	-	1.8	13.8	0.1	-

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	39	31	18	98	124	57	0	12	190	88	34	236
Future Vol, veh/h	39	31	18	98	124	57	0	12	190	88	34	236
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	7	0	4	6	5	2	0	2	2	7	3
Mvmt Flow	46	37	21	117	148	68	0	14	226	105	40	281
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.2	19.1	17.6	24.6
HCM LOS	B	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	44%	35%	9%
Vol Thru, %	66%	35%	44%	64%
Vol Right, %	30%	20%	20%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	88	279	367
LT Vol	12	39	98	34
Through Vol	190	31	124	236
RT Vol	88	18	57	97
Lane Flow Rate	345	105	332	437
Geometry Grp	1	1	1	1
Degree of Util (X)	0.588	0.209	0.603	0.739
Departure Headway (Hd)	6.129	7.18	6.536	6.093
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	587	497	551	590
Service Time	4.193	5.268	4.599	4.152
HCM Lane V/C Ratio	0.588	0.211	0.603	0.741
HCM Control Delay, s/veh	17.6	12.2	19.1	24.6
HCM Lane LOS	C	B	C	C
HCM 95th-tile Q	3.8	0.8	4	6.4

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 97

Future Vol, veh/h 97

Peak Hour Factor 0.84

Heavy Vehicles, % 0

Mvmt Flow 115

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

Intersection												
Int Delay, s/veh	13.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	14	16	134	52	65	10	145	120	35	198	49
Future Vol, veh/h	31	14	16	134	52	65	10	145	120	35	198	49
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, %	-	-7	-	-	4	-	-	-1	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	8	0	2	2	0	0	0	0	0	0
Mvmt Flow	37	17	19	160	62	77	12	173	143	42	236	58
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	576	688	265	595	645	244	294	0	0	315	0	0
Stage 1	348	348	-	268	268	-	-	-	-	-	-	-
Stage 2	227	339	-	327	377	-	-	-	-	-	-	-
Critical Hdwy	5.7	5.1	5.58	7.9	7.32	6.62	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	4.7	4.1	-	6.9	6.32	-	-	-	-	-	-	-
Critical Hdwy Stg 2	4.7	4.1	-	6.9	6.32	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.372	3.5	4.018	3.318	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	540	486	800	367	338	773	1279	-	-	1256	-	-
Stage 1	770	730	-	699	648	-	-	-	-	-	-	-
Stage 2	852	734	-	641	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	376	461	800	328	321	773	1279	-	-	1256	-	-
Mov Cap-2 Maneuver	376	461	-	328	321	-	-	-	-	-	-	-
Stage 1	739	701	-	691	640	-	-	-	-	-	-	-
Stage 2	685	726	-	587	543	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Ctrl Dly, s/v	14.31		40.54			0.29			0.99			
HCM LOS	B		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	60	-	-	459	384	215	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.158	0.779	0.033	-	-				
HCM Ctrl Dly (s/v)	7.8	0	-	14.3	40.5	8	0	-				
HCM Lane LOS	A	A	-	B	E	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	6.5	0.1	-	-				

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	31	14	16	134	52	65	0	10	145	120	35	198
Future Vol, veh/h	31	14	16	134	52	65	0	10	145	120	35	198
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.92	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	0	0	8	0	2	2	2	0	0	0	0	0
Mvmt Flow	37	17	19	160	62	77	0	12	173	143	42	236
Number of Lanes	0	1	0	0	1	0	0	0	1	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.2	14	13.3	14.1
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	51%	53%	12%
Vol Thru, %	53%	23%	21%	70%
Vol Right, %	44%	26%	26%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	275	61	251	282
LT Vol	10	31	134	35
Through Vol	145	14	52	198
RT Vol	120	16	65	49
Lane Flow Rate	327	73	299	336
Geometry Grp	1	1	1	1
Degree of Util (X)	0.482	0.126	0.477	0.509
Departure Headway (Hd)	5.305	6.24	5.748	5.453
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	569	625	658
Service Time	3.369	4.332	3.813	3.516
HCM Lane V/C Ratio	0.485	0.128	0.478	0.511
HCM Control Delay, s/veh	13.3	10.2	14	14.1
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.6	0.4	2.6	2.9

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement **SBR**

Lane Configurations

Traffic Vol, veh/h 49

Future Vol, veh/h 49

Peak Hour Factor 0.84

Heavy Vehicles, % 0

Mvmt Flow 58

Number of Lanes 0

Approach

Opposing Approach

Opposing Lanes

Conflicting Approach Left

Conflicting Lanes Left

Conflicting Approach Right

Conflicting Lanes Right

HCM Control Delay, s/veh

HCM LOS

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	100	125	0	0	151
Future Vol, veh/h	0	100	125	0	0	151
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	-	1	-	-	-1
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	3
Mvmt Flow	0	130	162	0	0	196
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	358	162	0	0	162	0
Stage 1	162	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	644	888	-	-	1429	-
Stage 1	872	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	644	888	-	-	1429	-
Mov Cap-2 Maneuver	644	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.75	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	888	1429	-	
HCM Lane V/C Ratio	-	-	0.146	-	-	
HCM Ctrl Dly (s/v)	-	-	9.7	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	100	93	0	0	151
Future Vol, veh/h	0	100	93	0	0	151
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	-	1	-	-	-1
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	0	110	102	0	0	166
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	268	102	0	0	102	0
Stage 1	102	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	725	958	-	-	1503	-
Stage 1	927	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	725	958	-	-	1503	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	868	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.24	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	958	1503	-	
HCM Lane V/C Ratio	-	-	0.115	-	-	
HCM Ctrl Dly (s/v)	-	-	9.2	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	107	109	0	0	124
Future Vol, veh/h	0	107	109	0	0	124
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	-	1	-	-	-1
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	120	122	0	0	139
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	262	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	731	934	-	-	1477	-
Stage 1	908	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	934	-	-	1477	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.42	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 934		1477	-	
HCM Lane V/C Ratio	-	- 0.129		-	-	
HCM Ctrl Dly (s/v)	-	- 9.4		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0.4		0	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	108	136	0	0	164
Future Vol, veh/h	0	108	136	0	0	164
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	-	1	-	-	-1
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	3
Mvmt Flow	0	140	177	0	0	213
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	390	177	0	0	177	0
Stage 1	177	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	618	872	-	-	1412	-
Stage 1	859	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	618	872	-	-	1412	-
Mov Cap-2 Maneuver	618	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.92	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	872	1412	-	
HCM Lane V/C Ratio	-	-	0.161	-	-	
HCM Ctrl Dly (s/v)	-	-	9.9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.6	0	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	108	103	0	0	165
Future Vol, veh/h	0	108	103	0	0	165
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	-	1	-	-	-1
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	0	119	113	0	0	181
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	295	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	701	945	-	-	1489	-
Stage 1	917	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	701	945	-	-	1489	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.36	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	945	1489	-	
HCM Lane V/C Ratio	-	-	0.126	-	-	
HCM Ctrl Dly (s/v)	-	-	9.4	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection

Int Delay, s/veh 3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	116	118	0	0	135
Future Vol, veh/h	0	116	118	0	0	135
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	-	1	-	-	-1
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	130	133	0	0	152

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	284	133	0
Stage 1	133	-	-
Stage 2	152	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	710	922	-
Stage 1	899	-	-
Stage 2	881	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	710	922	-
Mov Cap-2 Maneuver	710	-	-
Stage 1	899	-	-
Stage 2	881	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.55	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1465
HCM Lane V/C Ratio	-	-	0.141	-
HCM Ctrl Dly (s/v)	-	-	9.5	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	109	166	20	41	173
Future Vol, veh/h	14	109	166	20	41	173
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	-	1	-	-	-1
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	3
Mvmt Flow	18	142	216	26	53	225
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	560	229	0	0	242	0
Stage 1	229	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	493	816	-	-	1337	-
Stage 1	814	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	816	-	-	1337	-
Mov Cap-2 Maneuver	471	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.06	0		1.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 753		345	-	
HCM Lane V/C Ratio	-	- 0.212		0.04	-	
HCM Ctrl Dly (s/v)	-	- 11.1		7.8	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0.8		0.1	-	

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Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	126	119	49	67	193
Future Vol, veh/h	29	126	119	49	67	193
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	-	1	-	-	-1
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	32	138	131	54	74	212
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	517	158	0	0	185	0
Stage 1	158	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	522	893	-	-	1402	-
Stage 1	876	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	491	893	-	-	1402	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	10.96	0		1.99		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	774	464	-	
HCM Lane V/C Ratio	-	-	0.22	0.053	-	
HCM Ctrl Dly (s/v)	-	-	11	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-	

Intersection

Int Delay, s/veh 4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	137	133	41	77	154
Future Vol, veh/h	34	137	133	41	77	154
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	-	1	-	-	-1
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	154	149	46	87	173

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	519	172	0
Stage 1	172	-	-
Stage 2	346	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	521	876	-
Stage 1	863	-	-
Stage 2	721	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	485	876	-
Mov Cap-2 Maneuver	485	-	-
Stage 1	863	-	-
Stage 2	671	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.39	0	2.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	755	600
HCM Lane V/C Ratio	-	-	0.254	0.062
HCM Ctrl Dly (s/v)	-	-	11.4	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	1	0.2

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	2	2	7	0	0	2	10	0	0	0	0	2
Future Vol, veh/h	2	2	7	0	0	2	10	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	2	8	0	0	2	11	0	0	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	10	0	0	12	15	6	10	17	1
Stage 1	-	-	-	-	-	-	12	12	-	1	1	-
Stage 2	-	-	-	-	-	-	0	2	-	9	16	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1633	-	-	1623	-	-	1010	884	1083	1014	881	856
Stage 1	-	-	-	-	-	-	1013	889	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1018	886	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1633	-	-	1623	-	-	1005	882	1083	1012	879	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	1005	882	-	1012	879	-
Stage 1	-	-	-	-	-	-	1011	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1016	884	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.75			0			8.62			9.22		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1005	1633	-	-	1623	-	-	856				
HCM Lane V/C Ratio	0.011	0.002	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	8.6	7.2	-	-	0	-	-	9.2				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

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	2	2	7	0	0	2	10	0	0	0	0	2
Future Vol, veh/h	2	2	7	0	0	2	10	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	2	8	0	0	2	12	0	0	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	11	0	0	13	15	7	10	18	1
Stage 1	-	-	-	-	-	-	13	13	-	1	1	-
Stage 2	-	-	-	-	-	-	0	2	-	9	17	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1633	-	-	1622	-	-	1009	883	1082	1014	880	856
Stage 1	-	-	-	-	-	-	1013	889	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1018	885	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1633	-	-	1622	-	-	1004	881	1082	1012	878	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	1004	881	-	1012	878	-
Stage 1	-	-	-	-	-	-	1011	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1016	883	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.65			0			8.63			9.22		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1004	1633	-	-	1622	-	-	856				
HCM Lane V/C Ratio	0.012	0.002	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	8.6	7.2	-	-	0	-	-	9.2				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	7	0	0	2	11	0	0	0	0	2
Future Vol, veh/h	2	2	7	0	0	2	11	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	3	11	0	0	3	17	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	14	0	0	15	18	9	11	22	2
Stage 1	-	-	-	-	-	-	15	15	-	2	2	-
Stage 2	-	-	-	-	-	-	0	3	-	9	20	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1632	-	-	1617	-	-	1006	880	1079	1012	876	855
Stage 1	-	-	-	-	-	-	1010	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	897	-	1017	882	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1632	-	-	1617	-	-	1001	878	1079	1010	874	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	1001	878	-	1010	874	-
Stage 1	-	-	-	-	-	-	1008	885	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	897	-	1015	881	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.31			0			8.66			9.22		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1001	1632	-	-	1617	-	-	855
HCM Lane V/C Ratio	0.017	0.002	-	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	8.7	7.2	-	-	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	9	0	0	2	11	0	0	0	0	2
Future Vol, veh/h	2	2	9	0	0	2	11	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	2	10	0	0	2	12	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	12	0	0	13	16	7	10	20	1
Stage 1	-	-	-	-	-	-	13	13	-	1	1	-
Stage 2	-	-	-	-	-	-	0	2	-	9	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1633	-	-	1620	-	-	1008	883	1081	1014	878	856
Stage 1	-	-	-	-	-	-	1012	888	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1018	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1633	-	-	1620	-	-	1004	881	1081	1012	877	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	1004	881	-	1012	877	-
Stage 1	-	-	-	-	-	-	1010	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1016	882	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.5			0			8.63			9.22		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1004	1633	-	-	1620	-	-	856
HCM Lane V/C Ratio	0.012	0.002	-	-	-	-	-	0.003
HCM Ctrl Dly (s/v)	8.6	7.2	-	-	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

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	2	2	8	0	0	2	11	0	0	0	0	2
Future Vol, veh/h	2	2	8	0	0	2	11	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	2	10	0	0	2	13	0	0	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	12	0	0	13	16	7	10	19	1
Stage 1	-	-	-	-	-	-	13	13	-	1	1	-
Stage 2	-	-	-	-	-	-	0	2	-	9	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1633	-	-	1620	-	-	1008	882	1081	1014	878	856
Stage 1	-	-	-	-	-	-	1012	888	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1018	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1633	-	-	1620	-	-	1003	881	1081	1012	877	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	1003	881	-	1012	877	-
Stage 1	-	-	-	-	-	-	1010	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1016	882	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.52			0			8.64			9.22		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1003	1633	-	-	1620	-	-	856				
HCM Lane V/C Ratio	0.013	0.002	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	8.6	7.2	-	-	0	-	-	9.2				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	8	0	0	2	12	0	0	0	0	2
Future Vol, veh/h	2	2	8	0	0	2	12	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	3	13	0	0	3	19	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	16	0	0	16	19	9	11	23	2
Stage 1	-	-	-	-	-	-	16	16	-	2	2	-
Stage 2	-	-	-	-	-	-	0	3	-	9	22	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1632	-	-	1615	-	-	1005	879	1078	1012	874	855
Stage 1	-	-	-	-	-	-	1009	886	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	897	-	1017	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1632	-	-	1615	-	-	999	877	1078	1010	872	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	999	877	-	1010	872	-
Stage 1	-	-	-	-	-	-	1007	885	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	897	-	1015	879	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.2	0	8.67	9.22
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	999	1632	-	-	1615	-	-	855
HCM Lane V/C Ratio	0.019	0.002	-	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	8.7	7.2	-	-	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	11	0	0	2	16	0	0	0	0	2
Future Vol, veh/h	2	2	11	0	0	2	16	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	2	12	0	0	2	18	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	14	0	0	15	17	8	10	22	1
Stage 1	-	-	-	-	-	-	15	15	-	1	1	-
Stage 2	-	-	-	-	-	-	0	2	-	9	21	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1633	-	-	1617	-	-	1006	881	1080	1014	876	856
Stage 1	-	-	-	-	-	-	1011	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1018	882	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1633	-	-	1617	-	-	1002	880	1080	1012	874	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	880	-	1012	874	-
Stage 1	-	-	-	-	-	-	1009	886	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1016	880	-

Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.31			0			8.66			9.22		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1002	1633	-	-	1617	-	-	856
HCM Lane V/C Ratio	0.018	0.002	-	-	-	-	-	0.003
HCM Ctrl Dly (s/v)	8.7	7.2	-	-	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	10	0	0	2	16	0	0	0	0	2
Future Vol, veh/h	2	2	10	0	0	2	16	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	63	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	2	12	0	0	2	19	0	0	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	14	0	0	15	17	8	10	22	1
Stage 1	-	-	-	-	-	-	15	15	-	1	1	-
Stage 2	-	-	-	-	-	-	0	2	-	9	21	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1633	-	-	1617	-	-	1006	881	1079	1014	876	856
Stage 1	-	-	-	-	-	-	1010	887	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1018	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1633	-	-	1617	-	-	1002	879	1079	1012	874	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	1002	879	-	1012	874	-
Stage 1	-	-	-	-	-	-	1008	885	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	898	-	1016	880	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.31			0			8.66			9.22		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1002	1633	-	-	1617	-	-	856				
HCM Lane V/C Ratio	0.019	0.002	-	-	-	-	-	0.003				
HCM Ctrl Dly (s/v)	8.7	7.2	-	-	0	-	-	9.2				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection

Int Delay, s/veh 5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	10	0	0	2	17	0	0	0	0	2
Future Vol, veh/h	2	2	10	0	0	2	17	0	0	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	1	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	0	50	0	0	0	100	0	0	0	0	0	100
Mvmt Flow	3	3	16	0	0	3	27	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	19	0	0	17	20	11	11	27	2
Stage 1	-	-	-	-	-	-	17	17	-	2	2	-
Stage 2	-	-	-	-	-	-	0	3	-	9	25	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	4.2
Pot Cap-1 Maneuver	1632	-	-	1611	-	-	1003	877	1076	1012	871	855
Stage 1	-	-	-	-	-	-	1007	885	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	897	-	1017	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1632	-	-	1611	-	-	997	876	1076	1010	869	855
Mov Cap-2 Maneuver	-	-	-	-	-	-	997	876	-	1010	869	-
Stage 1	-	-	-	-	-	-	1005	883	-	1027	899	-
Stage 2	-	-	-	-	-	-	-	897	-	1015	877	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.03	0	8.71	9.22
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	997	1632	-	-	1611	-	-	855
HCM Lane V/C Ratio	0.027	0.002	-	-	-	-	-	0.004
HCM Ctrl Dly (s/v)	8.7	7.2	-	-	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	84	0	12	34	0
Future Vol, veh/h	11	84	0	12	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	92	0	13	37	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	104
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1500
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1500
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	938	-	-	1500	-
HCM Lane V/C Ratio	0.04	-	-	-	-
HCM Ctrl Dly (s/v)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	84	0	12	34	0
Future Vol, veh/h	11	84	0	12	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	100	0	14	40	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	77	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1489	-	931	1007
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1489	-	931	1007
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	1014	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		9.04	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	931	-	-	1489	-	
HCM Lane V/C Ratio	0.043	-	-	-	-	
HCM Ctrl Dly (s/v)	9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	90	0	13	37	0
Future Vol, veh/h	11	90	0	13	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	101	0	15	42	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	113
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1488
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1488
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	930	-	-	1488	-
HCM Lane V/C Ratio	0.045	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	92	0	13	37	0
Future Vol, veh/h	13	92	0	13	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	101	0	14	41	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	115
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1486
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1486
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.06
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	928	-	-	1486	-
HCM Lane V/C Ratio	0.044	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	91	0	13	37	0
Future Vol, veh/h	12	91	0	13	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	108	0	15	44	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	123	0	84	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	15	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1477	-	923	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1013	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1477	-	923	1000
Mov Cap-2 Maneuver	-	-	-	-	923	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1013	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	923	-	-	1477	-	
HCM Lane V/C Ratio	0.048	-	-	-	-	
HCM Ctrl Dly (s/v)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	12	98	0	14	40	0
Future Vol, veh/h	12	98	0	14	40	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	110	0	16	45	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	124	0	84	69
Stage 1	-	-	-	-	69	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1476	-	922	1000
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	922	1000
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	1012	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	922	-	-	1476	-	
HCM Lane V/C Ratio	0.049	-	-	-	-	
HCM Ctrl Dly (s/v)	9.1	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	95	0	18	42	0
Future Vol, veh/h	15	95	0	18	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	104	0	20	46	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	121
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1479
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1479
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.13
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	917	-	-	1479	-
HCM Lane V/C Ratio	0.05	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	94	0	18	42	0
Future Vol, veh/h	14	94	0	18	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	17	112	0	21	50	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	129	0	94	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1470	-	911	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	1006	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1470	-	911	995
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	1006	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0		9.18		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	911	-	-	1470	-	
HCM Lane V/C Ratio	0.055	-	-	-	-	
HCM Ctrl Dly (s/v)	9.2	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	101	0	19	45	0
Future Vol, veh/h	14	101	0	19	45	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	-1	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	113	0	21	51	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	94	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1469	-	911	995
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1469	-	911	995
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	1007	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		9.18	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	911	-	-	1469	-	
HCM Lane V/C Ratio	0.056	-	-	-	-	
HCM Ctrl Dly (s/v)	9.2	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	16	13	160	27	23
Future Vol, veh/h	76	16	13	160	27	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	0	8	0	0
Mvmt Flow	92	19	16	193	33	28
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	111	0	325	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1492	-	673	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	818	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1492	-	665	960
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	808	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.56		10.04		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	774	-	-	135	-	
HCM Lane V/C Ratio	0.078	-	-	0.01	-	
HCM Ctrl Dly (s/v)	10	-	-	7.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	20	16	256	23	20
Future Vol, veh/h	133	20	16	256	23	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	0	0	5	0	0
Mvmt Flow	160	24	19	308	28	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	184	0	519	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1403	-	520	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	512	877
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	708	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.45		11.18	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	635	-	-	106	-	
HCM Lane V/C Ratio	0.082	-	-	0.014	-	
HCM Ctrl Dly (s/v)	11.2	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	36	15	208	43	20
Future Vol, veh/h	133	36	15	208	43	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	158	43	18	248	51	24
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	201	0	463	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1383	-	561	868
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1383	-	552	868
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	758	-
Approach	EB	WB		NB		
HCM Ctrl Dly, s/v	0	0.51		11.55		
HCM LOS				B		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	625	-	-	121	-	
HCM Lane V/C Ratio	0.12	-	-	0.013	-	
HCM Ctrl Dly (s/v)	11.5	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBRLane Configurations  

Traffic Vol, veh/h 17 0 24 473 0 0

Future Vol, veh/h 17 0 24 473 0 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 - - -4 3 -

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 0 0 0 10 0 0

Mvmt Flow 18 0 25 498 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 548 - 0 0

Stage 1 0 - - -

Stage 2 548 - - -

Critical Hdwy 6.4 - 4.1 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.4 - - -

Follow-up Hdwy 3.5 - 2.2 -

Pot Cap-1 Maneuver 501 0 - -

Stage 1 - 0 - -

Stage 2 583 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 501 - - -

Mov Cap-2 Maneuver 501 - - -

Stage 1 - - - -

Stage 2 583 - - -

Approach EB NB

HCM Ctrl Dly, s/v 12.46

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 501

HCM Lane V/C Ratio - - 0.036

HCM Ctrl Dly (s/v) - - 12.5

HCM Lane LOS - - B

HCM 95th %tile Q(veh) - - 0.1

Intersection

Int Delay, s/veh 0.4

Movement EBL EBR NBL NBT SBT SBRLane Configurations  

Traffic Vol, veh/h 17 0 31 505 0 0

Future Vol, veh/h 17 0 31 505 0 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 - - -4 3 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 0 0 0 2 0 0

Mvmt Flow 19 0 35 574 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 644 - 0 0

Stage 1 0 - - -

Stage 2 644 - - -

Critical Hdwy 6.4 - 4.1 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.4 - - -

Follow-up Hdwy 3.5 - 2.2 -

Pot Cap-1 Maneuver 440 0 - -

Stage 1 - 0 - -

Stage 2 527 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 440 - - -

Mov Cap-2 Maneuver 440 - - -

Stage 1 - - - -

Stage 2 527 - - -

Approach EB NB

HCM Ctrl Dly, s/v 13.55

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 440

HCM Lane V/C Ratio - - 0.044

HCM Ctrl Dly (s/v) - - 13.6

HCM Lane LOS - - B

HCM 95th %tile Q(veh) - - 0.1

Intersection

Int Delay, s/veh 1.8

Movement EBL EBR NBL NBT SBT SBRLane Configurations  

Traffic Vol, veh/h 64 0 70 333 0 0

Future Vol, veh/h 64 0 70 333 0 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 - - -4 3 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 0 0 0 1 0 0

Mvmt Flow 70 0 76 362 0 0

Major/Minor Minor2 Major1

Conflicting Flow All 514 - 0 0

Stage 1 0 - - -

Stage 2 514 - - -

Critical Hdwy 6.4 - 4.1 -

Critical Hdwy Stg 1 - - - -

Critical Hdwy Stg 2 5.4 - - -

Follow-up Hdwy 3.5 - 2.2 -

Pot Cap-1 Maneuver 524 0 - -

Stage 1 - 0 - -

Stage 2 604 0 - -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 524 - - -

Mov Cap-2 Maneuver 524 - - -

Stage 1 - - - -

Stage 2 604 - - -

Approach EB NB

HCM Ctrl Dly, s/v 12.92

HCM LOS B

Minor Lane/Major Mvmt NBL NBT EBLn1

Capacity (veh/h) - - 524

HCM Lane V/C Ratio - - 0.133

HCM Ctrl Dly (s/v) - - 12.9

HCM Lane LOS - - B

HCM 95th %tile Q(veh) - - 0.5

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	6	40	1	2	26
Future Vol, veh/h	2	6	40	1	2	26
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	-	1	-	-	-1
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	0	8	0	0	2
Mvmt Flow	2	7	48	1	2	31

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	85	49	0
Stage 1	49	-	-
Stage 2	36	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	921	1026	-
Stage 1	979	-	-
Stage 2	992	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	920	1026	-
Mov Cap-2 Maneuver	920	-	-
Stage 1	979	-	-
Stage 2	990	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.65	0	0.52
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	997	129
HCM Lane V/C Ratio	-	-	0.01	0.002
HCM Ctrl Dly (s/v)	-	-	8.6	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	26	1	6	31
Future Vol, veh/h	1	3	26	1	6	31
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	-	1	-	-	-1
Peak Hour Factor	58	58	58	58	58	58
Heavy Vehicles, %	0	0	0	0	0	4
Mvmt Flow	2	5	45	2	10	53
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	120	46	0	0	47	0
Stage 1	46	-	-	-	-	-
Stage 2	74	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	881	1030	-	-	1574	-
Stage 1	982	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	875	1030	-	-	1574	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.68	0		1.18		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 986		292	-	
HCM Lane V/C Ratio	-	- 0.007		0.007	-	
HCM Ctrl Dly (s/v)	-	- 8.7		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	18	1	4	41
Future Vol, veh/h	1	3	18	1	4	41
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	-	1	-	-	-1
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	5	28	2	6	64
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	105	29	0	0	30	0
Stage 1	29	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	897	1052	-	-	1596	-
Stage 1	999	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	894	1052	-	-	1596	-
Mov Cap-2 Maneuver	894	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.6	0		0.65		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1007		160	-	
HCM Lane V/C Ratio	-	- 0.006		0.004	-	
HCM Ctrl Dly (s/v)	-	- 8.6		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	97	90	2	8	4
Future Vol, veh/h	1	97	90	2	8	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	0	3	2	0	0	0
Mvmt Flow	1	141	130	3	12	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	133	0	0 275 132
Stage 1	-	-	- 132 -
Stage 2	-	-	- 143 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1464	-	- 719 923
Stage 1	-	-	- 899 -
Stage 2	-	-	- 889 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1464	-	- 718 923
Mov Cap-2 Maneuver	-	-	- 718 -
Stage 1	-	-	- 898 -
Stage 2	-	-	- 889 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	9.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	775
HCM Lane V/C Ratio	0.001	-	-	-	0.022
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	80	65	8	4	3
Future Vol, veh/h	4	80	65	8	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	3	0	0	0
Mvmt Flow	4	88	71	9	4	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	80	0	-	0	173	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1530	-	-	-	822	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1530	-	-	-	820	991
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	932	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.35	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	86	-	-	-	885	
HCM Lane V/C Ratio	0.003	-	-	-	0.009	
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	75	42	5	4	3
Future Vol, veh/h	2	75	42	5	4	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-3	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	106	59	7	6	4
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	66	0	-	0	174	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1548	-	-	-	821	1008
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1548	-	-	-	819	1008
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	918	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.19	0		9.09		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	47	-	-	-	-	890
HCM Lane V/C Ratio	0.002	-	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.3	0	-	-	-	9.1
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	22	109	2	7	43
Future Vol, veh/h	6	22	109	2	7	43
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	-	1	-	-	-1
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	3	0	0	3
Mvmt Flow	8	28	136	3	9	54
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	209	138	0	0	139	0
Stage 1	138	-	-	-	-	-
Stage 2	71	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	784	916	-	-	1457	-
Stage 1	894	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	779	916	-	-	1457	-
Mov Cap-2 Maneuver	779	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	9.25	0		1.05		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	883		252	-	
HCM Lane V/C Ratio	-	0.04		0.006	-	
HCM Ctrl Dly (s/v)	-	9.2		7.5	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.1		0	-	

80: American Legion Drive & Southern Site Driveway

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	12	59	5	20	38
Future Vol, veh/h	3	12	59	5	20	38
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	-	1	-	-	-1
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	4	15	75	6	25	48
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	177	78	0	0	81	0
Stage 1	78	-	-	-	-	-
Stage 2	99	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	818	988	-	-	1529	-
Stage 1	950	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	988	-	-	1529	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	8.89	0		2.55		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 945		621	-	
HCM Lane V/C Ratio	-	- 0.02		0.017	-	
HCM Ctrl Dly (s/v)	-	- 8.9		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0.1	-	

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	11	51	3	14	26
Future Vol, veh/h	3	11	51	3	14	26
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	-	1	-	-	-1
Peak Hour Factor	68	68	68	68	68	68
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	16	75	4	21	38

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	157	77	0
Stage 1	77	-	-
Stage 2	79	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	839	989	-
Stage 1	951	-	-
Stage 2	949	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	828	989	-
Mov Cap-2 Maneuver	828	-	-
Stage 1	951	-	-
Stage 2	936	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.88	0	2.58
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	950	630
HCM Lane V/C Ratio	-	-	0.022	0.013
HCM Ctrl Dly (s/v)	-	-	8.9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	270	251	417	314	116	81
Average Queue (ft)	150	143	211	132	83	71
95th Queue (ft)	261	263	355	290	127	90
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	1	1			14	9
Queuing Penalty (veh)	5	4			45	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					14	9
Queuing Penalty (veh)					37	5

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	249	264	482	416	117	81
Average Queue (ft)	125	153	271	229	74	71
95th Queue (ft)	221	253	429	378	131	95
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	0	1			10	8
Queuing Penalty (veh)	1	3			26	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					10	8
Queuing Penalty (veh)					20	6

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	251	263	294	265	116	81
Average Queue (ft)	117	115	169	103	85	76
95th Queue (ft)	225	231	276	219	120	88
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	1	1			10	10
Queuing Penalty (veh)	4	5			31	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					10	10
Queuing Penalty (veh)					22	9

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	248	220	640	518	127	81
Average Queue (ft)	141	126	202	135	100	77
95th Queue (ft)	239	209	433	370	119	88
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	0				33	19
Queuing Penalty (veh)	1				119	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					33	19
Queuing Penalty (veh)					97	13

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	247	252	347	328	115	81
Average Queue (ft)	128	111	197	138	92	75
95th Queue (ft)	213	208	328	306	118	90
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	0	0			29	17
Queuing Penalty (veh)	0	1			105	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					29	17
Queuing Penalty (veh)					86	11

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	254	254	756	748	117	81
Average Queue (ft)	129	147	652	635	74	71
95th Queue (ft)	238	255	899	900	126	95
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	0	2	56	54	8	8
Queuing Penalty (veh)	2	9	0	0	25	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					8	8
Queuing Penalty (veh)					19	6

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	261	249	361	317	116	81
Average Queue (ft)	131	125	250	178	90	76
95th Queue (ft)	240	230	370	308	127	92
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	0	0			14	14
Queuing Penalty (veh)	2	1			52	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					14	14
Queuing Penalty (veh)					38	13

Intersection: 20: American Legion Drive & Cedar Lane (CR 60)

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	TR	LT	T	L	R
Maximum Queue (ft)	248	263	402	338	116	81
Average Queue (ft)	111	126	225	158	94	76
95th Queue (ft)	212	241	357	302	110	93
Link Distance (ft)	247	247	704	704	81	
Upstream Blk Time (%)	1	1			28	14
Queuing Penalty (veh)	3	4			100	0
Storage Bay Dist (ft)						95
Storage Blk Time (%)					28	14
Queuing Penalty (veh)					74	14

Appendix D

US Census Data

Table: ACSDT1Y2024.B08301

	United States		New Jersey		Bergen County, New Jersey	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	165,360,450	±170,737	4,772,330	±20,417	500,643	±7,113
Car, truck, or van:	129,643,168	±167,691	3,414,366	±24,426	333,782	±7,665
Drove alone	114,469,546	±171,228	3,018,867	±24,645	295,126	±7,565
Carpooled:	15,173,622	±86,362	395,499	±15,281	38,656	±3,868
In 2-person carpool	11,066,823	±65,751	289,263	±12,381	28,646	±3,096
In 3-person carpool	2,382,096	±35,641	55,704	±5,910	6,009	±2,056
In 4-person carpool	969,379	±27,776	28,758	±4,568	1,910	±822
In 5- or 6-person carpool	532,261	±19,456	14,748	±3,366	1,740	±982
In 7-or-more-person carpool	223,063	±10,621	7,026	±1,944	351	±231
Public transportation:	6,097,425	±45,794	464,486	±11,180	65,374	±5,291
Bus	2,771,518	±34,452	223,762	±9,441	46,593	±4,628
Subway or elevated rail	2,411,200	±29,691	105,193	±6,003	4,211	±1,205
Long-distance train or commuter rail	677,146	±15,645	99,273	±6,347	11,878	±2,144
Light rail, streetcar or trolley (carro público in Puerto Rico)	167,493	±9,302	23,544	±3,282	1,102	±637
Ferryboat	70,068	±4,743	12,714	±2,045	1,590	±768
Taxi or ride-hailing services	693,439	±17,463	35,166	±3,787	3,247	±1,161
Motorcycle	211,280	±9,555	2,273	±933	284	±268
Bicycle	803,184	±17,630	15,468	±3,358	3,590	±2,750
Walked	4,048,560	±42,195	121,193	±6,997	11,971	±2,057
Other means	1,837,023	±29,152	74,829	±8,170	6,243	±1,846
Worked from home	22,026,371	±86,199	644,549	±14,745	76,152	±5,805