Traffic Impact Study

Proposed Multi-Family Residential Development
75 - 87 East 31st Street
City of Bayonne
Hudson County, New Jersey

Prepared for:
Peninsula View Urban Renewal, LLC

Date: December 22, 2025
SE&D Job Number: RUT-250176

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STONEFIELD
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INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed multi-family residential development on the adjacent roadway network. The subject property is located along the westerly side of N.J.S.H. Route 440 and is bounded by East 32nd Street to the north and East 31st Street to the south in the City of Bayonne, Hudson County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 441, Lot 2.01 as depicted on the City of Bayonne Tax Map. The site has approximately 372 feet of frontage along N.J.S.H. Route 440, approximately 169 feet of frontage along East 31st Street, approximately 25 feet of frontage along Prospect Avenue, and approximately 67 feet of non-continuous frontage along East 32nd Street. The existing site is undeveloped with access provided via one (1) curb cut along East 31st Street and one (1) driveway along East 32nd Street. Under the proposed development program, an eight (8)-story multi-family residential development consisting of 165 dwelling units and parking garage would be constructed. Access is proposed via one (1) full-movement driveway along East 31st Street and one (1) right-in/right-out driveway along East 32nd Street.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic signal timing utilized within the signalized analysis is based on field recordings.

2025 EXISTING CONDITION

2025 EXISTING ROADWAY CONDITIONS

The proposed multi-family residential development is located along N.J.S.H. Route 440, between East 32nd Street and East 31st Street, in the City of Bayonne, Hudson County, New Jersey. The subject property is designated as Block 441, Lot 2.01 as depicted on the City of Bayonne Tax Map. The site has approximately 372 feet of frontage along N.J.S.H. Route 440, approximately 169 feet of frontage along East 31st Street, approximately 25 feet of frontage along Prospect Avenue, and approximately 67 feet of non-continuous frontage along East 32nd Street.

N.J.S.H. Route 440 is classified as an Urban Principal Arterial roadway with a general north-south orientation in the site vicinity and is under the jurisdiction of New Jersey Department of Transportation (NJDOT). Along the site frontage, the roadway provides two (2) lanes of travel in the northbound direction and three (3) lanes of travel in the southbound direction and has a posted speed limit of 40 mph. Curb is only provided along the easterly side of the roadway to the south of Lefante Way, and curb and sidewalks are provided on both sides of the roadway to the north of the intersection with Lefante Way. The presence of shoulders varies along the roadway due to the introduction of dedicated turn lanes and acceleration lanes. On-street parking is not permitted along either side of the roadway. N.J.S.H. Route 440 provides mobility between the southern half of New Jersey, Staten Island, and portions of Hudson County. Land uses on the easterly side of the roadway are a mix of commercial and industrial. Land uses on the westerly side of the roadway are predominantly residential. On the western side of N.J.S.H. Route 440 is the Hudson-Bergen Light Rail 34th Street Station.

Prospect Avenue is classified as a local roadway with a general north-south orientation and is under the jurisdiction of the City of Bayonne. The roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb and sidewalks are provided along both sides of the roadway. Shoulders are not provided along either side of the roadway. On-street parking is permitted along both sides of the roadway. Prospect Avenue runs parallel to N.J.S.H. Route 440, serves as part of a jughandle for N.J.S.H. Route 440, and provides north-south mobility within the City of Bayonne. Land uses in the site vicinity of Prospect Avenue are generally residential.

Lefante Way is a local roadway with a general east-west orientation and is under the jurisdiction of the City of Bayonne. In the vicinity of the site, the roadway provides two (2) lanes of travel and has a posted speed limit of 25 mph. In the vicinity of the site, curb is provided on both sides of the roadway. Sidewalk is provided along the northerly side of the roadway. Neither shoulders nor on-street parking are provided along either side of the roadway. To the west of its intersection with N.J.S.H. 440, Lefante Way becomes East 32nd Street.

Lefante Way serves the Bayonne Golf Club, South Cove Commons Shopping Center, and industrial and storage uses along its length.

East 31st Street is a local roadway with a general east-west orientation and is under the jurisdiction of the City of Bayonne. The roadway provides one (1) lane of travel in each direction and does not have a posted speed limit. Curb and sidewalks are generally provided along both sides of the roadway. Shoulders are not provided along either side of the roadway. Residential on-street parking is permitted along both sides of the roadway. In the vicinity of the site, East 31st Street provides access to Prospect Avenue at its western terminus and is a dead-end roadway at its eastern terminus. Land uses in the site vicinity of East 31st Street are residential uses.

East 32nd Street is a local roadway with a general east-west orientation and is under the jurisdiction of the City of Bayonne. The roadway provides one (1) lane of travel in each direction with additional lanes provided at key intersections to facilitate turning movements and does not have a posted speed limit in the site vicinity. Curb and sidewalks are provided along both sides of the roadway. Shoulders are not provided along either side of the roadway. In the vicinity of the site, on-street parking is not permitted along either side of the roadway. East 32nd Street provides east-west mobility throughout the City of Bayonne for primarily residential uses along its length and provides access to N.J.S.H. Route 440 to the east.

N.J.S.H. Route 440, East 32nd Street, and Lefante Way intersect to form a four (4)-leg intersection controlled by a three (3)-phase traffic signal operating on a fixed background cycle length during the peak hours. The northbound approach of N.J.S.H. Route 440 provides two (2) exclusive through lanes and one (1) channelized right-turn lane, and the southbound approach of N.J.S.H. Route 440 provides two (2) exclusive through lanes and one (1) exclusive right-turn only lane. The eastbound approach of East 32nd Street provides one (1) shared left-turn/through lane and one (1) shared through/right-turn lane, and the westbound approach of Lefante Way provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. Crosswalks and pedestrian signals are provided across the north, east, and west legs of the intersection.

Prospect Avenue and East 32nd Street intersect to form signalized four (4)-leg intersection controlled by a two (2)-phase traffic signal operating on a fixed background cycle length. All approaches to the intersection provide one (1) full-movement lane, however sufficient width is available for through and right-turning vehicles to pass queued left-turning vehicles. Crosswalks and pedestrian signals are provided across all legs of the intersection.

Prospect Avenue and East 31st Street intersect to form an unsignalized T-intersection with the westbound approach of East 31st Street operating under stop control. The westbound approach of East 31st Street provides one (1) shared left-turn/right-turn lane. The northbound approach of Prospect Avenue provides one (1) shared

through/right-turn lane. The southbound approach of Prospect Avenue provides one (1) shared left-turn/through lane. Pedestrian ramps are provided at the easterly leg of the intersection.

2025 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday morning and weekday evening time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- Prospect Avenue & East 32nd Street
- N.J.S.H. Route 440 & East 32nd Street/Lefante Way

Specifically, turning movement counts were conducted on Thursday, September 25, 2025 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

Additionally, turning movement counts were collected at the intersection of Prospect Avenue & East 31st Street on Wednesday, October 1, 2025 from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m. and the weekday evening peak hour occurred from 4:45 p.m. to 5:45 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2025 Existing weekday morning and weekday evening peak-hour volumes are summarized on appended **Figure 2**.

2025 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2025 Existing Condition during the weekday morning and weekday evening peak hours at the study intersections. Under the existing condition, the signalized intersection of Prospect Avenue and East 32nd Street is calculated to operate at overall Level of Service B during the weekday morning and weekday evening peak hours. The signalized intersection of N.J.S.H. Route 440, East 32nd Street, and Lefante Way is calculated to operate at overall Level of Service B during the weekday morning peak hour and at overall Level of Service C during the weekday evening peak hour. The turning movements at the unsignalized intersection of Prospect Avenue and East 31st Street are calculated to operate at Level of Service A during the weekday morning and weekday evening peak hours.

2027 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2025 Existing Condition traffic volume data was grown to a future horizon year of 2027, which is a conservative estimate for when the proposed multi-family residential development is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 2.50% annually for two (2) years to generate the 2027 Base Traffic Volumes. These volumes are summarized on appended **Figure 3**. The 2.50% background growth rate was obtained from the New Jersey Department of Transportation (NJDOT) Annual Background Growth Rate Table.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. The following developments are anticipated to impact traffic volumes within the study area:

- Bayonne Peninsula Boraie Phase I – Mixed-use development with Phase I consisting of 539 residential units located along the northerly side of Goldsborough Drive between Baker Company Street and Port Lincoln Road. It is noted that Phase 2 of the development is not planned to be constructed for another 10+ years. As such, only traffic volumes for Phase I are anticipated to impact the study area at this time.

- South Cove Commons – Town center redevelopment consisting of 696 residential units, 125-room hotel with a restaurant and banquet hall, and 9,520 square feet of retail space located along the northerly side of Lefante Way.

Appended **Figure 4** illustrates the site-generated traffic associated with the other planned development projects assigned to the study area network.

2027 NO-BUILD TRAFFIC VOLUMES

The site-generated trips associated with the other planned developments were added to the 2027 Base Traffic Volumes to calculate the 2027 No-Build Traffic Volumes for the weekday morning and weekday evening peak hours. These volumes are summarized on appended **Figure 5.**

2027 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2027 No-Build Condition during the weekday morning and weekday evening peak hours at the study intersections. The signalized

intersection of Prospect Avenue and East 32nd Street is calculated to operate generally consistent with the findings of the Existing Condition during the weekday morning and weekday evening peak hours. The signalized intersection of N.J.S.H. Route 440, East 32nd Street, and Lefante Way is calculated to operate at overall Level of Service C during the weekday morning peak hour and at overall Level of Service D during the weekday evening peak hour. It is noted that the southbound through movement of N.J.S.H. Route 440 is calculated to operate under capacity constraints during the weekday evening peak hour. The turning movements at the unsignalized intersection of Prospect Avenue and East 31st Street are calculated to operate generally consistent with the findings of the Existing Condition during the weekday morning and weekday evening peak hours.

2027 BUILD CONDITION

The site-generated traffic volume of the proposed multi-family residential development was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project "build out" is assumed within two (2) years of the preparation of this study.

TRIP GENERATION

Trip generation projections for the proposed mixed-use development were prepared utilizing ITE's Trip Generation Manual, 12th Edition. Trip generation rates associated with Land Use 221 "Multi-Family Housing (Mid-Rise)" in a dense multi-use urban setting were cited for the 165-unit multi-family residential development. **Table 1** provides the weekday morning and weekday evening peak hour trip generation volumes associated with the proposed development.

TABLE 1 – PROPOSED TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
165-Unit Multi-Family Housing (Mid-Rise) *ITE Land Use 221*	6	40	46	32	11	43

The proposed development is expected to generate 46 new trips during the weekday morning peak hour and 43 new trips during the weekday evening peak hour. Based on the Multimodal Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 50 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways, the location of major arterial roadways in the vicinity of the site, and the access management plan of the site. The Site-Generated Traffic Volumes are illustrated on **Figure 6.**

2027 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2027 No-Build Traffic Volumes to calculate the 2027 Build Traffic Volumes and are shown on appended **Figure 7.**

2027 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2027 Build Condition during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveways. Appended **Table A1** compare the Existing, No-Build, and Build Conditions Level of Service and delay values.

The signalized intersection of Prospect Avenue and East 32nd Street is calculated to operate generally consistent with the findings of the No-Build Condition during the weekday morning and weekday evening peak hours. The signalized intersection of N.J.S.H. Route 440, East 32nd Street, and Lefante Way is calculated to operate generally consistent with the findings of the No-Build Condition during the weekday morning and weekday evening peak hours. It is noted that the southbound through movement of N.J.S.H. Route 440 is calculated to continue to operate under capacity constraints during the weekday evening peak hour. However, no additional trips associated with the proposed development are added to the southbound through movement and the Level of Service and delay is consistent with the No-Build Condition. The turning movements at the unsignalized intersection of Prospect Avenue and East 31st Street are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of East 31st Street and the proposed site driveway are calculated to operate at Level of Service A during the weekday morning and weekday evening peak hours.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed multi-family residential development using the Site Plan prepared by Stonefield, dated December 22, 2025. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Under the proposed development program, an eight (8)-story multi-family residential development consisting of 165 dwelling units and parking garage would be constructed. Access is proposed via one (1) full-movement driveway along East 31st Street and one (1) right-in/right-out driveway along East 32nd Street. The

structure would be located on the southerly portion of the site with vehicular access to the parking garage provided along East 31st Street. It is noted that the proposed driveway along East 32nd Street is intended for delivery/drop-off vehicles only and would not serve as a primary access point for residents. A pedestrian walkway connection to Prospect Avenue is proposed in the northwesterly portion of the site. The trash room would be located in the southeasterly portion of the building. Under the proposed development program, a cul-de-sac is proposed at the easterly terminus of East 31st Street. A loading bay would be provided in the southeasterly portion of the site with access provided via a 12-foot-wide curb-cut along the northerly side of the East 31st Street cul-de-sac. The loading zone would be utilized for resident move-in/move-out and trash pick-up. Two (2)-way vehicular circulation throughout the site would be provided by drive aisles with a minimum width of 22 feet.

Regarding the parking requirements for the proposed development, the Penn View Amended Redevelopment Plan requires 0.9 parking spaces per dwelling unit for residential uses. For the proposed 165-unit multi-family residential development, this equates to 149 required parking spaces. The site would provide 188 total parking spaces, inclusive of 186 garage spaces and two (2) outdoor spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be 8.5 feet wide by 18 feet deep in accordance with the Penn View Amended Redevelopment Plan and industry standards.

As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all projects involving multifamily dwellings with more than five (5) units must have 15% of the parking supply be pre-wired for electric vehicle charging stations ("make-ready"). Of the make-ready spaces, 5% must be ADA compliant. For the proposed parking supply of 188 parking spaces, this equates to 29 make-ready spaces with two (2) being ADA accessible. The site would provide 29 make-ready spaces, which meets the electric vehicle parking requirement.

Regarding the bicycle parking requirements for the proposed development, the Penn View Amended Redevelopment Plan requires 0.5 bicycle parking spaces per dwelling unit. For the proposed 165-unit multi-family residential development, this equates to 83 required bicycle parking spaces. The site would provide 83 bicycle parking spaces, which meets the bicycle parking requirement. The bicycle storage room would be located in the northwesterly portion of the site on parking level 2.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed multi-family residential development. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from

the subject property. Based on the Penn View Amended Redevelopment Plan parking requirements, the parking supply would be sufficient to support this project.

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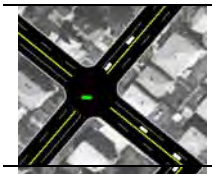
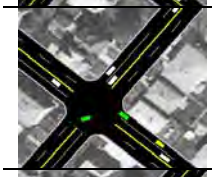
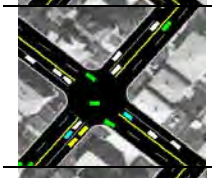
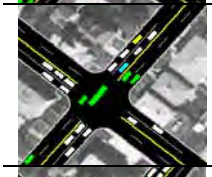
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual, 7th Edition

STONEFIELD

Table A1: Comparative Level of Service (Delay) Table

City of Bayonne, Hudson County, New Jersey

X (n) = Level of Service (seconds of delay)

		Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Intersection	**Lane Group**	**2025 Existing Condition**	**2027 No-Build Condition**	**2027 Build Condition**	**2025 Existing Condition**	**2027 No-Build Condition**	**2027 Build Condition**
Intersection of Prospect Avenue (NB/SB) & East 32nd Street (EB/WB)	EB Left/Through/Right	B (10.1)	B (12.8)	B (12.9)	B (10.2)	B (13.4)	B (13.8)
	WB Left/Through/Right	A (7.8)	A (9.6)	A (9.6)	A (8.5)	B (10.8)	B (11.1)
	NB Left/Through/Right	B (16.6)	B (15.5)	B (15.9)	B (15.6)	B (14.4)	B (14.4)
	SB Left/Through/Right	C (20.9)	C (22.2)	C (22.3)	C (21.0)	C (23.8)	C (24.4)
	Overall	**B (14.4)**	**B (16.3)**	**B (16.4)**	**B (14.6)**	**B (17.7)**	**B (18.3)**
Intersection of N.J.S.H. Route 440 (NB/SB) & East 32nd Street (EB)/Lefante Way (WB)	EB Left/Through	D (51.3)	D (54.0)	D (54.9)	E (55.1)	E (68.0)	E (71.3)
	EB Through/Right	D (44.8)	D (41.9)	D (41.7)	D (41.5)	D (42.6)	D (43.1)
	WB Left	C (33.7)	C (30.7)	C (30.2)	C (30.6)	C (32.5)	C (33.0)
	WB Through/Right	C (34.7)	C (30.8)	C (29.8)	C (31.2)	C (29.2)	C (29.2)
	NB Through	B (13.5)	C (30.4)	C (34.5)	B (18.0)	C (26.3)	C (26.3)
	SB Through	A (8.8)	B (14.8)	B (15.8)	C (28.1)	F (62.8)	F (62.8)
	SB Right	B (11.1)	B (14.5)	B (15.0)	B (15.5)	B (17.9)	B (18.0)
	Overall	**B (18.3)**	**C (28.2)**	**C (30.4)**	**C (27.6)**	**D (45.2)**	**D (45.4)**
Intersection of Prospect Avenue (NB/SB) & East 31st Street (WB)	WB Left/Right	A (9.4)	A (9.5)	A (9.7)	A (8.6)	A (8.6)	A (8.9)
	SB Left/Through	A (7.5)	A (7.5)	A (7.5)	A (7.3)	A (7.3)	A (7.4)
Intersection of East 31st Street (EB/WB) & Site Driveway (SB)	EB Left/Through			A (7.2)			A (7.3)
	SB Left/Right			A (8.5)			A (8.3)

TURNING MOVEMENT COUNT DATA

Prepared by National Data & Surveying Services

Prospect Ave & E 32nd St

Peak Hour Turning Movement Count

ID: 25-340135-001
City: Bayonne

Day: Thursday
Date: 9/25/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	876	0	1091
PHF	0.83		0.96

SOUTHBOUND (Prospect Ave)

	Left	Thru	Right	U-Turn	Peds	
AM	159	60	126	0	22	AM
NOON	0	0	0	0	0	NOON
PM	235	121	209	0	11	PM

EASTBOUND (E 32nd St)

	Left	Thru	Right	U-Turn	
AM	272	0	364	0	AM
NOON	0	0	0	1	NOON
PM	364	0	272	0	PM

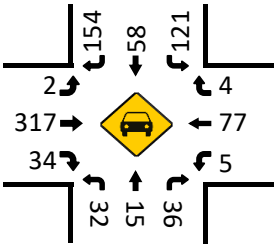
WESTBOUND (E 32nd St)

	Left	Thru	Right	U-Turn	
PM	2	0	4	0	PM
NOON	118	0	79	1	NOON
AM	17	0	5	0	AM
PM	0	0	0	0	PM
NOON	543	0	483		NOON
AM	0	0	0	0	AM

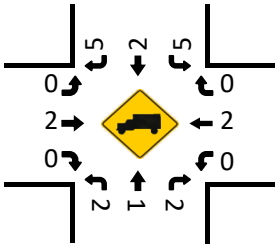
NORTHBOUND (Prospect Ave)

	Left	Thru	Right	U-Turn	Peds	
PM	173	0	11	2	22	PM
NOON	0	0	0	0	0	NOON
AM	99	0	34	16	38	AM

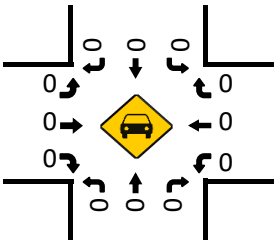
Cars (AM)



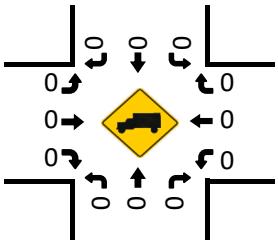
HT (AM)



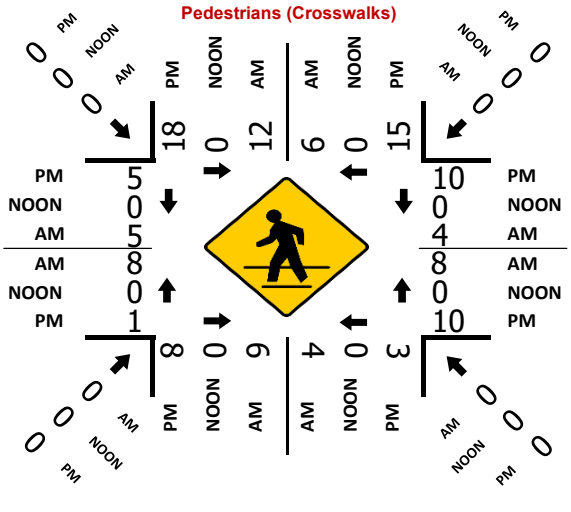
Cars (NOON)



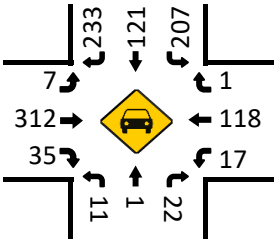
HT (NOON)



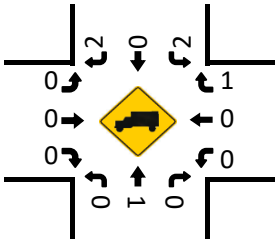
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-340135-001
Location: Prospect Ave & E 32nd St
City: Bayonne

Day: Thursday
Date: 9/25/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Prospect Ave Northbound						Prospect Ave Southbound						E 32nd St Eastbound						E 32nd 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
7:00 AM	1	4	6	0	1	11	23	8	19	0	1	50	0	63	3	0	2	66	1	5	0	0	4	6	133
7:15 AM	1	5	2	0	1	8	25	8	18	0	2	51	1	38	4	0	1	43	1	14	0	0	1	15	117
7:30 AM	9	9	9	0	1	27	19	6	28	0	4	53	2	58	1	0	1	61	1	12	1	0	0	14	155
7:45 AM	1	7	9	0	0	17	34	8	29	0	3	71	1	70	8	0	3	79	3	14	1	0	0	18	185
Total	12	25	26	0	3	63	101	30	94	0	10	225	4	229	16	0	7	249	6	45	2	0	5	53	590
8:00 AM	2	3	10	0	2	15	23	10	25	0	5	58	0	61	8	0	5	69	1	17	1	0	1	19	161
8:15 AM	11	6	8	0	1	25	22	20	49	0	6	91	0	71	10	0	3	81	2	16	2	0	3	20	217
8:30 AM	16	5	7	0	6	28	37	23	49	0	2	109	1	92	11	0	4	104	1	22	0	0	5	23	264
8:45 AM	5	2	13	0	1	20	44	7	36	0	5	87	1	95	5	0	1	101	1	24	1	0	3	26	234
Total	34	16	38	0	10	88	126	60	159	0	18	345	2	319	34	0	13	355	5	79	4	0	12	88	876
BREAK																									
4:00 PM	4	1	8	0	0	13	52	24	49	0	7	125	1	70	9	0	2	80	3	28	0	0	3	31	249
4:15 PM	2	2	4	1	3	9	37	24	42	0	7	103	1	57	9	0	2	67	2	26	0	0	1	28	207
4:30 PM	11	0	3	0	3	14	50	23	54	0	6	127	2	74	2	0	2	78	3	27	0	0	1	30	249
4:45 PM	5	0	4	0	3	9	48	34	59	0	12	141	3	73	10	0	1	86	6	30	1	0	3	37	273
Total	22	3	19	1	9	45	187	105	204	0	32	496	7	274	30	0	7	311	14	111	1	0	8	126	978
5:00 PM	3	0	5	0	1	8	59	30	62	0	14	151	1	77	7	0	0	85	4	32	1	0	2	37	281
5:15 PM	2	1	7	0	7	10	53	32	65	0	6	150	2	83	10	0	4	95	1	29	0	0	9	30	285
5:30 PM	1	1	6	0	0	8	49	25	49	0	1	123	1	79	8	0	1	88	6	27	0	0	6	33	252
5:45 PM	2	0	4	0	2	6	56	18	52	0	8	126	2	63	7	0	2	72	3	33	0	0	3	36	240
Total	8	2	22	0	10	32	217	105	228	0	29	550	6	302	32	0	7	340	14	121	1	0	20	136	1058
6:00 PM	7	0	4	0	1	11	54	31	58	0	7	143	2	65	10	0	0	77	5	34	1	0	4	40	271
6:15 PM	3	1	4	0	3	8	35	31	51	0	5	117	0	62	3	0	3	65	5	28	1	0	0	34	224
6:30 PM	6	3	8	0	0	17	49	34	54	0	9	137	1	59	10	0	3	70	1	28	0	0	2	29	253
6:45 PM	7	1	10	0	2	18	34	20	50	0	2	104	1	74	8	0	0	83	3	23	1	0	1	27	232
Total	23	5	26	0	6	54	172	116	213	0	23	501	4	260	31	0	6	295	14	113	3	0	7	130	980
Grand Total	99	51	131	1	38	282	803	416	898	0	112	2117	23	1384	143	0	40	1550	53	469	11	0	52	533	4482
Apprch %	35.1	18.1	46.5	0.4	13.5		37.9	19.7	42.4	0.0	5.3		1.5	89.3	9.2	0.0	2.6		9.9	88.0	2.1	0.0	9.8		
Total %	2.2	1.1	2.9	0.0	0.8	6.3	17.9	9.3	20.0	0.0	2.5	47.2	0.5	30.9	3.2	0.0	0.9	34.6	1.2	10.5	0.2	0.0	1.2	11.9	
Cars, PU, Vans	96	47	128	1		272	783	411	882	0		2076	22	1373	142	0		1537	53	464	10	0		527	4412
% Cars, PU, Vans	97.0	92.2	97.7	100.0		96.5	97.5	98.8	98.2	0.0		98.1	95.7	99.2	99.3	0.0		99.2	100.0	98.9	90.9	0.0		98.9	98.4
Heavy trucks	3	4	3	0		10	20	5	16	0		41	1	11	1	0		13	0	5	1	0		6	70
%Heavy trucks	3.0	7.8	2.3	0.0		3.5	2.5	1.2	1.8	0.0		1.9	4.3	0.8	0.7	0.0		0.8	0.0	1.1	9.1	0.0		1.1	1.6

Project ID: 25-340135-001
Location: Prospect Ave & E 32nd St
City: Bayonne

PEAK HOURS

Day: Thursday
Date: 9/25/2025

AM

	Prospect Ave Northbound					Prospect Ave Southbound					E 32nd St Eastbound					E 32nd St 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 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	2	3	10	0	15	23	10	25	0	58	0	61	8	0	69	1	17	1	0	19	161
8:15 AM	11	6	8	0	25	22	20	49	0	91	0	71	10	0	81	2	16	2	0	20	217
8:30 AM	16	5	7	0	28	37	23	49	0	109	1	92	11	0	104	1	22	0	0	23	264
8:45 AM	5	2	13	0	20	44	7	36	0	87	1	95	5	0	101	1	24	1	0	26	234
Total Volume	34	16	38	0	88	126	60	159	0	345	2	319	34	0	355	5	79	4	0	88	876
% App. Total	38.6	18.2	43.2	0.0	100	36.5	17.4	46.1	0.0	100	0.6	89.9	9.6	0.0	100	5.7	89.8	4.5	0.0	100	
PHF					0.786					0.791					0.853					0.846	0.830
Cars, PU, Vans	32	15	36	0	83	121	58	154	0	333	2	317	34	0	353	5	77	4	0	86	855
% Cars, PU, Vans	94.1	93.8	94.7	0.0	94.3	96.0	96.7	96.9	0.0	96.5	100.0	99.4	100.0	0.0	99.4	100.0	97.5	100.0	0.0	97.7	97.6
Heavy trucks	2	1	2	0	5	5	2	5	0	12	0	2	0	0	2	0	2	0	0	2	21
%Heavy trucks	5.9	6.3	5.3	0.0	5.7	4.0	3.3	3.1	0.0	3.5	0.0	0.6	0.0	0.0	0.6	0.0	2.5	0.0	0.0	2.3	2.4

PM

	Prospect Ave Northbound					Prospect Ave Southbound					E 32nd St Eastbound					E 32nd St 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 04:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	5	0	4	0	9	48	34	59	0	141	3	73	10	0	86	6	30	1	0	37	273
5:00 PM	3	0	5	0	8	59	30	62	0	151	1	77	7	0	85	4	32	1	0	37	281
5:15 PM	2	1	7	0	10	53	32	65	0	150	2	83	10	0	95	1	29	0	0	30	285
5:30 PM	1	1	6	0	8	49	25	49	0	123	1	79	8	0	88	6	27	0	0	33	252
Total Volume	11	2	22	0	35	209	121	235	0	565	7	312	35	0	354	17	118	2	0	137	1091
% App. Total	31.4	5.7	62.9	0.0	100	37.0	21.4	41.6	0.0	100	2.0	88.1	9.9	0.0	100	12.4	86.1	1.5	0.0	100	
PHF					0.875					0.935					0.932					0.926	0.957
Cars, PU, Vans	11	1	22	0	34	207	121	233	0	561	7	312	35	0	354	17	118	1	0	136	1085
% Cars, PU, Vans	100.0	50.0	100.0	0.0	97.1	99.0	100.0	99.1	0.0	99.3	100.0	100.0	100.0	0.0	100.0	100.0	100.0	50.0	0.0	99.3	99.5
Heavy trucks	0	1	0	0	1	2	0	2	0	4	0	0	0	0	0	0	0	1	0	1	6
%Heavy trucks	0.0	50.0	0.0	0.0	2.9	1.0	0.0	0.9	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.7	0.5

Prepared by National Data & Surveying Services

SR 440 & E 32nd St/Lefante Way

Peak Hour Turning Movement Count

ID: 25-340135-002
City: Bayonne

Day: Thursday
Date: 9/25/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 07:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	3752	0	4448
PHF	0.96		0.95

SOUTHBOUND

AM	17	1112	0	0	2033	AM
NOON	0	0	0	0	0	NOON
PM	18	1728	0	0	1804	PM
	1	2	0	0		

EASTBOUND

AM	NOON	PM	
88	0	135	
0	0	0	0
188	0	137	0
242	0	346	2
58	0	58	0
AM	NOON	PM	

WESTBOUND

PM	NOON	AM	
272	0	150	0
117	0	71	1
180	0	61	1
0	0	0	0
543	0	400	
PM	NOON	AM	

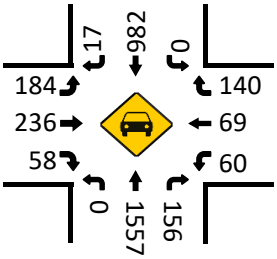
NORTHBOUND

PM	1966	0	0	1395	197	PM
NOON	0	0	0	0	0	NOON
AM	1231	0	0	1695	158	AM
		0	0	2	1	

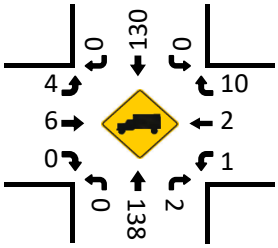
SR 440 (southbound) / SR 440 (northbound)

E 32nd St/Lefante Way (eastbound) / E 32nd St/Lefante Way (westbound)

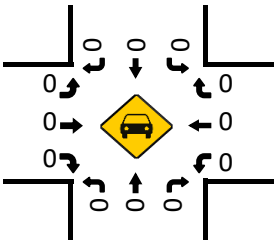
Cars (AM)



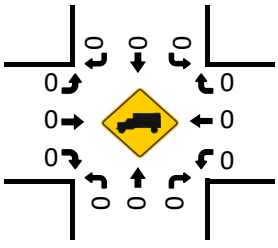
HT (AM)



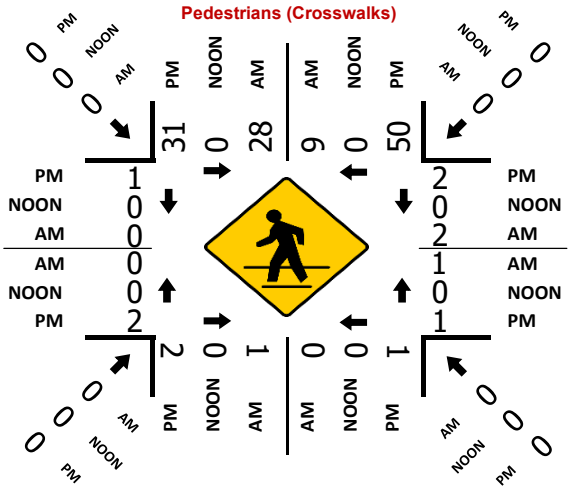
Cars (NOON)



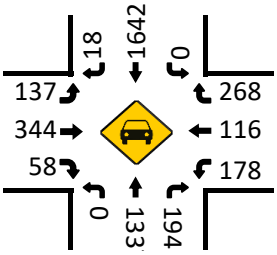
HT (NOON)



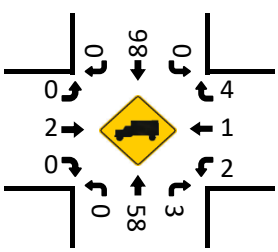
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 25-340135-002
Location: SR 440 & E 32nd St/Lefante Way
City: Bayonne

Day: Thursday
Date: 9/25/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 440 Northbound						SR 440 Southbound						E 32nd St/Lefante Way Eastbound						E 32nd St/Lefante Way 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
7:00 AM	0	407	26	0	1	433	0	211	3	0	7	214	39	51	7	0	0	97	7	3	36	0	0	46	790
7:15 AM	0	439	25	0	0	464	0	249	3	0	3	252	32	33	3	0	0	68	8	12	30	0	0	50	834
7:30 AM	0	450	23	0	0	473	0	275	3	0	5	278	38	36	6	0	0	80	16	11	37	0	1	64	895
7:45 AM	0	446	29	0	0	475	0	277	4	0	8	281	37	59	13	0	0	109	15	14	27	0	2	56	921
Total	0	1742	103	0	1	1845	0	1012	13	0	23	1025	146	179	29	0	0	354	46	40	130	0	3	216	3440
8:00 AM	0	467	26	0	0	493	0	265	4	0	9	269	37	47	13	0	0	97	8	15	27	0	1	50	909
8:15 AM	0	411	34	0	0	445	0	256	4	0	12	260	37	56	9	0	0	102	18	17	40	0	0	75	882
8:30 AM	0	430	52	0	0	482	0	283	3	0	7	286	55	63	20	0	0	138	16	19	38	0	1	73	979
8:45 AM	0	387	46	0	1	433	0	308	6	0	9	314	59	76	16	0	0	151	19	20	45	0	1	84	982
Total	0	1695	158	0	1	1853	0	1112	17	0	37	1129	188	242	58	0	0	488	61	71	150	0	3	282	3752
BREAK																									
4:00 PM	0	346	36	0	1	382	0	370	2	0	22	372	34	91	21	0	1	146	47	28	49	0	1	124	1024
4:15 PM	0	353	53	0	0	406	0	415	3	0	15	418	25	60	10	0	2	95	41	23	63	0	0	127	1046
4:30 PM	0	328	43	0	0	371	0	408	2	0	16	410	30	70	21	0	1	121	34	29	62	0	1	125	1027
4:45 PM	0	323	42	0	1	365	0	407	3	0	20	410	25	89	8	0	1	122	57	32	60	0	0	149	1046
Total	0	1350	174	0	2	1524	0	1600	10	0	73	1610	114	310	60	0	5	484	179	112	234	0	2	525	4143
5:00 PM	0	341	53	0	2	394	0	442	5	0	22	447	31	84	18	0	1	133	44	34	67	0	0	145	1119
5:15 PM	0	384	50	0	0	434	0	448	4	0	22	452	51	84	23	0	1	158	39	23	60	0	3	122	1166
5:30 PM	0	347	52	0	0	399	0	431	6	0	17	437	30	89	9	0	0	128	40	28	85	0	0	153	1117
5:45 PM	0	387	35	0	0	422	0	425	6	0	13	431	30	66	18	0	0	114	35	30	56	0	0	121	1088
Total	0	1459	190	0	2	1649	0	1746	21	0	74	1767	142	323	68	0	2	533	158	115	268	0	3	541	4490
6:00 PM	0	334	39	0	0	373	0	405	5	0	16	410	27	80	19	0	0	126	35	35	74	0	3	144	1053
6:15 PM	0	323	50	0	2	373	0	386	3	0	12	389	25	60	14	0	0	99	40	33	64	1	2	138	999
6:30 PM	0	296	43	0	0	339	0	394	2	0	14	396	42	65	20	0	0	127	42	26	56	0	1	124	986
6:45 PM	0	326	49	0	0	375	0	363	4	0	13	367	33	63	16	0	0	112	38	21	57	0	0	116	970
Total	0	1279	181	0	2	1460	0	1548	14	0	55	1562	127	268	69	0	0	464	155	115	251	1	6	522	4008
Grand Total	0	7525	806	0	8	8331	0	7018	75	0	262	7093	717	1322	284	0	7	2323	599	453	1033	1	17	2086	19833
Apprch %	0.0	90.3	9.7	0.0	0.1		0.0	98.9	1.1	0.0	3.7		30.9	56.9	12.2	0.0	0.3		28.7	21.7	49.5	0.0	0.8		
Total %	0.0	37.9	4.1	0.0	0.0	42.0	0.0	35.4	0.4	0.0	1.3	35.8	3.6	6.7	1.4	0.0	0.0	11.7	3.0	2.3	5.2	0.0	0.1	10.5	
Cars, PU, Vans	0	7074	796	0		7870	0	6520	72	0		6592	705	1302	281	0		2288	593	450	1002	1		2046	18796
% Cars, PU, Vans	0.0	94.0	98.8	0.0		94.5	0.0	92.9	96.0	0.0		92.9	98.3	98.5	98.9	0.0		98.5	99.0	99.3	97.0	100.0		98.1	94.8
Heavy trucks	0	451	10	0		461	0	498	3	0		501	12	20	3	0		35	6	3	31	0		40	1037
%Heavy trucks	0.0	6.0	1.2	0.0		5.5	0.0	7.1	4.0	0.0		7.1	1.7	1.5	1.1	0.0		1.5	1.0	0.7	3.0	0.0		1.9	5.2

Project ID: 25-340135-002
Location: SR 440 & E 32nd St/Lefante Way
City: Bayonne

PEAK HOURS

Day: Thursday
Date: 9/25/2025

AM

	SR 440 Northbound					SR 440 Southbound					E 32nd St/Lefante Way Eastbound					E 32nd St/Lefante Way 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 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
8:00 AM	0	467	26	0	493	0	265	4	0	269	37	47	13	0	97	8	15	27	0	50	909
8:15 AM	0	411	34	0	445	0	256	4	0	260	37	56	9	0	102	18	17	40	0	75	882
8:30 AM	0	430	52	0	482	0	283	3	0	286	55	63	20	0	138	16	19	38	0	73	979
8:45 AM	0	387	46	0	433	0	308	6	0	314	59	76	16	0	151	19	20	45	0	84	982
Total Volume	0	1695	158	0	1853	0	1112	17	0	1129	188	242	58	0	488	61	71	150	0	282	3752
% App. Total	0.0	91.5	8.5	0.0	100	0.0	98.5	1.5	0.0	100	38.5	49.6	11.9	0.0	100	21.6	25.2	53.2	0.0	100	
PHF					0.940					0.899					0.808					0.839	0.955
Cars, PU, Vans	0	1557	156	0	1713	0	982	17	0	999	184	236	58	0	478	60	69	140	0	269	3459
% Cars, PU, Vans	0.0	91.9	98.7	0.0	92.4	0.0	88.3	100.0	0.0	88.5	97.9	97.5	100.0	0.0	98.0	98.4	97.2	93.3	0.0	95.4	92.2
Heavy trucks	0	138	2	0	140	0	130	0	0	130	4	6	0	0	10	1	2	10	0	13	293
%Heavy trucks	0.0	8.1	1.3	0.0	7.6	0.0	11.7	0.0	0.0	11.5	2.1	2.5	0.0	0.0	2.0	1.6	2.8	6.7	0.0	4.6	7.8

PM

	SR 440 Northbound					SR 440 Southbound					E 32nd St/Lefante Way Eastbound					E 32nd St/Lefante Way 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 04:00 PM - 07:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	323	42	0	365	0	407	3	0	410	25	89	8	0	122	57	32	60	0	149	1046
5:00 PM	0	341	53	0	394	0	442	5	0	447	31	84	18	0	133	44	34	67	0	145	1119
5:15 PM	0	384	50	0	434	0	448	4	0	452	51	84	23	0	158	39	23	60	0	122	1166
5:30 PM	0	347	52	0	399	0	431	6	0	437	30	89	9	0	128	40	28	85	0	153	1117
Total Volume	0	1395	197	0	1592	0	1728	18	0	1746	137	346	58	0	541	180	117	272	0	569	4448
% App. Total	0.0	87.6	12.4	0.0	100	0.0	99.0	1.0	0.0	100	25.3	64.0	10.7	0.0	100	31.6	20.6	47.8	0.0	100	
PHF					0.917					0.966					0.856					0.930	0.954
Cars, PU, Vans	0	1334	197	0	1531	0	1653	18	0	1671	137	342	58	0	537	177	117	265	0	559	4298
% Cars, PU, Vans	0.0	95.6	100.0	0.0	96.2	0.0	95.7	100.0	0.0	95.7	100.0	98.8	100.0	0.0	99.3	98.3	100.0	97.4	0.0	98.2	96.6
Heavy trucks	0	61	0	0	61	0	75	0	0	75	0	4	0	0	4	3	0	7	0	10	150
%Heavy trucks	0.0	4.4	0.0	0.0	3.8	0.0	4.3	0.0	0.0	4.3	0.0	1.2	0.0	0.0	0.7	1.7	0.0	2.6	0.0	1.8	3.4

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ 07070
201.340.4468 t. 201.340.4472 f.

Intersection of East 31st Street (E/W)
and Prospect Avenue (N/S)
Bayonne, Hudson County, New Jersey
Wednesday, October 01, 2025

File Name : RUT-250176
Site Code : 00250176
Start Date : 10/1/2025
Page No : 1

Groups Printed- Auto - HV - B/SB

	East 31st Street Westbound				Prospect Avenue Northbound				Prospect Avenue Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	14	0	14	0	13	0	13	27
07:15 AM	1	0	0	1	0	8	1	9	0	11	0	11	21
07:30 AM	1	0	1	2	0	13	1	14	1	9	0	10	26
07:45 AM	0	0	2	2	0	15	2	17	0	8	0	8	27
Total	2	0	3	5	0	50	4	54	1	41	0	42	101
08:00 AM	0	0	2	2	0	12	1	13	1	15	0	16	31
08:15 AM	0	0	1	1	0	32	0	32	1	40	0	41	74
08:30 AM	2	0	1	3	0	43	2	45	1	22	0	23	71
08:45 AM	0	0	0	0	0	21	1	22	1	14	0	15	37
Total	2	0	4	6	0	108	4	112	4	91	0	95	213
*** BREAK ***													
04:00 PM	1	0	1	2	0	5	0	5	1	35	0	36	43
04:15 PM	1	0	0	1	0	11	1	12	0	23	0	23	36
04:30 PM	0	0	1	1	0	9	0	9	0	36	0	36	46
04:45 PM	0	0	1	1	0	11	1	12	0	29	0	29	42
Total	2	0	3	5	0	36	2	38	1	123	0	124	167
05:00 PM	0	0	0	0	0	15	0	15	0	38	0	38	53
05:15 PM	0	0	1	1	0	15	0	15	2	33	0	35	51
05:30 PM	0	0	0	0	0	14	0	14	1	43	0	44	58
05:45 PM	0	0	0	0	0	6	0	6	0	31	0	31	37
Total	0	0	1	1	0	50	0	50	3	145	0	148	199
06:00 PM	0	0	0	0	0	5	0	5	1	39	0	40	45
06:15 PM	0	0	0	0	0	12	0	12	0	36	0	36	48
06:30 PM	1	0	0	1	0	13	0	13	3	41	0	44	58
06:45 PM	0	0	2	2	0	12	0	12	1	36	0	37	51
Total	1	0	2	3	0	42	0	42	5	152	0	157	202
Grand Total	7	0	13	20	0	286	10	296	14	552	0	566	882
Apprch %	35	0	65		0	96.6	3.4		2.5	97.5	0		
Total %	0.8	0	1.5	2.3	0	32.4	1.1	33.6	1.6	62.6	0	64.2	
Auto	7	0	13	20	0	281	10	291	14	551	0	565	876
% Auto	100	0	100	100	0	98.3	100	98.3	100	99.8	0	99.8	99.3
HV	0	0	0	0	0	0	0	0	0	1	0	1	1
% HV	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0.1
B/SB	0	0	0	0	0	5	0	5	0	0	0	0	5
% B/SB	0	0	0	0	0	1.7	0	1.7	0	0	0	0	0.6

Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ 07070

201.340.4468 t. 201.340.4472 f.

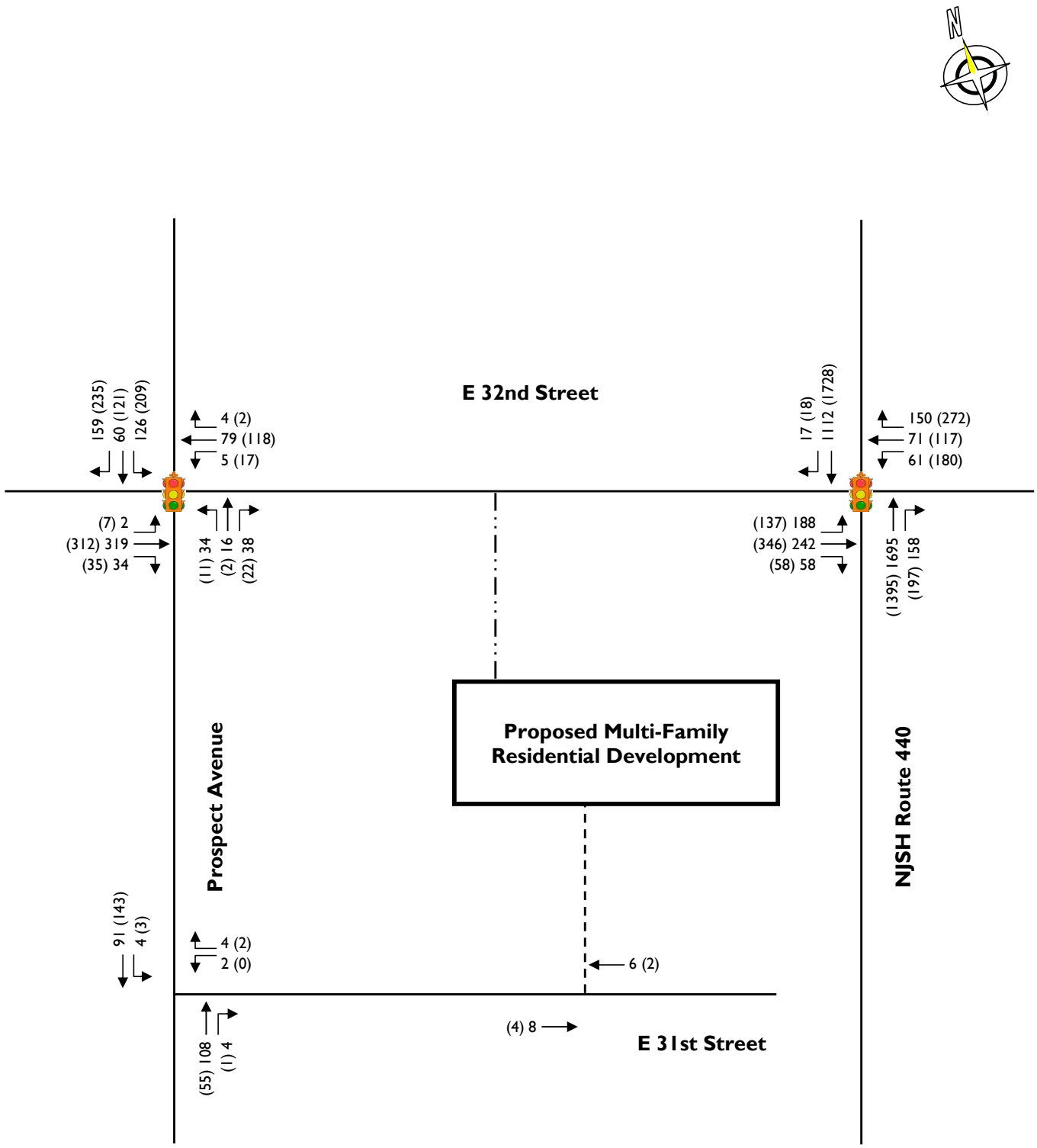
Intersection of East 31st Street (E/W)
and Prospect Avenue (N/S)
Bayonne, Hudson County, New Jersey
Wednesday, October 01, 2025

File Name : RUT-250176
Site Code : 00250176
Start Date : 10/1/2025
Page No : 2

	East 31st Street Westbound				Prospect Avenue Northbound				Prospect Avenue Southbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	2	2	0	12	1	13	1	15	0	16	31
08:15 AM	0	0	1	1	0	32	0	32	1	40	0	41	74
08:30 AM	2	0	1	3	0	43	2	45	1	22	0	23	71
08:45 AM	0	0	0	0	0	21	1	22	1	14	0	15	37
Total Volume	2	0	4	6	0	108	4	112	4	91	0	95	213
% App. Total	33.3	0	66.7		0	96.4	3.6		4.2	95.8	0		
PHF	.250	.000	.500	.500	.000	.628	.500	.622	1.00	.569	.000	.579	.720
Auto	2	0	4	6	0	108	4	112	4	91	0	95	213
% Auto	100	0	100	100	0	100	100	100	100	100	0	100	100
HV	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0	0	0	0	0	0	0	0	0	0	0	0	0
B/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
% B/SB	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	0	0	1	1	0	11	1	12	0	29	0	29	42
05:00 PM	0	0	0	0	0	15	0	15	0	38	0	38	53
05:15 PM	0	0	1	1	0	15	0	15	2	33	0	35	51
05:30 PM	0	0	0	0	0	14	0	14	1	43	0	44	58
Total Volume	0	0	2	2	0	55	1	56	3	143	0	146	204
% App. Total	0	0	100		0	98.2	1.8		2.1	97.9	0		
PHF	.000	.000	.500	.500	.000	.917	.250	.933	.375	.831	.000	.830	.879
Auto	0	0	2	2	0	53	1	54	3	143	0	146	202
% Auto	0	0	100	100	0	96.4	100	96.4	100	100	0	100	99.0
HV	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0	0	0	0	0	0	0	0	0	0	0	0	0
B/SB	0	0	0	0	0	2	0	2	0	0	0	0	2
% B/SB	0	0	0	0	0	3.6	0	3.6	0	0	0	0	1.0

FIGURES

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 1** **Site Location Map**

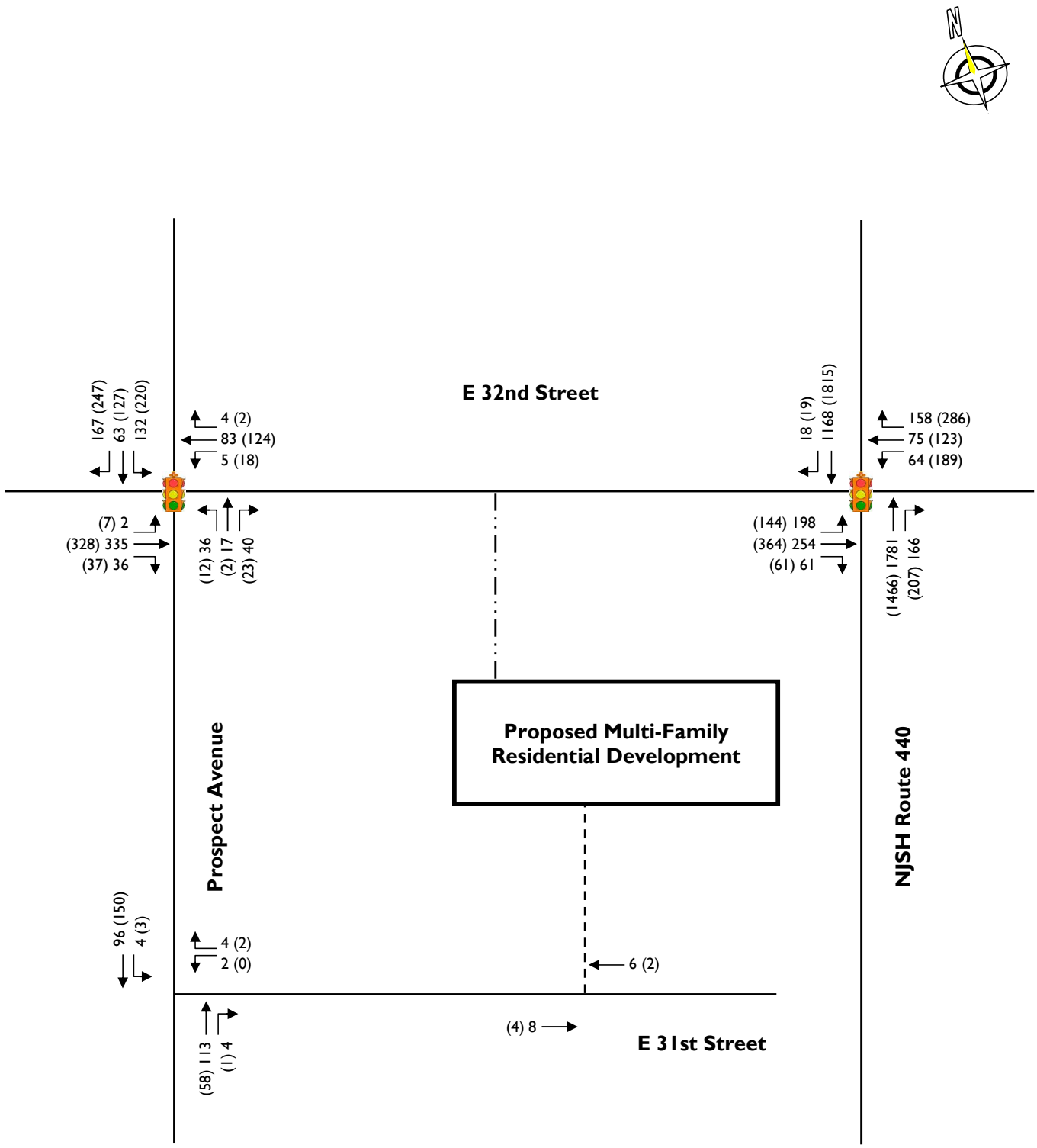


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) SAT Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 2** **2025 Existing Traffic Volumes**

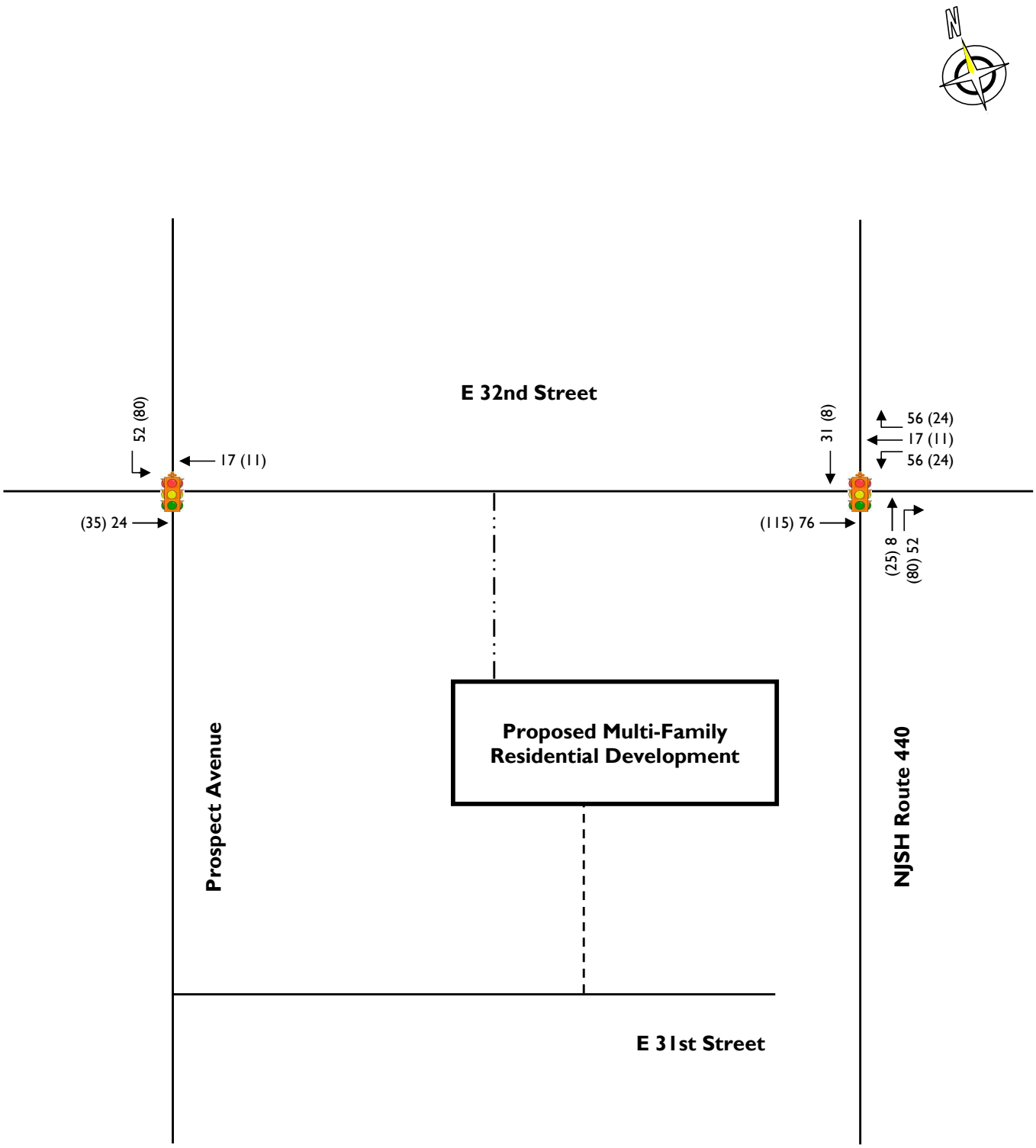


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) SAT Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 3** **2027 Base Traffic Volumes**

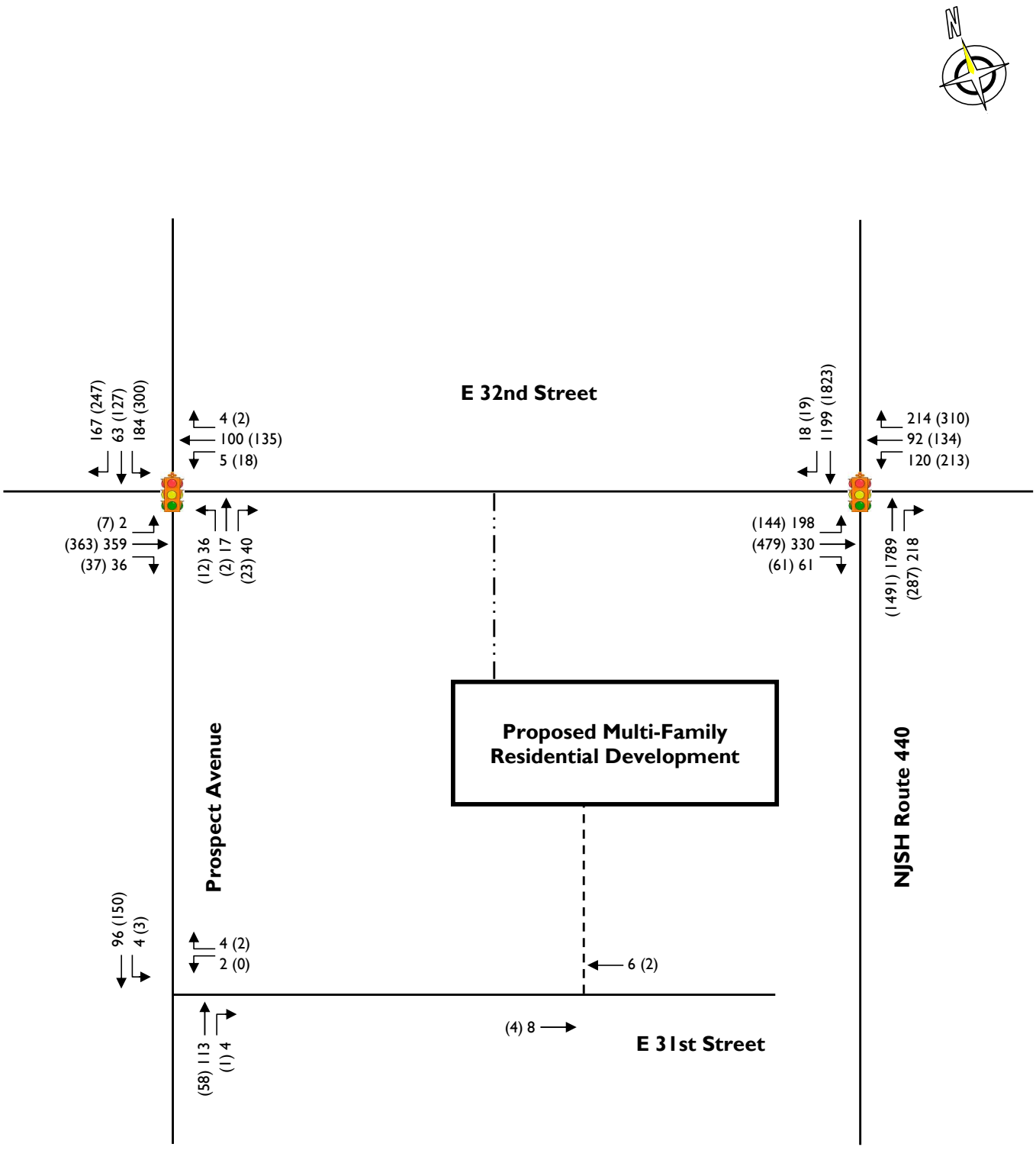


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) SAT Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 4** **Other Planned Projects** **Future Traffic Volumes**

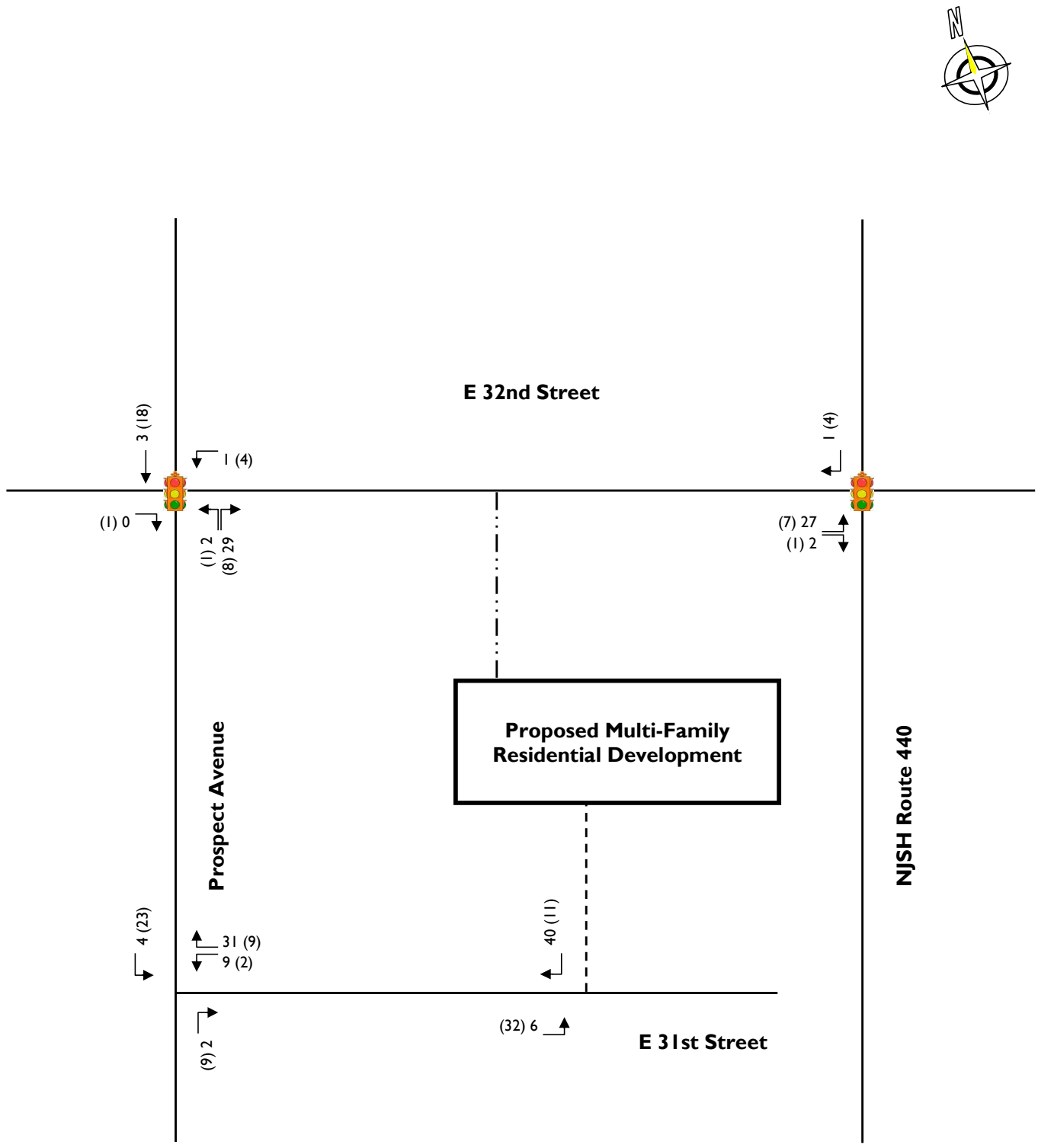


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) SAT Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 5** **2027 No-Build Traffic Volumes**

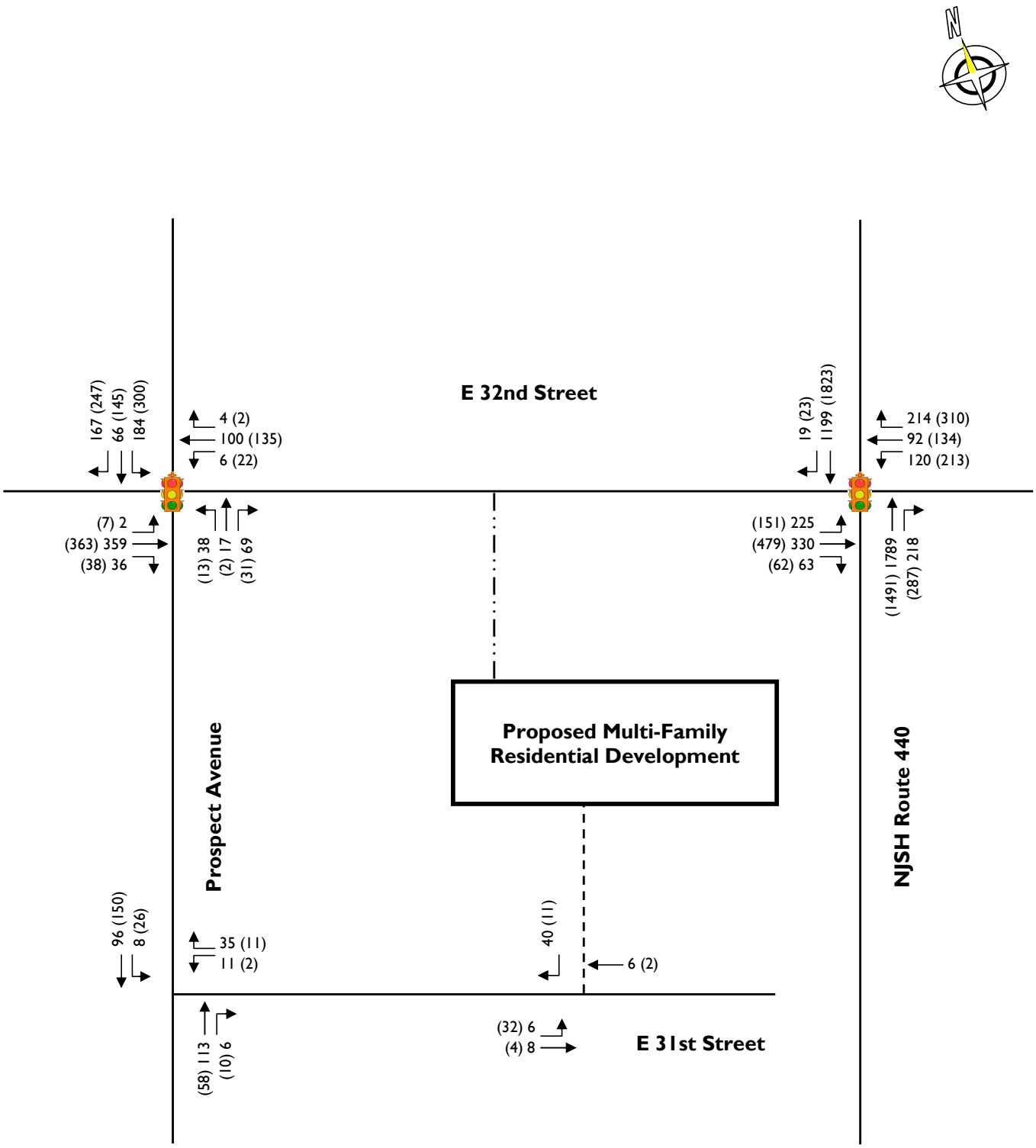


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) SAT Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 6** **Site-Generated Traffic Volumes**



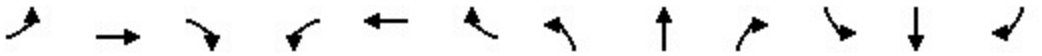
LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) SAT Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Multi-Family Residential Development** **75 - 87 East 31st Street** **City of Bayonne, Hudson County, NJ** **Traffic Impact Study**	**FIGURE 7** **2027 Build Traffic Volumes**

CAPACITY ANALYSIS DETAIL SHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	319	34	5	79	4	34	16	38	126	60	159
Future Volume (veh/h)	2	319	34	5	79	4	34	16	38	126	60	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	0.99		0.98	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2100	2100	2051	2100	2002	2002	2018	2034	2051	2051
Adj Flow Rate, veh/h	2	384	31	6	95	5	41	19	33	152	72	127
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	1	0	0	3	0	6	6	5	4	3	3
Cap, veh/h	65	938	75	85	922	47	235	120	145	261	109	158
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	2	1898	153	37	1866	94	554	462	559	656	420	610
Grp Volume(v), veh/h	417	0	0	106	0	0	93	0	0	351	0	0
Grp Sat Flow(s),veh/h/ln	2052	0	0	1997	0	0	1575	0	0	1686	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	0.0
Cycle Q Clear(g_c), s	7.3	0.0	0.0	1.6	0.0	0.0	2.2	0.0	0.0	10.9	0.0	0.0
Prop In Lane	0.00		0.07	0.06		0.05	0.44		0.35	0.43		0.36
Lane Grp Cap(c), veh/h	1078	0	0	1054	0	0	499	0	0	527	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.10	0.00	0.00	0.19	0.00	0.00	0.67	0.00	0.00
Avail Cap(c_a), veh/h	1078	0	0	1054	0	0	746	0	0	798	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	0.0	0.0	7.6	0.0	0.0	16.4	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	0.0	0.0	1.2	0.0	0.0	1.6	0.0	0.0	7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	0.0	0.0	7.8	0.0	0.0	16.6	0.0	0.0	20.9	0.0	0.0
LnGrp LOS	B			A			B			C		
Approach Vol, veh/h		417			106			93			351	
Approach Delay, s/veh		10.1			7.8			16.6			20.9	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	21.7	35.0	21.7	35.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	24.0	28.0	24.0	28.0
Max Q Clear Time (g_c+I1), s	4.2	9.3	12.9	3.6
Green Ext Time (p_c), s	0.5	2.6	1.7	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	14.4
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	242	58	61	71	150	0	1695	158	0	1112	17
Future Volume (veh/h)	188	242	58	61	71	150	0	1695	158	0	1112	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.95	0.98		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2051	2100	2067	2051	1985	0	1969	2084	0	1903	2100
Adj Flow Rate, veh/h	196	252	58	64	74	145	0	1766	0	0	1158	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	0	2	3	7	0	8	1	0	12	0
Cap, veh/h	282	374	90	268	185	363	0	2173		0	2101	1034
Arrive On Green	0.23	0.23	0.23	0.05	0.31	0.31	0.00	0.77	0.00	0.00	0.77	0.58
Sat Flow, veh/h	984	1602	384	1969	603	1182	0	3839	1766	0	3712	1780
Grp Volume(v), veh/h	238	0	268	64	0	219	0	1766	0	0	1158	10
Grp Sat Flow(s),veh/h/ln	1195	0	1774	1969	0	1786	0	1871	1766	0	1808	1780
Q Serve(g_s), s	21.6	0.0	17.0	2.9	0.0	12.1	0.0	36.1	0.0	0.0	15.9	0.3
Cycle Q Clear(g_c), s	24.5	0.0	17.0	2.9	0.0	12.1	0.0	36.1	0.0	0.0	15.9	0.3
Prop In Lane	0.82		0.22	1.00		0.66	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	331	0	414	268	0	549	0	2173		0	2101	1034
V/C Ratio(X)	0.72	0.00	0.65	0.24	0.00	0.40	0.00	0.81		0.00	0.55	0.01
Avail Cap(c_a), veh/h	425	0	539	359	0	757	0	2173		0	2101	1034
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	0.90	0.00	0.90	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	43.3	33.3	0.0	34.2	0.0	10.1	0.0	0.0	7.8	11.0
Incr Delay (d2), s/veh	3.8	0.0	1.5	0.5	0.0	0.5	0.0	3.5	0.0	0.0	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.8	0.0	12.1	2.6	0.0	9.2	0.0	12.6	0.0	0.0	7.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.3	0.0	44.8	33.7	0.0	34.7	0.0	13.5	0.0	0.0	8.8	11.1
LnGrp LOS	D		D	C		C		B			A	B
Approach Vol, veh/h		506			283			1766			1168	
Approach Delay, s/veh		47.9			34.4			13.5			8.8	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	79.6	9.2	36.2	79.6	45.4
Change Period (Y+Rc), s	7.0	3.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	58.0	12.0	38.0	58.0	53.0
Max Q Clear Time (g_c+I1), s	38.1	4.9	26.5	17.9	14.1
Green Ext Time (p_c), s	12.5	0.1	2.7	9.5	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

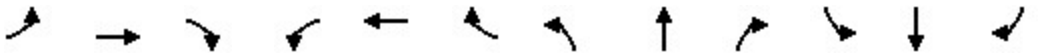
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	108	4	4	91
Future Vol, veh/h	2	4	108	4	4	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	6	150	6	6	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	290	153	0	0	156	0
Stage 1	153	-	-	-	-	-
Stage 2	138	-	-	-	-	-
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	705	899	-	-	1437	-
Stage 1	880	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	702	899	-	-	1437	-
Mov Cap-2 Maneuver	702	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.43	0	0.32
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	822	76	-
HCM Lane V/C Ratio	-	-	0.01	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	312	35	17	118	2	11	2	22	209	121	235
Future Volume (veh/h)	7	312	35	17	118	2	11	2	22	209	121	235
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.97	0.98		1.00	0.98		0.98	0.98		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2100	2100	2100	2100	1281	2100	1281	2100	2084	2100	2084
Adj Flow Rate, veh/h	7	325	31	18	123	0	11	2	7	218	126	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	50	0	50	0	1	0	1
Cap, veh/h	69	907	85	139	891	0	224	45	93	357	162	49
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.00	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	10	1870	176	141	1838	0	465	165	340	952	594	180
Grp Volume(v), veh/h	363	0	0	141	0	0	20	0	0	384	0	0
Grp Sat Flow(s),veh/h/ln	2056	0	0	1979	0	0	970	0	0	1726	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	2.1	0.0	0.0	0.7	0.0	0.0	12.0	0.0	0.0
Prop In Lane	0.02		0.09	0.13		0.00	0.55		0.35	0.57		0.10
Lane Grp Cap(c), veh/h	1060	0	0	1030	0	0	361	0	0	568	0	0
V/C Ratio(X)	0.34	0.00	0.00	0.14	0.00	0.00	0.06	0.00	0.00	0.68	0.00	0.00
Avail Cap(c_a), veh/h	1060	0	0	1030	0	0	494	0	0	813	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	0.0	8.2	0.0	0.0	15.5	0.0	0.0	19.6	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	0.0	1.7	0.0	0.0	0.3	0.0	0.0	8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.2	0.0	0.0	8.5	0.0	0.0	15.6	0.0	0.0	21.0	0.0	0.0
LnGrp LOS	B			A			B			C		
Approach Vol, veh/h		363			141			20			384	
Approach Delay, s/veh		10.2			8.5			15.6			21.0	
Approach LOS		B			A			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	22.7	35.0	22.7	35.0
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	24.0	28.0	24.0	28.0
Max Q Clear Time (g_c+I1), s	2.7	8.4	14.0	4.1
Green Ext Time (p_c), s	0.1	2.3	1.8	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	14.6
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	346	58	180	117	272	0	1395	197	0	1728	18
Future Volume (veh/h)	137	346	58	180	117	272	0	1395	197	0	1728	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.95		0.91	0.97		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2100	2067	2100	2051	0	2034	2100	0	2034	2100
Adj Flow Rate, veh/h	144	364	56	189	123	264	0	1468	0	0	1819	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	2	0	3	0	4	0	0	4	0
Cap, veh/h	207	531	89	349	217	465	0	1954		0	1954	897
Arrive On Green	0.28	0.28	0.28	0.08	0.38	0.38	0.00	0.67	0.00	0.00	0.67	0.51
Sat Flow, veh/h	588	1926	324	1969	567	1217	0	3967	1780	0	3967	1774
Grp Volume(v), veh/h	252	0	312	189	0	387	0	1468	0	0	1819	17
Grp Sat Flow(s),veh/h/ln	1037	0	1801	1969	0	1784	0	1933	1780	0	1933	1774
Q Serve(g_s), s	22.6	0.0	19.0	8.3	0.0	21.4	0.0	31.4	0.0	0.0	51.5	0.6
Cycle Q Clear(g_c), s	30.6	0.0	19.0	8.3	0.0	21.4	0.0	31.4	0.0	0.0	51.5	0.6
Prop In Lane	0.57		0.18	1.00		0.68	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	331	0	496	349	0	682	0	1954		0	1954	897
V/C Ratio(X)	0.76	0.00	0.63	0.54	0.00	0.57	0.00	0.75		0.00	0.93	0.02
Avail Cap(c_a), veh/h	369	0	547	375	0	756	0	1954		0	1954	897
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	0.91	0.00	0.91	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	39.7	29.2	0.0	30.4	0.0	15.3	0.0	0.0	18.6	15.4
Incr Delay (d2), s/veh	7.5	0.0	1.8	1.4	0.0	0.8	0.0	2.7	0.0	0.0	9.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.9	0.0	13.3	7.4	0.0	14.5	0.0	15.4	0.0	0.0	25.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	0.0	41.5	30.6	0.0	31.2	0.0	18.0	0.0	0.0	28.1	15.5
LnGrp LOS	E		D	C		C		B			C	B
Approach Vol, veh/h		564			576			1468			1836	
Approach Delay, s/veh		47.6			31.0			18.0			28.0	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	70.2	13.4	41.4	70.2	54.8
Change Period (Y+Rc), s	7.0	3.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	58.0	12.0	38.0	58.0	53.0
Max Q Clear Time (g_c+I1), s	33.4	10.3	32.6	53.5	23.4
Green Ext Time (p_c), s	11.2	0.1	1.8	3.7	3.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.6
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	55	1	3	143
Future Vol, veh/h	0	2	55	1	3	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	0	2	63	1	3	163

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	63	0	0	64	0
Stage 1	63	-	-	-	-	-
Stage 2	169	-	-	-	-	-
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	760	1007	-	-	1552	-
Stage 1	965	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	758	1007	-	-	1552	-
Mov Cap-2 Maneuver	758	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.58	0	0.15
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1007	37	-
HCM Lane V/C Ratio	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	359	36	5	100	4	36	17	40	184	63	167
Future Volume (veh/h)	2	359	36	5	100	4	36	17	40	184	63	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2100	2100	2051	2100	2002	2002	2018	2034	2051	2051
Adj Flow Rate, veh/h	2	433	33	6	120	5	43	20	35	222	76	136
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	1	0	0	3	0	6	6	5	4	3	3
Cap, veh/h	60	883	67	74	883	36	257	130	168	340	98	159
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1	1907	145	25	1907	77	562	427	549	818	322	520
Grp Volume(v), veh/h	468	0	0	131	0	0	98	0	0	434	0	0
Grp Sat Flow(s),veh/h/ln	2053	0	0	2009	0	0	1538	0	0	1660	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	2.2	0.0	0.0	2.3	0.0	0.0	14.7	0.0	0.0
Prop In Lane	0.00		0.07	0.05		0.04	0.44		0.36	0.51		0.31
Lane Grp Cap(c), veh/h	1011	0	0	993	0	0	555	0	0	597	0	0
V/C Ratio(X)	0.46	0.00	0.00	0.13	0.00	0.00	0.18	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	1011	0	0	993	0	0	692	0	0	745	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	9.3	0.0	0.0	15.4	0.0	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.0	0.0	1.7	0.0	0.0	1.7	0.0	0.0	9.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	0.0	0.0	9.6	0.0	0.0	15.5	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	B			A			B			C		
Approach Vol, veh/h		468			131			98			434	
Approach Delay, s/veh		12.8			9.6			15.5			22.2	
Approach LOS		B			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.5		35.0		25.5		35.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		24.0		28.0		24.0		28.0				
Max Q Clear Time (g_c+I1), s		4.3		11.6		16.7		4.2				
Green Ext Time (p_c), s		0.5		2.9		1.7		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh		16.3										
HCM 7th LOS		B										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	330	61	120	92	214	0	1789	218	0	1199	18
Future Volume (veh/h)	198	330	61	120	92	214	0	1789	218	0	1199	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2051	2100	2067	2051	1985	0	1969	2084	0	1903	2100
Adj Flow Rate, veh/h	206	344	62	125	96	212	0	1864	0	0	1249	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	0	2	3	7	0	8	1	0	12	0
Cap, veh/h	278	490	93	300	204	451	0	1948		0	1883	927
Arrive On Green	0.28	0.28	0.28	0.06	0.37	0.37	0.00	0.69	0.00	0.00	0.69	0.52
Sat Flow, veh/h	803	1728	329	1969	556	1228	0	3839	1766	0	3712	1780
Grp Volume(v), veh/h	274	0	338	125	0	308	0	1864	0	0	1249	11
Grp Sat Flow(s),veh/h/ln	1068	0	1791	1969	0	1785	0	1871	1766	0	1808	1780
Q Serve(g_s), s	25.8	0.0	20.8	5.4	0.0	16.5	0.0	56.8	0.0	0.0	24.5	0.4
Cycle Q Clear(g_c), s	31.9	0.0	20.8	5.4	0.0	16.5	0.0	56.8	0.0	0.0	24.5	0.4
Prop In Lane	0.75		0.18	1.00		0.69	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	354	0	508	300	0	655	0	1948		0	1883	927
V/C Ratio(X)	0.77	0.00	0.67	0.42	0.00	0.47	0.00	0.96		0.00	0.66	0.01
Avail Cap(c_a), veh/h	380	0	545	371	0	757	0	1948		0	1883	927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	0.83	0.00	0.83	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	0.0	39.5	29.8	0.0	30.2	0.0	17.9	0.0	0.0	13.0	14.4
Incr Delay (d2), s/veh	7.6	0.0	2.3	0.9	0.0	0.5	0.0	12.5	0.0	0.0	1.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.6	0.0	14.2	4.8	0.0	11.7	0.0	26.2	0.0	0.0	11.5	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.0	0.0	41.9	30.7	0.0	30.8	0.0	30.4	0.0	0.0	14.8	14.5
LnGrp LOS	D		D	C		C		C			B	B
Approach Vol, veh/h		612			433			1864			1260	
Approach Delay, s/veh		47.3			30.7			30.4			14.8	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	72.1	10.4	42.5	72.1	52.9
Change Period (Y+Rc), s	7.0	3.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	58.0	12.0	38.0	58.0	53.0
Max Q Clear Time (g_c+I1), s	58.8	7.4	33.9	26.5	18.5
Green Ext Time (p_c), s	0.0	0.1	1.6	10.0	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	4	113	4	4	96
Future Vol, veh/h	2	4	113	4	4	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	6	157	6	6	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	304	160	0	0	163	0
Stage 1	160	-	-	-	-	-
Stage 2	144	-	-	-	-	-
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	692	891	-	-	1429	-
Stage 1	874	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	689	891	-	-	1429	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.48	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	811	72	-
HCM Lane V/C Ratio	-	-	0.01	0.004	-
HCM Ctrl Dly (s/v)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	363	37	18	135	2	12	2	23	300	127	247
Future Volume (veh/h)	7	363	37	18	135	2	12	2	23	300	127	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.96	0.98		1.00	0.99		0.98	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2100	2100	2100	2100	1281	2100	1281	2100	2084	2100	2084
Adj Flow Rate, veh/h	7	378	34	19	141	0	12	2	8	312	132	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	50	0	50	0	1	0	1
Cap, veh/h	63	840	75	120	828	0	248	47	118	446	149	59
Arrive On Green	0.45	0.45	0.45	0.45	0.45	0.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	9	1881	167	125	1855	0	482	141	356	1068	452	178
Grp Volume(v), veh/h	419	0	0	160	0	0	22	0	0	496	0	0
Grp Sat Flow(s),veh/h/ln	2057	0	0	1980	0	0	979	0	0	1698	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	2.9	0.0	0.0	0.8	0.0	0.0	17.3	0.0	0.0
Prop In Lane	0.02		0.08	0.12		0.00	0.55		0.36	0.63		0.10
Lane Grp Cap(c), veh/h	977	0	0	948	0	0	412	0	0	654	0	0
V/C Ratio(X)	0.43	0.00	0.00	0.17	0.00	0.00	0.05	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	977	0	0	948	0	0	461	0	0	743	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.1	0.0	0.0	10.4	0.0	0.0	14.3	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	0.0	0.0	2.4	0.0	0.0	0.4	0.0	0.0	11.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	0.0	0.0	10.8	0.0	0.0	14.4	0.0	0.0	23.8	0.0	0.0
LnGrp LOS	B			B			B			C		
Approach Vol, veh/h		419			160			22			496	
Approach Delay, s/veh		13.4			10.8			14.4			23.8	
Approach LOS		B			B			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.7		35.0		27.7		35.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		24.0		28.0		24.0		28.0				
Max Q Clear Time (g_c+I1), s		2.8		10.8		19.3		4.9				
Green Ext Time (p_c), s		0.1		2.5		1.4		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		17.7										
HCM 7th LOS		B										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	479	61	213	134	310	0	1491	287	0	1823	19
Future Volume (veh/h)	144	479	61	213	134	310	0	1491	287	0	1823	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.92	0.98		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2100	2067	2100	2051	0	2034	2100	0	2034	2100
Adj Flow Rate, veh/h	152	504	59	224	141	304	0	1569	0	0	1919	18
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	2	0	3	0	4	0	0	4	0
Cap, veh/h	193	637	82	339	238	514	0	1810		0	1810	831
Arrive On Green	0.30	0.30	0.30	0.09	0.42	0.42	0.00	0.62	0.00	0.00	0.62	0.47
Sat Flow, veh/h	496	2095	270	1969	568	1224	0	3967	1780	0	3967	1774
Grp Volume(v), veh/h	318	0	397	224	0	445	0	1569	0	0	1919	18
Grp Sat Flow(s),veh/h/ln	1042	0	1820	1969	0	1791	0	1933	1780	0	1933	1774
Q Serve(g_s), s	28.5	0.0	24.3	9.4	0.0	24.0	0.0	41.6	0.0	0.0	58.5	0.7
Cycle Q Clear(g_c), s	38.0	0.0	24.3	9.4	0.0	24.0	0.0	41.6	0.0	0.0	58.5	0.7
Prop In Lane	0.48		0.15	1.00		0.68	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	359	0	553	339	0	752	0	1810		0	1810	831
V/C Ratio(X)	0.88	0.00	0.72	0.66	0.00	0.59	0.00	0.87		0.00	1.06	0.02
Avail Cap(c_a), veh/h	359	0	553	347	0	759	0	1810		0	1810	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	0.87	0.00	0.87	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	38.7	28.1	0.0	28.0	0.0	20.4	0.0	0.0	23.6	17.9
Incr Delay (d2), s/veh	19.8	0.0	3.9	4.5	0.0	1.2	0.0	5.9	0.0	0.0	39.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	0.0	16.7	8.5	0.0	16.0	0.0	21.6	0.0	0.0	39.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.0	0.0	42.6	32.5	0.0	29.2	0.0	26.3	0.0	0.0	62.8	17.9
LnGrp LOS	E		D	C		C		C			F	B
Approach Vol, veh/h		715			669			1569			1937	
Approach Delay, s/veh		53.9			30.3			26.3			62.4	
Approach LOS		D			C			C			E	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	65.5	14.5	45.0	65.5	59.5
Change Period (Y+Rc), s	7.0	3.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	58.0	12.0	38.0	58.0	53.0
Max Q Clear Time (g_c+I1), s	43.6	11.4	40.0	60.5	26.0
Green Ext Time (p_c), s	8.8	0.0	0.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	45.2
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	58	1	3	150
Future Vol, veh/h	0	2	58	1	3	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	80	88	88	88	88
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	0	3	66	1	3	170

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	244	66	0	0	67	0
Stage 1	66	-	-	-	-	-
Stage 2	177	-	-	-	-	-
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	749	1003	-	-	1547	-
Stage 1	961	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	747	1003	-	-	1547	-
Mov Cap-2 Maneuver	747	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	856	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.6	0	0.14
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1003	35	-
HCM Lane V/C Ratio	-	-	0.002	0.002	-
HCM Ctrl Dly (s/v)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	359	36	6	100	4	38	17	69	184	66	167
Future Volume (veh/h)	2	359	36	6	100	4	38	17	69	184	66	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.98	0.99		0.98	0.99		0.99	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2100	2100	2051	2100	2002	2002	2018	2034	2051	2051
Adj Flow Rate, veh/h	2	433	33	7	120	5	46	20	70	222	80	136
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	0	1	0	0	3	0	6	6	5	4	3	3
Cap, veh/h	60	882	67	78	875	35	209	112	257	338	103	158
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1	1907	145	33	1893	76	423	366	837	811	334	516
Grp Volume(v), veh/h	468	0	0	132	0	0	136	0	0	438	0	0
Grp Sat Flow(s),veh/h/ln	2053	0	0	2002	0	0	1626	0	0	1661	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	0.0
Cycle Q Clear(g_c), s	9.6	0.0	0.0	2.3	0.0	0.0	3.4	0.0	0.0	14.8	0.0	0.0
Prop In Lane	0.00		0.07	0.05		0.04	0.34		0.51	0.51		0.31
Lane Grp Cap(c), veh/h	1009	0	0	988	0	0	578	0	0	599	0	0
V/C Ratio(X)	0.46	0.00	0.00	0.13	0.00	0.00	0.24	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	1009	0	0	988	0	0	715	0	0	741	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	9.4	0.0	0.0	15.7	0.0	0.0	19.4	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	2.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.0	0.0	1.8	0.0	0.0	2.4	0.0	0.0	9.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	0.0	0.0	9.6	0.0	0.0	15.9	0.0	0.0	22.3	0.0	0.0
LnGrp LOS	B			A			B			C		
Approach Vol, veh/h		468			132			136			438	
Approach Delay, s/veh		12.9			9.6			15.9			22.3	
Approach LOS		B			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.6		35.0		25.6		35.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		24.0		28.0		24.0		28.0				
Max Q Clear Time (g_c+I1), s		5.4		11.6		16.8		4.3				
Green Ext Time (p_c), s		0.7		2.9		1.7		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.4									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	330	63	120	92	214	0	1789	218	0	1199	19
Future Volume (veh/h)	225	330	63	120	92	214	0	1789	218	0	1199	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.97	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2067	2051	2100	2067	2051	1985	0	1969	2084	0	1903	2100
Adj Flow Rate, veh/h	234	344	64	125	96	212	0	1864	0	0	1249	12
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	3	0	2	3	7	0	8	1	0	12	0
Cap, veh/h	306	486	94	299	210	463	0	1913		0	1849	910
Arrive On Green	0.29	0.29	0.29	0.06	0.38	0.38	0.00	0.68	0.00	0.00	0.68	0.51
Sat Flow, veh/h	862	1656	320	1969	557	1229	0	3839	1766	0	3712	1780
Grp Volume(v), veh/h	284	0	358	125	0	308	0	1864	0	0	1249	12
Grp Sat Flow(s),veh/h/ln	1045	0	1794	1969	0	1786	0	1871	1766	0	1808	1780
Q Serve(g_s), s	27.8	0.0	22.0	5.4	0.0	16.2	0.0	59.1	0.0	0.0	25.5	0.4
Cycle Q Clear(g_c), s	33.7	0.0	22.0	5.4	0.0	16.2	0.0	59.1	0.0	0.0	25.5	0.4
Prop In Lane	0.82		0.18	1.00		0.69	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	359	0	527	299	0	672	0	1913		0	1849	910
V/C Ratio(X)	0.79	0.00	0.68	0.42	0.00	0.46	0.00	0.97		0.00	0.68	0.01
Avail Cap(c_a), veh/h	372	0	545	372	0	757	0	1913		0	1849	910
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	0.83	0.00	0.83	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	45.9	0.0	39.0	29.2	0.0	29.4	0.0	19.2	0.0	0.0	13.9	15.0
Incr Delay (d2), s/veh	8.9	0.0	2.7	0.9	0.0	0.5	0.0	15.3	0.0	0.0	2.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.1	0.0	15.0	4.8	0.0	11.5	0.0	28.3	0.0	0.0	12.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	41.7	30.2	0.0	29.8	0.0	34.5	0.0	0.0	15.8	15.0
LnGrp LOS	D		D	C		C		C			B	B
Approach Vol, veh/h		642			433			1864			1261	
Approach Delay, s/veh		47.5			29.9			34.5			15.8	
Approach LOS		D			C			C			B	

Timer - Assigned Phs	2	3	4		6		8					
Phs Duration (G+Y+Rc), s	70.9	10.4	43.7		70.9		54.1					
Change Period (Y+Rc), s	7.0	3.0	7.0		7.0		7.0					
Max Green Setting (Gmax), s	58.0	12.0	38.0		58.0		53.0					
Max Q Clear Time (g_c+I1), s	61.1	7.4	35.7		27.5		18.2					
Green Ext Time (p_c), s	0.0	0.1	1.0		10.0		2.3					

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	35	113	6	8	96
Future Vol, veh/h	11	35	113	6	8	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	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	49	157	8	11	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	317	161	0	0	165	0
Stage 1	161	-	-	-	-	-
Stage 2	156	-	-	-	-	-
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	681	889	-	-	1425	-
Stage 1	873	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	889	-	-	1425	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.72	0	0.58
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	826	138	-
HCM Lane V/C Ratio	-	-	0.077	0.008	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	8	6	0	0	40
Future Vol, veh/h	6	8	6	0	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	11	8	0	0	56

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	8	0	-	0	36	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	28	-
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	1625	-	-	-	982	1079
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1625	-	-	-	977	1079
Mov Cap-2 Maneuver	-	-	-	-	977	-
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	1000	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	3.1	0	8.52
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	771	-	-	-	1079
HCM Lane V/C Ratio	0.005	-	-	-	0.051
HCM Ctrl Dly (s/v)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	363	38	22	135	2	13	2	31	300	145	247
Future Volume (veh/h)	7	363	38	22	135	2	13	2	31	300	145	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.97		0.96	0.98		1.00	0.99		0.98	0.98		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2100	2100	2100	2100	1281	2100	1281	2100	2084	2100	2084
Adj Flow Rate, veh/h	7	378	35	23	141	0	14	2	16	312	151	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	50	0	50	0	1	0	1
Cap, veh/h	62	829	76	135	790	0	210	42	170	440	169	58
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.00	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	9	1875	171	160	1788	0	381	124	505	1035	501	173
Grp Volume(v), veh/h	420	0	0	164	0	0	32	0	0	515	0	0
Grp Sat Flow(s),veh/h/ln	2056	0	0	1947	0	0	1010	0	0	1708	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.9	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0	3.0	0.0	0.0	1.2	0.0	0.0	18.1	0.0	0.0
Prop In Lane	0.02		0.08	0.14		0.00	0.44		0.50	0.61		0.10
Lane Grp Cap(c), veh/h	967	0	0	926	0	0	422	0	0	667	0	0
V/C Ratio(X)	0.43	0.00	0.00	0.18	0.00	0.00	0.08	0.00	0.00	0.77	0.00	0.00
Avail Cap(c_a), veh/h	967	0	0	926	0	0	461	0	0	738	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	10.7	0.0	0.0	14.3	0.0	0.0	19.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	4.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	0.0	2.5	0.0	0.0	0.5	0.0	0.0	11.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8	0.0	0.0	11.1	0.0	0.0	14.4	0.0	0.0	24.4	0.0	0.0
LnGrp LOS	B			B			B			C		
Approach Vol, veh/h		420			164			32			515	
Approach Delay, s/veh		13.8			11.1			14.4			24.4	
Approach LOS		B			B			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.3		35.0		28.3		35.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		24.0		28.0		24.0		28.0				
Max Q Clear Time (g_c+I1), s		3.2		11.0		20.1		5.0				
Green Ext Time (p_c), s		0.1		2.5		1.3		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		18.3										
HCM 7th LOS		B										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	151	479	62	213	134	310	0	1491	287	0	1823	23
Future Volume (veh/h)	151	479	62	213	134	310	0	1491	287	0	1823	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.96		0.92	0.98		0.94	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	2100	2084	2100	2067	2100	2051	0	2034	2100	0	2034	2100
Adj Flow Rate, veh/h	159	504	60	224	141	304	0	1569	0	0	1919	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	0	2	0	3	0	4	0	0	4	0
Cap, veh/h	198	627	82	335	238	514	0	1810		0	1810	831
Arrive On Green	0.30	0.30	0.30	0.09	0.42	0.42	0.00	0.62	0.00	0.00	0.62	0.47
Sat Flow, veh/h	510	2063	271	1969	568	1224	0	3967	1780	0	3967	1774
Grp Volume(v), veh/h	319	0	404	224	0	445	0	1569	0	0	1919	22
Grp Sat Flow(s),veh/h/ln	1024	0	1820	1969	0	1791	0	1933	1780	0	1933	1774
Q Serve(g_s), s	28.5	0.0	24.8	9.4	0.0	24.0	0.0	41.6	0.0	0.0	58.5	0.8
Cycle Q Clear(g_c), s	38.0	0.0	24.8	9.4	0.0	24.0	0.0	41.6	0.0	0.0	58.5	0.8
Prop In Lane	0.50		0.15	1.00		0.68	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	354	0	553	335	0	752	0	1810		0	1810	831
V/C Ratio(X)	0.90	0.00	0.73	0.67	0.00	0.59	0.00	0.87		0.00	1.06	0.03
Avail Cap(c_a), veh/h	354	0	553	343	0	759	0	1810		0	1810	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.00	1.00	1.33	1.00
Upstream Filter(I)	0.87	0.00	0.87	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	48.6	0.0	38.9	28.2	0.0	28.0	0.0	20.4	0.0	0.0	23.6	17.9
Incr Delay (d2), s/veh	22.6	0.0	4.2	4.8	0.0	1.2	0.0	5.9	0.0	0.0	39.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.7	0.0	17.0	8.6	0.0	16.0	0.0	21.6	0.0	0.0	39.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.3	0.0	43.1	33.0	0.0	29.2	0.0	26.3	0.0	0.0	62.8	18.0
LnGrp LOS	E		D	C		C		C			F	B
Approach Vol, veh/h		723			669			1569			1941	
Approach Delay, s/veh		55.6			30.5			26.3			62.3	
Approach LOS		E			C			C			E	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	65.5	14.5	45.0	65.5	59.5
Change Period (Y+Rc), s	7.0	3.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	58.0	12.0	38.0	58.0	53.0
Max Q Clear Time (g_c+I1), s	43.6	11.4	40.0	60.5	26.0
Green Ext Time (p_c), s	8.8	0.0	0.0	0.0	3.5

Intersection Summary	
HCM 7th Control Delay, s/veh	45.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	11	58	10	26	150
Future Vol, veh/h	2	11	58	10	26	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	2	13	66	11	30	170

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	301	72	0	0	77	0
Stage 1	72	-	-	-	-	-
Stage 2	230	-	-	-	-	-
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	695	996	-	-	1534	-
Stage 1	956	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	680	996	-	-	1534	-
Mov Cap-2 Maneuver	680	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	796	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.93	0	1.09
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	930	266	-
HCM Lane V/C Ratio	-	-	0.016	0.019	-
HCM Ctrl Dly (s/v)	-	-	8.9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	4	2	0	0	11
Future Vol, veh/h	32	4	2	0	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	4	0	0	0
Mvmt Flow	36	5	2	0	0	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2	0	-	0	80	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	77	-
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	1633	-	-	-	928	1088
Stage 1	-	-	-	-	1026	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1633	-	-	-	907	1088
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	6.45	0	8.35
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1600	-	-	-	1088
HCM Lane V/C Ratio	0.022	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0