March 17, 2026
TPD# SWCL.00001

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White Clay Point

Transportation Impact Study

New Garden Township, Chester County, PA

For Submission To:
PennDOT & New Garden Township

Moving ***Forward*** **Together®**

WHITE CLAY POINT
TRANSPORTATION IMPACT STUDY

FOR SUBMISSION TO:

New Garden Township, Chester County, PA
& PennDOT District 6-0

Prepared For:
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March 17, 2026
TPD # SWCL.00001

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EXECUTIVE SUMMARY

The purpose of this study is to examine the potential traffic impact associated with the proposed White Clay Point development on the roadway network in New Garden Township, Chester County, PA. Based on this evaluation, the following conclusions were reached:

1. The study area intersections included in this evaluation are as follows:
   - Gap-Newport Pike (Route 41, SR 0041) North On/Off Ramps and Limestone Road (SR 3013)
   - Route 41 South On/Off Ramps and Limestone Road (SR 3013)
   - Route 41 and Sharp Road/Sheehan Road
   - Route 41 and Sunny Dell Road (SR 3024)
   - Egypt Run Road and Sunny Dell Road
   - Reynolds Road and Sunny Dell Road
   - Sunny Dell Road and Church Driveway
   - Route 41 and Starr Road/Brittany Hills Drive
   - Limestone Road and Kaolin Road/Ewart Road
   - Route 41 & Route 41 EB On Ramp
   - Route 41 & Route 41 WB On Ramp

2. The project site is located on the north and south sides of Route 41, east of Sharp Road and Sunny Dell Road. The proposed site will consist of the following:

   North of Route 41

   - 185 townhomes
   - 6,600 s.f. Convenience Market/Gas Station (16 vehicle fueling positions)

   South of Route 41

   - 168 semi-detached townhomes
   - 269 single family homes
   - 97,775 s.f. of retail with grocery store
   - 85,000 s.f. medical office building

   The subject site previously obtained PennDOT approval under Permit Number 06071460, which included roadway improvements along Route 41, Sunny Dell Road and Limestone Road. The former development included a 489,274 s.f. Shopping Center, a Town Center with 80 townhomes and 250,000 s.f. of retail space, 83 single-family homes, and convenience market with 12 vehicle fueling positions.

3. The proposed development will be served by the following driveway locations:
   - One full access signalized driveway to Route 41 serving development on the north and south sides of Route 41;
   - One right-in/right-out unsignalized driveway to Route 41 primarily serving the medical office building on the south side of Route 41;
   - Three right-in/right-out driveways to Route 41 serving the southern residential developments and the commercial development;
   - One right-in/right-out driveway to Route 41 serving the proposed Convenience Market/Gas Station on the north side of Route 41;
   - One full-access unsignalized driveway and one right-out only driveway to Sheehan Road serving

the proposed Convenience Market/Gas Station on the north side of Route 41;
- One full-access unsignalized driveway to Sunny Dell Road, south of Route 41;
- Two full-access unsignalized driveways to Sharp Road serving the northern residential development;
- An emergency access to Reynolds Road serving the single-family homes.
- Additional access to Reynolds Road for each of the 8 estate lots. However, for the purpose of this study to analyze the estate lot driveway operations, the estate lots were assumed to be served by two full-access unsignalized driveways to Reynolds Road.

In conjunction with the proposed development, it is proposed to realign/extend Sharp Road eastward and then southward to intersect Route 41 opposite the signalized driveway on the south side of Route 41, thus resulting in a reconfiguration of the existing full-movement intersection to permit only southbound right turns from Sharp Road onto westbound Route 41.

4. All proposed driveway location sight distances will exceed PennDOT's Safe Stopping Sight Distance (SSSD) criteria based on the posted speed limits.

5. The proposed development is anticipated to generate approximately 899 new trips during the weekday A.M. peak hour, 1,052 new trips during the weekday P.M. peak hour, and 996 new trips during the Saturday midday peak hour. The current plan is anticipated to generate less new peak hour trips during the weekday A.M., weekday P.M. and Saturday midday peak hours, or approximately 39% less on average during the peak hours, than the previously-approved plan for the site.

6. Under 2035 projected conditions, with implementation of the site-related recommendations, the study area intersections will comply with the requirement outlined in PennDOT's TIS Guidelines.

7. Traffic Planning and Design Inc. (TPD) recommends the following roadway improvements as outlined at the study area intersections:

TABLE I
IMPROVEMENTS SUMMARY

Intersection		Improvement
Site Access Intersections	Route 41 & Main Access	- Signalize - Construct EB and WB Route 41 left and right turn lanes - Provide SB dual left turn lanes and a shared thru/right lane - Provide separate NB left, thru and right turn lanes
	Route 41 & Western Commercial/Residential RIRO Driveway	-Restrict entering and exiting left turn movements
	Route 41 & Center Commercial RIRO Driveway	-Restrict entering and exiting left turn movements -Construct EB Route 41 right turn lane
	Route 41 & Eastern Commercial RIRO Driveway	-Restrict entering and exiting left turn movements -Construct EB Route 41 right turn lane
	Route 41 & Eastern MOB RIRO Driveway	-Restrict entering and exiting left turn movements
	Route 41 & Convenience Store with Gas RIRO Driveway	-Restrict entering and exiting left turn movements -Construct WB Route 41 right turn lane
	Reynolds Road Estate Lot Driveways	-Evaluate sight distance at the estate lot driveways as the locations are identified.
Off-site Intersections	Route 41 Corridor	- Construct an additional EB Route 41 thru lane beginning west of Sunny Dell Road, ending at the off-ramp to Limestone Road - Construct an additional WB Route 41 thru lane beginning at the WB Route 41 On Ramp to allow for free-flow from the ramp onto WB Route 41, and ending east of the Sharp Rd/Route 41 intersection
	Limestone Road & Route 41 Northern On/Off Ramps	- Signalize - Provide a NB Limestone Road left turn lane
	Limestone Road & Route 41 Southern On/Off Ramps	- Provide a NB Limestone Road left turn lane
	Existing Sharp Road/Sheehan Road & Route 41	- Realign Sharp Road to restrict EB Route 41 left turns, WB Route 41 right turns and southbound Sharp Rd lefts turns
	Route 41 & Sunny Dell Road	- Signalize - Construct EB and WB Route 41 left turn lanes - Construct a channelized NB Sunny Dell Road right turn lane - Construct an additional EB Route 41 thru lane

In addition to the above improvements, TPD recommends the following:

- Coordinate the treatment for the existing Sheehan Road segment immediately west of the on-ramp from Limestone Road with the Township and PennDOT.
- Coordinate the ADA facilities and related trail with the Township and PennDOT.

8. Levels of Service (LOS) for the study area intersections have been summarized in matrix form. **Tables II and III** detail the overall intersection LOS for each study area intersection.

TABLE II
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Peak Hour	Existing Condition	2035 Conditions			Meet LOS Requirements?
			Base	Projected	Projected[1]	
Limestone Road & WB Route 41 On/Off Ramps	AM	A (2.5)	A (2.8)	A (4.4)	A (3.9)	Yes
	PM	A (4.2)	A (4.5)	B (12.6)	A (7.1)	
	SAT	A (5.6)	A (6.2)	B (10.2)	A (5.5)	
Limestone Road & EB Route 41 On/Off Ramps	AM	A (4.4)	A (5.2)	A (9.9)	A (8.7)	Yes
	PM	A (3.2)	A (3.3)	A (9.9)	A (8.2)	
	SAT	A (3.7)	A (4.1)	A (7.7)	A (6.9)	
Route 41 & Sharp Road	AM	A (1.5)	A (1.9)	A (0.7)	A (0.4)	Yes
	PM	A (1.5)	A (1.7)	A (0.7)	A (0.4)	
	SAT	A (1.5)	A (2.2)	A (0.4)	A (0.2)	
Route 41 & Sunny Dell Road	AM	A (8.2)	C (15.7)	F (278.0)	B (15.0)	Yes
	PM	A (3.8)	A (4.8)	A (1.5)	B (11.5)	
	SAT	A (1.9)	A (2.3)	F (90.3)	B (16.4)	
Sunny Dell Road & Egypt Run Road	AM	A (2.5)	A (2.5)	A (2.7)	--	Yes
	PM	A (1.4)	A (1.4)	A (1.4)	--	
	SAT	A (1.2)	A (1.1)	A (1.2)	--	
Sunny Dell Road & Reynolds Road	AM	A (5.4)	A (5.7)	A (6.2)	--	Yes
	PM	A (2.7)	A (2.7)	A (2.8)	--	
	SAT	A (2.3)	A (2.3)	A (2.4)	--	
Route 41 & Starr Road/Brittany Drive	AM	A (5.2)	A (6.1)	A (8.7)	--	Yes
	PM	A (3.6)	A (3.8)	A (4.3)	--	
	SAT	A (2.4)	A (2.5)	A (3.0)	--	
Sunny Dell Road & Church Access	AM	A (0.0)	A (0.0)	A (0.0)	--	Yes
	PM	A (1.7)	A (1.7)	A (1.4)	--	
	SAT	A (1.3)	A (1.3)	A (0.9)	--	
Limestone Road & Kaolin Road/Ewart Road	AM	A (3.0)	A (3.4)	A (4.6)	--	Yes
	PM	A (2.7)	A (2.9)	A (3.4)	--	
	SAT	A (2.0)	A (2.2)	A (2.0)	--	
Route 41 & Route 41 EB On Ramp	AM	A (0.5)	A (0.9)	A (0.8)	--	Yes
	PM	A (0.6)	A (0.6)	A (0.6)	--	
	SAT	A (0.6)	A (0.6)	A (0.6)	--	
Route 41 & Route 41 WB On Ramp	AM	A (2.2)	A (2.6)	B (10.9)	A (0.0)	Yes
	PM	A (9.7)	B (12.6)	F (127.2)	A (0.0)	
	SAT	A (8.2)	B (12.6)	F (116.8)	A (0.0)	

Base = No-Build scenario; Projected = Build scenario
[1]Projected conditions with implementation of recommended improvements

TABLE III
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY
SITE ACCESS INTERSECTIONS

Intersection	Peak Hour	2035 Projected Conditions	2035 Projected Conditions with Improvements	Meet LOS Requirements?
Route 41 & Proposed Main Access	AM	C (20.8)	C (21.2)	Yes
	PM	C (24.3)	C (24.9)	
	SAT	B (19.0)	D (20.9)	
Route 41 & Medical Office RIRO Eastern Driveway	AM	A (0.3)	A (0.2)	Yes
	PM	A (1.2)	A (0.6)	
	SAT	A (0.1)	A (0.1)	
Sharp Road & Northern Site Driveway	AM	A (1.1)	--	Yes
	PM	A (0.7)	--	
	SAT	A (0.8)	--	
Sharp Road & Southern Site Driveway	AM	A (1.3)	--	Yes
	PM	A (0.9)	--	
	SAT	A (0.9)	--	
Sunny Dell Road & Residential Access	AM	A (1.4)	--	Yes
	PM	A (1.2)	--	
	SAT	A (2.4)	--	
Route 41 & Eastern Commercial RIRO	AM	A (0.5)	A (0.3)	Yes
	PM	A (0.6)	A (0.4)	
	SAT	A (0.7)	A (0.4)	
Reynolds Road & Site Driveway East	AM	A (0.1)	--	Yes
	PM	A (0.3)	--	
	SAT	A (0.4)	--	
Reynolds Road & Site Driveway West	AM	A (0.2)	--	Yes
	PM	A (0.1)	--	
	SAT	A (0.3)	--	
Route 41 & Western RIRO Access	AM	A (1.5)	A (0.3)	Yes
	PM	A (0.3)	A (0.2)	
	SAT	A (0.5)	A (0.3)	
Route 41 & Center RIRO Access	AM	A (0.9)	A (0.3)	Yes
	PM	A (0.7)	A (0.4)	
	SAT	A (0.8)	A (0.5)	
Route 41 & Convenience Stroe with Gas RIRO Access	AM	A (0.4)	A (0.4)	Yes
	PM	A (0.7)	A (0.7)	
	SAT	A (0.5)	A (0.5)	
Sheehan Road & Convenience Store Full Access	AM	A (4.1)	--	Yes
	PM	A (3.0)	--	
	SAT	A (2.9)	--	
Sheehan Road & Convenience Store Right-Out-Only	AM	A (2.1)	--	Yes
	PM	A (1.5)	--	
	SAT	A (1.5)	--	

Base = No-Build scenario; Projected = Build scenario

INTRODUCTION

Traffic Planning and Design, Inc. (TPD) has completed a Transportation Impact Study (TIS) for the proposed White Clay Point development in New Garden Township, Chester County, Pennsylvania. The project site is located along the north and south sides of Gap-Newport Pike (Route 41, SR 0041), east of Sunny Dell Road and Sharp Road as shown in **Figure 1**. As shown in **Figure 2**, the proposed site will consist of the following:

North of Route 41

- 185 townhomes
- 6,600 s.f. Convenience Market/Gas Station (16 vehicle fueling positions)

South of Route 41

- 168 semi-detached townhomes
- 269 single family homes
- 97,775 s.f. of retail with grocery store
- 85,000 s.f. medical office building

Please note, the subject site previously obtained PennDOT approval under Permit Number 06071460, which included roadway improvements along Route 41, Sunny Dell Road and Limestone Road. The former development included a 489,274 s.f. Shopping Center, a Town Center with 80 townhomes and 250,000 s.f. of retail space, 83 single-family homes, and convenience market with 12 vehicle fueling positions.

This report has been prepared in accordance with PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated June, 2025. All relevant project correspondence is included in **Appendix A**, including plan sheets from Permit Number 06071460.

Site Access Locations

The proposed development will be served by the following driveway locations:

- One full access signalized driveway to Route 41 serving development on the north and south sides of Route 41;
- One right-in/right-out unsignalized driveway to Route 41 primarily serving the medical office building on the south side of Route 41;
- Three right-in/right-out driveways to Route 41 serving the southern residential developments and the commercial development;
- One right-in/right-out driveway to Route 41 serving the proposed Convenience Market/Gas Station on the north side of Route 41;
- One full-access unsignalized driveway and one right-out only driveway to Sheehan Road serving the proposed Convenience Market/Gas Station on the north side of Route 41;
- One full-access unsignalized driveway to Sunny Dell Road, south of Route 41;
- Two full-access unsignalized driveways to Reynolds Road, east of Sunny Dell Road serving the southern residential estate lots.
- Two full-access unsignalized driveways to Sharp Road serving the northern residential development.

In conjunction with the proposed development, it is proposed to realign/extend Sharp Road eastward and then southward to intersect Route 41 opposite the signalized driveway on the south side of Route 41, thus resulting in a reconfiguration of the existing full-movement intersection to permit only southbound right turns from Sharp Road onto westbound Route 41.

EXISTING ROADWAY NETWORK

A field review of the existing roadway system in the study area was conducted. The existing roadway characteristics within the study area are summarized in **Table 1**. Photographs of the study area intersections are included in **Appendix B**.

TABLE 1
ROADWAY CHARACTERISTICS WITHIN STUDY AREA

Roadway	Ownership	Functional Classification/ Roadway Type	Predominant Directional Orientation	Average Daily Traffic[1]	Posted Speed Limit
Gap-Newport Pike	State (S.R. 0041)	Principal Arterial	East-West	18,650	45 mph
Sunny Dell Road	State (S.R. 3024)	Urban Collector	North-South	3,027	40 mph
Limestone Road	State (S.R. 3013)	Urban Collector	North-South	13,300[2]	40 mph
Sharp Road	Local Road		North-South	1,050	Not Posted
Sheehan Road	Local Road		East-West	785	35 mph
Starr Road	Local Road		East-West	3,890	35 mph
Brittany Drive	Local Road		North-South	185	25 mph
Ewart Road	Local Road		East-West	585	35 mph
Kaolin Road	Local Road		East-West	2,295	35 mph

1. *Per PennDOT TIRe data (accessed July 2025) or calculated based on peak hour volumes and K-factor*
2. *Limestone Road, south of Route 41.*

Land Use Context

In Chapter 4 of the *Smart Transportation Guidebook*, dated March 2008, there is guidance pertaining to defining the land use context(s) for a given area. Based upon review of this information, the land uses surrounding the proposed site best fits the Suburban Neighborhood designation, as described below:

> ***Suburban Neighborhood***, *"predominately low density residential communities… typically arranged in a curvilinear internal system of streets with limited connections to regional road network or surrounding streets. Neighborhoods can include community facilities such as schools, churches, recreational facilities, and some other stores and offices. When suburban houses line and arterial roadway but have their primary access to frontage roads or rear access roads, it is possible to classify this area as a suburban corridor."*

Roadway Type

In Chapter 5 of the Smart Transportation Guidebook, there is guidance pertaining to defining the transportation context(s) for a given area. Comparing the existing condition roadway characteristics to the various options presented in Table 5.1 of the *Smart Transportation Guidebook*, the study area roadways best fit the following categories, as described below:

Regional Arterial, traffic volumes of 10,000 to 40,000 vehicles per day, intersection spacing of 660 to 1,320 feet, a desired operating speed of 30-55 mph, and a description as follows: *"Roadways in this category would be considered "Principal Arterial" in traditional functional classification."*

- Gap-Newport Pike (S.R. 0041)

Community Collector, traffic volumes of 5,000 to 15,000 vehicles per day, intersection spacing of 300 to 660 feet, a desired operating speed of 25-55 mph, and a description as follows: *"often similar in appearance to a community arterial. Typically classified as Major Collector."*

- Sunny Dell Road (S.R. 3024)
- Limestone Road (S.R.3013)

Bicycle and Pedestrian Facilities

Based on observations during field visits at the study area intersections paved shoulders currently accommodate pedestrian and/or bicycle traffic in the vicinity of the proposed development.

Mass Transit Facilities

Public transit is not provided in the vicinity of the proposed development.

Crash Data Investigation

Crash data were obtained from PennDOT for the study area intersections. PennDOT defines a reportable crash as follows, "A reportable (crash) is one in which an injury or fatality occurs or if at least one of the vehicles involved requires towing from the scene." Reportable crashes were tabulated for the five-year time period beginning 1/1/2020 and ending 12/31/2024. For a given intersection, PennDOT considers a crash occurrence of 5 reportable, correctable crashes over a continuous twelve-month period during the past five years to be a threshold value, above which the intersection design should be reviewed to examine if corrective measures can be taken to enhance safety. The number of reportable crashes at the study area intersections is shown in **Table 2.**

TABLE 2
PENNDOT REPORTABLE CRASH DATA

Study Area Intersection	Number of Reportable Crashes				
	2020	2021	2022	2023	2024
Limestone Road & WB Route 41 On/Off Ramps	1	0	2	1	1
Limestone Road & EB Route 41 Ramps	1	6	2	0	3
Route 41 & Sharp Road	1	1	2	0	0
Route 41 & Sunny Dell Road	2	2	0	3	4
Sunny Dell Road & Egypt Run Road	0	0	0	0	0
Sunny Dell Road & Reynolds Road	1	0	0	0	0
Sunny Dell Road & Church Driveway	0	0	0	0	0
Route 41 & Starr Road/Brittany Drive	0	1	0	0	0
Limestone Road & Kaolin Road/Ewart Road	1	1	0	3	1

Based on a review of the crash data, there were three twelve-month periods during the past five years where 5 or more crashes occurred that were deemed correctable at the intersection of Limestone Road and EB Route 41 Ramps. The majority of crashes at this intersection were angle crashes caused by a left-turning vehicle proceeding without clearance. This condition is anticipated to be improved with the proposed improvements.

EXISTING TRAFFIC CONDITIONS

Manual traffic counts were conducted on 15-minute intervals during the weekday morning (7:00 to 9:00 A.M.), weekday evening (4:00 to 6:00 P.M.) and Saturday midday (11:00 A.M. to 1:00 P.M.) peak periods. Peak hours and count dates for the study area intersections are identified in **Table 3**.

TABLE 3
MANUAL TRAFFIC COUNT INFORMATION

Intersection	Date of Traffic Counts	Time Period	Intersection Peak Hour[1]
Limestone Road & WB Route 41 On/Off Ramps	Tuesday June 3, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:45 to 5:45 P.M.
	Saturday June 28, 2025	Saturday Midday	12:00 P.M. to 1:00 P.M.
Limestone Road & EB Route 41 Ramps	Tuesday June 3, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:45 to 5:45 P.M.
	Saturday June 28, 2025	Saturday Midday	12:00 P.M. to 1:00 P.M.
Route 41 & Sharp Road	Tuesday June 3, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:45 to 5:45 P.M.
	Saturday June 28, 2025	Saturday Midday	12:00 P.M. to 1:00 P.M.
Route 41 & Sunny Dell Road	Tuesday June 3, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
	Saturday June 28, 2025	Saturday Midday	12:00 P.M. to 1:00 P.M.
Sunny Dell Road & Egypt Run Road	Tuesday June 3, 2025	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
	Saturday June 28, 2025	Saturday Midday	11:45 A.M. to 12:45 P.M.
Sunny Dell Road & Reynolds Road	Tuesday June 3, 2025	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
	Saturday June 28, 2025	Saturday Midday	11:45 A.M. to 12:45 P.M.
Route 41 & Starr Road/Brittany Drive	Tuesday June 3, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
	Saturday June 28, 2025	Saturday Midday	12:00 P.M. to 1:00 P.M.
Sunny Dell Road & Church Driveway	Tuesday June 3, 2025	Weekday A.M.	7:00 to 8:00 A.M.
		Weekday P.M.	5:00 to 6:00 P.M.
	Saturday June 28, 2025	Saturday Midday	11:45 A.M. to 12:45 P.M.
Limestone Road & Kaolin Road/Ewart Road	Tuesday June 3, 2025	Weekday A.M.	7:15 to 8:15 A.M.
		Weekday P.M.	4:45 to 5:45 P.M.
	Saturday June 28, 2025	Saturday Midday	11:30 A.M. to 12:30 P.M.

Peak Hour consists of the four consecutive 15-minute intervals where the highest traffic volumes occur.

The existing condition traffic volumes for the weekday A.M., weekday P.M., and Saturday midday peak hours are illustrated in **Figures 3-5**, respectively. Manual traffic count data sheets are provided in **Appendix C**.

BASE (NO-BUILD) CONDITIONS

Annual Background Growth

A background growth factor for the roadways in the study area was developed based on growth factors for August 2025 to July 2026 obtained from the PennDOT Bureau of Planning and Research (BPR). The PennDOT BPR suggests using a background growth trend factor of 0.40% per year in Chester County for urban non-interstate roadways. As such, the background growth factor was applied annually to yield an overall growth percentage of 4.07% (0.40% per year, compounded over 10 years) for the 2035 design year.

Nearby Proposed Developments

Base (no-build) traffic conditions were calculated to include traffic volumes from proposed developments, which, though not operating under existing conditions, may be operating by the design year (2035) of the

proposed development. Based on coordination with Bowman, the Township Traffic Engineer, the following nearby planned developments were specifically included in this study:

New Garden Elementary School is a proposed reconstruction at the site of the existing school designed to accommodate 660 students on the east side of New Garden Road, north of Gap Newport Pike (Route 41). Access to the site will be provided by two existing driveways to New Garden Road. Trip distributions for this development were obtained from a previous 2023 TPD *New Garden Elementary School Transportation Impact Study*, last revised June 2023.

Copperleaf Ridge is proposed to consist of 98 multifamily dwelling units on the northwest quadrant of the east side of Bancroft Road. Access to development will be provided by a proposed full access driveway to Bancroft Road, replacing the existing driveway opposite the existing Modern Mushrooms Farms Access. Trip distributions for this development were obtained from TPD's *Bancroft Residential Development Transportation Impact Study*, last revised October 2021.

163 Sheehan Road is proposed to consist of 45 townhomes located on the southwest corner of the Limestone Road/Kaolin Road/Ewart Road intersection. Trip generation for this development was based on ITE data for land use code #215 (Townhomes). Trips were distributed to the study area consistent with site trip distributions.

Stonebridge at Longwood is proposed to consist of 51 single-family homes on the west side of Thompson Road, north of Hillendale Road. Access to the site is proposed via two full-access driveways to Thompson Road. Trip Distributions for this development were obtained from TPD's *Thompson Residential Development Transportation Impact Study*, last revised August 2020.

Popeyes is a proposed 2,402 s.f. fast food restaurant with a drive through located in the New Garden Shopping Center. Trip generation for this development was based on ITE data for land use code #934 (Fast Food Restaurant with Drive-Thru). Trips were distributed to the study area consistent with site trip distributions.

The additional traffic volumes due to background growth and background developments were added to the existing traffic data to produce 2035 base (no-build) condition traffic volumes. Base condition volumes for the weekday A.M., weekday P.M. and Saturday midday peak hours are illustrated in **Figures 6-8** for the 2035 design year conditions. Trip distributions for the background developments are provided in **Appendix D**.

SCHEDULED ROADWAY IMPROVEMENTS

Based on a review of the DVRPC Transportation Improvement Program (TIP) there are no programmed roadway improvements in the vicinity of the proposed site.

PROPOSED SITE ACCESS

The proposed development will be served by the following driveway locations:

- One full access signalized driveway to Route 41 serving development on the north and south sides of Route 41;
- One right-in/right-out unsignalized driveway to Route 41 primarily serving the medical office building on the south side of Route 41;
- Three right-in/right-out driveways to Route 41 serving the southern residential developments and

the commercial development;

- One right-in/right-out driveway to Route 41 serving the proposed Convenience Market/Gas Station on the north side of Route 41;
- One full-access unsignalized driveway and one right-out only driveway to Sheehan Road serving the proposed Convenience Market/Gas Station on the north side of Route 41;
- One full-access unsignalized driveway to Sunny Dell Road, south of Route 41;
- Two full-access unsignalized driveways to Sharp Road serving the northern residential development;
- An emergency access to Reynolds Road serving the single-family homes;
- Additional access to Reynolds Road for each of the 8 estate lots. For the purpose of this study, the estate lots were assumed to be served by two full-access unsignalized driveways to Reynolds Road.

In conjunction with the proposed development, it is proposed to realign/extend Sharp Road eastward and then southward to intersect Route 41 opposite the signalized driveway on the south side of Route 41, thus resulting in a reconfiguration of the existing full-movement intersection to permit only southbound right turns from Sharp Road onto westbound Route 41.

Sight Distance Analysis

A sight distance analysis was prepared for the proposed site driveways. In general, recommended safe sight distances depend upon the posted speed limit and roadway grades. The existing sight distances at the proposed driveways were measured in accordance with PennDOT Publication 282 Highway Occupancy Permit Guidelines and compared to PennDOT's desirable sight distance standard, which is identified in 67 PA Code Chapter 441.8(h), "Access to and Occupancy of Highways by Driveways and Local Roads." In addition, measured sight distances at the proposed driveways were compared to PennDOT's safe stopping sight distance standard, which is calculated by the following equation:

$$\mathbf{SSSD = 1.47VT + V^2/[30(f \pm g)]}$$

SSSD = safe stopping sight distance (acceptable sight distance)
V = Vehicle Speed
T = Perception Reaction Time of Driver (2.5 seconds)
f = Coefficient of Friction for Wet Pavements
g = Percent of Roadway Grade Divided by 100

Tables 4-7 show the measured, desirable, acceptable (SSSD), and required sight distances at the site driveways for vehicles entering and exiting the site. Please note, driveway locations for the estate lots have not been defined. However, the study includes a sight distance evaluation along the northern end of the estates and also along the southern end of the estates.

TABLE 4
SIGHT DISTANCE ANALYSIS – ROUTE 41

Direction		Posted Speed	Grade[1]	Sight Distances (feet)		
				DES	SSSD	EXIST
Signalized Driveway to Route 41 (SR 0041) Northern leg						
Exiting Movements	To the left	45 mph	-1%	635	398	800'+
	To the right	45 mph	2%	570	370	800'+
Entering Left Turns	Approaching same direction	45 mph	2%	445	370	800'+
	Approaching opposite direction	45 mph	-1%	445	398	800'+
Signalized Driveway to Route 41 (SR 0041) Southern leg						
Exiting Movements	To the left	45 mph	-1%	635	398	800'+
	To the right	45 mph	2%	570	370	800'+
Entering Left Turns	Approaching same direction	45 mph	2%	445	370	800'+
	Approaching opposite direction	45 mph	-1%	445	398	800'+
Medical Office Building RIRO Access (East of Main Signalized Access)						
Exiting Movements	To the left	45 mph	-2%	635	398	750'+
Western RIRO Residential/Commercial Access						
Exiting Movements	To the left	45 mph	-1%	635	398	650'+
Center RIRO Residential/Commercial Access						
Exiting Movements	To the left	45 mph	-1%	635	398	650'+
Eastern RIRO Residential/Commercial Access						
Exiting Movements	To the left	45 mph	-1%	635	398	650'+

DES = PennDOT Desirable Sight Distance
SSSD = PennDOT Acceptable Sight Distance
EXIST = Existing (measured) Sight Distance
1 = Roadway Grade Approaching Driveway

TABLE 5
SIGHT DISTANCE ANALYSIS – SHEEHAN ROAD

Direction		Posted Speed	Grade[1]	Sight Distances (feet)		
				DES	SSSD	EXIST
Convenience Store with Gas Western Access						
Exiting Movements	To the left	35 mph	-2%	440	256	600'+
	To the right	35 mph	1%	350	245	600'+
Entering Left Turns	Approaching same direction	35 mph	1%	300	245	600'+
	Approaching opposite direction	35 mph	-2%	300	256	635'
Convenience Store with Gas Eastern Access						
Exiting Movements	To the left	35 mph	0%	440	249	650'+
	To the right	35 mph	0%	350	249	315'
Entering Left Turns	Approaching same direction	35 mph	0%	300	249	270'
	Approaching opposite direction	35 mph	0%	300	249	650'+

DES = PennDOT Desirable Sight Distance
SSSD = PennDOT Acceptable Sight Distance
EXIST = Existing (measured) Sight Distance
1 = Roadway Grade Approaching Driveway

TABLE 6
SIGHT DISTANCE ANALYSIS – SUNNY DELL ROAD

Direction		Posted Speed	Grade[1]	Sight Distances (feet)		
				DES	SSSD	EXIST
Sunny Dell Road Access						
Exiting Movements	To the left	40 mph	-1%	538	319	550'
	To the right	40 mph	-1%	460	319	665'
Entering Left Turns	Approaching same direction	40 mph	-1%	373	319	620'
	Approaching opposite direction	40 mph	-1%	373	319	585'

DES = PennDOT Desirable Sight Distance
SSSD = PennDOT Acceptable Sight Distance
EXIST = Existing (measured) Sight Distance
1 = Roadway Grade Approaching Driveway

TABLE 7
SIGHT DISTANCE ANALYSIS – SHARP ROAD

Direction		Posted Speed	Grade[1]	Sight Distances (feet)		
				DES	SSSD	EXIST
Northern Residential Access to Sharp Road						
Exiting Movements	To the left	35 mph	-1%	440	252	650'
	To the right	35 mph	2%	350	242	600'
Entering Left Turns	Approaching same direction	35 mph	2%	300	242	615'
	Approaching opposite direction	35 mph	-1%	300	252	650'
Northern Residential Access to Sharp Road						
Exiting Movements	To the left	35 mph	-1%	440	252	450'
	To the right	35 mph	1%	350	245	700'+
Entering Left Turns	Approaching same direction	35 mph	1%	300	245	700'+
	Approaching opposite direction	35 mph	-1%	300	252	485'

DES = PennDOT Desirable Sight Distance
SSSD = PennDOT Acceptable Sight Distance
EXIST = Existing (measured) Sight Distance
1 = Roadway Grade Approaching Driveway

TABLE 8
SIGHT DISTANCE ANALYSIS – REYNOLDS ROAD

Direction		Posted Speed	Grade[1]	Sight Distances (feet)		
				DES	SSSD	EXIST
Single-Family Homes Access to Reynolds Road (Emergency Access)						
Exiting Movements	To the left	35 mph	3%	440	239	430'
	To the right	35 mph	-7%	350	280	450'
Entering Left Turns	Approaching same direction	35 mph	-7%	300	280	405'
	Approaching opposite direction	35 mph	3%	300	239	465'
Northern Estates Access to Reynolds Road						
Exiting Movements	To the left	35 mph	+13%	440	215	500+'
	To the right	35 mph	-8%	350	286	405'
Entering Left Turns	Approaching same direction	35 mph	-8%	300	286	345'
	Approaching opposite direction	35 mph	+13%	300	215	500+'
Southern Estates Access to Reynolds Road						
Exiting Movements	To the left	35 mph	+5%	440	233	110[2]
	To the right	35 mph	-5%	350	269	500+'
Entering Left Turns	Approaching same direction	35 mph	-5%	300	269	500+'
	Approaching opposite direction	35 mph	+5%	300	233	110[2]

DES = PennDOT Desirable Sight Distance
SSSD = PennDOT Acceptable Sight Distance
EXIST = Existing (measured) Sight Distance
1 = Roadway Grade Approaching Driveway
2 = Approximate distance the T-intersection with Buttonwood Rd

As shown in **Tables 4-8** above, the measured sight distances at the site driveways exceed PennDOT's acceptable sight distance requirements. Please note, the southern driveway location evaluated for the Estates lots is approximately 110-feet from Reynold Road intersection with Buttonwood Road. Therefore, motorists traveling towards the Estate lots on northbound Reynolds Road will be turning off of Buttonwood Road at a slower slower speed than the 35 mph posted on Reynolds Road. As such, adequate site distance is available for the preliminary southern driveway location evaluated for the Estates lots. However, it is recommended that sight distance be further evaluated for the estate lots as driveway locations are identified.

SHARP ROAD RE-ALIGNMENT & SHEEHAN ROAD

As part of this project, it is proposed to realign/extend Sharp Road eastward and then southward to intersect Route 41 opposite the signalized driveway on the south side of Route 41. In conjunction with this improvement, it is proposed modify the Sharp Road/Rt 41 intersection such that the only permitted movement is southbound Sharp Road right turns onto westbound Route 41. The redistribution due to the Sharp Road re-alignment for the weekday A.M., weekday P.M., and Saturday midday peak hours are shown in **Figures 12-14**, respectively.

In addition, per prior discussion with PennDOT and the Township, the existing segment of Sheehan Road (Township maintained road) immediately west of the on-ramp from Limestone Road was discussed to be closed. TPD recommends that this Sheehan Road segment be further coordinated with the Township and PennDOT.

TRIP GENERATION

The trip generation rates for the proposed development were obtained from the *Trip Generation Manual*, Twelfth Edition, 2025, an institute of Transportation Engineers (ITE) Informational Report. For the proposed development, Land Use Codes 210 (Single Family Detached Housing), 215 (Single Family Attached Housing), 821 (Retail), 945 (Convenience Market/Gas Station), and 720 (Medical/Dental Office Building) from *Trip Generation* was used to calculate the number of vehicular trips the development will generate during the following time periods: (1) average weekday; (2) weekday A.M. peak hour; (3) weekday P.M. peak hour; and (4) Saturday midday peak hour. **Table 9** shows the rates/equations and directional percentages for the analyzed time periods.

TABLE 9
ITE TRIP GENERATION DATA

Land Use	Subcategory	ITE #	Peak Hour	Rate/Equation	Enter %	PB %
Single Family Attached Homes	NA	215	Weekday AM	T = 0.59(X) - 15.25	25%	--
			Weekday PM	T = 0.57(X) - 7.84	57%	--
			Saturday Midday	T = 0.47(X)	48%	--
			Average Weekday	T = 6.57(X)	50%	--
Single Family Detached Homes	NA	210	Weekday AM	T = 0.70(X)	27%	--
			Weekday PM	T = 0.93(X)	62%	--
			Saturday Midday	T = 1.00(X)	53%	--
			Average Weekday	T = 9.0 (X)	50%	--
Convenience Store/Gas Station[2]	VFP (16-24)	945	Weekday AM	T = 64.97*(X)	50%	76%
			Weekday PM	T = 61.09(X)	50%	75%
	GFA (5.5-10k)		Saturday Midday	T = 25.67(X)	51%	65%[1]
	VFP (16-24)		Average Weekday	T = 136.41*(X) – 2680.46	50%	--
Retail	With Grocery Store	822	Weekday AM	T = 3.89(X) - 27.4	60%	30%[1]
			Weekday PM	T = 9.34(X) - 66.48	49%	40%
			Saturday Midday	T = 5.46*(X) + 168.21	49%	31%
			Average Weekday	T = 136.41(X) - 2680.46	50%	--
Medical/Dental Office Building	Standalone	720	Weekday AM	T = 3.21*(X)	78%	--
			Weekday PM	T = 3.70*(X) - 5.75	30%	--
			Saturday Midday	T = 1.03*(X)	55%	--
			Average Weekday	T = 40.60*(X) - 75.15	50%	--

T = number of site-generated vehicular trips
X = independent variable
1 = No ITE data available for peak hour; used 10% less than PM peak hour
2 = Calculated using VFP and GFA, the higher generator was used

Internal Trips

For mixed-use developments, the *Trip Generation* manual recommends applying an interaction factor to the site trip generation to determine the quantity of "external trips" (trips from external roadways) and "internal capture trips" (trips between the various uses onsite that do not utilize the external roadways, in this case between the commercial development and the residential development on the southern side of Route 41. Internal capture for the proposed development was calculated in accordance with current ITE recommendations for the weekday A.M. and P.M. peak hours. For the Saturday midday peak hour and weekday interaction, an average of the weekday A.M. and P.M. peak hour interaction rates was utilized. Internal capture worksheets are provided in **Appendix D**.

Pass-By Trips

According to the *Trip Generation* manual, not all of the trips generated by the proposed development will be new to the surrounding area. A distinction was made between "new" trips, which are trips made to/from the study area for the express purpose of visiting the site, "pass-by" trips, which are trips made to the site by traffic passing the retail center on the adjacent roadways en route to another destination. The pass-by trips do not add any additional traffic to the study area intersections but will result in shifts in turning movement at the site driveway intersections.

The calculated trip generation for the proposed development is shown in **Table 10.**

TABLE 10
TRIP GENERATION SUMMARY

Time Period	Land Use	Total Trips			Internal Trips		External Trips			Pass-By Trips			New Trips		
		Total	Enter	Exit	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Weekday AM Peak Hour	North of Route 41														
	Townhomes	94	23	71	--	--	94	23	71	0	0	0	94	23	71
	Convenience/Gas	429	219	210	--	--	429	219	210	326	163	163	103	56	47
	South of Route 41														
	Single Family	188	51	137	1	4	183	50	133	0	0	0	183	50	133
	Townhomes	84	21	63	0	2	82	21	61	0	0	0	82	21	61
	Retail	353	212	141	19	10	324	193	131	130	65	65	194	128	66
	MOB	273	213	60	13	17	243	200	43	0	0	0	243	200	43
	Grand Total	**1421**	**739**	**682**	**33**	**33**	**1355**	**706**	**649**	**456**	**228**	**228**	**899**	**478**	**421**
Weekday PM Peak Hour	North of Route 41														
	Townhomes	98	56	42	--	--	98	56	42	0	0	0	98	56	42
	Convenience/Gas	403	202	201	--	--	403	202	201	302	151	151	101	51	50
	South of Route 41														
	Single Family	250	155	95	74	33	143	81	62	0	0	0	143	81	62
	Townhomes	88	50	38	24	13	51	26	25	0	0	0	51	26	25
	Retail	847	415	432	75	104	668	340	328	267	134	133	401	206	195
	MOB	309	93	216	14	37	258	79	179	0	0	0	258	79	179
	Grand Total	**1995**	**971**	**1024**	**187**	**187**	**1621**	**784**	**837**	**569**	**285**	**284**	**1052**	**499**	**553**

TABLE 10 (CONTINUED)
TRIP GENERATION SUMMARY

Time Period	Land Use	Total Trips			Internal Trips		External Trips			Pass-By Trips			New Trips		
		Total	Enter	Exit	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Saturday Midday Peak Hour	North of Route 41														
	Townhomes	87	42	45	--	--	87	42	45	0	0	0	87	42	45
	Convenience/Gas	*357*	*178*	*179*	--	--	*357*	*178*	*179*	*232*	*116*	*116*	*125*	*62*	*63*
	South of Route 41														
	Single Family	269	143	126	36	28	205	107	98	0	0	0	205	107	98
	Townhomes	79	38	41	10	9	60	28	32	0	0	0	60	28	32
	Retail	750	367	383	51	61	638	316	322	198	99	99	440	217	223
	MOB	88	48	40	5	10	73	43	30	0	0	0	73	43	30
	Grand Total	**1630**	**816**	**814**	**102**	**108**	**1426**	**714**	**712**	**430**	**215**	**215**	**996**	**499**	**497**
Average Weekday	North of Route 41														
	Townhomes	3533	1767	1766	--	--	3533	1767	1766	--	--	--	--	--	--
	Convenience/Gas	4240	2120	2120	--	--	4240	2120	2120	--	--	--	--	--	--
	South of Route 41														
	Single Family	2445	1223	1222	306	232	1907	917	990	--	--	--	--	--	--
	Townhomes	1104	552	552	138	105	861	414	447	--	--	--	--	--	--
	Retail	10658	5329	5329	746	853	9059	4583	4476	--	--	--	--	--	--
	MOB	3376	1688	1688	186	388	2802	1502	1300	--	--	--	--	--	--
	Grand Total	**25356**	**12679**	**12677**	**1376**	**1578**	**22402**	**11303**	**11099**	--	--	--	--	--	--

The external and pass-by trip generation for the proposed development is summarized in **Table 11**.

TABLE 11
TRIP GENERATION SUMMARY

Time Period	External Trips			Pass By Trips			New Trips		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Weekday A.M. Peak Hour	1355	706	649	456	228	228	899	478	421
Weekday P.M. Peak Hour	1621	784	837	569	285	284	1052	499	553
Saturday Midday Peak Hour	1426	714	712	430	215	215	996	499	497
Weekday	22402	11303	11099	--	--	--	--	--	--

Based on the trip generation analysis summarized in **Table 11**, the proposed will generate approximately 899 new trips during the weekday A.M. peak hour, 1,036 new trips during the weekday P.M. peak hour, and 970 new trips during the Saturday midday peak hour.

Table 12 compares the new trips under the previously-approved plan and the new trips under the proposed plan.

TABLE 12
TRIP GENERATION COMPARISON

Peak Hour	White Clay Pointe – Total New Trips		
	Previously Approved Plan	Current Application/Plan	Difference
Weekday A.M. Peak Hour	986	899	-87
Weekday P.M. Peak Hour	1,828	1,052	-776
Saturday Midday Peak Hour	2,881	996	-1,885

As shown in **Table 12**, the current plan is anticipated to generate less new peak hour trips during the weekday A.M., weekday P.M. and Saturday midday peak hours, or approximately 39% less on average during the peak hours, than the previously approved plan for the site.

TRIP DISTRIBUTION

The distribution of trips generated by the proposed development was based on the local road network, the existing traffic patterns, a gravity model consistent with the previously approved TIS for the site, the proposed use of the site, and the site driveway locations. The new trips for the proposed development were distributed to the local roadway network based on the percentages shown in **Table 13**. The pass-by trips for the proposed development were distributed to the local road network based on the existing traffic volumes passing the proposed site driveways.

TABLE 13
TRIP DISTRIBUTION PERCENTAGES – NEW TRIPS

Direction - To/From	Assignment To/From	Distribution %
East	via Route 41	13%
	via Reynolds Road	2%
West	via Route 41	30%
	via Egypt Run Road	2%
North	via Sharp Road	3%
	via Kaolin Road	16%
South	via Sunny Dell Road	4%
	via Limestone Road	30%

Pass-By Trips

Pass-by trips were established based on the existing traffic patterns in the vicinity of the site and the location and configuration of the site driveways. The percentages used for the distribution of pass-by trips to the project site are shown below in **Table 14**.

TABLE 14
TRIP DISTRIBUTION PERCENTAGES – PASS-BY TRIPS

Direction - From	Pass-by Trip Distribution Percentages		
	Weekday A.M.	Weekday P.M.	Saturday Midday
East via Route 41	61%	42%	49%
West via Route 41	39%	58%	51%

The assignment of site-generated trips for the proposed development during the weekday A.M., P.M., and Saturday midday peak hours are shown in **Figures 9-11**, respectively.

PROJECTED (BUILD) CONDITION TRAFFIC VOLUMES

The redistribution of traffic due to the Sharp Road realignment and the site-generated trips were added to the

base condition traffic volumes to develop projected condition traffic volumes for the weekday A.M., weekday P.M., and Saturday midday peak hours. Projected condition traffic volumes are shown in **Figures 15-17** for the 2033 design years for the weekday A.M., P.M. and Saturday midday peak hours. Traffic volume development worksheets are contained in **Appendix D.**

DRIVEWAY CLASSIFICATION

Driveways intersecting state roads are classified in the Pennsylvania Code, Title 67, Chapter 441. Low volume driveways are used by 25 to 750 vehicles per day. A medium volume driveway is used by 750 to 1500 vehicles per day. High volume driveways are used by more than 1500 vehicles per day. Based on the anticipated site trip generation and the assignment of site traffic, the classifications of the site driveways intersecting state roads (Route 41 and Sunny Dell Road) are listed in **Table 15.**

TABLE 15
DRIVEWAY CLASSIFICATIONS

State Road	Driveway/Intersection		Weekday Trips	Weekday Vehicles	Driveway Type
Route 41	Main Access	North (Sharp Rd)	4366	2183	High Volume
		South	7866	3933	High Volume
	Convenience Market/Gas Station Driveway		3041	1521	High Volume
	Western RIRO Driveway		2175	1088	Medium Volume
	Center RIRO Driveway		1724	862	Medium Volume
	Eastern RIRO Driveway		1490	745	Low Volume
	Medical Office RIRO Driveway		1784	892	Medium Volume
Sunny Dell Road	Site Driveway		1099	550	Low Volume

Note: A "trip" equals an entering or an exiting vehicle. Therefore, weekday vehicles = weekday trips/2.

LEVELS OF SERVICE FOR AN INTERSECTION

For analysis of intersections, level of service is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and lost travel time. LOS criteria is stated in terms of control delay per vehicle for a one-hour analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria are shown in **Table 16**. Delay, as it relates to level of service, is a complex measure and is dependent upon a number of variables. For signalized intersections, these variables include the quality of vehicle progression, the cycle length, the green time ratio, and the volume/capacity ratio for the lane group in question. For unsignalized intersections, delay is related to the availability of gaps in the flow of traffic on the major street and the driver's discretion in selecting an appropriate gap for a particular movement from the minor street (straight across, left or right turn).

TABLE 16
LEVEL OF SERVICE CRITERIA
UNSIGNALIZED AND SIGNALIZED INTERSECTIONS[1]

Level of Service	Control Delay Per Vehicle (Seconds)	
	Signalized	Unsignalized
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 or v/c > 1.0	> 50 or v/c > 1.0

[1] *Obtained from Exhibits 18-4 and 19-1 of the Transportation Research Board's Highway Capacity Manual 2010*

CAPACITY ANALYSIS METHODOLOGY

Capacity analyses were conducted for the weekday A.M., weekday P.M., and Saturday midday peak hours at the study area intersections. These analyses were conducted according to the methodologies contained in the 6th Edition *Highway Capacity Manual* (HCM) using *Synchro 12* software, a Trafficware product.

The following conditions were analyzed, as applicable:

- Existing conditions;
- 2035 Base conditions (Design year without development);
- 2035 Projected conditions (Design year with development);

It should be noted that based on methodologies contained in Chapter 10 of PennDOT's Publication 46, TPD adjusted the following HCM default values in the *Synchro 12* capacity analysis. These adjustments were made at the signalized intersections within the study area for all time periods based on the study area location being classified as Suburban:

- Base saturation flow rates for signalized intersections. The saturation flow rate was changed from the default value of 1900 to 1800 based on Exhibit 10-9.
- Start-up lost time and extension of effective green time for signalized intersections. The startup lost time was changed from the default value of 2.0 seconds to 2.5 seconds. Based on the total clearance time (yellow plus all-red time) being greater than 5 seconds, the extension of green time was changed from the default value of 2 seconds to 3.5 seconds. These adjusted values were based on Exhibit 10-10.

In addition, capacity analyses were conducted at the proposed site driveway intersections under the 2035 projected conditions. The capacity analysis worksheets are included in **Appendix E**.

PennDOT's Transportation Impact Study Guidelines outlined in PennDOT's *Policies and Procedures for Transportation Impact Studies*, found in PennDOT's Publication 282, Appendix A, dated June, 2025 contain the following criteria regarding levels of service:

- If evaluation of the With Development Horizon Year Scenario to the Without Development Horizon Year Scenario indicates that the overall intersection level of service has dropped, the applicant will be required to mitigate the level of service if the increase in overall intersection

delay is greater than 10-seconds. If the overall intersection delay increase is less than or equal to 10-seconds, mitigation of the intersection will not be required.

- For mitigation scenarios, applicants are expected to mitigate the overall intersection LOS to the original Without Development LOS; the 10-second delay variance is not applied to mitigation scenarios. Applicants may be required to address available storage and queue lengths at critical movements or approaches even if the overall LOS requirements are met.
- If signalization is the preferred alternative for mitigation, overall intersection LOS C in rural areas and LOS D in urban areas is acceptable.
- New signalized or unsignalized intersection established to serve as access to the development shall be designed to operate at minimum LOS C for rural areas, and minimum LOS D for urban areas.

LEVELS OF SERVICE IN THE STUDY AREA

Level of service (LOS) matrices for the study area intersections are shown in **Tables 17-20** for the weekday A.M., weekday P.M., and Saturday midday peak hours.

TABLE 17
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour			
		Existing Condition	2035 Design Year		
			Base	Projected	Projected[1]
Limestone Road & Route 41 North On/Off Ramps	WB L	E	E	F (138.8)	D
	WB R	B	B	B	
	NB L	B	B	B	A
	NB T	--	--	--	A
	SB TR	--	--	--	A
	ILOS	**A (2.5)**	**A (2.8)**	**A (4.4)**	**A (3.9)**
Limestone Road & Route 41 South On/Off Ramps	EB L	C	C	E	C
	EB R	C	C	D	D
	NB L	A	A	A	A
	ILOS	**A (4.4)**	**A (5.2)**	**A (9.9)**	**A (8.7)**
Route 41 & Sharp Road	EB L	B	B	--	--
	SB LR	C	D	C	B
	ILOS	**A (1.5)**	**A (1.9)**	**A (0.7)**	**A (0.4)**
Route 41 & Sunny Dell Road	EB L	B	B	B	B
	EB TR				B
	WB L	B	C	C	C
	WB TR				A
	NB LT	F (77.6)	F (162.9)	F (2453.9)	C
	NB R				C
	SB LTR	C	D	ERROR	C
	ILOS	**A (8.2)**	**C (15.7)**	**F (278.0)**	**B (15.0)**
Sunny Dell Road & Egypt Run Road	EB LR	B	B	C	--
	NB L	A	A	A	--
	ILOS	**A (2.5)**	**A (2.5)**	**A (2.7)**	--
Sunny Dell Road & Reynolds Road	EB LT	B	C	C	--
	EB R	A	A	A	--
	WB LTR	B	B	B	--
	NB L	A	A	A	--
	SB L	A	A	A	--
	ILOS	**A (5.4)**	**A (5.7)**	**A (6.2)**	--

Base = No-Build scenario; Projected = Build scenario
[1]= Projected conditions with implementation of recommended improvements

TABLE 17 (CONTINUED)
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday A.M. Peak Hour			
		Existing Condition	2035 Design Year		
			Base	Projected	Projected[1]
Route 41 & Starr Road/Brittany Drive	EB L	A	A	B	--
	WB L	B	B	B	--
	NB LT	D	E	F (56.4)	--
	NB R	C	D	E	--
	SB L	F (75.6)	F (117.1)	F (393.7)	--
	SB TR	B	B	C	--
	ILOS	**A (5.2)**	**A (6.1)**	**A (8.7)**	--
Sunny Dell Road & Church Driveway	EB LR	A	A	A	--
	NB LR	A	A	A	--
	ILOS	**A (0.0)**	**A (0.0)**	**A (0.0)**	--
Limestone Road & Kaolin Road/Ewart Road	EB LTR	B	C	C	--
	WB LTR	C	C	D	--
	NB L	A	A	A	--
	SB L	A	A	A	--
	ILOS	**A (3.0)**	**A (3.4)**	**A (4.6)**	--
EB Rt 41 & EB Rt 41 On-Ramp	NB R	B	C	C	--
	ILOS	**A (0.5)**	**A (0.9)**	**A (0.8)**	--
WB Rt 41 On Ramp & WB Rt 41	SB R	B	C	E	A
	ILOS	**A (2.2)**	**A (2.6)**	**B (10.9)**	**A (0.0)**

Base = No-Build scenario; Projected = Build scenario
[1]= Projected conditions with implementation of recommended improvements

TABLE 18
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday P.M. Peak Hour			
		Existing Condition	2035 Design Year		
			Base	Projected	Projected[1]
Limestone Road & Route 41 North On/Off Ramps	WB L	F (68.2)	F (83.2)	F (869.2)	D
	WB R	B	B	B	
	NB L	B	B	C	B
	NB T	--	--	--	A
	SB TR	--	--	--	A
	ILOS	**A (4.2)**	**A (4.5)**	**B (12.6)**	**A (7.1)**
Limestone Road & Route 41 South On/Off Ramps	EB L	C	C	F (56.3)	C
	EB R	C	C	D	D
	NB L	A	A	A	A
	ILOS	**A (3.2)**	**A (3.3)**	**A (9.9)**	**A (8.2)**
Route 41 & Sharp Road	EB L	B	B	--	--
	SB LR	D	D	D	B
	ILOS	**A (1.5)**	**A (1.7)**	**A (0.7)**	**A (0.4)**
Route 41 & Sunny Dell Road	EB L	B	B	B	B
	EB TR				A
	WB L	B	B	C	C
	WB TR				A
	NB LT	F (51.2)	F (70.9)	(ERROR)	C
	NB R				C
	SB LTR	F (113.8)	F (147.2)	(ERROR)	C
	ILOS	**A (3.8)**	**A (4.8)**	**A (1.5)**	**B (11.5)**
Sunny Dell Road & Egypt Run Road	EB LR	A	A	B	--
	NB L	A	A	A	--
	ILOS	**A (1.4)**	**A (1.4)**	**A (1.4)**	--
Sunny Dell Road & Reynolds Road	EB LT	B	B	B	--
	EB R	A	A	A	--
	WB LTR	A	A	A	--
	NB L	A	A	A	--
	SB L	A	A	A	--
	ILOS	**A (2.7)**	**A (2.7)**	**A (2.8)**	--

Base = No-Build scenario; Projected = Build scenario

[1]= Projected conditions with implementation of recommended improvements

TABLE 18 (CONTINUED)
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Weekday P.M. Peak Hour			
		Existing Condition	2035 Design Year		
			Base	Projected	Projected[1]
Route 41 & Starr Road/Brittany Drive	EB L	B	B	B	--
	WB L	B	B	C	--
	NB LT	A	A	A	--
	NB R	C	C	C	--
	SB L	F (133.9)	F (161.5)	F (381.8)	--
	SB TR	B	B	C	--
	ILOS	**A (3.6)**	**A (3.8)**	**A (4.3)**	--
Sunny Dell Road & Church Driveway	EB LR	A	A	B	--
	NB LR	A	A	A	--
	ILOS	**A (1.7)**	**A (1.7)**	**A (1.4)**	--
Limestone Road & Kaolin Road/Ewart Road	EB LTR	B	B	C	--
	WB LTR	D	D	E	--
	NB L	B	B	B	--
	SB L	A	A	A	--
	ILOS	**A (2.7)**	**A (2.9)**	**A (3.4)**	--
EB Rt 41 & EB Rt 41 On-Ramp	NB R	B	B	B	--
	ILOS	**A (0.6)**	**A (0.6)**	**A (0.6)**	--
WB Rt 41 On Ramp & WB Rt 41	SB R	E	F (62.1)	F (496.3)	A
	ILOS	**A (9.7)**	**B (12.6)**	**F (127.2)**	**A (0.0)**

Base = No-Build scenario; Projected = Build scenario
[1]= Projected conditions with implementation of recommended improvements

TABLE 19
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Saturday Midday Peak Hour			
		Existing Condition	2035 Design Year		
			Base	Projected	Projected[1]
Limestone Road & Route 41 North On/Off Ramps	WB L	F (55.1)	F (77.1)	F (501.3)	D
	WB R	A	B	B	
	NB L	B	B	C	A
	NB T	--	--	--	A
	SB TR	--	--	--	A
	ILOS	**A (5.6)**	**A (6.2)**	**B (10.2)**	**A (5.5)**
Limestone Road & Route 41 South On/Off Ramps	EB L	C	C	E	C
	EB R	B	B	C	C
	NB L	A	A	A	A
	ILOS	**A (3.7)**	**A (4.1)**	**A (7.7)**	**A (6.9)**
Route 41 & Sharp Road	EB L	B	B	--	--
	SB LR	E	F (63.2)	C	B
	ILOS	**A (1.5)**	**A (2.2)**	**A (0.4)**	**A (0.2)**
Route 41 & Sunny Dell Road	EB L	B	B	B	C
	EB TR				B
	WB L	B	B	B	C
	WB TR				B
	NB LT	D	E	F (1390.3)	B
	NB R				C
	SB LTR	C	C	C	B
	ILOS	**A (1.9)**	**A (2.3)**	**F (90.3)**	**B (16.4)**
Sunny Dell Road & Egypt Run Road	EB LR	A	A	A	--
	NB L	A	A	A	--
	ILOS	**A (1.2)**	**A (1.1)**	**A (1.2)**	--
Sunny Dell Road & Reynolds Road	EB LT	B	B	A	--
	EB R	A	A	A	--
	WB LTR	A	A	A	--
	NB L	A	A	A	--
	SB L	A	A	A	--
	ILOS	**A (2.3)**	**A (2.3)**	**A (2.4)**	--

Base = No-Build scenario; Projected = Build scenario
[1]= Projected conditions with implementation of recommended improvements

TABLE 19 (CONTINUED)
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY

Intersection	Movement	Saturday Midday Peak Hour			
		Existing Condition	2035 Design Year		
			Base	Projected	Projected[1]
Route 41 & Starr Road/Brittany Drive	EB L	B	B	B	--
	WB L	B	B	B	--
	NB LT	F (55.1)	F (69.5)	F (114.4)	--
	NB R	C	C	C	--
	SB L	F (81.9)	F (111.2)	F (224.7)	--
	SB TR	C	D	D	--
	ILOS	**A (2.4)**	**A (2.5)**	**A (3.0)**	--
Sunny Dell Road & Church Driveway	EB LR	A	A	A	--
	NB LR	A	A	A	--
	ILOS	**A (1.3)**	**A (1.3)**	**A (0.9)**	--
Limestone Road & Kaolin Road/Ewart Road	EB LTR	A	A	A	--
	WB LTR	C	C	C	--
	NB L	A	A	A	--
	SB L	A	A	A	--
	ILOS	**A (2.0)**	**A (2.2)**	**A (2.0)**	--
EB Rt 41 & EB Rt 41 On-Ramp	NB R	B	B	B	--
	ILOS	**A (0.6)**	**A (0.6)**	**A (0.6)**	--
WB Rt 41 On Ramp & WB Rt 41	SB R	D	E	F (393.6)	A
	ILOS	**A (8.2)**	**B (12.6)**	**F (116.8)**	**A (0.0)**

Base = No-Build scenario; Projected = Build scenario
[1]= Projected conditions with implementation of recommended improvements

TABLE 20
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY – SITE DRIVEWAYS

Intersection	Movement	2035 Design Year					
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
		Projected	Projected[1]	Projected	Projected[1]	Projected	Projected[1]
Route 41 & Main Signalized Access	EB L	A	A	B	B	B	B
	EB T	B	B	C	C	B	C
	EB R	B	B	B	C	B	C
	WB L	C	C	C	C	B	B
	WB T	B	B	C	C	B	B
	WB R	A	A	B	B	B	B
	NB L	D	D	D	D	D	D
	NB T	D	D	D	D	D	D
	NB R	D	D	C	C	D	C
	SB L	E	E	D	D	D	D
	SB TR	E	E	E	E	E	D
	ILOS	**C (20.8)**	**C (21.2)**	**C (24.3)**	**C (24.9)**	**B (19.0)**	**C (20.9)**
Route 41 & Medical Office RIRO Access	NB R	D	B	D	B	C	B
	ILOS	**A (0.3)**	**A (0.2)**	**A (1.2)**	**A (0.6)**	**A (0.1)**	**A (0.1)**
Sharp Rd & Northern Residential Access	WB LR	A	--	A	--	A	--
	SB L	A	--	A	--	A	--
	ILOS	**A (1.1)**	--	**A (0.7)**	--	**A (0.8)**	--
Sharp Rd & Southern Residential Access	WB LR	A	--	A	--	A	--
	SB L	A	--	A	--	A	--
	ILOS	**A (1.3)**	--	**A (0.9)**	--	**A (0.9)**	--
Sunny Dell Rd & Residential Access	WB LR	B	--	A	--	A	--
	SB L	A	--	A	--	A	--
	ILOS	**A (1.4)**	--	**A (1.2)**	--	**A (2.4)**	--
Route 41 & Commercial RIRO Eastern	NB R	D	C	C	C	C	C
	ILOS	**A (0.5)**	**A (0.3)**	**A (0.6)**	**A (0.4)**	**A (0.7)**	**A (0.4)**
Reynolds Rd & Eastern Estate Access	EB L	A	--	A	--	A	--
	SB LR	A	--	A	--	A	--
	ILOS	**A (0.1)**	--	**A (0.3)**	--	**A (0.4)**	--
Reynolds Rd & Western Estate Access	EB L	A	--	A	--	A	--
	SB LR	A	--	A	--	A	--
	ILOS	**A (0.2)**	--	**A (0.1)**	--	**A (0.3)**	--
Route 41 & Western RIRO Access	NB R	E	C	C	B	C	B
	ILOS	**A (1.5)**	**A (0.3)**	**A (0.3)**	**A (0.2)**	**A (0.5)**	**A (0.3)**
Route 41 & Center RIRO Access	NB R	E	C	C	B	C	C
	ILOS	**A (0.9)**	**A (0.3)**	**A (0.7)**	**A (0.4)**	**A (0.8)**	**A (0.5)**
Route 41 & Convenience Store with Gas RIRO Access	SB R	B	B	C	B	B	B
	ILOS	**A (0.4)**	**A (0.4)**	**A (0.7)**	**A (0.7)**	**A (0.5)**	**A (0.5)**
Sheehan Rd & Convenience Store with Gas Access	WB LT	A	--	A	--	A	--
	NB LR	A	--	A	--	A	--
	ILOS	**A (4.1)**	--	**A (3.0)**	--	**A (2.9)**	--
Sheehan Rd & Right-Out-Only Access	NB R	A	--	A	--	A	--
	ILOS	**A (2.1)**	--	**A (1.5)**	--	**A (1.5)**	--

Projected = Build scenario
[1] = Projected conditions with implementation of recommended improvements

As shown in **Tables 17-20**, under 2035 projected conditions with the development of the proposed site and with the proposed improvements identified in the executive summary, the study area intersections will comply with the requirement outlined in PennDOT's TIS Guidelines.

Please note, the side-street approaches of Starr Road and Brittany Drive at their intersection with Route 41 operate at a deficient LOS currently. The proposed site traffic is primarily planned to be added to thru volumes on Route 41, at the intersection, which have little to no delay since Route 41 is free-flow. The side-street approaches have limited peak hour traffic volumes, except for the channelized northbound Starr Road right turn movement. Given the side street traffic volumes, it is TPD's opinion that warrants for a traffic signal are not satisfied. The Limestone Road & Kaolin Road/Ewart Road intersection is also not expected to satisfy signal warrants, which could potentially address the LOS E for the westbound Kaolin Road approach during the weekday P.M. peak hour. The proposed improvements are shown on the Preliminary Roadway Plans included in **Appendix I**.

RAMP JUNCTION ANALYSIS

TPD evaluated the eastbound Route 41 off-ramp diverge onto Limestone Road utilizing HCS software. The 2035 projected condition results are summarized in **Table 21** below. Please note, the Route 41 EB on-ramp intersection with Route 41 analysis is summarized in **Tables 17-20**. In addition, the existing merge onto Route 41 westbound from Limestone Road is proposed to be a free-flow movement with the proposed improvements. As such, this intersection was not evaluated. The HCS printouts are included in **Appendix E**.

TABLE 21
LEVEL OF SERVICE DELAY (SECONDS) SUMMARY – DIVERGE ANALYSIS

Intersection	2035 Projected Conditions		
	AM Peak Hour	PM Peak Hour	Saturday Peak Hour
Route 41 & EB Off-Ramp to Limestone Road	B	B	B

Although the diverge analysis indicates LOS B operations with the existing Route 41 configuration at the off-ramp to Limestone Road, an additional eastbound Route 41 thru lane is proposed along the site frontage, which will drop into a dedicated lane onto the off-ramp for Limestone Road.

95TH PERCENTILE QUEUE ANALYSIS

Queue analyses were conducted at the signalized study area intersections using *Synchro 12* software. For this analysis, the 95th percentile queue is defined as the queue length that is exceeded in 5% of the signal cycles. As an example, for a signal with a 90-second cycle, this means that the 95th percentile queue length will be exceeded during 2 of the 40 signal cycles that occur during the peak hour. The queue analysis results are summarized in **Table 22** for the analyzed peak hours.

TABLE 22
95TH PERCENTILE QUEUE (FEET) ANALYSIS

Intersection	Movement	Existing [Proposed] Storage	2035 Design Year								
			Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Base	Projected	Projected[1]	Base	Projected	Projected[1]	Base	Projected	Projected[1]
Limestone Road & Route 41 North On/Off Ramps	WB L	100+	3	10	33	18	58	83	8	28	35
	WB R	100+	3	5		5	8		3	3	
	NB L	285	33	68	58	55	115	190	78	143	90
	NB T	285	--	--	13	--	--	35	--	--	8
	SB TR	100+	--	--	23	--	--	60	--	--	15
Limestone Road & Route 41 South On/Off Ramps	EB L	200+	15	70	33	5	83	33	3	50	28
	EB R	145	95	193	193	68	188	188	73	148	148
	NB L	100+ [100]	0	0	0	0	0	0	3	3	3
Route 41 & Sharp Road	EB L	100+	13	--	0	10	--	0	10	--	0
	SB LR	100+	48	23	13	43	25	10	58	15	8
Route 41 & Sunny Dell Road	EB L	[75]	0	0	3	0	0	3	0	0	0
	EB TR	300+			273			203			260
	WB L	[250]	28	43	150	30	53	165	15	25	103
	WB TR	800+			150			198			278
	NB LT	100+	245	810	45	88	0	23	58	430	25
	NB R	[200]			200			100			75
	SB LTR	50+	5	0	8	23	0	8	3	3	8
Sunny Dell Road & Egypt Run Road	EB LR	50+	15	23	--	3	5	--	3	3	--
	NB L	100+	8	8	--	3	3	--	0	0	--
Sunny Dell Road & Reynolds Road	EB LT	100+	48	60	--	0	0	--	0	0	--
	EB R	100+	5	5	--	0	0	--	0	0	--
	WB LTR	100+	15	18	--	3	5	--	3	3	--
	NB L	100+	5	5	--	0	0	--	0	0	--
	SB L	100+	0	3	--	3	5	--	3	3	--
Route 41 & Starr Road/Brittany Drive	EB L	70	0	0	--	0	0	--	0	0	--
	WB L	170	15	18	--	43	53	--	18	20	--
	NB LT	100+	0	0	--	0	0	--	5	10	--
	NB R	175	120	175	--	48	65	--	35	45	--
	SB L	60	13	28	--	13	20	--	13	20	--
	SB TR	100+	3	3	--	3	3	--	3	3	--
Sunny Dell Road & Church Driveway	EB LR	50+	0	0	--	8	8	--	3	3	--
	NB LR	100+	0	0	--	3	3	--	0	0	--
Limestone Road & Kaolin Road/Ewart Road	EB LTR	100+	40	73	--	20	35	--	8	10	--
	WB LTR	100+	10	15	--	15	20	--	3	3	--
	NB L	100+	3	3	--	10	10	--	5	5	--
	SB L	100+	0	0	--	0	0	--	0	0	--
EB Rt 41 & EB Rt 41 On-Ramp	NB R	350	15	0	--	10	0	--	10	0	--
WB Rt 41 On Ramp & WB Rt 41	SB R	430	68	0	--	275	0	--	295	0	--

Base = No-Build scenario; Projected = Build scenario
[1]= Projected conditions with implementation of recommended improvements

TABLE 23
95TH PERCENTILE QUEUE (FEET) ANALYSIS – SITE DRIVEWAYS

Intersection	Movement	Proposed Storage	2035 Design Year					
			Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
			Projected	Projected[1]	Projected	Projected[1]	Projected	Projected[1]
Route 41 & Main Signalized Access	EB L	250	93	93	88	88	70	70
	EB T	550+	395	395	308	308	260	260
	EB R	175	5	5	10	10	10	10
	WB L	275	193	193	163	163	113	113
	WB T	500+	208	208	330	330	268	268
	WB R	150	13	13	28	28	23	23
	NB L	175	120	120	255	255	185	185
	NB T	50+	10	10	15	15	15	15
	NB R	275	75	75	43	43	63	63
	SB L	200	128	128	73	73	73	73
	SB TR	200	80	80	78	78	55	55
Route 41 & Medical Office RIRO Eastern	NB R	125	13	5	50	20	5	3
Sharp Rd & Northern Residential Access	WB LR	50+	3	--	3	--	3	--
	SB L	50+	0	--	0	--	0	--
Sharp Rd & Southern Residential Access	WB LR	50+	5	--	3	--	3	--
	SB L	50+	0	--	0	--	0	--
Sunny Dell Rd & Residential Access	WB LR	50+	8	--	3	--	5	--
	SB L	50+	3	--	3	--	3	--
Route 41 & Commercial RIRO Eastern	NB R	50+	20	8	25	13	25	10
Reynolds Rd & Eastern Estate Access	EB L	50+	0	--	0	--	0	--
	SB LR	50+	0	--	0	--	0	--
Reynolds Rd & Western Estate Access	EB L	50+	0	--	0	--	0	--
	SB LR	50+	0	--	0	--	0	--
Route 41 & Western RIRO Access	NB R	50+	58	20	10	5	20	10
Route 41 & Center RIRO Access	NB R	50+	35	13	25	13	30	15
Route 41 & Convenience Store with Gas RIRO Access	SB R	50+	0	10	23	23	15	13
Sheehan Road & Convenience Store with Gas Access	WB L	50+	8	--	5	--	5	--
	NB LR	50+	3	--	3	--	3	--
Sheehan Road & Right-Out-Only Driveway	NB R	50+	10	--	5	--	5	--

Base = No-Build scenario; Projected = Build scenario
[1] = Projected conditions with implementation of recommended improvements
[2] Distance to Sheehan Road

As shown in **Tables 22-23,** adequate queue storage will be provided for the turn lanes in 2035 with construction and full build-out of the proposed development. Queue analysis worksheets are included with the capacity analysis worksheets provided in **Appendix E**.

AUXILIARY TURN LANE ANALYSIS

TPD evaluated auxiliary turn lane warrants at the site access intersections. The warrant analysis methodology contained within Chapter 11 of PennDOT's *Publication 46*, Section 11.17 and Strike-Off Letter 470-08-07 was utilized for this evaluation. **Table 24** summarizes the results of the auxiliary turn lane analysis at the site access intersections. The calculations for the auxiliary turn lane warrants are included in **Appendix F**.

TABLE 24
AUXILIARY TURN LANE ANALYSIS SUMMARY

Intersection	Auxiliary Lane	Warrant Satisfied?	Required Length	Maximum 95th Percentile Queue (feet)	Proposed Length (feet)
Route 41 & Main Signalized Access	EB Left Turn Lane	Yes	250	93	250
	EB Right Turn Lane	Yes	175	10	125[1]
	WB Left Turn Lane	Yes	275	193	275
	WB Right Turn Lane	Yes	150	28	150
Route 41 & Sunny Dell Rd (Signalized)	EB Left Turn Lane	No	--	3	75
	EB Right Turn Lane	Yes	225	--	None
	WB Left Turn Lane	Yes	250	185	250
	WB Right Turn Lane	No	--	--	--
Route 41 & MOB RIRO Eastern	EB Right Turn Lane	Yes	125	--	125
Route 41 & Western RIRO Access	EB Right Turn Lane	No	--	--	--
Route 41 & Center RIRO Access	EB Right Turn Lane	Yes	125	--	125
Route 41 & Commercial RIRO Eastern	EB Right Turn Lane	Yes	125	--	125
Route 41 & Convenience Store with Gas RIRO Access	WB Right Turn Lane	Yes	225	--	185[2]
Sharp Road & Residential Driveway (Northern)	SB Left Turn Lane	No	--	--	--
	NB Right Turn Lane	No	--	--	--
Sharp Road & Residential Driveway (Southern)	SB Left Turn Lane	No	--	--	--
	NB Right Turn Lane	No	--	--	--
Sunny Dell Road & Site Driveway	SB Left Turn Lane	No	--	--	--
	NB Right Turn Lane	No	--	--	--
Reynolds Road & Eastern Estate Driveway	EB Left Turn Lane	No	--	--	--
	WB Right Turn Lane	No	--	--	--
Reynolds Road & Western Estate Driveway	WB Left Turn Lane	No	--	--	--
	EB Right Turn Lane	No	--	--	--
Sheehan Road & Convenience Store with Gas Access	WB Left Turn Lane	No	--	--	--
	EB Right Turn Lane	No	--	--	--

1 = Approximate distance to the adjacent site driveway.
2 = Approximate distance between the realigned Sharp Rd/Sheehan Rd intersection with Route 41 and the proposed Convenience Store access.

Please see the preliminary roadway plans included in **Appendix I**, with proposed turn lanes noted in **Table 24**. Please note, while warrants for an eastbound right turn are satisfied, a separate right turn lane is not proposed. The proposed thru/right lane will operate at LOS B or better during the peak hours under future build conditions. In addition, the proposed lane configuration is consistent with the prior HOP approval for the site.

SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was conducted at the following intersections in accordance with PennDOT Publication 212, *Official Traffic Control Devices*, Subchapter D, "Highway Traffic Signals":

- Route 41 & Sunny Dell Road
- Route 41 & Proposed Site Main Access
- Limestone Road & Route 41 North On-Off Ramps

Please note, the Limestone Road/Route 41 North Ramp intersection signal warrants were evaluated by considering the southbound Limestone Road thru traffic as the major street, and the northbound Limestone Road left turn movement as the minor street approach. This methodology is consistent with the prior HOP approval for the intersection which planned to signalize the intersection. Results of the applicable eight-hour, four-hour, and peak hour volume signal warrant analysis are summarized in **Table 25** below. All relevant signal warrant analysis worksheets are included in **Appendix G**. **Table 25** summarizes the results of traffic signal warrant analysis.

TABLE 25
PEAK HOUR VOLUME WARRANT ANALYSIS

Intersection	Warrant Evaluated	Number of Unique Hours Met	Warrant Satisfied?
Route 41 & Sunny Dell Road	Eight-Hour Vehicular volume	11	Yes
	Four-Hour Vehicular volume	12	Yes
	Peak Hour	12	Yes
Route 41 & Proposed Site Main Driveway	Eight-Hour Vehicular volume	10	Yes
	Four-Hour Vehicular volume	11	Yes
	Peak Hour	11	Yes
Limestone Road & Route 41 North On-Off Ramps	Four-Hour Vehicular volume	4	Yes
	Peak Hour	4	Yes

INTERNAL INTERSECTION ANALYSIS

TPD evaluated the internal intersection of Road E and Road F, south Route 41. The intersection was evaluated with two-way stop control, with the northbound/southbound main access approach being free-flow and the eastbound/westbound Road E/Road F (serving the Retail and MOB) approaches being stop control. Traffic volumes were based on the site traffic trip distributions. In order to provide a conservative analysis, all movements were assumed to have at least 5 vehicles per hour. The developed volumes, capacity analysis worksheets, and turn lane warrant analysis worksheets are included in **Appendix H**.

The 2035 projected condition capacity analysis is summarized in **Table 26.** Auxiliary turn lane warrant analyses are summarized in **Table 27**.

TABLE 26
INTERNAL INTERSECTION CAPACITY ANALYSIS

Intersection	Movement	Available Storage (feet)	2035 Projected Conditions					
			Weekday A.M. Peak Hour		Weekday P.M. Peak Hour		Saturday Midday Peak Hour	
			LOS	Queues	LOS	Queues	LOS	Queues
Main Access & Retail Access / Medical Office Access	EB LTR	100+	B	20	B	33	B	30
	WB LTR	100+	B	5	B	15	B	5
	NB L	100+	A	0	A	0	A	0
	SB L	360[1]	A	8	A	3	A	3
	ILOS	--	**A (6.6)**	--	**A (6.9)**	--	**A (5.8)**	--

Projected = Build scenario
[1]= Distance to signalized intersection

TABLE 27
AUXILIARY TURN LANE ANALYSIS SUMMARY

Intersection	Auxiliary Lane	Warrant Satisfied?	Required Length	Proposed Length (feet)
Main Access Road & Retail Access/ Medical office Access	NB Left Turn Lane	No	--	--
	NB Right Turn Lane	No	--	--
	SB Left Turn Lane	No	--	--
	SB Right Turn Lane	No	--	--

RECOMMENDATIONS & CONCLUSIONS

Recommendations and conclusions are provided in the executive summary.

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Est. 1989

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FIGURE 1

SITE LOCATION

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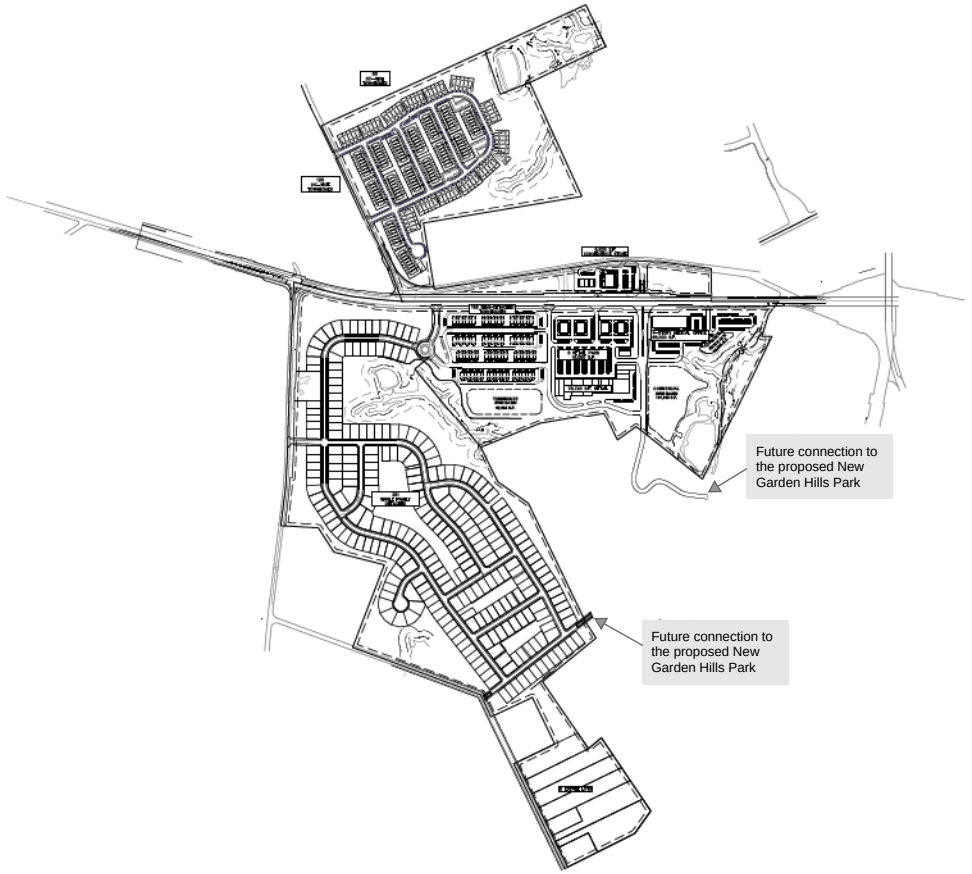
2/24/2026 9:44:25 AM mkirby 002

FINAL LAND DEVELOPMENT PLAN
FOR
STONEWALL CAPITAL LLC
NEW GARDEN TOWNSHIP - CHESTER COUNTY - PENNSYLVANIA



NON-RESIDENTIAL

COMMERCIAL	97,775 S.F.
CONVENIENCE STORE	6,600 S.F.
	104,375 S.F.
MEDICAL OFFICE BUILDING	86,000 S.F.

RESIDENTIAL

SINGLE FAMILY DETACHED	261 UNITS
24-WIDE TOWNHOUSES	120 UNITS
SEMI-DETACHED TOWNHOUSES	168 UNITS
30-WIDE VILLAS	65 UNITS
ESTATE LOTS	8 UNITS
	622 UNITS

SHEET INDEX

SHEET NUMBER	TITLE
1	COVER SHEET
2	NOTES
3	EXISTING CONDITIONS PLAN
4	OVERALL PLAN
5	SITE PLAN
6	SITE PLAN
7	GRADING & UTILITY PLAN
8	GRADING & UTILITY PLAN
9	SOIL PROFILES
10	SANITARY SEWER PROFILES
11	STORM SEWER PROFILES
12	GRADING & EROSION & SEDIMENTATION CONTROL PLAN
13	GRADING & EROSION & SEDIMENTATION CONTROL NOTES
14	GRADING & EROSION & SEDIMENTATION CONTROL DETAILS
15	POST-CONSTRUCTION STORMWATER MANAGEMENT PLAN
16	POST-CONSTRUCTION STORMWATER MANAGEMENT NOTES
17	POST-CONSTRUCTION STORMWATER MANAGEMENT DETAILS
18	LANDSCAPE PLAN
19	LIGHTING PLAN
20	LANDSCAPE & LIGHTING DETAILS

COVER SHEET

LAND DEVELOPMENT PLAN
FOR
WHITE CLAY POINT
NEW GARDEN TWP - CHESTER COUNTY - PENNSYLVANIA

ChesterValley ENGINEERS, INC. 22485

PROGRESS 02/03/26

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FIGURE 2

SITE PLAN

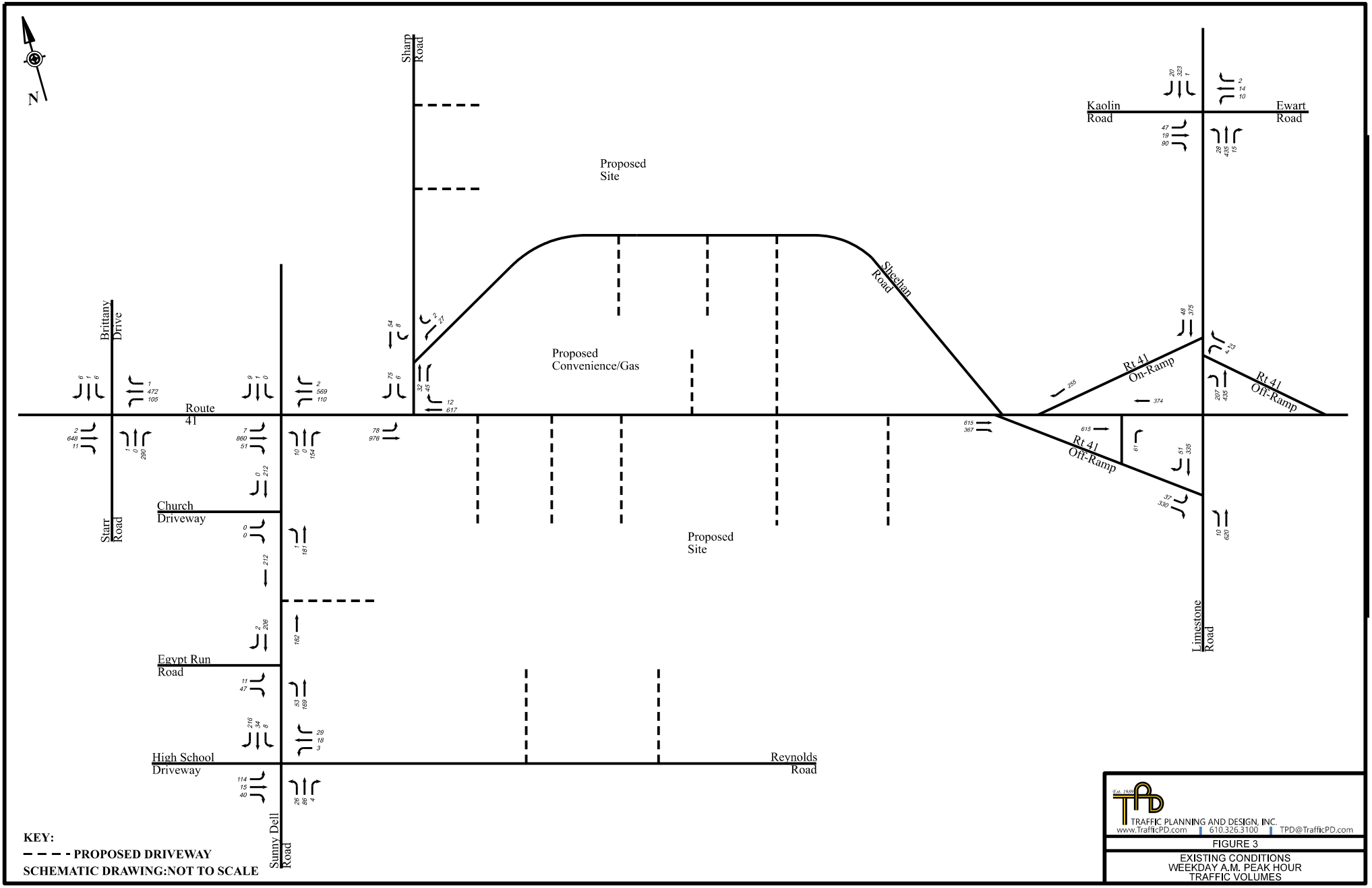
N
Sharp Road
Proposed Site
Kaolin Road
Ewart Road
Sheehan Road
Brittany Drive
Proposed Convenience/Gas
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Route 41
Starr Road
Church Driveway
Proposed Site
Egypt Run Road
Limestone Road
High School Driveway
Reynolds Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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FIGURE 3
EXISTING CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES

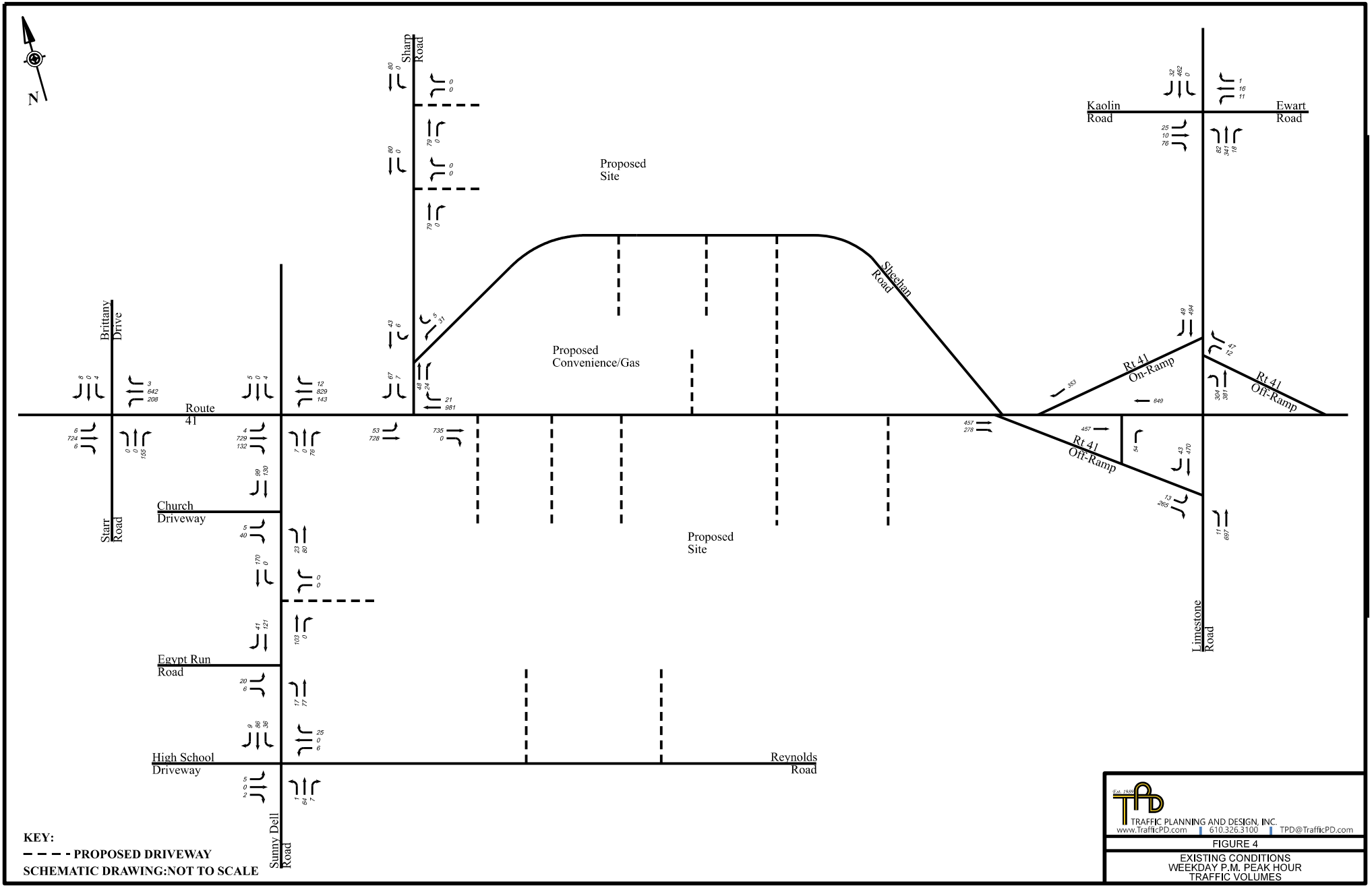
N
Sharp Road
Proposed Site
Proposed Convenience/Gas
Sheehan Road
Kaolin Road
Ewart Road
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Egypt Run Road
High School Driveway
Sunny Dell Road
Proposed Site
Reynolds Road
Limestone Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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FIGURE 4
EXISTING CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES

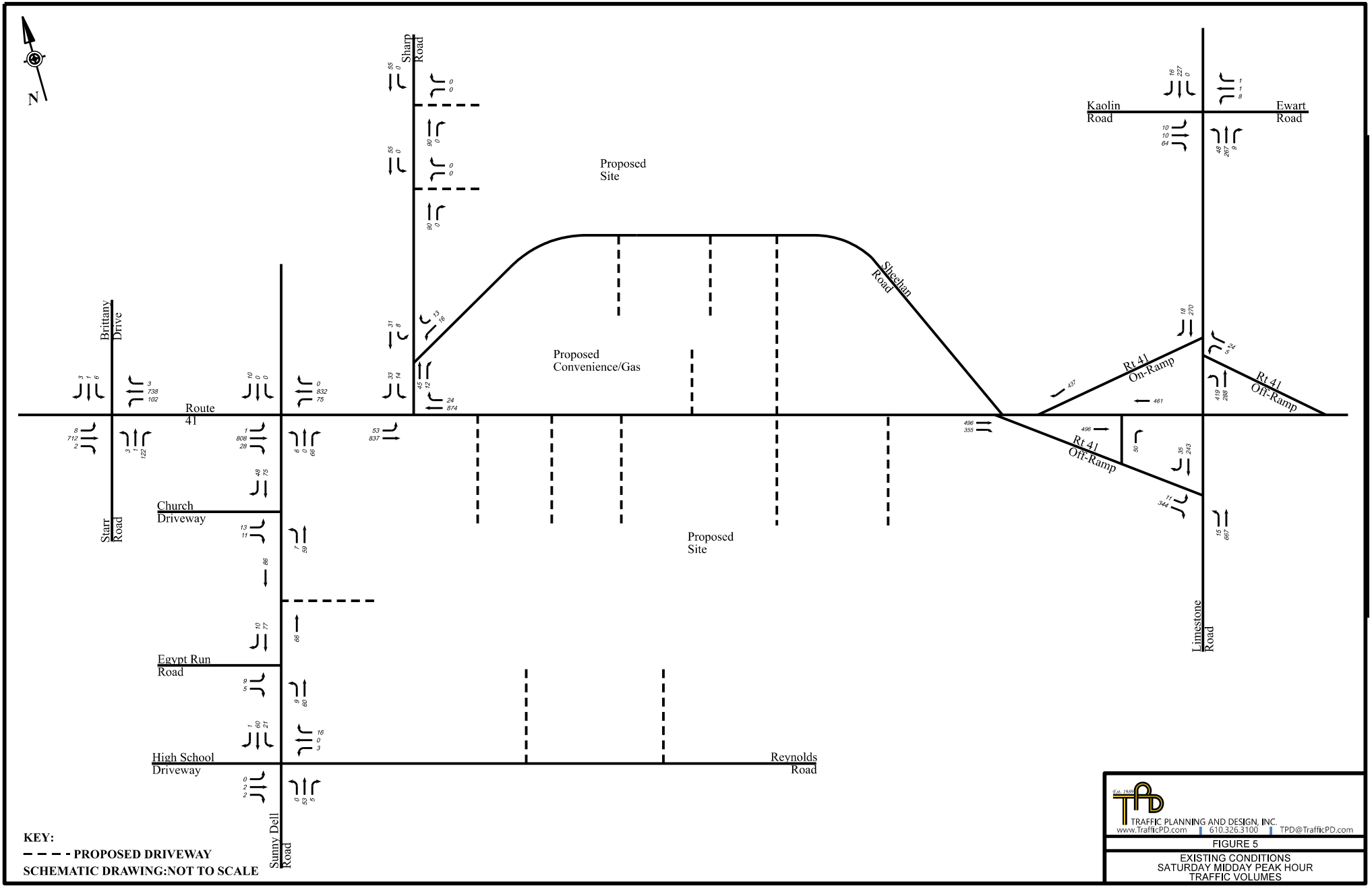
N
Sharp Road
Proposed Site
Proposed Convenience/Gas
Sheehan Road
Kaolin Road
Ewart Road
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Proposed Site
Egypt Run Road
High School Driveway
Reynolds Road
Limestone Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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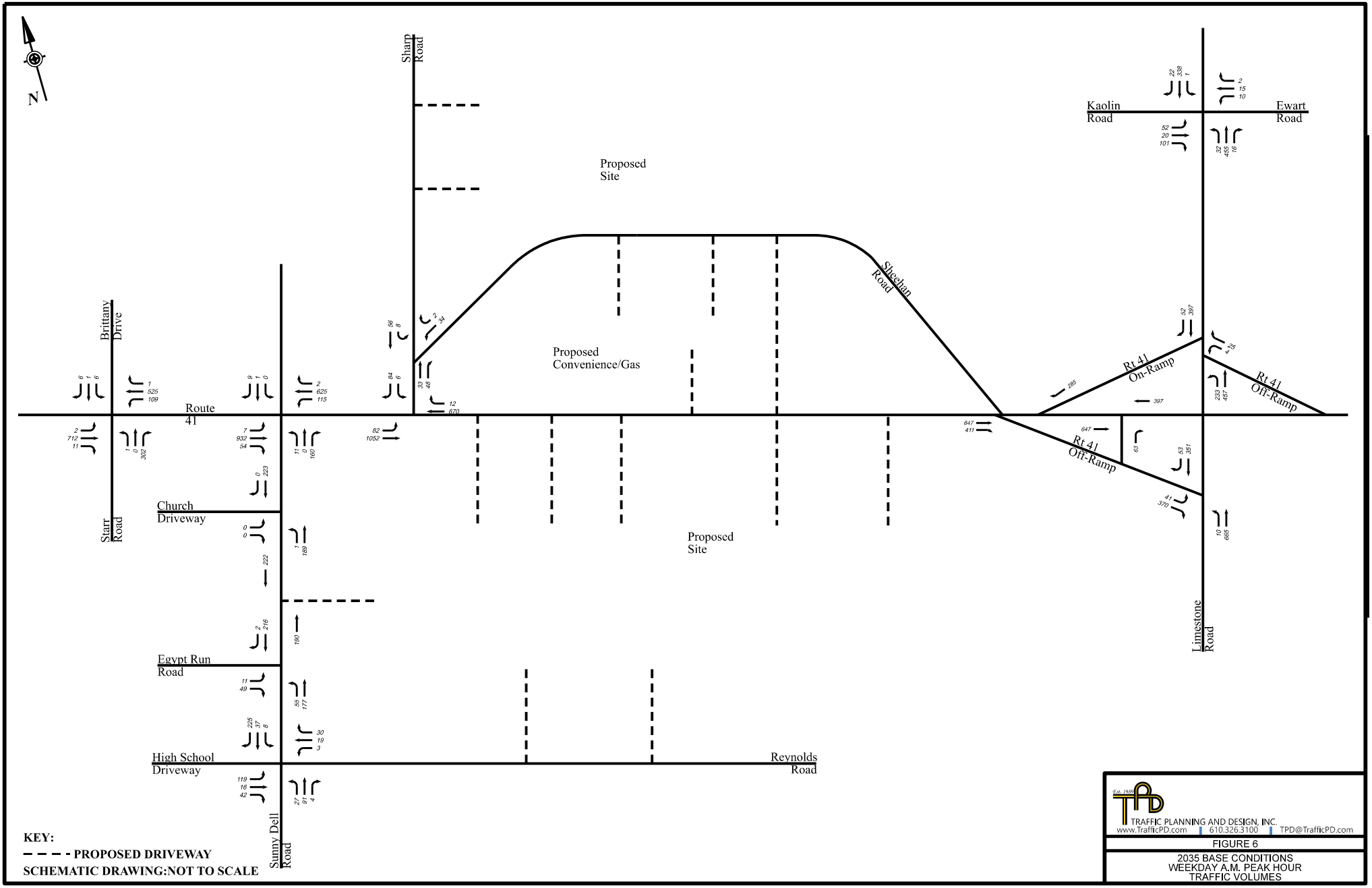
FIGURE 5
EXISTING CONDITIONS
SATURDAY MIDDAY PEAK HOUR
TRAFFIC VOLUMES


N
Sharp Road
Proposed Site
Proposed Convenience/Gas
Sheehan Road
Kaolin Road
Ewart Road
Rt 41 On-Ramp
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Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Egypt Run Road
High School Driveway
Sunny Dell Road
Proposed Site
Reynolds Road
Limestone Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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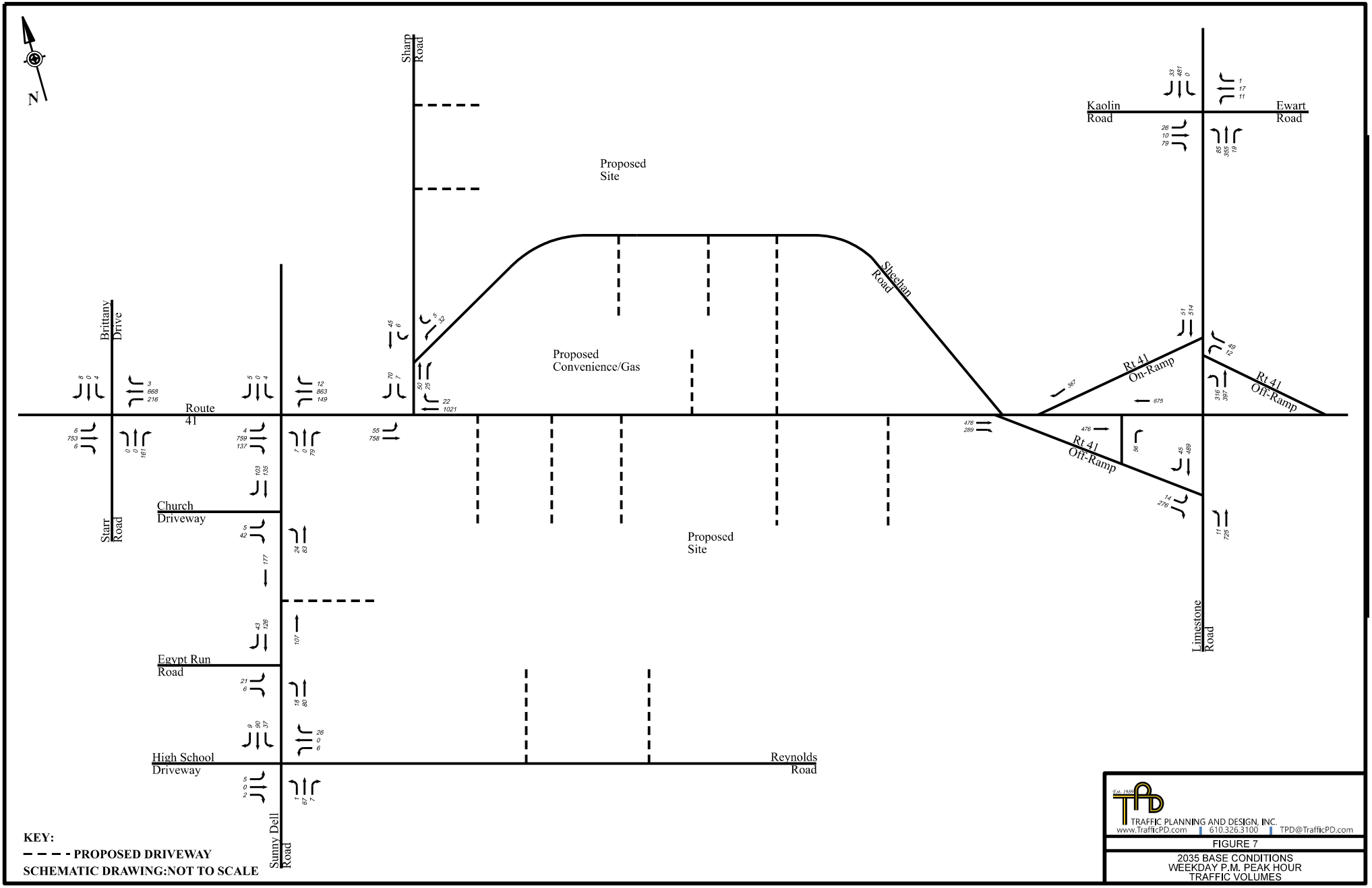
FIGURE 6
2035 BASE CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES


N
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Proposed Site
Proposed Convenience/Gas
Sheehan Road
Kaolin Road
Ewart Road
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Proposed Site
Egypt Run Road
High School Driveway
Reynolds Road
Limestone Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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FIGURE 7
2035 BASE CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES

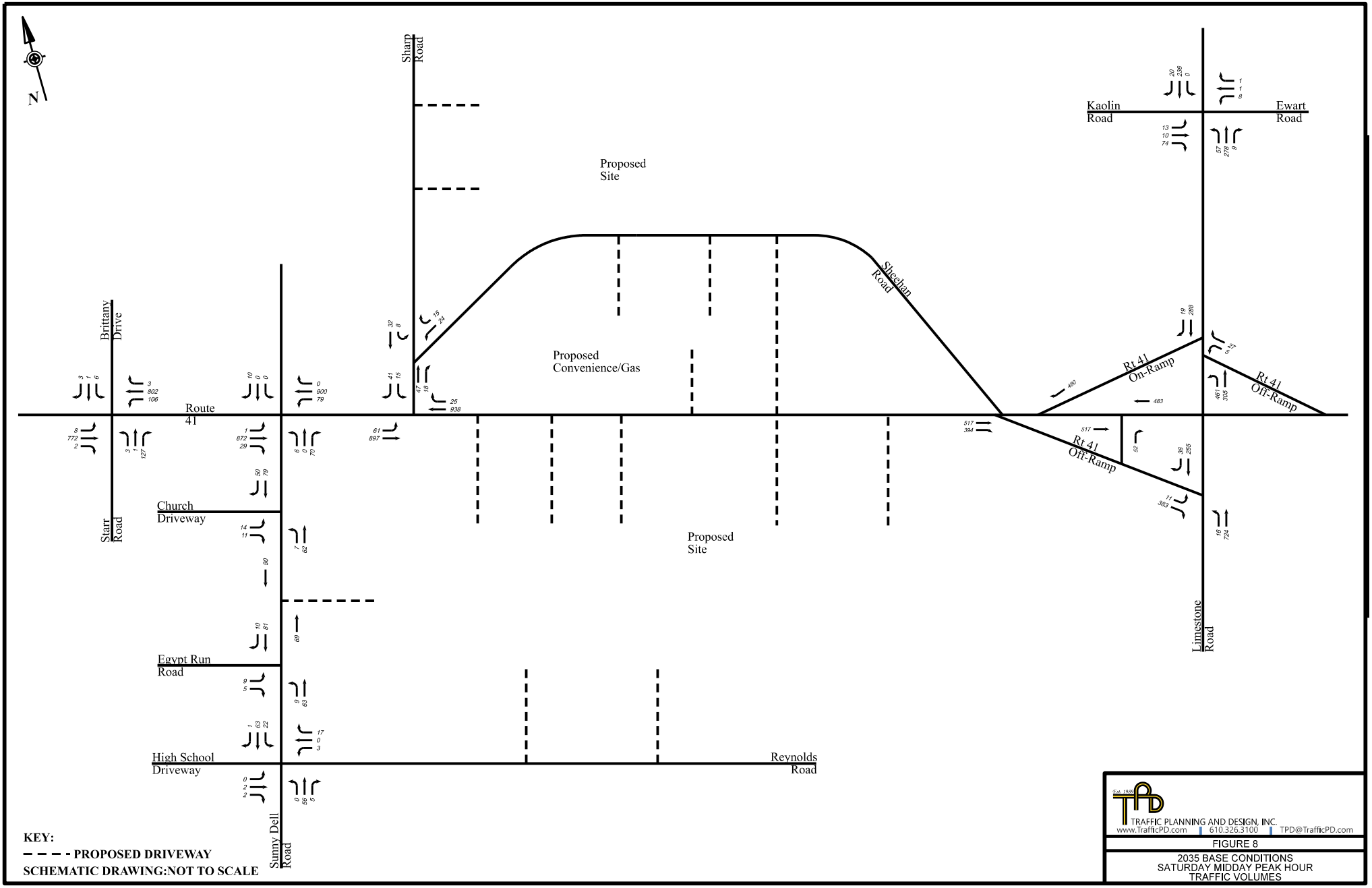
N
Sharp Road
Proposed Site
Proposed Convenience/Gas
Sheehan Road
Kaolin Road
Ewart Road
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Proposed Site
Egypt Run Road
High School Driveway
Reynolds Road
Limestone Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
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FIGURE 8
2035 BASE CONDITIONS
SATURDAY MIDDAY PEAK HOUR
TRAFFIC VOLUMES

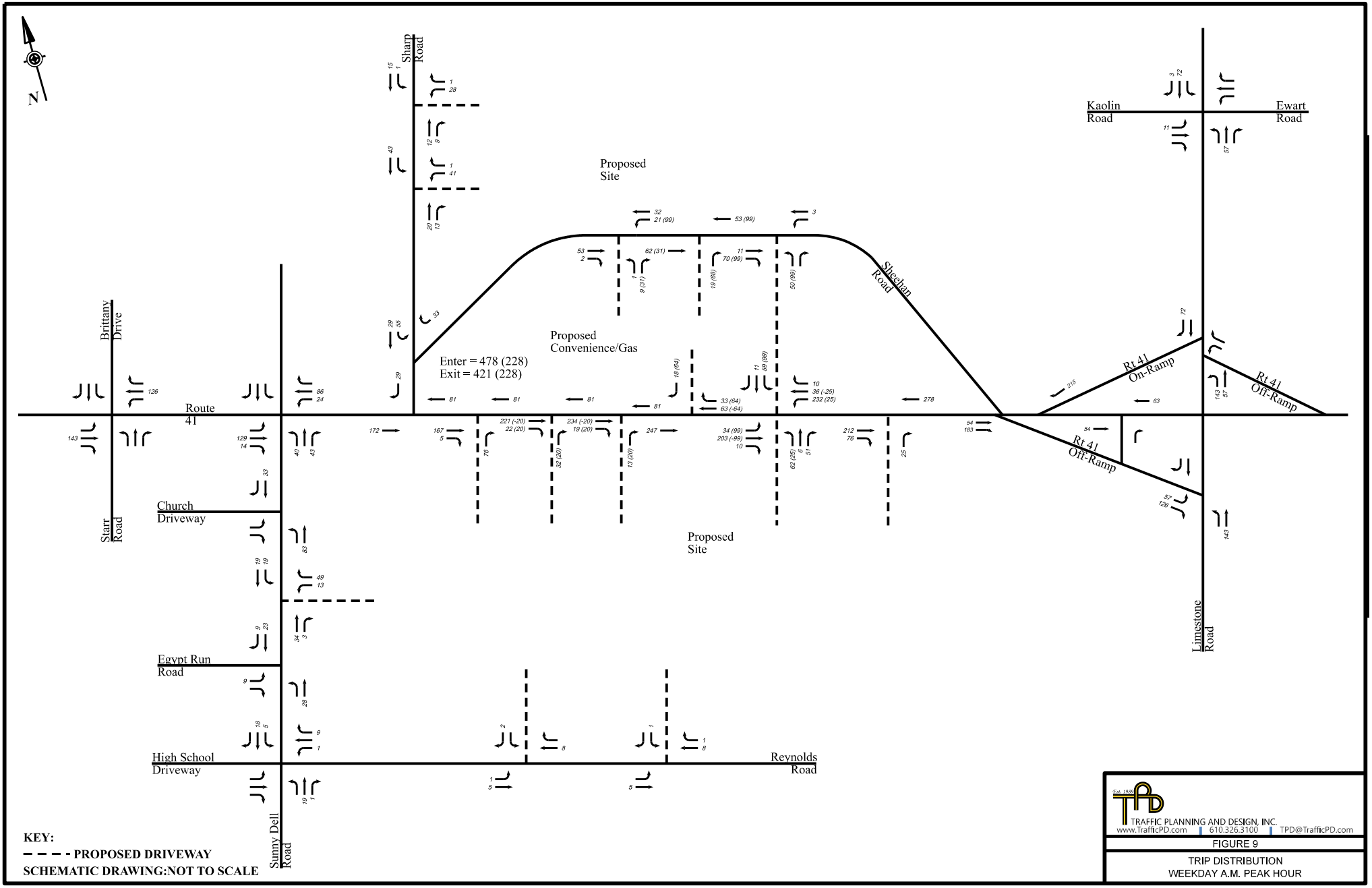
N
Sharp Road
Proposed Site
Kaolin Road
Ewart Road
Brittany Drive
Proposed Convenience/Gas
Enter = 478 (228)
Exit = 421 (228)
Sheehan Road
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Route 41
Starr Road
Church Driveway
Proposed Site
Egypt Run Road
High School Driveway
Reynolds Road
Limestone Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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FIGURE 9
TRIP DISTRIBUTION
WEEKDAY A.M. PEAK HOUR

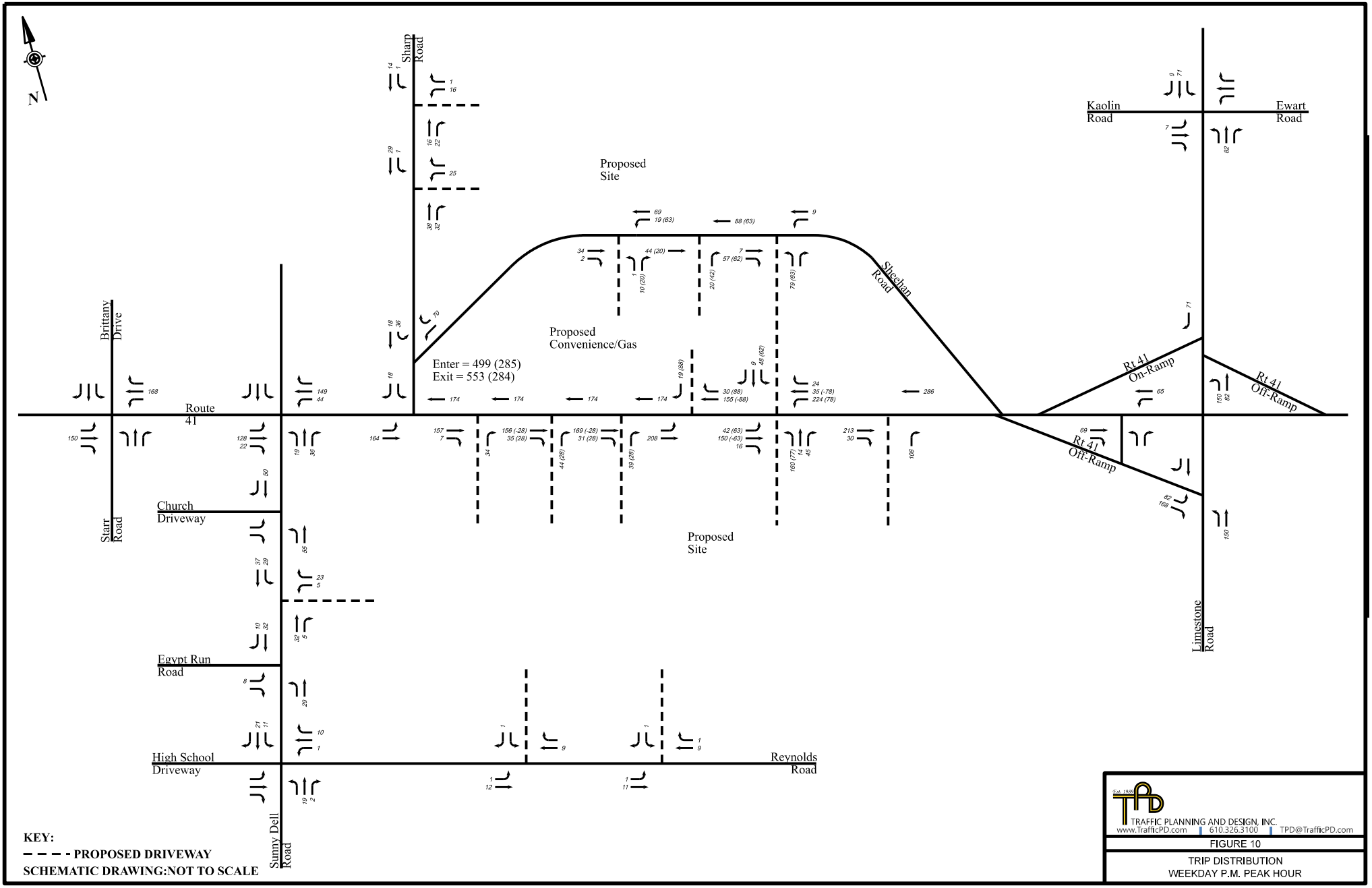
N
Sharp Road
Proposed Site
Kaolin Road
Ewart Road
Sheehan Road
Proposed Convenience/Gas
Enter = 499 (285)
Exit = 553 (284)
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Proposed Site
Limestone Road
Egypt Run Road
High School Driveway
Reynolds Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
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FIGURE 10
TRIP DISTRIBUTION
WEEKDAY P.M. PEAK HOUR

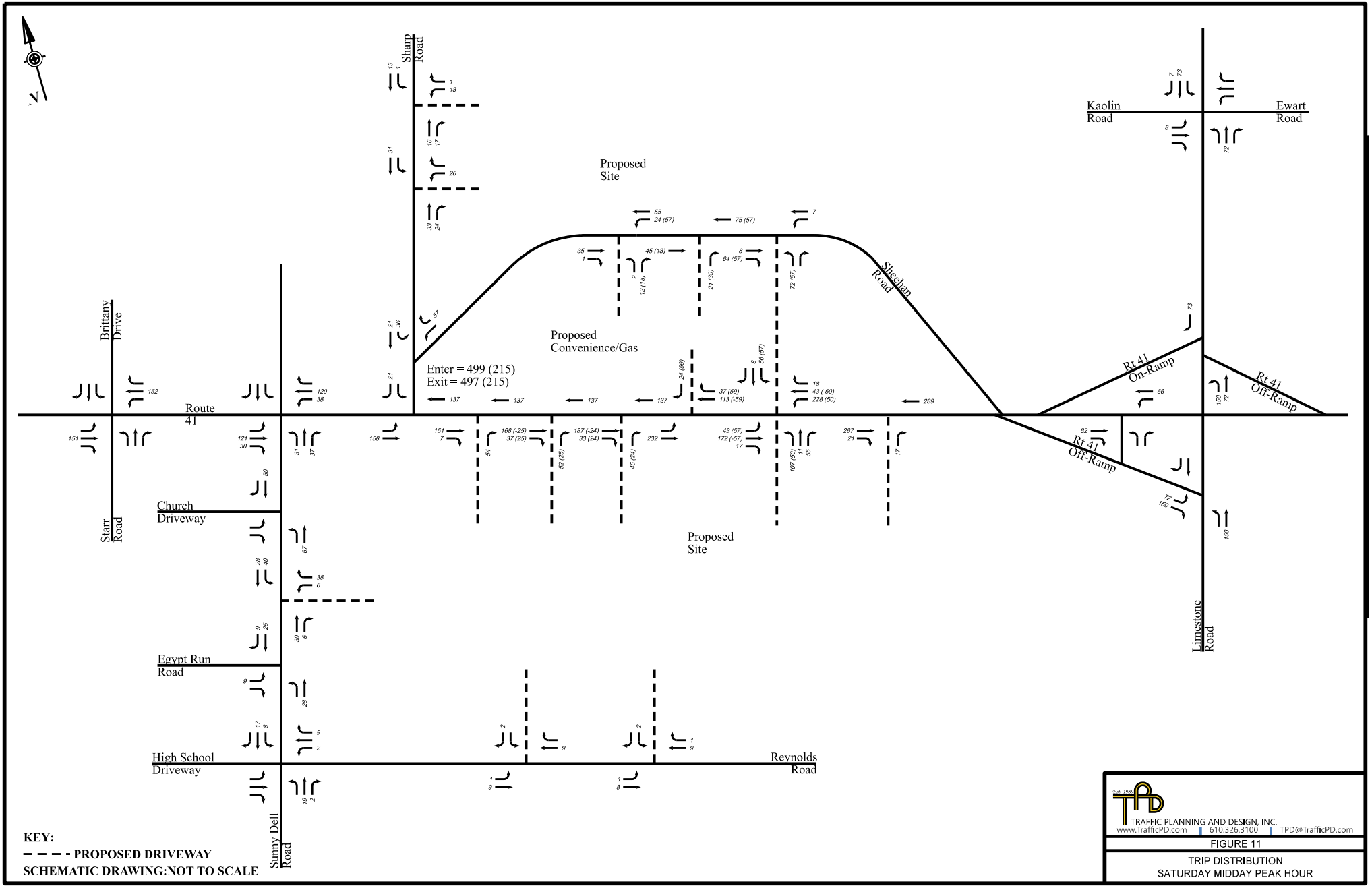

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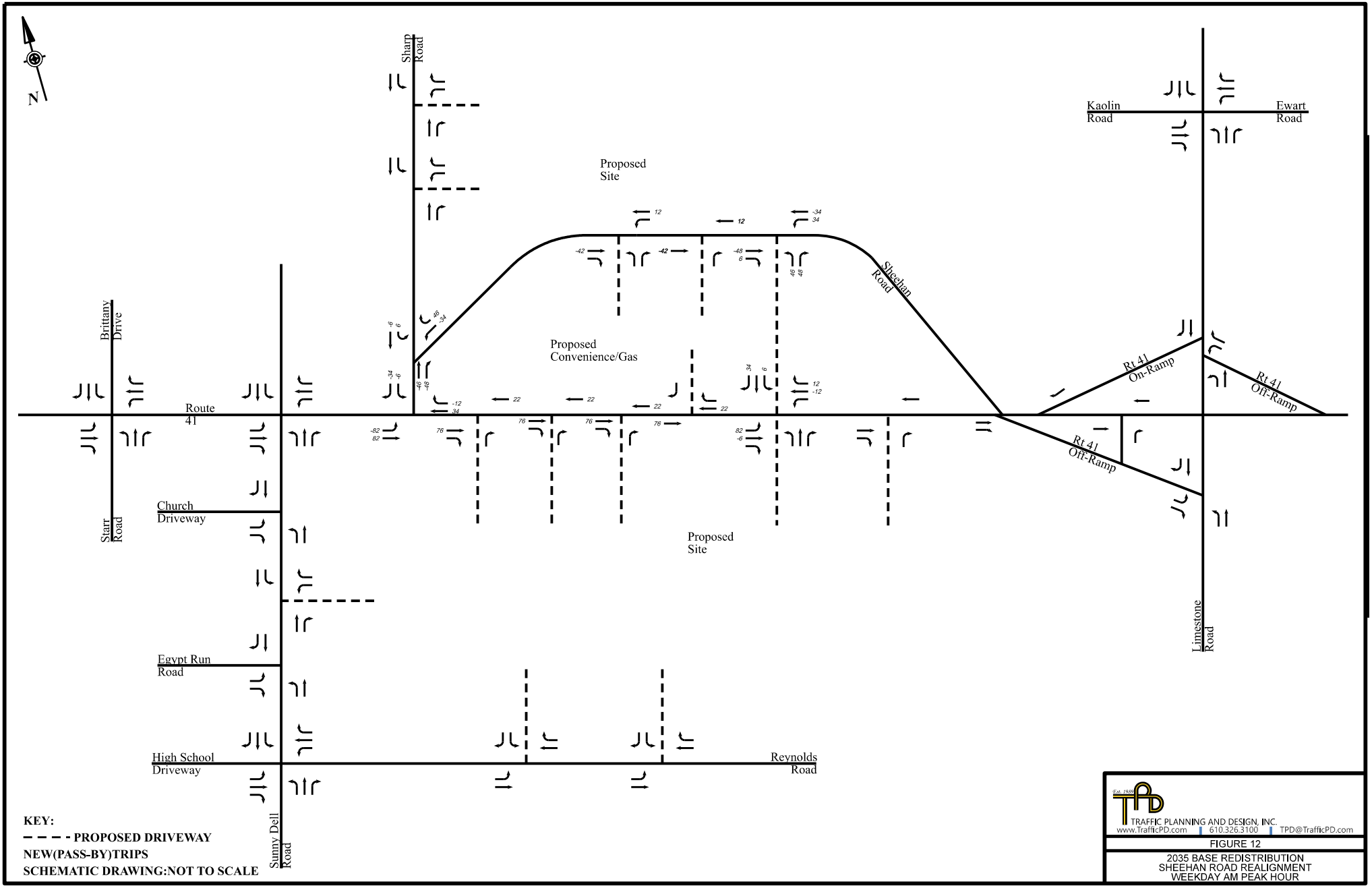
FIGURE 11

TRIP DISTRIBUTION
SATURDAY MIDDAY PEAK HOUR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Route 41
Rt 41 Off-Ramp
Church Driveway
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Proposed Site
Limestone Road
Egypt Run Road
High School Driveway
Reynolds Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
NEW(PASS-BY)TRIPS
SCHEMATIC DRAWING:NOT TO SCALE
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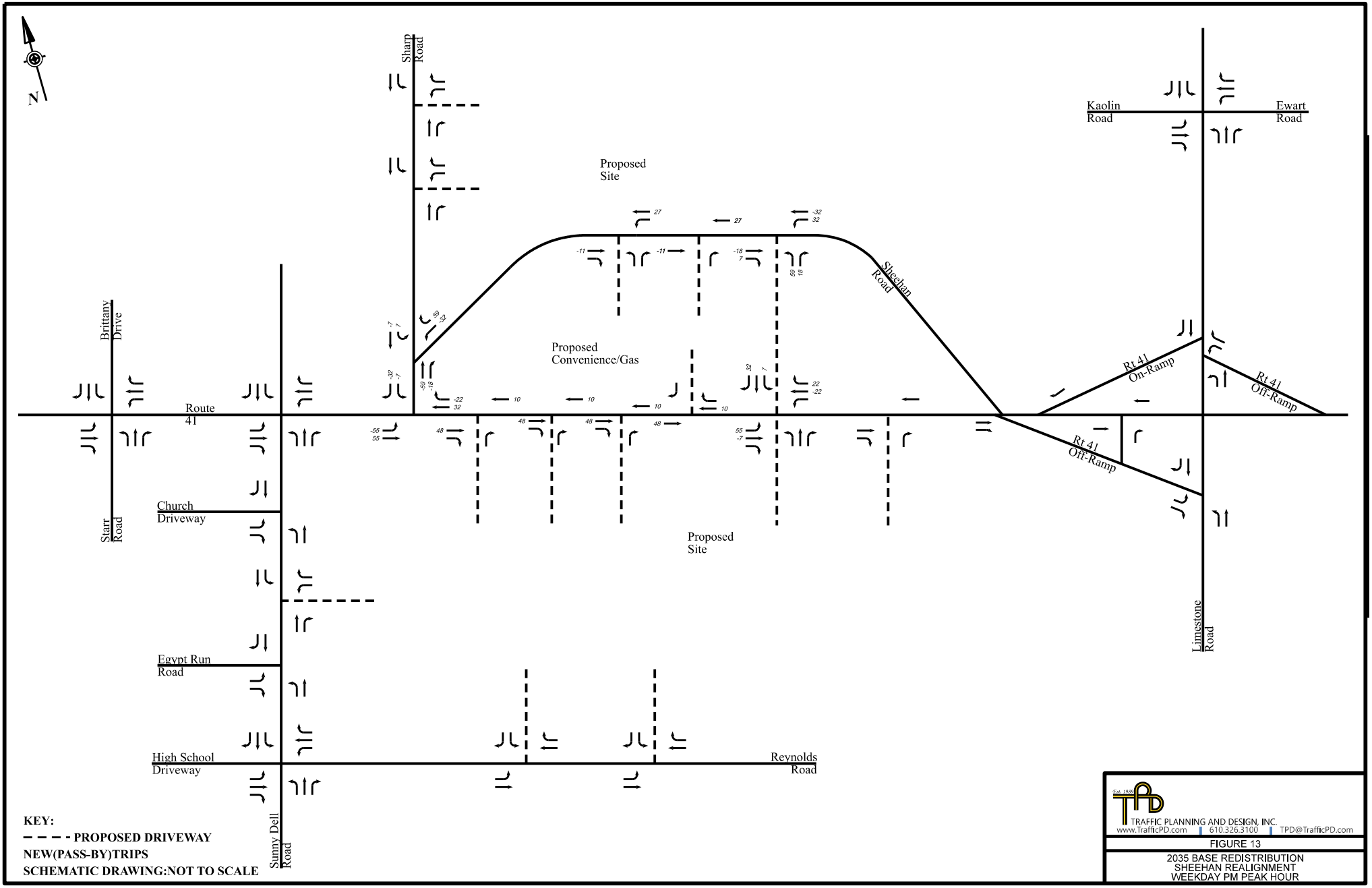
FIGURE 12
2035 BASE REDISTRIBUTION
SHEEHAN ROAD REALIGNMENT
WEEKDAY AM PEAK HOUR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High School Driveway
Reynolds Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
NEW(PASS-BY)TRIPS
SCHEMATIC DRAWING:NOT TO SCALE
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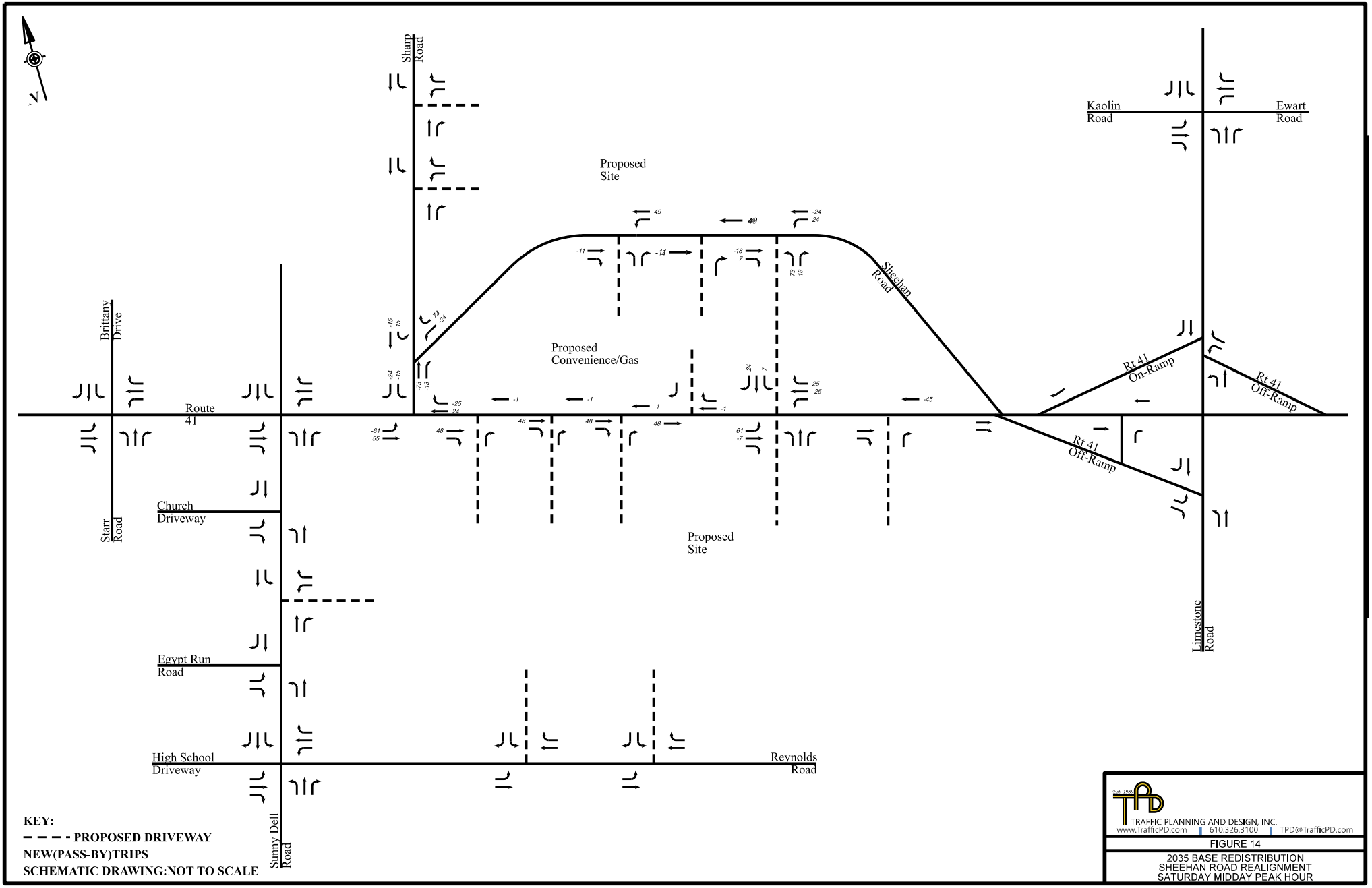
FIGURE 13
2035 BASE REDISTRIBUTION
SHEEHAN REALIGNMENT
WEEKDAY PM PEAK HOUR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Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
NEW(PASS-BY)TRIPS
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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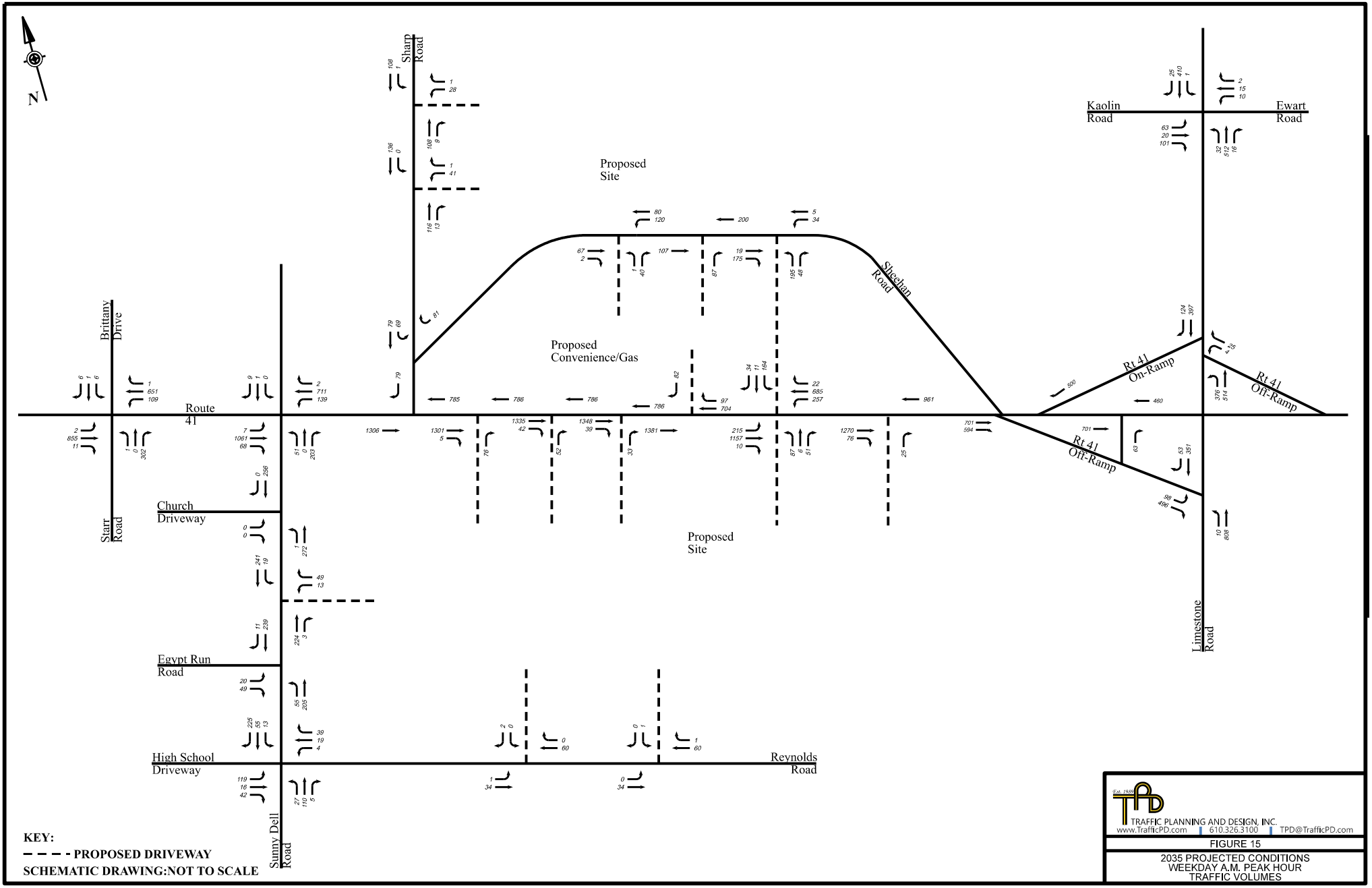
FIGURE 14
2035 BASE REDISTRIBUTION
SHEEHAN ROAD REALIGNMENT
SATURDAY MIDDAY PEAK HOUR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Proposed Site
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Limestone Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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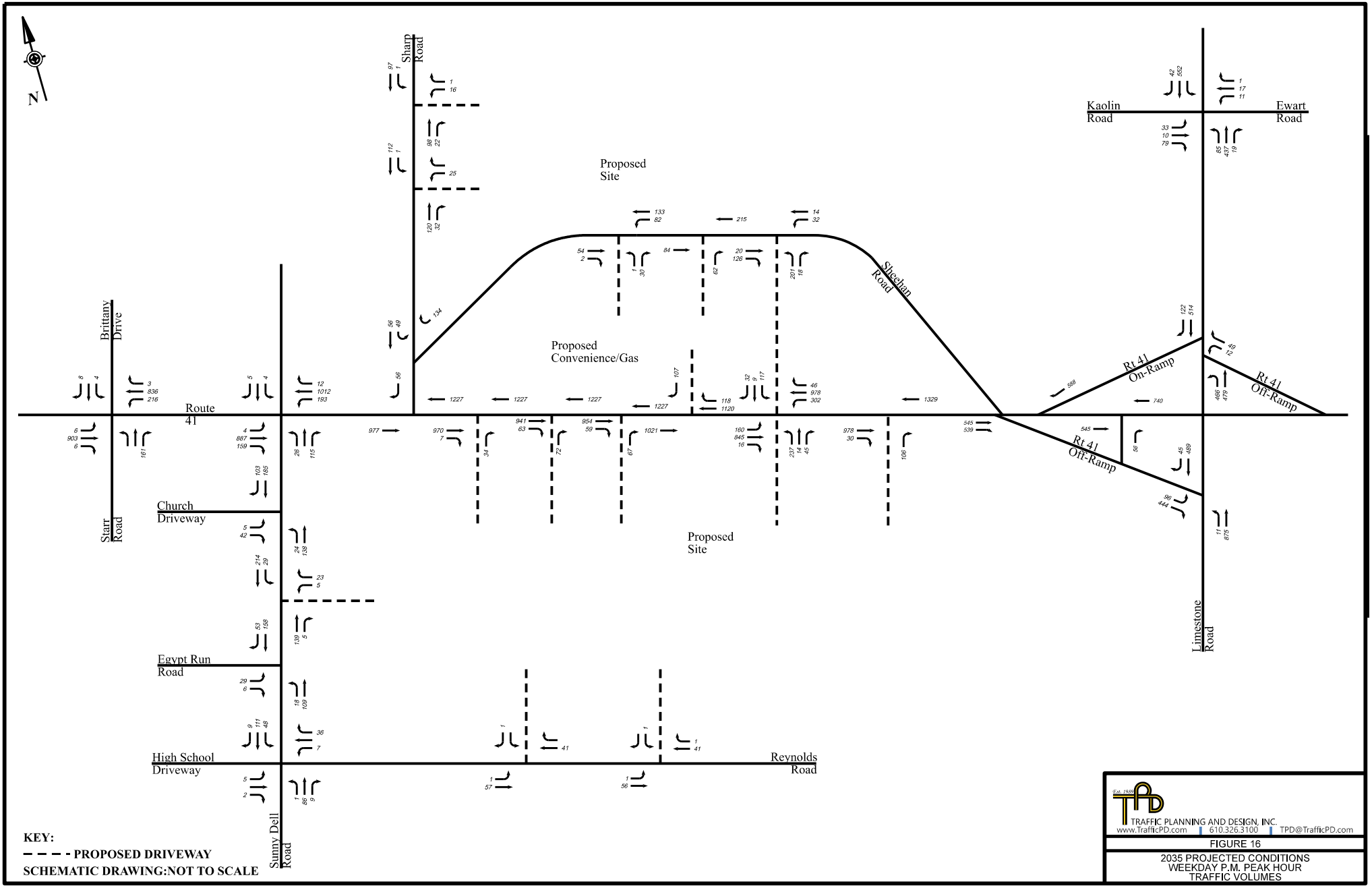
FIGURE 15
2035 PROJECTED CONDITIONS
WEEKDAY A.M. PEAK HOUR
TRAFFIC VOLUMES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Ewart Road
Sheehan Road
Brittany Drive
Proposed Convenience/Gas
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Rt 41 Off-Ramp
Rt 41 Off-Ramp
Route 41
Church Driveway
Starr Road
Proposed Site
Limestone Road
Egypt Run Road
High School Driveway
Reynolds Road
Sunny Dell Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
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TPD@TrafficPD.com
FIGURE 16
2035 PROJECTED CONDITIONS
WEEKDAY P.M. PEAK HOUR
TRAFFIC VOLUMES

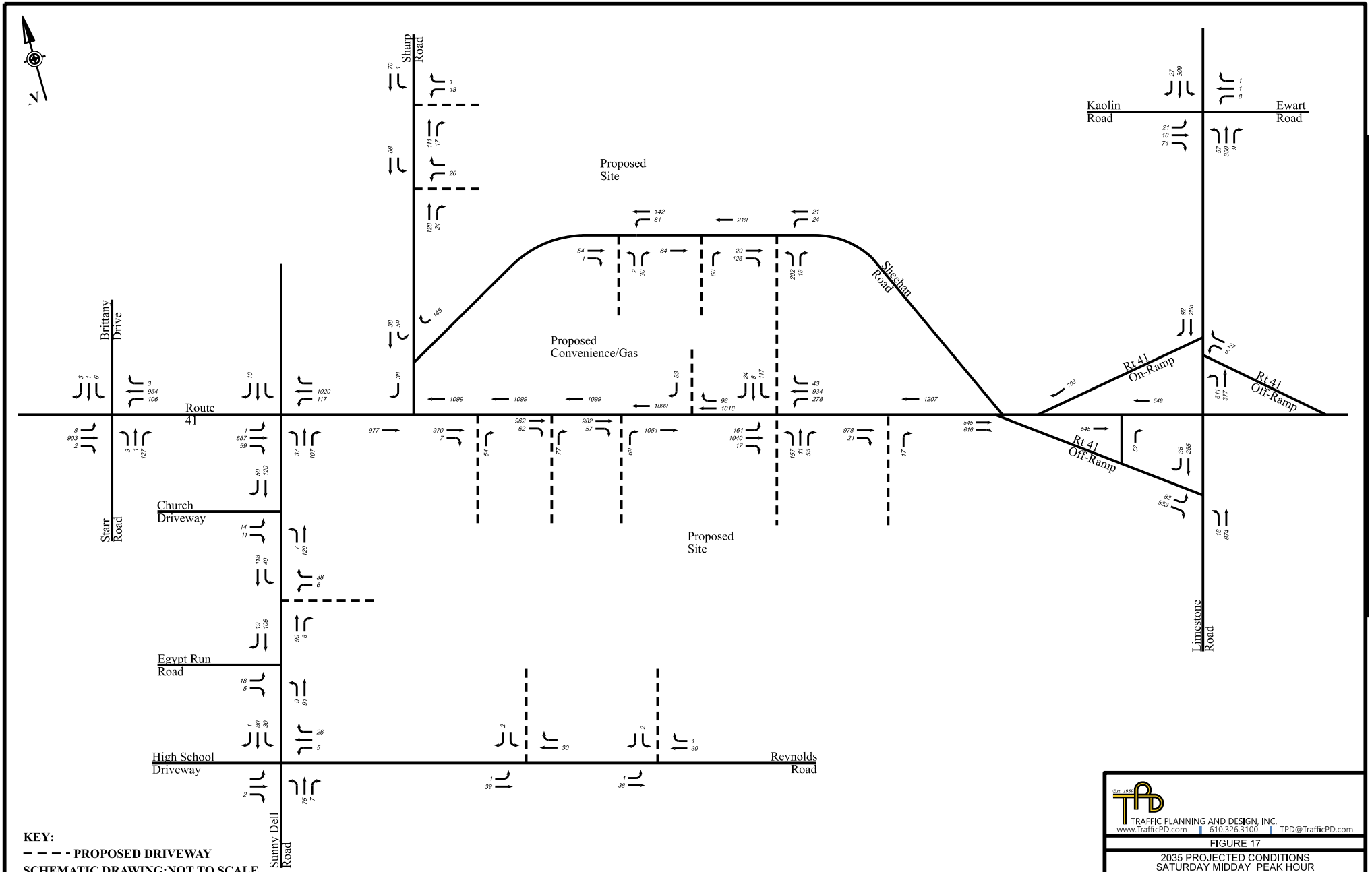
N
Sharp Road
Proposed Site
Kaolin Road
Ewart Road
Sheehan Road
Proposed Convenience/Gas
Rt 41 On-Ramp
Rt 41 Off-Ramp
Rt 41 Off-Ramp
Brittany Drive
Route 41
Starr Road
Church Driveway
Egypt Run Road
High School Driveway
Sunny Dell Road
Proposed Site
Limestone Road
Reynolds Road
KEY:
PROPOSED DRIVEWAY
SCHEMATIC DRAWING:NOT TO SCALE
TRAFFIC PLANNING AND DESIGN, INC.
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FIGURE 17
2035 PROJECTED CONDITIONS
SATURDAY MIDDAY PEAK HOUR
TRAFFIC VOLUMES

Appendix A:
Project Correspondence

Current Application - Correspondence

1025 Andrew Drive, Suite 110, West Chester, PA 19380
610.326.3100 | INFO@TPDINC.COM
WWW.TPDINC.COM

March 17, 2026

Mr. Christopher Himes, Township Manager
New Garden Township
299 Starr Road
Landenberg, PA 19350

RE: Traffic Review
White Clay Point Mixed-Use Development
New Garden Township, Chester County, PA
TPD No. SWCL.00001

Dear Mr. Himes:

This letter pertains to the proposed White Clay Point Mixed-Use development located in the vicinity of Gap Newport Pike (S.R. 0041), Sharp Road, Sheehan Road, Sunny Dell Road, and Reynolds Road in New Garden Township, Chester County, PA. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address comments contained in the November 12, 2025 review letter, prepared by Bowman (**attached**). For the discussion below, the review comments are shown in regular type, with the corresponding TPD response shown in **bold type**.

Transportation Impact Study Review

1. SALDO Section 170-20.B(10) – Based on the traffic study, the traffic improvements listed below are proposed by the applicant (the list below does not include the unsignalized site accesses). Furthermore, among the improvements listed below, those that are also contained in the Township's Act 209 Capital Improvement Program are noted as such.
    a. Route 41 Corridor
        i. Construct a second eastbound Route 41 through lane beginning west of Sunny Dell Road and ending at the off-ramp to Limestone Road (this improvement is included in the Township's Act 209 Capital Improvement Program - Development).
        ii. Construct a second westbound Route 41 through lane beginning at the westbound on-ramp from Limestone Road and ending immediately east of the Sharp Rd/Route 41 intersection (this improvement is included in the Township's Act 209 Capital Improvement Program - Development).
    b. Route 41 and Main Site Access/Sheehan Road Connection
        i. Install a traffic signal (this improvement is included in the Township's Act 209 Capital Improvement Program - Development).
        ii. Construct eastbound and westbound Route 41 left- and right-turn lanes (the left-turn lanes are included in the Township's Act 209 Capital Improvement Program - Development).
        iii. Construct a connection road between Route 41 and Sheehan Road and provide southbound dual left-turn lanes and a shared through/right-turn lane (this improvement is included in the Township's Act 209 Capital Improvement Program - Development).
        iv. Provide separate northbound left-, through, and right-turn lanes.
    c. Limestone Road and Route 41 On/Off Ramps (northern intersection)

i. Provide a northbound Limestone Road left-turn Lane

d. Limestone Road and Route 41 On/Off Ramps (southern intersections)
   i. Install a traffic signal (this improvement is included in the Township's Act 209 Capital Improvement Program – Development).
   ii. Provide a northbound Limestone Road left-turn lane.

e. Sharp Road/Sheehan Road and Route 41
   i. Realign Sharp Road to connect with Sheehan Road and modify the intersection with Route 41 to allow the right-turn movement onto Route 41 westbound only (other than allowing the right-turn movement onto Route 41 westbound, this improvement is included in the Township's Act 209 Capital Improvement Program – Development).

f. Route 41 and Sunny Dell Road
   i. Install a traffic signal (this improvement is included in the Township's Act 209 Capital Improvement Program – Pass-Through).
   ii. Construct eastbound and westbound Route 41 left-turn lanes (this improvement is included in the Township's Act 209 Capital Improvement Program – Pass-Through and Development).
   iii. Construct a channelized northbound Sunny Dell Road right-turn lane (this improvement is included in the Township's Act 209 Capital Improvement Program – Development).
   iv. Construct a second eastbound Route 41 through lane (this improvement is included in the Township's Act 209 Capital Improvement Program – Development).

Response: Please refer to the enclosed TIS for the current recommended improvements.

2. SALDO Section 170-20.B(10) – The traffic study concludes a separate eastbound Route 41 right-turn lane is warranted at the Route 41/Sunny Dell Road intersection; however, this lane is not shown on the concept plan, nor identified as a recommended improvement in the traffic study. The traffic study and concept plan should be revised to show this improvement or provide justification for the proposed improvements.

   Response: A separate eastbound Route 41 right turn lane at Sunny Dell Road is not proposed. The proposed shared thru/right lane will operate at LOS B or better during the peak hours under future build conditions. In addition, the proposed lane configuration is consistent with the prior HOP approval for the site.

3. Consistent with PennDOT's Intersection Control Evaluation Policy, provide the necessary documentation as justification for the proposed traffic signals versus roundabouts.

   Response: Intersection Control Evaluations are included with the enclosed submission.

4. Provide additional information regarding the proposed schedule for implementation of the traffic improvements.

   Response: The proposed schedule of the traffic improvements will be coordinated with PennDOT and the Township, as appropriate, as the Application advances through the Land

Development and HOP process.

5. The three proposed traffic signals must include the necessary technology as determined by the Township and PennDOT to enhance signal communications and traffic operations along the Route 41 corridor.

   Response: So noted. This will be coordinated with PennDOT and the Township as the Application advances through the HOP process.

6. SALDO Section 170-20.B(10) - Based on the results of the traffic study, the following individual turning movements at the study intersections will operate with unmitigated delays due to the added traffic from the proposed development. Please identify any improvements that may be considered to address these traffic impacts, including traffic control changes.

   a. Route 41 and Starr Road
      i. Northbound Starr Road shared left/through movement (weekday morning and Saturday midday peak hours).
      ii. Northbound Starr Road right-turn movement (weekday morning peak hour only).
      iii. Southbound Brittany Drive left-turn movement (weekday morning, weekday afternoon, and Saturday midday peak hours).
      iv. Southbound Brittany Drive right-turn movement (Saturday midday peak hour).
   b. Limestone Road and Route 41 North On/Off Ramps
      i. Westbound Route 41 off-ramp left-turn movement (weekday morning, weekday afternoon, and Saturday midday peak hours).
   c. Limestone Road and Kaolin Road/Ewart Road
      i. Westbound shared left/through/right movement (weekday afternoon peak hour).

   Response: With the proposed improvements, the study area intersections will comply with the intersection level of service requirements outlined in PennDOT's TIS Guidelines. However, please refer to the TIS for additional discussion regarding the above intersections.

7. SALDO Section 170-20.B(10) – The traffic study assumes two accesses to Reynolds Road to serve the single-family homes; however, we understand access to Reynolds Road is being removed from the plan, other than as an emergency access. We do not anticipate this change will negatively impact the traffic study results, but during the next update of the traffic study, it should be revised to reflect the correct access configurations for all aspects of the plan. The Reynolds Road emergency access should be referenced in the traffic study as it relates to the sight distance evaluation.

   Response: The access to Reynolds Road, which serves the 261 single-family homes is proposed to be emergency access only and it noted accordingly in the TIS.

8. SALDO Section 170-20.B(10) – Based on our review of the preliminary roadway improvement plan, we offer the following comments. Additional comments will follow upon review of more detailed designs as part of the land development plans and the PennDOT Highway Occupancy Permit plans.

a. The plan proposes a northbound left-turn lane along Limestone Road at both interchange intersections with Route 41. The design and feasibility of these left-turn lanes requires further review based on the narrow width of Limestone Road due to the short Route 41 bridge span. Also, the design should be reviewed further with regard to truck traffic.

Response: The proposed lane configuration and geometry at the interchange is consistent with the previous White Clay Point HOP approval. No modifications to the Route 41 bridge overpass are proposed. This will be further coordinated through the current HOP approval process.

b. We recommend the closure of Sheehan Road at its intersection with Route 41, as previously proposed in connection with the prior development of this property. The applicant should coordinate this with the Township and PennDOT.

Response: So noted. This will be coordinated with PennDOT and the Township accordantly.

c. There are two driveways on the north side of Route 41 opposite Sunny Dell Road which intersect too close to Route 41. The orientation of these driveways should be modified as part of the proposed intersection improvements in order to create greater separation from Route 41.

Response: Modifications to the noted driveways were planned under the previously approved White Clay Point HOP approval, as shown on the plans included in Appendix A of the TIS. The Applicant will coordinate the driveway modifications accordingly through the current HOP approval process.

d. It is recommended to install overhead street lighting at the modified Sharp Road intersection (right-out only) with Route 41.

Response: So noted.

e. The plans should include a multimodal (bike/pedestrian) connection between the development on the north side of Route 41 and the development on the south side of Route 41, including a crossing of Route 41. Furthermore, multimodal connections should be considered along the road frontages. The Township's 2019 Trail Prioritization Plan envisions a multi-use trail connection between the north and south sides of Route 41 in this area. The applicant should review the Township's desired multimodal connections with the Planning Commission and Board of Supervisors.

Response: Project team to provide information.

9. SALDO Section 170-31.C – As shown in Table 8, the sight distance for the eastern estates access to Reynolds Road is insufficient for the left-turn entering movement. Please verify whether this access is proposed for the project, and if so, improvements should be considered to achieve and maximize safe stopping sight distance.

Response: Driveway locations for the estate lots have not been defined. However, the study includes a sight distance evaluation along the northern end of the estates and also along the southern end of the estates. It is recommended that sight distance be further evaluated for the estate lots as driveway locations are identified.

10. SALDO Section 170-31.C – As shown in Table 5, the traffic study indicates two full-movement driveways along Sheehan Road for the proposed convenience store; however, the plan shows only one access. Please verify the proposed access configuration and update the traffic study as needed.

    Response: Please see the current site plan with two driveways to Sheehan Road for the proposed convenience store.

11. Table 24 summarizes the auxiliary turn lane analysis. This table provides the required length of the recommended turning lanes based on both one directional lane and two directional lanes along Route 41. Please explain the reason for the analysis.

    Response: The TIS has been revised to only provide the future two directional lanes along Route 41.

12. The traffic study includes traffic signal warrant analysis based on the Manual on Uniform Traffic Control Devices (MUTCD) Warrant 3 – Peak Hour for the intersections of Route 41/Sunny Dell Road, Route 41/Main Site Access, and Route 41 Ramps/Limestone Road (southern intersection). We do not disagree with the recommendation for these traffic signals; however, as part of the traffic signal design, the signal warrant analysis should be updated to also include at least the Four-Hour Warrant.

    Response: The TIS has been updated accordingly.

13. SALDO Sections 170-31.B(1)(c), 170-31.B(1)(d), and 170-31.B(1)(f) – The previous land development plans included a waiver request from these sections of the ordinance which require access be limited to the lower classification roads of Sheehan Road and Sunny Dell Road, rather than to Route 41, unless clearly impractical. Based on our review, we generally agree with the proposed site access configuration. However, the applicant proposes four unsignalized, right-in/right-out driveways along the south side of Route 41, which we believe may be excessive to serve the site. Therefore, in the interest of potentially consolidating access along the busy Route 41 corridor, please re-evaluate the need for these accesses based on traffic operations. Furthermore, since Route 41 is a state road, PennDOT will ultimately review and approve the access configuration along Route 41. Final review of the access configuration and the waiver request should be deferred until further review of the access needs by the applicant based on traffic operations, and PennDOT review.

    Response: So noted.

14. The traffic study should evaluate the need for auxiliary turn lanes at the internal Road E/Road F intersection.

    Response: The revised TIS included the requested evaluation.

15. The development is located within the Township's Transportation Service Area relative to the Act 209 Transportation Impact Fee. The Township should review the applicability of the Transportation Impact Fee in light of the settlement agreement and the proposed traffic improvements.

    Response: So noted.

If you have any questions, or require any additional information, please feel free to contact us.

Sincerely,
TPD

Guido W. DiMartino, P.E.
Regional Leader – Transportation Planning

Attachment: 11/12/25 Bowman Review Letter

cc: Project Team
TPD File

Bowman

November 12, 2025

Mr. Christopher Himes, Township Manager
New Garden Township
299 Starr Road
Landenberg, PA 19350

RE: Traffic Review
White Clay Point Mixed-Use Development
New Garden Township, Chester County
Bowman Project No. 310010-25-004

Dear Mr. Himes:

Bowman completed a traffic review of the proposed White Clay Point mixed-use development located in the vicinity of Gap Newport Pike (S.R. 0041), Sharp Road, Sheehan Road, Sunny Dell Road and Reynolds Road. The development consists of 622 residential units, 121,557 square feet of retail space (including a convenience store with gas pumps and a grocery store), 85,000 square feet of medical office space, and a parcel which will be used for a future farmers market. Access to the site is proposed along S.R. 0041, Sheehan Road, Sharp Road, Sunny Dell Road, and Reynolds Road, as well as connections to the Township's New Garden Hills Park. Our review is based on the following documents.

- *White Clay Point Transportation Impact Study,* prepared by TPD, dated November 7, 2025.
- *White Clay Point Preliminary Roadway Improvement Plan,* prepared by TPD, dated October 30, 2025.

Based on our review of the transportation impact study and preliminary road improvement plan, we offer the following comments. Furthermore, our office previously completed a separate review of the land development plans as summarized in a letter dated July 18, 2025. The July 18, 2025 comments have not yet been addressed.

1. SALDO Section 170-20.B(10) – Based on the traffic study, the traffic improvements listed below are proposed by the applicant (the list below does not include the unsignalized site accesses). Furthermore, among the improvements listed below, those that are also contained in the Township's Act 209 Capital Improvement Program are noted as such.

    a. Route 41 Corridor
        i. Construct a second eastbound Route 41 through lane beginning west of Sunny Dell Road and ending at the off-ramp to Limestone Road **(this improvement is included in the Township's Act 209 Capital Improvement Program - Development)**.
        ii. Construct a second westbound Route 41 through lane beginning at the westbound on-ramp from Limestone Road and ending immediately east of the Sharp Rd/Route 41 intersection **(this improvement is included in the Township's Act 209 Capital Improvement Program - Development)**.

b. Route 41 and Main Site Access/Sheehan Road Connection
    i. Install a traffic signal **(this improvement is included in the Township's Act 209 Capital Improvement Program - Development)**.
    ii. Construct eastbound and westbound Route 41 left- and right-turn lanes **(the left-turn lanes are included in the Township's Act 209 Capital Improvement Program - Development)**.
    iii. Construct a connection road between Route 41 and Sheehan Road and provide southbound dual left-turn lanes and a shared through/right-turn lane **(this improvement is included in the Township's Act 209 Capital Improvement Program - Development)**.
    iv. Provide separate northbound left-, through, and right-turn lanes.

c. Limestone Road and Route 41 On/Off Ramps (northern intersection)
    i. Provide a northbound Limestone Road left-turn lane.

d. Limestone Road and Route 41 On/Off Ramps (southern intersection)
    i. Install a traffic signal **(this improvement is included in the Township's Act 209 Capital Improvement Program – Development)**.
    ii. Provide a northbound Limestone Road left-turn lane.

e. Sharp Road/Sheehan Road and Route 41
    i. Realign Sharp Road to connect with Sheehan Road and modify the intersection with Route 41 to allow the right-turn movement onto Route 41 westbound only **(other than allowing the right-turn movement onto Route 41 westbound, this improvement is included in the Township's Act 209 Capital Improvement Program – Development)**.

f. Route 41 and Sunny Dell Road
    i. Install a traffic signal **(this improvement is included in the Township's Act 209 Capital Improvement Program – Pass-Through)**.
    ii. Construct eastbound and westbound Route 41 left-turn lanes **(this improvement is included in the Township's Act 209 Capital Improvement Program – Pass-Through and Development)**.
    iii. Construct a channelized northbound Sunny Dell Road right-turn lane **(this improvement is included in the Township's Act 209 Capital Improvement Program – Development)**.
    iv. Construct a second eastbound Route 41 through lane **(this improvement is included in the Township's Act 209 Capital Improvement Program – Development)**.

2. SALDO Section 170-20.B(10) – The traffic study concludes a separate eastbound Route 41 right-turn lane is warranted at the Route 41/Sunny Dell Road intersection; however, this lane is not shown on the concept plan, nor identified as a recommended improvement in the traffic study. The traffic study and concept plan should be revised to show this improvement or provide justification for the proposed improvements.

3. Consistent with PennDOT's Intersection Control Evaluation Policy, provide the necessary documentation as justification for the proposed traffic signals versus roundabouts.

4. Provide additional information regarding the proposed schedule for implementation of the traffic improvements.

5. The three proposed traffic signals must include the necessary technology as determined by the Township and PennDOT to enhance signal communications and traffic operations along the Route 41 corridor.

6. SALDO Section 170-20.B(10) - Based on the results of the traffic study, the following individual turning movements at the study intersections will operate with unmitigated delays due to the added traffic from the proposed development. Please identify any improvements that may be considered to address these traffic impacts, including traffic control changes.

    a. Route 41 and Starr Road
        i. Northbound Starr Road shared left/through movement (weekday morning and Saturday midday peak hours).
        ii. Northbound Starr Road right-turn movement (weekday morning peak hour only).
        iii. Southbound Brittany Drive left-turn movement (weekday morning, weekday afternoon, and Saturday midday peak hours).
        iv. Southbound Brittany Drive right-turn movement (Saturday midday peak hour).

    b. Limestone Road and Route 41 North On/Off Ramps
        i. Westbound Route 41 off-ramp left-turn movement (weekday morning, weekday afternoon, and Saturday midday peak hours).

    c. Limestone Road and Kaolin Road/Ewart Road
        i. Westbound shared left/through/right movement (weekday afternoon peak hour).

7. SALDO Section 170-20.B(10) – The traffic study assumes two accesses to Reynolds Road to serve the single-family homes; however, we understand access to Reynolds Road is being removed from the plan, other than as an emergency access. We do not anticipate this change will negatively impact the traffic study results, but during the next update of the traffic study, it should be revised to reflect the correct access configurations for all aspects of the plan. The Reynolds Road emergency access should be referenced in the traffic study as it relates to the sight distance evaluation.

8. SALDO Section 170-20.B(10) – Based on our review of the preliminary roadway improvement plan, we offer the following comments. Additional comments will follow upon review of more detailed designs as part of the land development plans and the PennDOT Highway Occupancy Permit plans.

a. The plan proposes a northbound left-turn lane along Limestone Road at both interchange intersections with Route 41. The design and feasibility of these left-turn lanes requires further review based on the narrow width of Limestone Road due to the short Route 41 bridge span. Also, the design should be reviewed further with regard to truck traffic.

b. We recommend the closure of Sheehan Road at its intersection with Route 41, as previously proposed in connection with the prior development of this property. The applicant should coordinate this with the Township and PennDOT.

c. There are two driveways on the north side of Route 41 opposite Sunny Dell Road which intersect too close to Route 41. The orientation of these driveways should be modified as part of the proposed intersection improvements in order to create greater separation from Route 41.

d. It is recommended to install overhead street lighting at the modified Sharp Road intersection (right-out only) with Route 41.

e. The plans should include a multimodal (bike/pedestrian) connection between the development on the north side of Route 41 and the development on the south side of Route 41, including a crossing of Route 41. Furthermore, multimodal connections should be considered along the road frontages. The Township's *2019 Trail Prioritization Plan* envisions a multi-use trail connection between the north and south sides of Route 41 in this area. The applicant should review the Township's desired multimodal connections with the Planning Commission and Board of Supervisors.

9. SALDO Section 170-31.C – As shown in Table 8, the sight distance for the eastern estates access to Reynolds Road is insufficient for the left-turn entering movement. Please verify whether this access is proposed for the project, and if so, improvements should be considered to achieve and maximize safe stopping sight distance.

10. SALDO Section 170-31.C – As shown in Table 5, the traffic study indicates two full-movement driveways along Sheehan Road for the proposed convenience store; however, the plan shows only one access. Please verify the proposed access configuration and update the traffic study as needed.

11. Table 24 summarizes the auxiliary turn lane analysis. This table provides the required length of the recommended turning lanes based on both one directional lane and two directional lanes along Route 41. Please explain the reason for the analysis.

12. The traffic study includes traffic signal warrant analysis based on the *Manual on Uniform Traffic Control Devices (MUTCD)* Warrant 3 – Peak Hour for the intersections of Route 41/Sunny Dell Road, Route 41/Main Site Access, and Route 41 Ramps/Limestone Road (southern intersection). We do not disagree with the recommendation for these traffic

signals; however, as part of the traffic signal design, the signal warrant analysis should be updated to also include at least the Four-Hour Warrant.

13. SALDO Sections 170-31.B(1)(c), 170-31.B(1)(d), and 170-31.B(1)(f) – The previous land development plans included a waiver request from these sections of the ordinance which require access be limited to the lower classification roads of Sheehan Road and Sunny Dell Road, rather than to Route 41, unless clearly impractical. Based on our review, we generally agree with the proposed site access configuration. However, the applicant proposes four unsignalized, right-in/right-out driveways along the south side of Route 41, which we believe may be excessive to serve the site. Therefore, in the interest of potentially consolidating access along the busy Route 41 corridor, please re-evaluate the need for these accesses based on traffic operations. Furthermore, since Route 41 is a state road, PennDOT will ultimately review and approve the access configuration along Route 41. Final review of the access configuration and the waiver request should be deferred until further review of the access needs by the applicant based on traffic operations, and PennDOT review.

14. The traffic study should evaluate the need for auxiliary turn lanes at the internal Road E/Road F intersection.

15. The development is located within the Township's Transportation Service Area relative to the Act 209 Transportation Impact Fee. The Township should review the applicability of the Transportation Impact Fee in light of the settlement agreement and the proposed traffic improvements.

Upon resubmission, the applicant's engineer should compose a response letter that describes how each comment has been addressed and where any plan and/or report revisions are located. Additional comments may follow upon receipt of future submissions.

If there are any questions, please do not hesitate to contact our office.

Sincerely,

Christopher J. Williams, P.E.
Vice President & Regional Manager – Mid-Atlantic

CJW/JDG

cc: Kenny Reed, New Garden Township, Director of Public Works
Robert Weer, Director of Community Development and Safety
Winifred M. Sebastian, Lamb McErlane, PC
Nate Cline, P.E., Pennoni Associates, Inc.
Ryan Humphrey, Stonewall, LLC
Gregg I. Adelman, Esq., Kaplin Stewart
Guy DiMartino, P.E., TPD

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EPS 287695 - Correspondence

MEETING MINUTES

Meeting Date: January 17, 2023 Meeting Location: Virtual via Microsoft Teams

Purpose for Meeting: White Clay Point PennDOT/Township Meeting (EPS# 287695)

Attendees:
Jacob Lutz, *PennDOT*
Paul Lutz, *PennDOT*
Fran Hanney, *PennDOT (limited attendance at meeting)*
Margo Wolfgang, *PennDOT*
Scott Burton, *PennDOT*
John Otten, *PennDOT*
Andy Parker, *McCormick Taylor (on behalf of PennDOT)*
Kenny Reed, *New Garden Township*
Steve Allaband, *New Garden Township*
Chris Williams, *McMahon Associates (on behalf of New Garden Township)*
Jeff Gehman, *McMahon Associates (on behalf of New Garden Township)*
Navid Moshtaghi, *M Capital Partners (Applicant)*
Bill Romanelli, *Wilkinson Homes (Applicant)*
Brett MacKay, *Chester Valley Engineers (CVE)*
Neal Camens, *Chester Valley Engineers (CVE)*
Guy DiMartino, *Traffic Planning & Design (TPD)*
Shelby Lynch, *TPD*

Shelby Lynch of TPD has prepared these minutes for your review/approval. Please respond within 5 business days if you have any edits/clarifications. Thank you.

Notes from meeting:

1. TPD opened the meeting stating that the purpose of the meeting was to discusses a number of the review comments in PennDOT's 10/26/22 letter, and McMahon's 11/21/22 letter.

The following comments/discussion are related to the PennDOT Review Letter.

2. PennDOT TIS Comment 1.a – TPD shared a marked-up site plan depicting the right-in/right-out easternmost driveway relocated approximately 245-feet further east than previously depicted. PennDOT agreed with the modification and indicated that it would satisfy the comment and that it should remain right-in/right-out.

3. PennDOT TIS Comment 1.b - The following discussion pertains to the access immediately west of the main signalized access and the comment to requesting the eliminate the westbound left in movement due to eastbound queueing at the main signalized access.

- TPD noted that the eastbound queues at the main signalized access are not anticipated to extend to the driveway in question, however the driveway can be relocated approximately 275-feet to the west. With this change, the eastbound left turn lane approaching the signal would be extended while continuing to provide left-in access to the unsignalized intersection.
  - After some discussion, it was agreed by PennDOT and the Township that the proposed new location to the west was satisfactory to permit entering left turns from Route 41, so that the driveway permits right-in/left-in/right-out movements. PennDOT suggested that with the driveway moved to the west, the eastbound left-turn lane at the main signalized access should be extended/maximized.
- The left-in discussion from Route 41 led to a discussion for the proposed left-in movement from westbound Route 41 to the proposed daycare use (Pad A).
  - The revised TIS should evaluate the proposed left-in movement further, including the length of the left turn needed on westbound Route 41 approaching Sunny Dell Road, the operations on the Route 41/Sunny Dell Road intersection without the left-in movement to Pad A, and the internal operations/queuing so that it does not impact Route 41.

4. PennDOT TIS Comment 1.c - The following discussion pertains to signal warrants, phasing, interim plans and improvements.
   - TPD noted that the development team is interested in phasing some improvements but have not yet identified phasing. Once consensus is reached on overall required improvements, phasing will be evaluated if it will benefit the project.
     - PennDOT stated that they will require a phasing condition statement including what improvements are required and when/how they will be triggered.
     - The Township stated they are very interested in the signal at Sunny Dell Road/Rt 41 as soon as possible due to the nearby school and turning traffic at the intersection. As such, the Township would like to see the signal to be provided during Phase 1 or as early as possible. PennDOT will support this request but may want to see additional improvements in Phase 1.

5. PennDOT TIS Comment 2.e - The following discussion pertains to off-site intersection improvements at the Limestone Road interchange and the Starr Road/Rt 41 intersection. The discussion also included additional off-site intersections included in the McMahon review.
   - TPD stated that the proposed site generated less than half the traffic of the former PREIT plan. The LOS in the submitted TIS satisfy PennDOT's LOS criteria, so no improvements were identified at the intersections (i.e. 4 intersection noted below).
   - TPD noted that the previous settlement agreement, which required specific improvements and contributions for improvements, is no long part of the current application.
   - Limestone Road Interchange
     - PennDOT wants the applicant to evaluate the interchange including capacity, speeds and safety.
     - McMahon had comments on specific movements (i.e. ramps) at the interchange.
     - The Applicant may not be totally responsible for improvements at the interchange, but improvements are needed. A contribution towards improvements from the Applicant may be needed.
       - The traffic study should identify what improvements would mitigate delays, but a coordinated effort will be required to ultimately address the

improvements. Once required off-site improvements are identified, who is responsible for those improvements can be determined.

- Rt 41/Starr Road
  - TPD noted that the settlement agreement included contribution for signalization. However, volumes are not close to satisfying warrants due to the heavy right turn volume from Starr Road, and limited left turn volume from the Starr Road.
  - The Brittany Hill development previously contributed towards a future traffic signal at this intersection.
- Limestone Road/Ewart Road/Kaolin Road
  - The former settlement agreement included contribution towards a future roundabout.
- Sunny Dell Road/Reynolds Road/Elementary School Driveway
  - Side street delay during the morning school peak. The applicant will look at the intersection when the TIS is resubmitted to determine what improvements would mitigate delays.
- McMahon requested that a narrative be provided for each of the above 4 intersections noting what improvements would enhance the operations.

6. PennDOT TIS Comment 2.g is related to the existing Sharp Road intersection with Route 41.
   - TPD noted that the Applicant is open to maintaining the existing Sharp Road intersection with Route 41 to act as a one-way "slip-ramp" to serve right turns onto Route 41 only, but needs a consensus from PennDOT and the Township.
   - PennDOT and the Township are in support of providing this slip-ramp.

7. PennDOT TIS Comment 2.i is related to closing the Sheehan Road intersection with Route 41.
   - This was previously proposed under the PREIT plan and will required coordination with all parties.
   - TPD noted that the Applicant willing to close the Sheehan Road connection, but needs a consensus from PennDOT and the Township.
   - PennDOT and the Township are in support of the closure.

8. PennDOT TIS Comment 3.m pertains to the Rt 41 and Sunny Dell Road intersection.
   - TPD noted that the previously planned improvements included consolidation of the driveways, and the driveways on the northern leg were planned to be realigned with signalization of the intersection
   - All ROW for the previous roadway improvements were obtained and recorded. Prior agreements/easements with any impacted property owners can be explored further.

9. PennDOT ADA Comment 1 pertains to ADA compliance and trail connections.
   - CVE prepared the plans and will provide ADA compliance for all pedestrian connections. The plan will ultimately be updated to reflect the current proposed site layout.
   - PennDOT noted that there is a specific interest with connected the convenience store with gas to the proposed apartments on the opposite sides of Route 41.

The following comments/discussion are related to the McMahon/Township Review Letter

10. McMahon Comment 3 pertains to a roundabout evaluation at Route 41/Sunny Dell Road intersection.
    - TPD evaluated a roundabout at this intersection and found that a multi-land roundabout could provide adequate levels of service. However, all ROW is in place already to facilitate signal.
    - Additional ROW would be required for roundabout, as well as possible grading challenges.
    - TPD noted that a multi-lane roundabout was also evaluated at the main site driveway intersection to Route 41 (to the east of Sunny Dell Rd), and found the roundabout will not work from a capacity perspective.
    - It was noted that a potential roundabout (at Sunny Dell Rd) and adjacent signalized intersection could cause driver confusion, especially with the presence of the school being served off of Sunny Dell Road.
    - Based on the above discussion, all parties prefer a traffic signal at the intersection.

11. McMahon Comment 3 pertains to the St. Anthony's in the Hills property.
    - The Applicant is proposing an internal connection to St. Anthony's and will continue coordination with Township.
    - The Township wants to see this connection implemented early in the phases of the project.

12. Additional comment: McMahon noted that it would be helpful for the Applicant to note the proposed/anticipated land uses on the concept plan.

November 21, 2022

Mr. John Granger, Interim Township Manager
New Garden Township
299 Starr Road
Landenberg, PA 19350

RE: Traffic Engineering Review
White Clay Point Mixed-Use Development
New Garden Township, Chester County
McMahon Project No. 820152.11

Dear Mr. Granger:

McMahon Associates, Inc. completed a review of the proposed mixed-use development located on both sides of Gap Newport Pike (S.R. 0041) in the vicinity of Sunny Dell Road, Sheehan Road and Limestone Road. The site is proposed for 108,200 square feet of retail space (including a grocery store, a pharmacy, a bank, and several restaurants), a 19,200 square-foot medical office building, a 5,000 square-foot convenience store with 12 fueling positions, 95 single family homes, 96 townhomes, 190 apartments, and 87 single family senior adult homes. Access to the site will be provided via a new signalized intersection along Gap Newport Pike, as well as multiple unsignalized site access locations along Gap Newport Pike, Sharp Road, Sunny Dell Road, and Sheehan Road. Our review is based on the following documents.

- *White Clay Point Transportation Impact Study,* prepared by Traffic Planning and Design, Inc., dated September 23, 2022.
- *White Clay Point Preliminary Roadway Improvement Plan* prepared by Traffic Planning and Design, Inc., dated September 23, 2022.

Based on our review of the above documents, we offer the following comments.

Based on the traffic study, the following improvements are proposed as part of the development:

1. Route 41
    a. Provide a second through lane southbound between the north side of Sunny Dell Road and terminate this lane as a drop-off lane at the Limestone Road interchange off-ramp.
    b. Provide a second through lane northbound starting at the Limestone Road on-ramp; continue this lane through the main site access signalized intersection and terminate this lane south of Sunny Dell Road.
2. Route 41 and Sharp Road/Sheehan Road
    a. Close this intersection and realign Sharp Road and Sheehan Road as a continuous through road, which will connect with Route 41 at the new signalized intersection further south.
3. Route 41 and Sunny Dell Road
    a. Widen Route 41 for southbound and northbound left-turn lanes.
    b. Widen southbound Route 41 for a second through lane.
    c. Widen Sunny Dell Road for a shared through/left-turn lane and a separate right-turn lane.

835 Springdale Drive, Suite 200, Exton, PA 19341
P: 610.594.9995
mcmahonassociates.com | bowman.com

d. Install a traffic signal.

4. Route 41 and Main Access/Realigned Sharp Road/Sheehan Road
    a. Widen Route 41 for separate southbound and northbound left- and right-turn lanes.
    b. Widen Route 41 for an additional southbound and northbound through lane.
    c. Provide separate left-, through, and right-turn lanes on the site access approach.
    d. Provide a new stub road to connect between Route 41 and Sheehan Road and provide separate left-, through, and right-turn lanes on the approach to Route 41.
    e. Install a traffic signal.
5. Additional Unsignalized Accesses
    a. Sunny Dell Road
        i. Southern Residential Access (full movement)
        ii. Northern Retail/Residential (full-movement, opposite Church Access)
            1. Widen Sunny Dell Road for separate left-turn lanes in both directions.
    b. Sheehan Road
        i. Convenience Store Access (full movement) located south of the Sheehan Road stub road connection to Route 41
        ii. Right-in Access along the Sheehan Road stub road connection to Route 41
    c. Sharp Road
        i. Two full-movement accesses serving the age-restricted portion of the development.
    d. Route 41
        i. Right-in/Right-out/Left-in Access south of Sunny Dell Road
            1. Widen Route 41 for a southbound right-turn lane
            2. Widen Route 41 for a northbound left-turn lane
        ii. Right-in/Right-out/Left-in Access north of the main signalized site access
            1. Widen Route 41 for a southbound right-turn lane
            2. Widen Route 41 for a northbound left-turn lane
        iii. Convenience Store Right-in/Right-out Access south of the main signalized site access
            1. Widen Route 41 for a northbound right-turn lane
        iv. Right-in/Right-out Access south of the main signalized site access
            1. Widen Route 41 for a southbound right-turn lane
        v. Right-in/Right-out Access north of the Limestone Road interchange
            1. Widen Route 41 for a southbound right-turn lane

1. Based on the results of the traffic study, each of the study intersections meet PennDOT's level-of-service mitigation criteria; however, there are several unsignalized intersections where the side street approaches will operate with significant delay increases with the traffic generated by the site. The study should identify improvements at the following intersections to mitigate the side street delay increases:
    a. Limestone Road and Northern Route 41 Ramps
    b. Limestone Road and Southern Route 41 Ramps
    c. Route 41 and Starr Road/Brittany Drive
    d. Limestone Road and Kaolin Road/Ewart Road
    e. Sunny Dell Road and Reynolds Road/Kennett Elementary School Site Access

2. The traffic study does not provide mitigation improvements for the intersections listed in comment 2. However, Appendix H of the traffic study includes a previous version of the roadway improvements plan which includes intersection improvements, such as signalization of the Limestone Road/Route 41 Southbound Ramps intersection, installation of a northbound Limestone Road left-turn lane at the Limestone Road/Route 41 Northbound Ramps intersection, and installation of a traffic signal at the Route 41/Starr Road/Brittany Lane intersection. We recommend these improvements should be explored to mitigate the impact of the proposed development, and we recommend a meeting with the applicant and PennDOT to discuss this matter, as well as other traffic matters associated with this development.

3. The traffic study evaluates a future year of 2033, and there is no information provided as to whether this is the build-out year of the development, or the PennDOT design year of the development. Furthermore, due to the scope of the proposed development, we question whether the site will be constructed in phases. As such, the study should be updated to state the build-out year of the development, as well as any proposed phasing of the on-site development or roadway improvements, and analysis of each of these conditions should be provided.

4. The traffic study includes an evaluation of roundabouts at the Route 41/Sunny Dell Road and Route 41/Main Site Access/Realigned Sheehan Road intersections. Based on this analysis, the intersection of Route 41 and Sunny Dell Road operates acceptably as a multi-lane roundabout; however, the intersection of Route 41 and Main Site Access/Realigned Sheehan Road operates with delay on the northbound Route 41 approach to the intersection. Furthermore, the applicant indicates that a roundabout at the Route 41/Sunny Dell Road intersection will require more right-of-way and grading impacts than traditional signalized intersection improvements. If there is interest by PennDOT and the Township to further explore the feasibility of a roundabout at this intersection, then we recommend the applicant prepare a sketch showing a potential multi-lane roundabout at the Route 41/Sunny Dell Road intersection. We recommend a meeting with the applicant and PennDOT to discuss this matter, as well as other traffic matters associated with this development.

5. The plans show a connection between the site and the Township's proposed park located to the south of the subject property on the former St. Anthony's in the Hills property. Our office strongly supports this connection, since it will allow traffic generated by the future park to access Route 41 via a traffic signal. Please coordinate with the Township as to the timing for construction of this access to the park. We recommend this connection should be completed in the early phases of the development.

6. Please revise the trip generation for the proposed Wawa during the Saturday midday peak hour to use the store size independent variable.

7. The applicant should provide a more-detailed site plan, which clearly shows the size and land use associated with each of the buildings, as well as other features, such the presence of drive-through facilities, and fueling positions, in order to verify the trip generation of the proposed site.

8. The applicant's engineer should submit the Synchro files used to complete the analysis as part of the next submission.

9. Previous plans for the site included eliminating the eastern Sheehan Road intersection with Route 41 in the vicinity of the Limestone Road/Route 41 intersection. The traffic study recommends the applicant coordinate with the Township and PennDOT as to the elimination of this intersection as part of this project. We recommend a meeting with the applicant and PennDOT to discuss this matter, as well as other traffic matters associated with this development.

10. We understand PennDOT is recommending a right-out only movement in the vicinity of the current Route 41/Sharp Road/Sheehan Road intersection. Allowing this movement, if feasible, will be more convenient for traffic traveling north on Route 41 and it will relieve traffic pressure at the new traffic signal at the site access. We recommend a meeting with the applicant and PennDOT to discuss this matter, as well as other traffic matters associated with this development.

Upon resubmission, the applicant's engineer should compose a response letter that describes how each comment has been addressed and where any plan and/or report revisions are located. Additional comments may follow upon receipt of future submissions.

If there are any questions or if additional information is requested regarding the above comments, please do not hesitate to contact our office.

Sincerely,

Christopher J. Williams, P.E.
Vice President & Regional Manager – Mid-Atlantic

CJW/JDG/ab

cc: Mark Gordon, Interim Building and Zoning Official
Bill Christman, Esq., Lamb McErlane, PC
Nathan Cline, P.E., Pennoni Associates, Inc.
Guy DiMartino, P.E., Traffic Planning and Design, Inc.

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835 Springdale Drive, Suite 200, Exton, PA 19341
P: 610.594.9995
mcmahonassociates.com | bowman.com

pennsylvania
DEPARTMENT OF TRANSPORTATION

Date: 10/26/2022

Subject: Highway Occupancy Permit Application No. 287695, Cycle No.1 - Returned For Revisions

To: M Capital Partners
1801 Century Park East
24th Floor
Los Angeles, CA 90067

From: PennDOT Engineering District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406

Dear Applicant,

PennDOT has reviewed your application for completeness, consistency and compliance with applicable Department Regulations. This review has identified issues that must be addressed in order for our review to continue.

The Department's review comments are attached.

Once the comments have been addressed, please resubmit the application and associated material for further review.

Upon resubmission, the applicant's engineer should put together a letter that describes how each comment has been addressed and where each can be found. This will help expedite the review. For guidance on HOP applications refer to 67 PA Code, Chapter 441, Chapter 459 and PennDOT Publication 282, "Highway Occupancy Permit Guidelines". Additional comments may follow upon review of the resubmitted application.

If you have any questions regarding this matter, you may contact Mr. Andrew Parker, at (610) 640-3500.

pennsylvania
DEPARTMENT OF TRANSPORTATION

Response Comments
Date: 10/26/2022
Application Number: 287695, Cycle No.1

General

(1) * Upon resubmission, the applicant's engineer should put together a letter that describes how each comment has been addressed and where each can be found in the plan set. A copy of these comments and any previously submitted plans should also be provided. Further, if the applicants engineer has made any design changes independent of PennDOT reviewer comments, they must include a section in the response-to-comments letter that describes the additional design changes.

* Additional comments may follow upon review of the resubmitted application. If you have any questions pertaining to the technical aspects of this review, please contact the Department's representative, Andy Parker, PE, PTOE of McCormick Taylor, Inc. at ajparker@mccormicktaylor.com. Please reference the HOP Application number in all correspondence.

* For guidance on Highway Occupancy Permit applications refer to PA Code Title 67, Chapter 441, Chapter 459 and PennDOT Publication 282. This will help expedite the review.

(2) No HOP plans to condition at this time

(3) The Department requires written evidence, prior to the issuance of a permit, that New Garden Township has had the opportunity to comment on the current submission. Provide written evidence (e.g. municipal engineering review, council or planning commission meeting minutes, executed TE-160, etc.), which is less than one year old, to satisfy this requirement. Also, provide County Planning Commission Review Letters if available. PennDOT will consider any comments or recommendations from the municipal and county reviews prior to approving the access permit. In addition, please provide the email address(es) for the appropriate individual(s) at the municipality (i.e. Township Manager, Borough Manager, Mayor, etc.) and at the County Planning Commission on the Application Information screen so that a copy of the Department's review letter can be forwarded. (PA Code, Title 67, Chapter 441.3(j)).

(4) Given the scope of the project and comments which require concurrence with the Department and Township, the Department is open to a virtual meeting with the applicant team and New Garden Township if desired by the applicant prior to the next submission. The applicant should take the lead in scheduling this meeting, if one is desired to help facilitate advancement of this application.

(5) Comments for this review are only associated with the plans and documents attached for this cycle. Additional comments may follow upon review of the updated plans and documents of the resubmitted application.

(6) As a reminder, all of the outstanding/unresolved comments from the Department's Scoping Application Review dated October 23, 2020 and from the coordination meeting held November 20, 2020 that the applicant has deferred until later must be addressed with the formal HOP submission. Please provide an updated response-to-comments letter in the next submission that describes how those previous comments/coordination items have been addressed.

Transportation Impact Study/Transportation Impact Assessment

(1) The following comments pertain to the Transportation Impact Study (TIS) submitted by Traffic Planning and Design, Inc. (TDP) dated September 23, 2022:

a. As shown in the Preliminary Roadway Improvement Plan (dated 9/21/21 provided separately from the TIS), please locate the easternmost proposed right-in/right-out (RIRO) driveway on eastbound SR 0041 (for the apartments) as far to the east as possible to maximize distance from the other RIRO driveway.

b. Also as shown in the Preliminary Roadway Improvement Plan (dated 9/21/21 provided separately from the TIS), the proposed right-in/right-out/left-in (RIROLI) driveway located on the south side of SR 0041 approximately 500 feet west of the proposed Main Site Driveway signal must be changed to RIRO only. The left-in movement at this driveway must be eliminated due in part to accommodate queues on eastbound SR 0041 from the proposed signal at the Main Site Driveway. The restricted westbound left-in movement can be redistributed to the nearby Main Site Driveway signal and then gain access to the commercial parcel via an internal site driveway. With this westbound SR 0041 left-in movement eliminated, the eastbound SR 0041 left-turn lane at the Main Site Driveway should be extended to better accommodate queues on that approach.

c. Signal warrants appear to be satisfied in the build-out condition for both of the proposed signals on SR 0041 (at the Main Site Driveway and at Sunny Dell Road), but this will be further evaluated upon further discussion with the Department and Township and upon resubmission. There may need to be an interim set of improvements at one or both intersections until PennDOT determines that the ultimate signal design should be implemented and fully-operational.

d. Analysis in the TIS should be completed for both Opening Year and Design Year. Currently only provided for the Design Year.

(2) TIS continued:

e. The Proposed with Improvements analyses, the older Preliminary Roadway Improvement Plan

(dated 3/9/21 as provided in Appendix H), and previous coordination discussions include some potential mitigation elements that are ultimately not recommended by the TIS including signalizing the SR 0041 eastbound ramps & SR 3013 (Limestone Road), construction of a turn lane on SR 3013 (Limestone Road), and signalizing SR 0041 & Starr Road/Brittany Drive. These elements would provide mitigation for movements and approaches impacted by trips generated by the proposed development. Properly document and integrate these improvements into the TIS, and/or provide detailed justification for excluding them.

f. Determine if proposed signals along SR 0041 should be coordinated by evaluating coordinability factors.

g. As previously discussed, the Department strongly recommends the applicant install a one-way right-turn-only slip ramp from southbound Sharp Road to SR 0041 northbound. Per the TIS, this connection may divert approximately 114 peak hour vehicles away from the proposed SR 0041 & Main Site Driveway signal. Given the short storage length of the Main Site Driveway connection between the proposed signal at SR 0041 and Sheehan Road/Sharp Road, any reduction in volume on this approach is needed and strongly recommended by the Department. Coordinate with the Township and Department as necessary to design this slip ramp connection.

h. Provide an update on any Township required improvements or contribution from the applicant for the intersection of SR 3013 (Limestone Road) & Kaolin Road/Ewart Road. A roundabout and pro-rata contribution were previously discussed.

i. The applicant should close the Sheehan Road connection from westbound SR 0041 just west of the SR 3013 (Limestone Road) interchange. Coordinate with the Township and Department as needed.

(3) TIS continued...

j. In the Volume Figures show volumes at the future Sharp Road/Sheehan Road & Main Site Driveway intersection.

k. Provide additional details regarding the proposed Quick Service Restaurants and their location within the proposed site south of SR 0041. If there is potential for these locations to be operated with a drive-through window then revise trip generation to reflect the higher volumes associated with that type of restaurant.

l. In the volume development, verify the total number of trips entering and exiting the southern section of the development via the site driveways. There appears to be discrepancies between the values shown in the volume figures and volume development sheets compared to the total values in the trip generation summary tables.

m. The Department has concerns with safety and the potential complexity of design regarding the two separate private driveways opposite SR 3024 (Sunny Dell Drive) when integrated into the

proposed signal at SR 0041. Investigate the feasibility of combining the separate driveways further back from SR 0041.

n. The following comments pertain to the Synchro analysis:

i. HCM 6th Edition requires manual input of yield-controlled right turn delay at signalized intersections. Code delay values as appropriate for an accurate analysis.

ii. In Existing and No Build Scenarios, revise lane configurations as necessary to be consistent with the actual Existing and No Build geometry.

iii. Verify the lane configuration of SR 0041 eastbound approaching Starr Road and Brittany Drive in all scenarios.

iv. Verify roadway grade inputs throughout.

v. Verify roadway speeds/speed limits throughout. Values are not consistent between files and do not appear to reflect signage in the field.

vi. In the Build scenario files, properly code turn lane lengths throughout to ensure accuracy in the analysis.

ADA Compliance

(1) While a trail plan was included in the appendix of the TIS, it was outdated as it was for an older version of the site plan. An updated version must be provided. Most importantly for the Department, there must be ADA-compliant pedestrian connections within the site connecting the residential uses to the retail/restaurant/MOB uses, and especially out to the two proposed signals on SR 0041 which must have ped signals and crosswalks. It is most critical to have an attractive and ADA-compliant pedestrian facility network that connects the apartments on the south side of SR 0041 to the convenience store on the north side of SR 0041 at the proposed Main Site Driveway. Measures must be taken to keep pedestrians from crossing SR 0041 at any location other than a marked crosswalk at a signalized intersection.

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TRAFFIC PLANNING AND DESIGN, INC.
WWW.TRAFFICPD.COM

September 22, 2022

Mr. Francis Hanney
PennDOT District 6
70000 Geerdes Boulevard
King of Prussia PA 19406

RE: RESPONSE LETTER – SCOPING APPLICATION REVIEW
White Clay Point Development
New Garden Township, Chester County, PA
TPD No. MCPA.00001

Dear Mr. Hanney:

This letter pertains to the White Clay Point Development in New Garden Township, Chester County, PA. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address the PennDOT TIS Scoping Application comments provided in the October 23, 2020 review (attached). For the discussion below, the review comments are shown regular type, with the corresponding TPD response shown in **bold** type:

PennDOT Scoping Application Review Comments

1. This review is preliminary in nature. The Department reserves the right to make additional comments when the application includes the submission of a full TIS and detailed plans. If you have any questions pertaining to the technical aspects of this review, please contact the Department's representative, Andrew J. Parker, P.E., PTOE of McCormick Taylor, Inc. at AJParker@mccormicktaylor.com or 610-640-3500.

   Response: So noted.

2. In future submissions, include all relevant correspondence as an appendix to this TIS. This includes but is not limited previous review letters, response to comments, County/Municipal reviews, and any relevant emails. In addition, the applicant's engineer should put together a letter that describes how each comment in this review has been addressed. PennDOT and New Garden Township must be copied on all submissions related to this development.

   Response: So noted.

3. The Department requires written evidence, prior to the issuance of a permit, that New Garden Township is aware of the project and has had the opportunity to comment. Provide written evidence (e.g. municipal engineering review, council or planning commission meeting

minutes, executed TE-160, etc.), which is less than one year old, to satisfy this requirement. (PA Code, Title 67, Chapter 441.3(j)).

Response: So noted.

4. As requested by the applicant, the Department is open to a virtual meeting with the applicant team and New Garden Township prior to the next submission to discuss the development and scoping comments. The applicant should coordinate this meeting, and it is highly recommended that a meeting planning tool (such as Doodle) be utilized to assist all parties with selecting the best date and time for the meeting.

   Response: So noted. A meeting was held on November 20, 2020 and the meeting minutes are included in Appendix A of the TIS.

5. Summarize which of the previously proposed improvements associated with the previous iteration of the proposed development are still part of the updated version of the development, and provide details for those improvements. Include copies of any relevant correspondence with PennDOT.

   Response: The Pavement Marking and Signage Plans from the previously obtained PennDOT approval under Permit Number 06071460 are included in Appendix A of the TIS. All improvements proposed under the current application were included in the former approval. However, given the reduction in site trip generation of the current plan when compared to the former application, the proposed roadway improvements do not include all the improvements in the former permit.

6. Add the intersection of Gap Newport Pike (SR 0041) & Starr Road to the study.

   Response: This intersection is included in the TIS.

7. Add the intersection of Gap Newport Pike (SR 0041) & Sheehan Road & Sharp Road to the study. While the applicant proposes to eliminate this intersection in conjunction with the development project, the intersection should be evaluated and analyzed in Existing and No-Build conditions.

   Response: So noted. The existing Route 41 intersection with Sharp Road/Sheehan Road was counted and is included in the TIS. Please note, this Sharp Road/Sheehan Road intersection with Route 41 is proposed to be relocated opposite the proposed site access, and proposed to be signalized in conjunction with this Application.

8. Add the intersection of Kaolin Road / Limestone Road (SR 3013) & Kaolin Road / Ewart Road to the study.

   Response: This intersection is included in the TIS.

9. Analyses of Gap Newport Pike (SR 0041) Ramps & Limestone Road (SR 3013) must include all ramp junctions and intersections on both roads that are part of this interchange, including but not limited to the stop-controlled on-ramp from Limestone Road onto northbound Gap Newport Pike and the stop-controlled on-ramp from Limestone Road onto southbound Gap Newport Pike.

    Response: So noted. The TIS includes an analysis of junctions and intersections.

10. Evaluate the possibility of a providing one-way slip ramp from Sharp Road southbound to Gap Newport Pike (SR 0041) northbound to reduce the number of vehicles that will need to enter the proposed connector road that would run between Sheehan Road and Gap Newport Pike adjacent to the proposed Wawa.

    Response: An evaluation is included in the TIS.

11. The Department recommends construction of an internal connector roadway between the proposed soccer complex and the proposed retail food store. This would help provide a connection to the full-movement access driveway for vehicles arriving from the south or leaving to the north on Gap Newport Pike (SR 0041), as the only presently proposed access for the soccer complex is a right-in / right-out driveway along southbound Gap Newport Pike.

    Response: An internal connection is proposed between the formerly proposed soccer complex/field (currently proposed as apartments) and main drive which provides signalized access to Route 41.

12. Clarify if the proposed full-movement access driveway on Gap Newport Pike (SR 0041) is intended to be signalized. If so, signal warrant analyses are required. If not, gap studies are required for all minor movements at this intersection.

    Response: The full-access driveway to Route 41, opposite the proposed relocate Sharp/Sheehan Road is proposed to be signalized.

13. Provide pre-COVID traffic count data used for the analysis in the TIS appendix. Counts must be from no earlier than 2014.

    Response: So noted. Pre-COVID traffic counts from 2019 are utilized and included in the TIS. In addition, supplemental count data from 2021 and 2022 was collected, as summarized in the TIS.

14. Review the provided trip generation calculations for Medical Office Building during the Weekday AM Peak Hour and for Single Family Homes during the Average Weekday (24-Hour Total), and revise if needed. Update all associated tables and future volume projections.

    Response: The trip generation has been revised accordingly. Please note, the mix of uses has changed slightly since the scoping application submission.

15. Conduct a crash analysis at all study area intersections utilizing the latest 5 years of available data, as per PennDOT Publication 46. Crash reports must be provided under a separate cover from the study.

    Response: So noted. A crash analysis in included in the TIS and crash reports are provided under separate cover.

16. ADA compliance within the limits of work (along the access frontage at a minimum) must be evaluated and provided in the final design. Evaluate and plan for pedestrian activity in the development area, including potential pedestrian crossings of Gap Newport Pike (SR 0041).

    Response: The ADA facilities, locations and crossing are anticipated to be generally consistent with the former HOP application for the site. Also, the draft conceptual trail plans are included in Appendix A of the TIS.

17. Please be advised that pursuant to and in accordance with Title 67, Chapter 441.8(h)(2)(iv) of the code, the Safe Stopping Sight Distance is the absolute minimum acceptable sight distance for all driveways. Sight distance values obtained from the use of reduction factors which fall below the Safe Stopping Sight Distance will not be accepted by the Department. It is the designer's responsibility to ensure that this minimum requirement is satisfied.

    Response: So noted.

18. Truck turning templates must be provided for the largest vehicle anticipated to access the site (all movements) to ensure that the local road intersections within the site development can safely accommodate the design vehicle. Additionally, the templates must show how said vehicles will circulate within the site. If the largest permitted vehicle type to utilize the proposed site access is smaller than a WB-62, then a note must be included on the plans, turning templates for that vehicle size provided, appropriate signage provided, and that vehicle size will become a condition of the permit and be recorded.

    Response: So noted. To be provided in conjunction with the HOP plan submission.

19. This HOP application is expected to include the creation of a new intersection that would involve a new medium or high volume driveway. As such, the applicant shall comply with PennDOT's Intersection Control Evaluation (ICE) Policy. Please refer to Appendix AI of Publication 10X (DM-1X) and the ICE portion of PennDOT's Traffic Signal Portal for additional information, guidance, and standard forms.

    Response: So noted. The ICE forms for the proposed Route 41 signalized intersections with the Main Driveway and Sunny Dell Road are included with this submission.

20. Please be advised, the Department is now requiring a cost estimate be entered into EPS prior to HOP issuance. This cost estimate must include all work proposed within the Department Right-of-Way including signal equipment, all roadway work, pavement markings and signage plus a 15% contingency to be entered into the Fee information & Estimate Construction Cost section in the Application setup box. Further, this section requires the cost estimate to be broken down into site frontage costs and off- site improvements costs. Please enter this information in the manner required. This cost estimate will be the basis for the value of the

Letter of Credit the Department will require as security prior to the start of actual construction.

Response: So noted. To be provided in conjunction with the HOP plan submission.

21. Applicant must apply for a Business Partner ID (BPID). The BPID is used in the establishment of a billing account for the invoicing of inspection costs. For information on obtaining a BPID, please visit: https://www.dot14.state.pa.us/eps/home/manageBPRegistration.jsp (please make sure that you follow the instructions that are in the PINK area). After a BPID is obtained and activated by the system administrator, please provide the following information in the applicant contact. Contact information (name/title/phone/email) for a general contact person (person that typically deals with the Highway Occupancy Permit application process). Contact information (name/title/phone/email) for a billing contact person (person that typically deals with the Highway Occupancy Permit invoicing process).

    Response: So noted.

If there are any questions, please contact us, as we wish to facilitate the review process by providing any information. Thank you for your time and effort in reviewing the enclosed materials.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.

Guido W. DiMartino, P.E.
Regional Leader – Transportation Planning
GDiMartino@TrafficPD.com

Attachment: 10/23/2020 PennDOT review

cc: TPD File

DiMartino, Guy

From: ePermitting Help <penndotepermittinghelp@pa.gov>
Sent: Friday, October 23, 2020 4:05 PM
To: bill@wilkinsonhomesllc.com; DiMartino, Guy; Lynch, Shelby; fhanney@pa.gov; jotten@pa.gov; slapenta@pa.gov; c-smccutch@pa.gov; scburton@pa.gov; ajparker@mccormicktaylor.com; rreiner@newgarden.org
Cc: RA-PDEPSPROD@pa.gov
Subject: :: Scoping Meeting Application - Returned - Application Number is : S0620200051 (Sent on: 10/23/2020 04:05:15 PM)

PennDOT has completed its review of the TIS Determination and Scoping Meeting Application.

Please address the following comments below, and resubmit the application to PennDOT for review.

PennDOT Review Comments :

1. This review is preliminary in nature. The Department reserves the right to make additional comments when the application includes the submission of a full TIS and detailed plans. If you have any questions pertaining to the technical aspects of this review, please contact the Department's representative, Andrew J. Parker, P.E., PTOE of McCormick Taylor, Inc. at AJParker@mccormicktaylor.com or 610-640-3500.
2. In future submissions, include all relevant correspondence as an appendix to this TIS. This includes but is not limited previous review letters, response to comments, County/Municipal reviews, and any relevant emails. In addition, the applicant's engineer should put together a letter that describes how each comment in this review has been addressed. PennDOT and New Garden Township must be copied on all submissions related to this development.
3. The Department requires written evidence, prior to the issuance of a permit, that New Garden Township is aware of the project and has had the opportunity to comment. Provide written evidence (e.g. municipal engineering review, council or planning commission meeting minutes, executed TE-160, etc.), which is less than one year old, to satisfy this requirement. (PA Code, Title 67, Chapter 441.3(j)).
4. As requested by the applicant, the Department is open to a virtual meeting with the applicant team and New Garden Township prior to the next submission to discuss the development and scoping comments. The applicant should coordinate this meeting, and it is highly recommended that a meeting planning tool (such as Doodle) be utilized to assist all parties with selecting the best date and time for the meeting.
5. Summarize which of the previously proposed improvements associated with the previous iteration of the proposed development are still part of the updated version of the development, and provide details for those improvements. Include copies of any relevant correspondence with PennDOT.
6. Add the intersection of Gap Newport Pike (SR 0041) & Starr Road to the study.
7. Add the intersection of Gap Newport Pike (SR 0041) & Sheehan Road & Sharp Road to the study. While the applicant proposes to eliminate this intersection in conjunction with the development project, the intersection should be evaluated and analyzed in Existing and No-Build conditions.
8. Add the intersection of Kaolin Road / Limestone Road (SR 3013) & Kaolin Road / Ewart Road to the study.
9. Analyses of Gap Newport Pike (SR 0041) Ramps & Limestone Road (SR 3013) must include all ramp junctions and intersections on both roads that are part of this interchange, including but not limited to the stop-controlled on-ramp from Limestone Road onto northbound Gap Newport Pike and the stop-controlled on-ramp from Limestone Road onto southbound Gap Newport Pike.
10. Evaluate the possibility of a providing one-way slip ramp from Sharp Road southbound to Gap Newport Pike (SR 0041) northbound to reduce the number of vehicles that will need to enter the proposed connector road that would run between Sheehan Road and Gap Newport Pike adjacent to the proposed Wawa.
11. The Department recommends construction of an internal connector roadway between the proposed soccer complex and the proposed retail food store. This would help provide a connection to the full-movement access driveway for vehicles arriving from the south or leaving to the north on Gap Newport Pike (SR 0041), as the only presently proposed access for the soccer complex is a right-in / right-out driveway along southbound Gap Newport Pike.
12. Clarify if the proposed full-movement access driveway on Gap Newport Pike (SR 0041) is intended to be signalized. If so, signal warrant analyses are required. If not, gap studies are required for all minor movements at this intersection.
13. Provide pre-COVID traffic count data used for the analysis in the TIS appendix. Counts must be from no earlier than 2014.
14. Review the provided trip generation calculations for Medical Office Building during the Weekday AM Peak Hour and

for Single Family Homes during the Average Weekday (24-Hour Total), and revise if needed. Update all associated tables and future volume projections.
15. Conduct a crash analysis at all study area intersections utilizing the latest 5 years of available data, as per PennDOT Publication 46. Crash reports must be provided under a separate cover from the study.
16. ADA compliance within the limits of work (along the access frontage at a minimum) must be evaluated and provided in the final design. Evaluate and plan for pedestrian activity in the development area, including potential pedestrian crossings of Gap Newport Pike (SR 0041).
17. Please be advised that pursuant to and in accordance with Title 67, Chapter 441.8(h)(2)(iv) of the code, the Safe Stopping Sight Distance is the absolute minimum acceptable sight distance for all driveways. Sight distance values obtained from the use of reduction factors which fall below the Safe Stopping Sight Distance will not be accepted by the Department. It is the designer?s responsibility to ensure that this minimum requirement is satisfied.
18. Truck turning templates must be provided for the largest vehicle anticipated to access the site (all movements) to ensure that the local road intersections within the site development can safely accommodate the design vehicle. Additionally, the templates must show how said vehicles will circulate within the site. If the largest permitted vehicle type to utilize the proposed site access is smaller than a WB-62, then a note must be included on the plans, turning templates for that vehicle size provided, appropriate signage provided, and that vehicle size will become a condition of the permit and be recorded.
19. This HOP application is expected to include the creation of a new intersection that would involve a new medium or high volume driveway. As such, the applicant shall comply with PennDOT?s Intersection Control Evaluation (ICE) Policy. Please refer to Appendix AI of Publication 10X (DM-1X) and the ICE portion of PennDOT?s Traffic Signal Portal for additional information, guidance, and standard forms.
20. Please be advised, the Department is now requiring a cost estimate be entered into EPS prior to HOP issuance. This cost estimate must include all work proposed within the Department Right-of-Way including signal equipment, all roadway work, pavement markings and signage plus a 15% contingency to be entered into the Fee information & Estimate Construction Cost section in the Application setup box. Further, this section requires the cost estimate to be broken down into site frontage costs and off- site improvements costs. Please enter this information in the manner required. This cost estimate will be the basis for the value of the Letter of Credit the Department will require as security prior to the start of actual construction.
21. Applicant must apply for a Business Partner ID (BPID). The BPID is used in the establishment of a billing account for the invoicing of inspection costs. For information on obtaining a BPID, please visit: https://www.dot14.state.pa.us/eps/home/manageBPRegistration.jsp (please make sure that you follow the instructions that are in the PINK area). After a BPID is obtained and activated by the system administrator, please provide the following information in the applicant contact. Contact information (name/title/phone/email) for a general contact person (person that typically deals with the Highway Occupancy Permit application process). Contact information (name/title/phone/email) for a billing contact person (person that typically deals with the Highway Occupancy Permit invoicing process).
Click here to access the Scoping Application

PENNDOT EPERMIT - PLEASE DO NOT REPLY TO THIS EMAIL

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TRAFFIC PLANNING AND DESIGN, INC.
WWW.TRAFFICPD.COM

September 22, 2022

Mr. Chris Williams
McMahon Associates, Inc.
835 Springdale Drive, Suite 200
Exton, PA 19341

RE: RESPONSE LETTER – SCOPING APPLICATION REVIEW
White Clay Point Development
New Garden Township, Chester County, PA
TPD No. MCPA.00001

Dear Chris:

This letter pertains to the White Clay Point Development in New Garden Township, Chester County, PA. Traffic Planning and Design, Inc. (TPD) has prepared this response letter to address the McMahon Associates, Inc. (McMahon) TIS Scoping Application comments provided in the October 23, 2020 review provided via email (attached). The review comments are shown regular type, with the corresponding TPD response shown in **bold** type:

Township Scoping Application Review Comments

1. Please include the following additional intersections in the study:
   - Route 41 and Sharp Road/Sheehan Road
   - Limestone Road/Kaolin Road/Ewart Road
   - Sunny Dell Road/St. Rocco's Access (since one of the accesses is located opposite this driveway)

   Response: The above intersections are included in the TIS. Please note, this Sharp Road/Sheehan Road intersection with Route 41 is proposed to be relocated opposite the proposed site access and signalized in conjunction with this Application.

2. The scoping application indicates the counts were conducted pre-COVID. What is the age of those counts and in what time of year were those counts conducted?

   Response: The counts were completed pre-COVID in the Spring and Summer (Saturday) of 2019, and supplemental count data from 2021 and 2022 was also collected, as summarized in the TIS.

Please include the Township in any meeting with PennDOT and please copy the Township on all future correspondence and emails. Also, please be advised that the Township or Police may have additional comments regarding the traffic study scope and results during the review process.

Response: So noted.

If there are any questions, please contact us, as we wish to facilitate the review process by providing any information. Thank you for your time and effort in reviewing the enclosed materials.

Sincerely,

TRAFFIC PLANNING AND DESIGN, INC.

Guido W. DiMartino, P.E.
Regional Leader – Transportation Planning
GDiMartino@TrafficPD.com

Attachment: 10/23/2020 McMahon review

cc: TPD File

DiMartino, Guy

From: Williams, Chris <cwilliams@mcmahonassociates.com>
Sent: Friday, October 23, 2020 3:56 PM
To: DiMartino, Guy; 'rreiner@newgarden.org'
Cc: 'navidm@mcapitalrep.com'; bill@wilkinsonhomesllc.com; 'Neal Camens'; Gehman, Jeff
Subject: RE: :: Scoping Meeting Application - Submitted - Application Number is : S0620200051

Guy,

Overall we are comfortable with the proposed TIS scope; however, we do have a few questions and comments.

1. Please include the following additional intersections in the study:
   - Route 41 and Sharp Road/Sheehan Road
   - Limestone Road/Kaolin Road/Ewart Road
   - Sunny Dell Road/St. Rocco's Access (since one of the accesses is located opposite this driveway)

2. The scoping application indicates the counts were conducted pre-COVID. What is the age of those counts and in what time of year were those counts conducted?

Please include the Township in any meeting with PennDOT and please copy the Township on all future correspondence and emails. Also, please be advised that the Township or Police may have additional comments regarding the traffic study scope and results during the review process.

Thanks,
Chris

Christopher J. Williams, P.E.
McMahon Associates, Inc.
O: 610.594.9995 x 5104
D: 484.872.2274
www.mcmahonassociates.com

From: DiMartino, Guy
Sent: Tuesday, September 15, 2020 12:31 PM
To: 'rreiner@newgarden.org' ; Williams, Chris
Cc: 'navidm@mcapitalrep.com' ; bill@wilkinsonhomesllc.com; 'Neal Camens'
Subject: FW: :: Scoping Meeting Application - Submitted - Application Number is : S0620200051

The attached TIS scoping application was submitted to PennDOT for the White Clay Point site. Please let me know if you require any hard copies. Please feel free to contact me with any questions or if you require any additional information at this time..

Thanks.
-Guy

TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

MEETING MINUTES

Meeting Date: November 20, 2020 Meeting Location: Virtual via Microsoft Teams

Purpose for Meeting: White Clay Point TIS Scoping Application Meeting

Attendees: Susan Lapenta, *PennDOT*
Fran Hanney, *PennDOT (limited attendance at meeting)*
John Otten, *PennDOT*
Andy Parker, *McCormick Taylor (on behalf of PennDOT)*
Ramsey Reiner, *New Garden Township*
Stephen Allaband, *New Garden Township*
Kenny Reed, *New Garden Township*
Chris Williams, *McMahon Associates (on behalf of New Garden Township)*
Navid Moshtaghi, *M Capital Partners*
Sean Mashian, *M Capital Partners*
Bill Romanelli, *Wilkinson Homes*
Brett MacKay, *Chester Valley Engineers*
Guy DiMartino, *Traffic Planning & Design (TPD)*
Shelby Lynch, *TPD*

Shelby Lynch of TPD has prepared these minutes for your review/approval. Please respond within 5 business days if you have any edits/clarifications. Thank you.

Notes from meeting:

- TPD explained the current project proposal, site location and history of the previously proposed development. The project is located on the north and south sides of Route 41, east of Sunny Dell Road. The previously planned development obtained HOP approval in 2009, which included extensive off-site improvements. The current project is generally less dense with significantly less retail but more residential when compared the former plan.
- TPD further discussed the intention to reroute Sharp Road to eliminate its intersection at Route 41 with Sheehan Road, which is consistent with the previous plan. The new Sharp Road intersection will intersection Route 41 opposite the main development access on the south side of Route 41, and the intersection is planned to be signalized. PennDOT noted that closing the existing Route 41/Sheehan Road/Sharp Road intersection would be a positive.
- PennDOT and Township scoping application comments were discussed:
    - Regarding the additional study area intersection request, TPD conducted counts in 2019 at the following intersections:
        - Sharp Road/Sheehan Road/Route 41
        - Route 41/Starr Road
        - Kaolin Road/Limestone Road/Ewart Road

- Manual turning movement counts were done in June 2019 while schools were in session and in July 2019 during the summary Saturday peak period. The summer Saturday traffic counts are consistent with the work for the former plan to capture shore traffic.
- The only requested intersection that was not counted is Sunny Dell Road and the Existing Church Driveway (opposite the proposed northern access). It was agreed that TPD can develop turning volumes at this intersection based on the existing church use and ITE data, and balance the though volumes with the adjacent intersection counts. Additional counts will not be required at the church driveway intersection.
- Regarding connectivity between the proposed sports fields and the adjacent development:
  - CVE is exploring this connection, however grading is a challenge.
  - PennDOT stated the importance of the connection to gain access to the proposed Route 41 traffic signal.
  - CVE is working with the Township regarding access to the Township's park (St. Anthony's In the Hills).
  - McMahon stated the Township is in favor of providing a connection between the sports fields and the signalized access. There was also a discussion regarding trip generation and traffic analysis related to the additional Township park traffic in determining the required capacity for new accesses. TPD and McMahon to coordinate this as appropriate.
- Regarding the Sharp Road/Sheehan Road/Route 41 intersection elimination
  - PennDOT wants to consider maintain the connection for right turns only onto Route 41. A physical restriction would be required to restrict the movement to right turns only.
  - McMahon is not aware of any Township opposition to the right turn only condition if it can be done safely and makes sense. Sight distance issues should be evaluated in the traffic study.

- The preliminary traffic analysis and preliminary roadway improvements were discussed:
  - TPD presented an overall roadway concept plan illustrating roadway improvements based on preliminary capacity analysis, noting the improvements identified preliminarily are generally consistent with the previously-approved HOP. The following notable improvements were discussed:
    - Only one westbound left turn lane is required at the main signalized intersection due to reduced commercial space. The previously-approved HOP had dual left turn lanes.
    - The additional westbound thru lane east of Sunny Dell Road is not needed under the current plan, where is was under the previously-approved HOP and related development plan.
    - Only two approach lanes are required on the northbound approach of Sunny Dell Road at Route 41. The previously-approved HOP required 3 lanes on the northbound approach.
    - Northbound and Southbound left turn lanes are identified at the northern site access to Sunny Dell Road. The southbound left turn lane will be for entering site traffic and the northbound lane would be for entering church traffic.
    - The additional westbound Route 41 thru lane is proposed to start at the Limestone Road interchange on-ramp so that the existing stop-controlled ramp approach can be converted to a free-flow movement.

        - The additional eastbound Route 41 thru lane will extend along the site frontage and drop as a right turn lane at the off-ramp to Limestone Road.
        - Regarding the Limestone Road/Route 41 Interchange:
            - Signalization was identified for the southern intersection, consistent with the previous plan.
            - Improvements at the northern intersection were also shown to be consistent with the previous plan, and included a left turn lane on northbound Limestone Road, while maintaining the existing unsignalized intersection control.
            - TPD noted that the previously-approved roadway improvements in this area were designed within the limits of the existing underpass and no modifications to the structure were planned. Similar type improvements are envisioned for the current plan.
    - PennDOT questioned the ownership of the properties on the north side of Route 41, between the proposed Wawa and Limestone Road, and their access to Route 41. CVE noted that the properties east of the proposed Wawa are not part of the Application.
    - McMahon acknowledged the current concept is generally consistent with the previously proposed plan, but noted that S.A.V.E. recently evaluated roundabouts at several locations along Route 41. It was noted that S.A.V.E. evaluated roundabouts at the Route 41/Sunny Dell Road intersection at the Limestone Road/Route 41 North ramp intersection.
        - TPD stated that roundabout were preliminarily evaluated under future build conditions and there were capacity constraints. However, roundabouts will be evaluated further as part of this application in conjunction with PennDOT's ICE Policy.
        - New Garden Township noted a roundabout at the Limestone Road/Kaolin Road/Ewart Road intersections may be more realistic than on Route 41.
        - TPD noted that right-of-way is already available and was acquired for the previously-approved roadway improvements from the previous HOP. Additional right-of-way would likely be needed for a roundabout.
    - Potential improvements at Starr Road/Route 41/Brittany Drive were discussed:
        - TPD stated that that a pro-rata contribution for roadway improvements from the Applicant to the Township was planned at this intersection per the former Settlement Agreement for the site.
        - TPD noted that the site will add predominantly thru traffic at this intersection, which will increase delay for Starr Road and Brittany Drive, but the minor street approach volumes are unlikely to be high enough to satisfy signal warrants at the intersection. Without a providing a traffic signal, mitigation measures may be infeasible.
        - McMahon is unaware of any discussions regarding potential improvements at this intersection.
    - Potential improvements at Limestone Road/Kaolin Road/Ewart Road were discussed:
        - TPD stated that that a pro-rata contribution for roadway improvements from the Applicant to the Township was planned at this intersection per the former Settlement Agreement for the site.
        - The pro-rata contribution considered a roundabout as the intersection improvement.

- PennDOT questioned the status of the Sheehan Road connection with Route 41, immediately west of the on-ramp from Limestone Road. PennDOT questioned if the roadway can be closed or abandoned. It was noted that it Sheehan Road is a Township roadway.
- PennDOT noted that the connector between Route 41 and Sheehan Road at the signalized main access is short and queueing will need to be closely evaluated to ensure traffic does not back out onto either Sheehan Road or Route 41.
- TPD noted that the PennDOT and McMahon TIS scoping review comments will be addressed with the formal TIS submission.

TRAFFIC PLANNING AND DESIGN, INC.

WWW.TRAFFICPD.COM

September 14, 2020

Mr. Francis J. Hanney
Traffic Services Manager
PennDOT District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406

RE: TRANSPORTATION IMPACT STUDY (TIS) SCOPING MEETING APPLICATION
White Clay Point Development – Gap-Newport Pike (SR 0041) & Sunny Dell Road (SR 3024)
New Garden Township, Chester County, PA
TPD No. MCPA.00001

Dear Mr. Hanney:

On behalf of M. Capital Partners, Traffic Planning and Design, Inc. (TPD) has prepared the following TIS Scoping Meeting Application for the above referenced project. This scoping application has been prepared in accordance with the application procedures outlined in PennDOT's Publication 282, Appendix A, dated July, 2017.

Scoping Meeting Date: TBD
Applicant: M. Capital Partners
Applicant's Consultant: Traffic Planning and Design, Inc. (TPD) – Guy DiMartino
Applicant's Primary Contact: Bill Romanelli

1. *LOCATION OF PROPOSED DEVELOPMENT:*
   PennDOT Engineering Dist: 6-0 County: Chester
   Municipality: New Garden Township
   State Route(s) (SR): Gap-Newport Pike (Route 41, SR 0041 & Sunny Dell Road (SR 3024)

   Please refer to the attached **Figure 1** which shows the project location. The proposed site plan is **attached**.

   Please note, the subject site previously obtained PennDOT approval under Permit Number 06071460, which included extensive roadway improvements along Route 41, Sunny Dell Road and Limestone Road. The former development included a 489,274 s.f. Shopping Center, a Town Center with 80 townhomes and 250,000 s.f. of retail space, 83 single-family homes, and convenience market with 12 vehicle fueling positions.

2. *DESCRIPTION OF PROPOSED DEVELOPMENT:*
   - Proposed Site Access: The site will be served by the following driveway locations:
     - One full access driveway to Route 41 serving development on the south side of Route 41.
       - In conjunction with the proposed development, it is proposed to realign/extend Sharp Road eastward and then southward to intersect Route 41 opposite the proposed site driveway on the south side of Route 41, thus resulting in the complete elimination of the existing intersection where Sharp Road and Sheehan Road both intersect Route 41 in the same general location.
     - One right-in/right out driveway to Route 41 serving the proposed Wawa
     - One right-in/right out driveway to Route 41 serving the proposed Soccer Facility
     - Two full-access driveways to Sunny Dell Road, south of Route 41;
     - Two full-access driveway to Sharp Road serving the northern residential development;
     - One full-access driveway to Sheehan Road serving the proposed Wawa.
   - Existing Land Use: The existing site is vacant.
   - Proposed Land Use:
     - North of Route 41
       - 87 single family homes
       - 4,983 s.f. Wawa
     - South of Route 41
       - 95 single family homes
       - 64 townhomes
       - 114 apartments
       - 44,500 s.f. of retail
       - 15,000 s.f. of restaurant space
       - 37,500 s.f. medical office building
       - 5,000 s.f. bank
       - 65,000 s.f. grocery store
       - 2- field soccer complex

   - Community Linkages (access to neighboring properties, cross easements, pedestrian and transit accommodations): N/A

3. *DEVELOPMENT SCHEDULE AND STAGING:*
   - Anticipated Opening Date: 2025
   - Full Build-out Date: 2025
   - Proposed Development/Staging: N/A

4. *TRIP GENERATION:*

   Trip generation for the proposed development will be based on:

   ☒ ITE Trip Generation Manual.
   - 210 (Single Family Detached Housing)
   - 220 (Multi-Family Housing, Low-Rise)
   - 221 (Multi-Family Housing, Mid-Rise)
   - 820 (Shopping Center)
   - 932 (Sit-Down Restaurant)
   - 720 (Medial Office Building)
   - 912 (Drive-In Bank), 850 (Supermarket)

- 488 (Soccer Complex)
- 960 (Super Convenience Market/Gas Station)

☐ Other independent surveys.

TABLE 1
ITE TRIP GENERATION DATA

Land Use	ITE #	Time Period	Equations/Rates	Entering %	Pass-By %
Single Family, Detached Housing	210	Weekday A.M. Peak Hour	T=0.71*(X)+4.80	25%	--
		Weekday P.M. Peak Hour	Ln(T)=0.96*Ln(X)+0.20	63%	--
		Saturday Midday Peak Hour	T=0.84*(X)+17.99	54%	--
		Average Weekday	Ln(T)=0.92*Ln(X)+2.71	50%	--
Multi-Family, Low-Rise Housing	220	Weekday A.M. Peak Hour	Ln(T)=0.95*Ln(X)-0.51	23%	--
		Weekday P.M. Peak Hour	Ln(T)=0.89*Ln(X)-0.02	63%	--
		Saturday Midday Peak Hour	T=0.70*(X)	54%[2]	--
		Average Weekday	T=7.32*(X)	50%	--
Multi-Family, Mid-Rise Housing	221	Weekday A.M. Peak Hour	T=0.36*(X)	26%	--
		Weekday P.M. Peak Hour	T=0.44*(X)	61%	--
		Saturday Midday Peak Hour	T=0.42*(X)+6.73	49%	--
		Average Weekday	T=5.44*(X)	50%	--
Shopping Center	820	Weekday A.M. Peak Hour	T = 0.50*(X)+151.78	62%	24%[1]
		Weekday P.M. Peak Hour	Ln(T)=0.74*Ln(X)+2.89	48%	34%
		Saturday Midday Peak Hour	Ln(T)=0.79*Ln(X)+2.79	52%	26%
		Average Weekday	Ln(T)=0.68*Ln(X)+5.57	50%	--
Restaurant	932	Weekday A.M. Peak Hour	T=9.94*(X)	55%	33%[1]
		Weekday P.M. Peak Hour	T=9.77*(X)	62%	43%
		Saturday Midday Peak Hour	T=11.19*(X)	51%	33%[1]
		Average Weekday	T=112.12*(X)	50%	--
Medical Office Building	720	Weekday A.M. Peak Hour	T=2.78*(X)	78%	--
		Weekday P.M. Peak Hour	T=3.46*(X)	28%	--
		Saturday Midday Peak Hour	T=4.94*(X)-50.78	57%	--
		Average Weekday	T=38.42*(X)-87.62	50%	--
Drive-In Bank	912	Weekday A.M. Peak Hour	T=9.5*(X)	58%	29%
		Weekday P.M. Peak Hour	T=20.45*(X)	50%	35%
		Saturday Midday Peak Hour	T=26.35*(X)	51%	38%
		Average Weekday	T=82.87*(X)+117.10	50%	--
Supermarket	850	Weekday A.M. Peak Hour	T=3.82*(X)	60%	26%[1]
		Weekday P.M. Peak Hour	T=9.24*(X)	51%	36%
		Saturday Midday Peak Hour	T=10.34*(X)	51%	26%[1]
		Average Weekday	T=106.78*(X)	50%	--
Soccer Complex	488	Weekday A.M. Peak Hour	T=0.99*(X)	61%	--
		Weekday P.M. Peak Hour	T=13.92*(X)+35.13	66%	--
		Saturday Midday Peak Hour	T=40.10*(X)	48%	--
		Average Weekday	T=71.33*(X)	50%	--
Wawa	960	Weekday A.M. Peak Hour	T=137.38*(X)-264.53	50%	76%
		Weekday P.M. Peak Hour	T=69.28*(X)	50%	76%
		Saturday Midday Peak Hour	T=63.80*(X)	50%	66%[1]
		Average Weekday	T=837.58*(X)	50%	--

T = number of site-generated vehicular trips
X = independent variable (ksf, thousand square feet of gross leasable area)
1 = No ITE data available for peak hour; used 10% less than PM peak hour
2 = No ITE data available for peak hour, used split from ITE #210

For mixed-use developments, the *Trip Generation* manual recommends applying an interaction factor to the site trip generation to determine the quantity of "external trips" (trips from external roadways) and "internal capture trips" (trips between the various uses onsite that do not utilize the external roadways, in this case between the retail stores and the office buildings and vice versa). Internal capture for the proposed development was calculated in accordance with current ITE recommendations during the weekday A.M. and P.M. peak hours. For the Saturday midday peak hour interaction, an average of the weekday A.M. and P.M. peak hour interaction was utilized. Internal capture worksheets are **attached**.

The trip generation summary of internal, external, pass-by and new trips is shown in **Table 2**.

TABLE 2
TRIP GENERATION SUMMARY

Time Period	Land Use	Total Trips			Internal Trips		External Trips			Pass-By Trips			New Trips		
		Total	Enter	Exit	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Weekday AM Peak Hour	North of Route 41														
	Single Family	67	17	50	0	0	67	17	50	0	0	0	67	17	50
	Wawa	420	210	210	0	0	420	210	210	319	160	159	101	50	51
	Subtotal	*487*	*227*	*260*	*0*	*0*	*487*	*227*	*260*	*319*	*160*	*159*	*168*	*67*	*101*
	South of Route 41														
	Single Family	72	18	54	2	8	62	16	46	0	0	0	62	16	46
	Townhomes	31	7	24	1	4	26	6	20	0	0	0	26	6	20
	Apartments	41	11	30	1	5	35	10	25	0	0	0	35	10	25
	Retail	174	108	66	14	10	150	94	56	36	18	18	114	76	38
	Restaurant	149	82	67	11	10	128	71	57	42	21	21	86	50	36
	MOB	9	7	2	1	0	8	6	2	0	0	0	8	6	2
	Bank	48	28	20	4	3	41	24	17	12	6	6	29	18	11
	Grocery Store	248	149	99	19	15	214	130	84	56	28	28	158	102	56
	Soccer Complex	2	1	1	0	0	2	1	1	0	0	0	2	1	1
	Subtotal	*774*	*411*	*363*	*53*	*55*	*666*	*358*	*308*	*146*	*73*	*73*	*520*	*285*	*235*
	Grand Total	**1261**	**638**	**623**	**53**	**55**	**1153**	**585**	**568**	**465**	**233**	**232**	**688**	**352**	**336**
Weekday PM Peak Hour	North of Route 41														
	Single Family	89	56	33	0	0	89	56	33	0	0	0	89	56	33
	Wawa	345	173	172	0	0	345	173	172	262	131	131	83	42	41
	Subtotal	*434*	*229*	*205*	*0*	*0*	*434*	*229*	*205*	*262*	*131*	*131*	*172*	*98*	*74*
	South of Route 41														
	Single Family	97	61	36	16	10	71	45	26	0	0	0	71	45	26
	Townhomes	40	25	15	7	4	29	18	11	0	0	0	29	18	11
	Apartments	50	31	19	8	5	37	23	14	0	0	0	37	23	14
	Retail	298	143	155	37	42	219	106	113	74	37	37	145	69	76
	Restaurant	147	91	56	24	15	108	67	41	46	23	23	62	44	18
	MOB	130	36	94	9	25	96	27	69	0	0	0	96	27	69
	Bank	102	51	51	13	14	75	38	37	26	13	13	49	25	24
	Grocery Store	601	307	294	80	79	442	227	215	159	80	79	283	147	136
	Soccer Complex	63	42	21	0	0	63	42	21	0	0	0	63	42	21
	Subtotal	*1528*	*787*	*741*	*194*	*194*	*1140*	*593*	*547*	*305*	*153*	*152*	*835*	*440*	*395*
	Grand Total	**1962**	**1016**	**946**	**194**	**194**	**1574**	**822**	**752**	**567**	**284**	**283**	**1007**	**538**	**469**

TABLE 2 (CONTINUED)
TRIP GENERATION SUMMARY

Time Period	Land Use	Total Trips			Internal Trips		External Trips			Pass-By Trips			New Trips		
		Total	Enter	Exit	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Saturday Midday Peak Hour	North of Route 41														
	Single Family	91	49	42	0	0	91	49	42	0	0	0	91	49	42
	Wawa	318	159	159	0	0	318	159	159	210	105	105	108	54	54
	Subtotal	*409*	*208*	*201*	*0*	*0*	*409*	*208*	*201*	*210*	*105*	*105*	*199*	*103*	*96*
	South of Route 41														
	Single Family	98	53	45	11	9	78	42	36	0	0	0	78	42	36
	Townhomes	45	24	21	5	4	36	19	17	0	0	0	36	19	17
	Apartments	55	27	28	5	6	44	22	22	0	0	0	44	22	22
	Retail	327	170	157	34	31	262	136	126	68	34	34	194	102	92
	Restaurant	168	86	82	17	16	135	69	66	45	23	22	90	46	44
	MOB	134	76	58	15	12	107	61	46	0	0	0	107	61	46
	Bank	132	67	65	13	13	106	54	52	40	20	20	66	34	32
	Grocery Store	672	343	329	69	66	537	274	263	140	70	70	397	204	193
	Soccer Complex	80	38	42	0	0	80	38	42	0	0	0	80	38	42
	Subtotal	*1711*	*884*	*827*	*169*	*157*	*1385*	*715*	*670*	*293*	*147*	*146*	*1092*	*568*	*524*
	Grand Total	**2120**	**1092**	**1028**	**169**	**157**	**1794**	**923**	**871**	**503**	**252**	**251**	**1291**	**671**	**620**
Average Weekday (24-Hour Total)	North of Route 41														
	Single Family	993	497	496	0	0	993	497	496	--	--	--	--	--	--
	Wawa	4174	2087	2087	0	0	4174	2087	2087	--	--	--	--	--	--
	Subtotal	*5167*	*2584*	*2583*	*0*	*0*	*5167*	*2584*	*2583*	--	--	--	--	--	--
	South of Route 41														
	Single Family	1585	793	792	159	158	1268	634	634	--	--	--	--	--	--
	Townhomes	468	234	234	47	47	374	187	187	--	--	--	--	--	--
	Apartments	620	310	310	62	62	496	248	248	--	--	--	--	--	--
	Retail	3468	1734	1734	347	347	2774	1387	1387	--	--	--	--	--	--
	Restaurant	1684	842	842	168	168	1348	674	674	--	--	--	--	--	--
	MOB	1354	677	677	135	135	1084	542	542	--	--	--	--	--	--
	Bank	532	266	266	53	53	426	213	213	--	--	--	--	--	--
	Grocery Store	6942	3471	3471	694	694	5554	2777	2777	--	--	--	--	--	--
	Soccer Complex	144	72	72	0	0	144	72	72	--	--	--	--	--	--
	Subtotal	*16797*	*8399*	*8398*	*1665*	*1664*	*13468*	*6734*	*6734*	--	--	--	--	--	--
	Grand Total	**21964**	**10983**	**10981**	**1665**	**1664**	**18635**	**9318**	**9317**	--	--	--	--	--	--

The new external trip generation for the proposed development is summarized in **Table 3**.

TABLE 3
TRIP GENERATION SUMMARY – NEW TRIPS

Time Period	Proposed Development		
	Total	Enter	Exit
Weekday A.M. Peak Hour	688	352	336
Weekday P.M. Peak Hour	1,007	538	469
Saturday Midday Peak Hour	1,291	671	620

Table 4 compares the new trips under the previously-approved plan and the new trips under the proposed plan.

TABLE 4
TRIP GENERATION COMPARISON

Peak Hour	White Clay Pointe – Total New Trips		
	Previously-Approved Plan	Current Plan	Difference
Weekday A.M. Peak Hour	986	688	-298
Weekday P.M. Peak Hour	1,828	1,007	-821
Saturday Midday Peak Hour	2,881	1,291	-1590

5. *ESTIMATED DAILY TRIP GENERATION/DRIVEWAY CLASSIFICATION:*
   a. Estimated Daily Trip Generation of Proposed Development: 18,635 trips/day or 9,318 vehicles/day
   b. Driveway Classification Based on Trip Generation and One (1) Access Point: High Volume
   The driveway classification of each individual driveway will be determined during the TIS and HOP process.

6. *TRANSPORTATION IMPACT STUDY REQUIRED?*
   ☐ No
   ☒ Yes, based on:
      ☒ 3,000 or more vehicle trips/day generated
      ☒ During any one-hour time period, 100 or more new (added) vehicle trips generated entering or 100 or more new (added) vehicle trips generated exiting development.
      ☐ Other considerations as described below:

7. *TRAFFIC IMPACT ASSESSMENT REQUIRED?* ☒ **No** ☐ **Yes**

8. *TIS STUDY AREA:*
   - Roadway and Study Intersections
      - Route 41 Northbound On/Off Ramps and Limestone Road (SR 3013)
      - Route 41 Southbound On/Off Ramps and Limestone Road (SR 3013)
      - Route 41 and Sunny Dell Road (SR 3024)
      - Egypt Run Road and Sunny Dell Road
      - Reynolds Road and Sunny Dell Road
   - Land use context (Refer to Smart Transportation Handbook)
      - Suburban neighborhood
   - Known Congestion Areas
      - TBD
   - Known Safety Concerns
      - TBD
   - Known Environmental Constraints
      - TBD
   - Pedestrian/Bike Review (Community Centers, Parks, Schools, etc.)
      - Will be addressed in the TIS
   - Transit Review (Current routes/stops)
      - Will be addressed in the TIS

9. *STUDY AREA TYPE:*

Urban ☒ Rural ☐

Per PennDOT's Functional Classification Map, Route 41 (SR 0041) is defined as a Principal Arterial and Sunny Dell Road (SR 3024) is defined as an Urban Collector.

10. *TIS ANALYSIS PERIOD AND TIMES:*

- Weekday A.M. peak hour (peak hour within the 7:00-9:00 A.M. peak period);
- Weekday P.M. peak hour (peak hour within the 4:00-6:00 P.M. peak period);
- Saturday Midday peak hour (peak hour within the 11:00 A.M.-1:00 P.M. peak period).

Please, note traffic count data was collected during the above time periods pre-COVID.

Study Years to be evaluated:

- Existing Conditions;
- 2025 Opening Year
- 2030 Design Year

11. *TRAFFIC ADJUSTMENT FACTORS:*

a. Seasonal Adjustment: (Identify counts requiring adjustment and methodology): None
b. Annual Base Traffic Growth: 0.48%/year based on PennDOT Bureau of Planning and Research (BPR) data pertaining to urban non-interstate roadways in Chester County.
c. Pass-By Trips: See Tables 1 and 2
d. Captured Trips for Multi-Use Sites: See Tables 1 and 2
e. Modal Split Reductions: None
f. Other Reduction: None

12. *OTHER PROJECTS WITHIN STUDY AREA TO BE ADDED TO BASE TRAFFIC:*

- None

13. *TRIP DISTRIBUTION AND ASSIGNMENT:*

TPD recommends distributing and assigning trips to the surrounding roadways based upon an evaluation of the following: (1) existing traffic patterns, (2) roadways surrounding the site, (3) gravity models consistent with the previously-approved TIS, and (3) the proposed site driveway location and configuration.

14. *APPROVAL OF DATA COLLECTION ELEMENTS AND METHODOLOGIES:*

Location	Time Period	Count Type
All Existing "Roadway and Study Intersections" noted in #8 above	Weekday A.M. Peak Hour	Manual Turning Movement Count
	Weekday P.M. Peak Hour	
	Saturday Midday Peak Hour	

Please, note traffic count data per the above table was collected pre-COVID.

15. *CAPACITY/LOS ANALYSIS:*

Capacity analyses to be conducted at the study area intersections for the peak hours and study years to be evaluated according to the methodologies contained in the 6th Edition HCM (where applicable), utilizing SYNCHRO 10 software. In addition, capacity analyses will be conducted at the proposed site driveway intersection under build conditions.

16. *ROADWAY IMPROVEMENTS/MODIFICATIONS BY OTHERS TO BE INCLUDED:*

TBD

17. *OTHER NEEDED ANALYSES:*

a. Sight Distance Analysis: Yes
b. Signal Warrant Analysis: As needed
c. Required Signal Phasing/Timing Modifications: As Needed
d. Traffic Signal Corridor/Network Analysis: As Needed
e. Analysis of the Need for Turning Lanes: Yes
f. Turning Lane Lengths: Utilizing Pub. 46, Chapter 11, and based on queue analysis
g. Left Turn Signal Phasing Analysis: As Needed
h. Queuing Analysis: Utilizing SYNCHRO 95th percentile queues
i. Gap Studies: As Needed
j. Crash Analysis: If Requested
k. Weaving Analysis: N/A
l. Other Required Studies: As Needed

18. *ADDITIONAL COMMENTS OR RECOMMENDATIONS RELATIVE TO THE SCOPE OF THE TIS:*

We are respectfully requesting a meeting to discuss the application given the history of the site and size of the development.

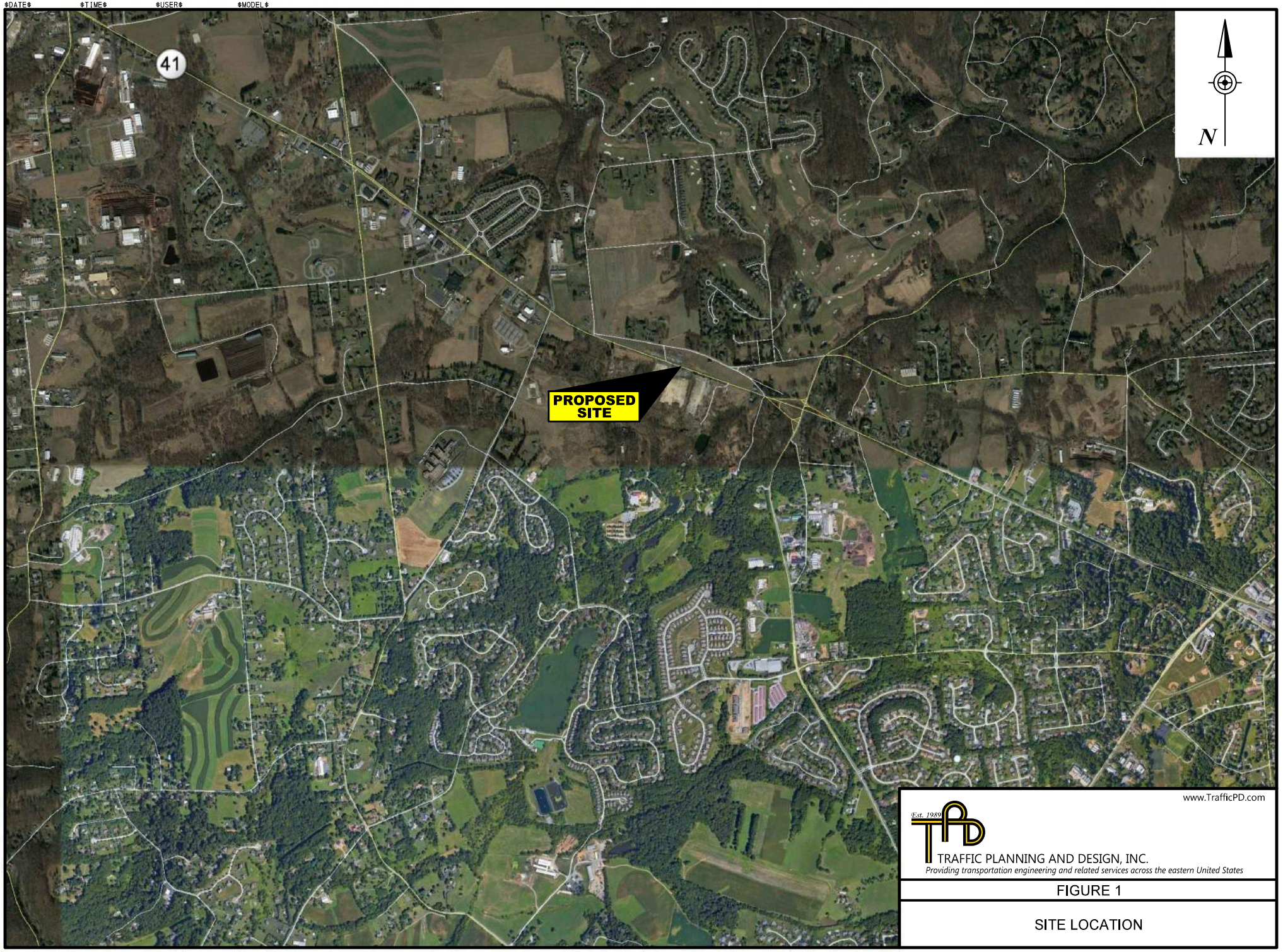
TRAFFIC PLANNING AND DESIGN, INC.

Guido W. DiMartino, P.E.
Regional Leader – Transportation Planning

Attachments: Figure 1 – Site Location
Interaction worksheets
Site Plan

cc: Ramsey Reiner, New Garden Township
Chris Williams, McMahon Associates, Inc.
Navid Moshtaghi, M. Capital Partners
Bill Romanelli, Wilkinson Homes
Neal Camens, CVE
TPD File

$FILE$
$DATE$ $TIME$ $USER$ $MODEL$



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Est. 1989

TRAFFIC PLANNING AND DESIGN, INC.

Providing transportation engineering and related services across the eastern United States

FIGURE 1

SITE LOCATION

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	White Clay Point	**Organization:**	TPD
Project Location:	Rt 41	**Performed By:**	SL
Scenario Description:		**Date:**	1/16/2020
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	38	ksf	9	7	2
Retail	820/850/912	120	ksf	470	285	185
Restaurant	932	15	ksf	149	82	67
Cinema/Entertainment				0		
Residential	210/220/221	273	du	144	36	108
Hotel				0		
All Other Land Uses[2]				0		
				772	410	362

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	0	0
Retail	0		24	0	1	0
Restaurant	1	9		0	2	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	1	16	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	772	410	362
Internal Capture Percentage	14%	13%	15%
External Vehicle-Trips[5]	662	355	307
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	14%	50%
Retail	4%	14%
Restaurant	50%	18%
Cinema/Entertainment	N/A	N/A
Residential	8%	16%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	White Clay Point	**Organization:**	TPD
Project Location:	Rt 41	**Performed By:**	SL
Scenario Description:		**Date:**	1/16/2020
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	38	ksf	130	36	94
Retail	820/850/912	120	ksf	1,001	501	500
Restaurant	932	15	ksf	150	94	56
Cinema/Entertainment				0		
Residential	210/220/221	273	du	187	117	70
Hotel				0		
All Other Land Uses[2]				0		
				1,468	748	720

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		19	2	0	2	0
Retail	10		27	0	54	0
Restaurant	2	23		0	10	0
Cinema/Entertainment	0	0	0		0	0
Residential	3	29	13	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,468	748	720
Internal Capture Percentage	26%	26%	27%
External Vehicle-Trips[5]	1,080	554	526
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	42%	24%
Retail	14%	18%
Restaurant	45%	63%
Cinema/Entertainment	N/A	N/A
Residential	56%	64%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

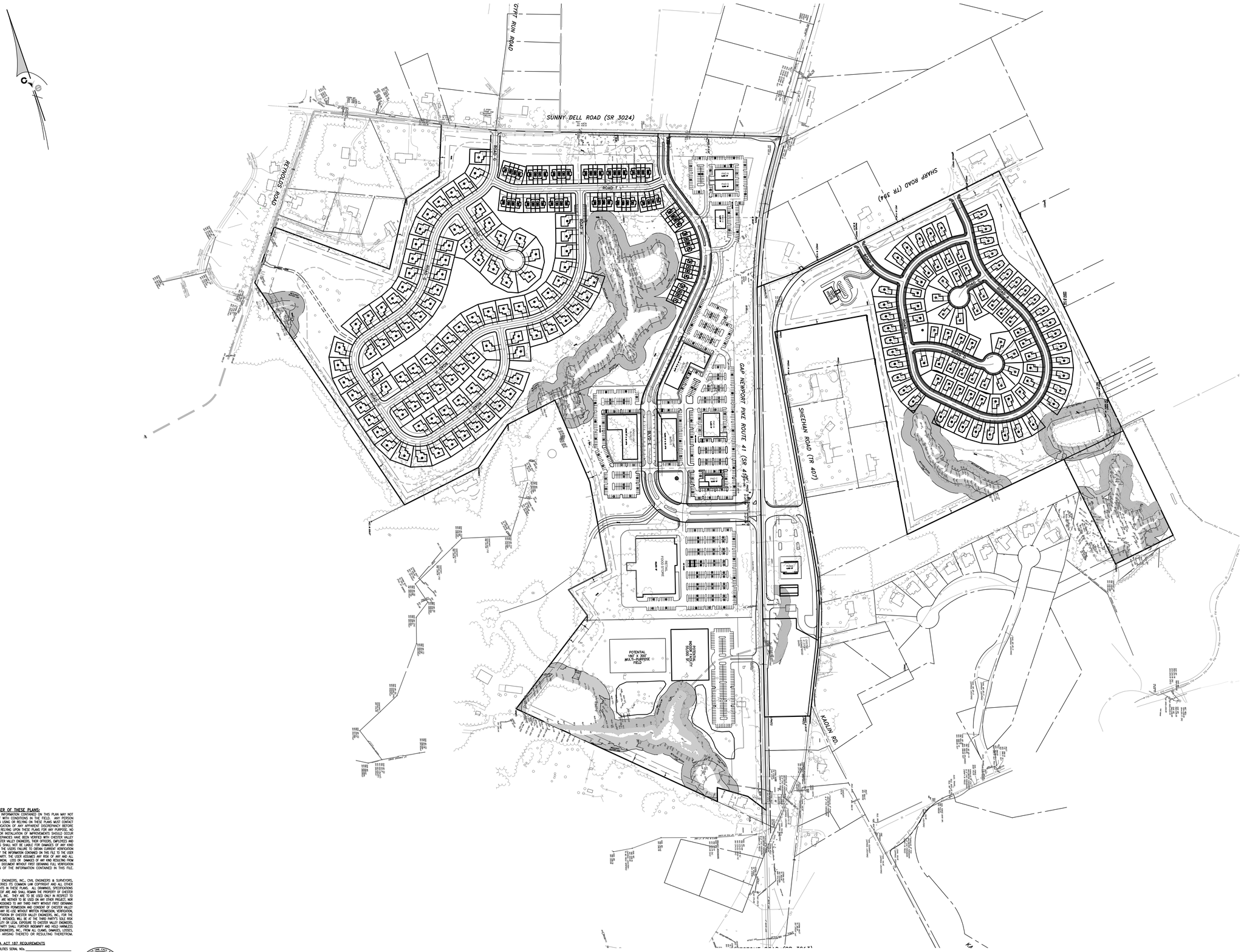
[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1



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EXCAVATIONS, TRENCHING, AND SHORING
ALL EXCAVATIONS, TRENCHING, AND SHORING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS OF THE FOLLOWING UNITED STATES DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION PUBLICATIONS OR THE LATEST REVISIONS THERETO:

(1) CONSTRUCTION INDUSTRY STANDARDS AND INTERPRETATIONS (OSHA 2207) SUBPART "P", PART 1926/1910 - "EXCAVATIONS, TRENCHING AND SHORING".

(2) "EXCAVATIONS AND TRENCHING OPERATIONS" (OSHA 2226) DATED 1985 (REVISED).

SEE SHEET ___ FOR FACILITY OWNER'S DESIGNATED OFFICE ADDRESS AND TELEPHONE NUMBER.

PENNSYLVANIA ONE CALL SYSTEM, INC.
CALL 3 WORKING DAYS BEFORE YOU DIG
1-800-242-1776
POCS SERIAL NUMBER: _____

UNIFORM PARCEL IDENTIFIER:

Scale in Feet
0 50 100 150 200 400 600 800
1" = 200'

OVERALL SITE PLAN

NO.	DATE	REVISION

SKETCH PLAN
FOR
WHITE CLAY POINT
NEW GARDEN TOWNSHIP- CHESTER COUNTY - PENNSYLVANIA

ChesterValley ENGINEERS
83 Chestnut Road, P.O.Box 447,Paoli, PA 19301
610-644-4625 | 610-889-3143 Fax
www.chestervalley.com

PROJECT NO. **21107**
F.B.

SCALE	DATE	DRAWN BY	CHECKED BY	DRAWING
1"= 200'	8-25-2020	BHM	NJC	

SHEET 1 OF 3

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		47 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
2	PER PENNDOT COMMENTS DATED 05/22/08 & TOWNSHIP COMMENTS DATED 06/04/08	07/18/08	RAK
3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

BRITTANY DRIVE

TRAFFIC SIGN

LIGHT (TYP.)

START WORK
STA 872+93.16
SEG 0030 OFF 2220
SR 0041

LEFT LANE MUST TURN LEFT SIGN

RIGHT LANE MUST TURN RIGHT SIGN

N/L
BRITTANY HILLS
HOMEOWNERS ASSOCIATION
DB 6472 PG 2244
TEMP 60-04-422

SLOW SIGN
RELOCATE

LEGAL RIGHT-OF-WAY LINE

Slow Down
Save A Life

MATCH EXISTING 4"/W
STA 873+92.28
OFF 24.00' LT

540' LANE DROP TAPER

SPECIAL
48"X16"

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

STA 875+10.21
OFF 7.52' LT

5' SHOULDER

4"/W

MATCH EXISTING 4"/Y
STA 873+67.57
OFF 0.33' RT

12.5'

MATCH EXISTING 4"/Y
STA 874+01.61
OFF 11.16' LT

4"/Y

4"/DY

CONSTR ℄

873 874 875 876 877 878

12'

12'

4"/W

4"/DW

5' SHOULDER

MATCH TO SHEET 48
STA 878+20.00

MATCH EXISTING 4"/W
STA 872+98.03
OFF 12.00' RT

MINIMUM DISTANCE SIGN
REMOVE

W3-3
36"X36"

LEGAL RIGHT-OF-WAY LINE

LIMIT OF WORK
STA 872+50.00
SEG 0030 OFF 2263
SR 0041
NEW GARDEN TWP
CHESTER COUNTY

STARR ROAD (T-441)

YIELD SIGN

45 MPH SIGN

N/L
41 PROPERTIES
DB 4445 PG 2180
TEMP 60-03-324

N/L
HEWLETT PACKARD COMPANY
DB W56 PG 39
TEMP 60-03-267

N/L
HEWLETT PACKARD COMPANY
DB A60 PG 18
TEMP 60-04-65

25' 0' 25' 50'
SCALE IN FEET

J:\PREI\00001 (New Garden TCI\CADD\Plan\pmp01.dgn 11:25.0002 bcallahan
12/16/2008 4:47:37 PM

COMMONWEALTH OF PENNSYLVANIA
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ENGINEER
No. 065735-E

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		48 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

N/L
ACHILLES EXOTICS
DB 4425 PG 1158
TEMP 60-04-36

N/L
WILKINSON DISTINCTION, LP
DB 7049 PG 1332
TEMP 60-04-0035

SIGN RELOCATE

W4-2L
36"X36"

LANE ENDS
MERGE
RIGHT
W9-2R
36"X36"

LEFT
LANE
ENDS
W9-1L
30"X30"

DESIRABLE SD=570'
ACTUAL SD=1069'

250' LANE SHIFT TAPER

150' LANE TAPER

LEGAL RIGHT-OF-WAY LINE

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

5' SHOULDER

30:1 SHOULDER TAPER

2' SHOULDER

540'
LANE DROP TAPER

10'

DESIRABLE SD=570'
ACTUAL SD=1180'

DESIRABLE SD=500'
ACTUAL SD=1100'

4"/W

DESIRABLE SD=500'
ACTUAL SD=988'

STA 885+64.95
OFF 5.00' LT

12'

6"/BW

4"/DY

24"/Y@16' C-C

14'

13'

MATCH TO SHEET 47
STA 878+20.00

878

4"/DY

880

881

882

883

884

885

886

STA 878+76.89
OFF 0.00' RT

STA 879+87.98
OFF 12.00' RT

CONSTR ℄

STA 881+63.15
OFF 0.00' LT

DESIRABLE SD=570'
ACTUAL SD=1263'

DESIRABLE SD=570'
ACTUAL SD=1015'

DESIRABLE SD=570'
ACTUAL SD=1170'

DESIRABLE SD=570'
ACTUAL SD=1075'

STA 884+64.96
OFF 6.00' RT

11'

6"/W

10'

DESIRABLE SD=500'
ACTUAL SD=700'

LEGAL RIGHT-OF-WAY LINE

5' SHOULDER

75' LEFT
TURN LANE

MATCH TO SHEET 49 STA 886+10.00

DESIRABLE SD=500'
ACTUAL SD=1250'

175' LANE TAPER

300' LANE SHIFT TAPER

100' BAY TAPER

LEFT LANE
MUST
TURN LEFT
R3-7L
30"X30"

N/L
NEW GARDEN PROPERTIES
DB 4880 PG 2005
TEMP 60-04-6601

N/L
LEONE A. PIZZINI
DB 1022 PG 404
TEMP 60-04-6603

DESIRABLE SD=500'
ACTUAL SD=848'

DESIRABLE SD=500'
ACTUAL SD=974'

BUSINESS SIGN RELOCATE

N/L
LAUGHLIN ASSOCIATES, L.L.C.
DB 6046 PG 1151
TEMP 60-04-6602

I&L TRUCK SIGN RELOCATE

N/L
HEWLETT PACKARD COMPANY
DB A60 PG 18
TEMP 60-04-65

25' 0' 25' 50'
SCALE IN FEET

J:\PREI\00001 (New Garden TCI\CADD\Plan\pmp02.dgn bcallahan
12/16/2008 11:25.0002 4:48:36 PM

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6-0	CHESTER	0041		49 OF 67
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
2	PER PENNDOT COMMENTS DATED 05/22/08 & TOWNSHIP COMMENTS DATED 06/04/08	07/18/08	RAK
3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

"DREAMS UNWIND CLASSICS" SIGN
RELOCATE

SPEED SIGN 45 MPH
RELOCATE

N/L
CHARLES J. & HENRY J. JR. CIARROCCHI
DB 3604 PG 2323
TMP 60-04-3701

N/L
ANTHONY F. JR. & ANTHONY PERRONE
DB 6237 PG 2000
TMP 60-04-3704

HPO#
RELOCATE

N/L
ALBERT & HENRY, JR. CIARROCCHI
DB 4110 PG 1750
TMP 60-04-37

ROUTE 41 (SR 0041)
STA 887+25.55
SEG 0030 OFF 0787
SUNNY DELL RD
SR 3024
STA 77+71.07
SEG 0080 OFF 2527

SEE SIGNAL PLAN FOR ADDITIONAL SIGNING

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

513' LEFT TURN LANE

100' BAY TAPER

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

SPEED LIMIT 45
R2-1
24"X30"

DO NOT ENTER
R5-1
30"X30"

LEGAL RIGHT-OF-WAY LINE

5' SHOULDER

2' SHOULDER

4"/W

24"/W

6"/BW

6"/W

CONSTR ℄

4"/DY

4"/DY (TYP)

STA 893+95.78
OFF 6.34' LT

24"/Y @ 16' C-C

STA 892+97.71
OFF 30.00' RT

STA 892+95.78
OFF 6.00' RT

MATCH TO SHEET 50 STA 894+00.00

MATCH TO SHEET 48 STA 886+10.00

PC STA 886+55.37
OFF 18.00' LT

100' R

PC STA 886+76.93
OFF 30.00' RT

CONCRETE ISLAND

STA 888+84.95
OFF 30.00' RT

60' R

95' R

STREET SIGN
REMOVE

75' LEFT TURN LANE

PT STA 887+52.48
OFF 51.00' RT

PT STA 887+35.14
OFF 75.45' RT

STOP SIGN
REMOVE

KAOLIN SHOP SIGN
REMOVE

20'

W11-2
30"X30"

W16-7P
24"X12"

YIELD
R1-2
36"X36"

STOP HERE ON RED
R10-6AL
24"X30"

OM1-3
18"X18"

OM1-3
18"X18"

270' LEFT TURN LANES

215' RIGHT TURN LANE

SUNNY DELL RD (SR 3024)
POSTED SPEED LIMIT 40 MPH

ONLY

11' 12' 12' 14'

CONSTR ℄

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

PORCH

100' BAY TAPER

LEGAL RIGHT-OF-WAY LINE

SPEED SIGN 40 MPH

BTC0#425-1

N/L
LEONE A. PIZZINI
DB 1022 PG 404
TEMP 60-04-6603

N/L
PR NEW GARDEN LIMITED PARTNERSHIP
DB 6549 PG 273
TMP 60-04-7702

MATCH TO SHEET 56 STA 75+30.00

25' 0' 25' 50'
SCALE IN FEET

LEGEND

- ○ - EXISTING SIGN
- ▼ - PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
VINCENT C. DEFLAVIA
ENGINEER
No. 056731-E

TRAFFIC PLANNING & DESIGN, INC.
POTTSTOWN (610)326-3100
LEHIGH VALLEY (610)625-4242
HARRISBURG (717)234-1430
SOUTH JERSEY (856)966-4242
WWW.TRAFFICPD.COM

DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

PAVEMENT MARKING & SIGNING PLAN

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J:\PREI\00001 New Garden TCI\CADD\Plan\pmp03.dgn 11:25, 0007 bcallahan
12/16/2008 4:49:00 PM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		50 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

RIGHT-OF-WAY TO BE ABANDONED

UP#428B/1
PECO#1453

PR NEW GARDEN RESIDENTIAL LIMITED PARTNERSHIPN
DB 6738 PG 881
TMP 60-04-59

UP no#1 (OLD)

PECO#1718

PECO #1720

CHESCO #1421

LEFT LANE MUST TURN LEFT
R3-7L
30"X30"

TOWNSHIP LEGAL RIGHT-OF-WAY LINE

ROUTE 41 (SR 0041)
STA 897+00.86
SEG 0020 OFF 3480
DRIVEWAY C
STA 0+00.00

400' R

SHEEHAN ROAD (T-0408)
POSTED SPEED LIMIT 35 MPH

PECO#1717

LEGAL RIGHT-OF-WAY LINE

SLOW DOWN SAVE A LIFE SIGN
RELOCATE

450' LEFT TURN LANE

5' SHOULDER

12'
12'
12'
14'

4"/W
6"/BW
4"/DY
6"/BW
6"/W

MATCH TO SHEET 49 STA 894+00.00

DESIRABLE SD=500'
ACTUAL SD=718'

24"/Y @ 16' C-C

STA 896+78.82
OFF 8.34' LT

STA 896+78.90
OFF 8.34' RT

STA 897+34.11
OFF 32.00' RT

STA 897+38.94
OFF 32.00' RT

STA 897+87.01
OFF 32.00' RT

8.34' R

30' R

100' R

96' R

4"/W
4"/Y
21'
13'
24"/W
23'
10'

PLCC CURB

STA 897+43.71
OFF 32.00' RT

R4-7
24"X30"

0M1-3
18"X18"

200' RIGHT TURN LANE

MOUNTABLE CONCRETE ISLAND

150' R

STOP
R1-1
30"X30"

DO NOT ENTER
R5-1
30"X30"

ALL TRAFFIC MUST TURN RIGHT
R3-7-1R
30"X30"

YIELD
R1-2
36"X36"

STA 896+16.09
OFF 8.00' LT

DRIVEWAY C

4"/Y
4"/Y
ONLY
14'
14'
4'

CONSTR ℄

898
899
900
901

4'

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

SLOW DOWN SAVE A LIFE SIGN
RELOCATE

LEGAL RIGHT-OF-WAY LINE

MATCH TO SHEET 51 STA 901+85.00

BTCo#23

PR NEW GARDEN/CHESCO LIMITED PARTNERSHIP
DB 6738 PG 620
TMP 60-06-3501

SITE DRIVE C @ STA 897+00.86

ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 500' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.

LEGEND

- ▽ - EXISTING SIGN
- ▼ - PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

25' 0' 25' 50'
SCALE IN FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL ENGINEER
VINCENT C. DEFLAVIA
No. 065731-E

TRAFFIC PLANNING & DESIGN, INC.
POTTSTOWN (610)326-3100
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HARRISBURG (717)234-1430
SOUTH JERSEY (856)966-4242
WWW.TRAFFICPD.COM

DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

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12/16/2008 4:49:51 PM 1:25.0007

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		51 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

SHEEHAN ROAD (T-0408)
POSTED SPEED LIMIT 35 MPH

CHESCO #1722

PECO #1723

MATCH TO SHEET 57 STA 45+90.00

TOWNSHIP LEGAL RIGHT-OF-WAY LINE

N/L
PR NEW GARDEN /
CHESCO LIMITED PARTNERSHIP
DB 6738 PG 866
TMP 60-06-1703

R4-7
24"X30"

OM1-3
18"X18"

SHARP ROAD

MATCH TO SHEET 57
STA 1+40.00

SEE SIGNAL PLAN FOR
ADDITIONAL SIGNING

ROUTE 41 (SR 0041)
STA 907+54.08
SEG 0020 OFF 2427
TOWNSHIP ROAD
STA 0+00.00
DRIVEWAY B
STA 0+00.00

LEFT LANE
MUST
TURN LEFT

R3-7L
30"X30"

TRAFFIC SIGNAL EASEMENT

145' RIGHT TURN LANE

145' LEFT TURN LANE

CONSTR ℄

14' 12' 12' 4'

4"/W 4"/W 4"/Y 4"/Y

24"/W (TYP) 6"/W

6"/W

670' RIGHT TURN LANE

300' DUAL LEFT TURN LANES

100' BAY TAPER

300' LANE SHIFT TAPER

LEGAL RIGHT-OF-WAY LINE

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

MATCH TO SHEET 48 STA 901+85.00

5' SHOULDER

9' SHOULDER

PC STA 906+72.08
OFF 26.00' LT

STA 906+50.88
OFF 38.00' LT

STA 906+56.41
OFF 14.00' LT

75'

90' R

75' R

STA 901+95.78
OFF 4.00' RT

STA 902+96.25
OFF 4.03' LT

STA 901+96.01
OFF 8.00' RT

902 903 904 905 906 907 908 909

4"/Y 6"/BW 4"/Y 6"/W 6"/W 6"/W 6"/W 6"/W

24"/Y @ 16' C-C

12' 12' 10' 6' 12' 12' 12' 14'

4' 4'

DESIRED SIGHT DISTANCE=635'
MINIMUM SIGHT DISTANCE=1000'

STA 903+38.06
OFF 32.85' RT

CONSTR ℄

ONLY

PT STA 908+24.08
OFF 2.00' LT

DESIRED SIGHT DISTANCE=570'
MINIMUM SIGHT DISTANCE=1000'

STA 908+86.54
OFF 38.00' RT

MATCH TO SHEET 52 STA 909+80.00

5' SHOULDER

OM1-3
18"X18"

4"/DW

4"/DW

10' 10'

6"/W 6"/W

6"/W 6"/W

6"/W 4"/Y

6"/W 6"/W

21' 21'

15' 12'

75' R

LEGAL RIGHT-OF-WAY LINE

100' BAY TAPER

215' RIGHT TURN LANE

100' BAY TAPER

395' LEFT TURN LANE

BTCo#26
RELOCATE

ONLY

R3-5L
30"X36"

R3-5S
30"X36"

R3-5R
30"X36"

BTCo#26-1
RELOCATE

R4-7
24"X30"

W11-2
30"X30"

TRAFFIC SIGNAL EASEMENT

W16-7P
24"X12"

OM1-3
18"X18"

YIELD

R1-2
36"X36"

R4-7
24"X30"

OM1-3
18"X18"

DO NOT
ENTER

R5-1
30"X30"

YIELD

R1-2
36"X36"

R4-7
24"X30"

OM1-3
18"X18"

BTCo#28
RELOCATE

W11-2
30"X30"

W16-7P
24"X12"

OM1-3
18"X18"

6"/BW 4"/Y 4"/Y 6"/W 6"/W 6"/W 6"/W

4' 14' 12' 2' 12' 14'

ONLY ONLY

STOP
HERE
ON
RED

R10-6AR
24"X30"

MOUNTABLE
CONCRETE
MEDIAN

160' LEFT TURN LANE

308' RIGHT TURN LANE

DRIVEWAY B

R3-6LS
30"X36"

R3-5R
30"X36"

R3-5L
30"X36"

ONLY

NO TRUCKS

SPECIAL
12"X30"

CONSTR ℄

LEGEND

- ∅ - EXISTING SIGN
- ▼ - PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

SITE DRIVE B @ STA 907+54.08

ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 1000' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT AND 1000' OF CONTINUOUS SIGHT DISTANCE TO THE RIGHT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.

25' 0' 25' 50'
SCALE IN FEET

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
VINCENT C. DEFLAVIA
ENGINEER
No. 056791-E

TRAFFIC PLANNING & DESIGN, INC.

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DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

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12/16/2008 4:50:14 PM

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		52 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

WAWA/SITE DRIVE @ 911+86.00

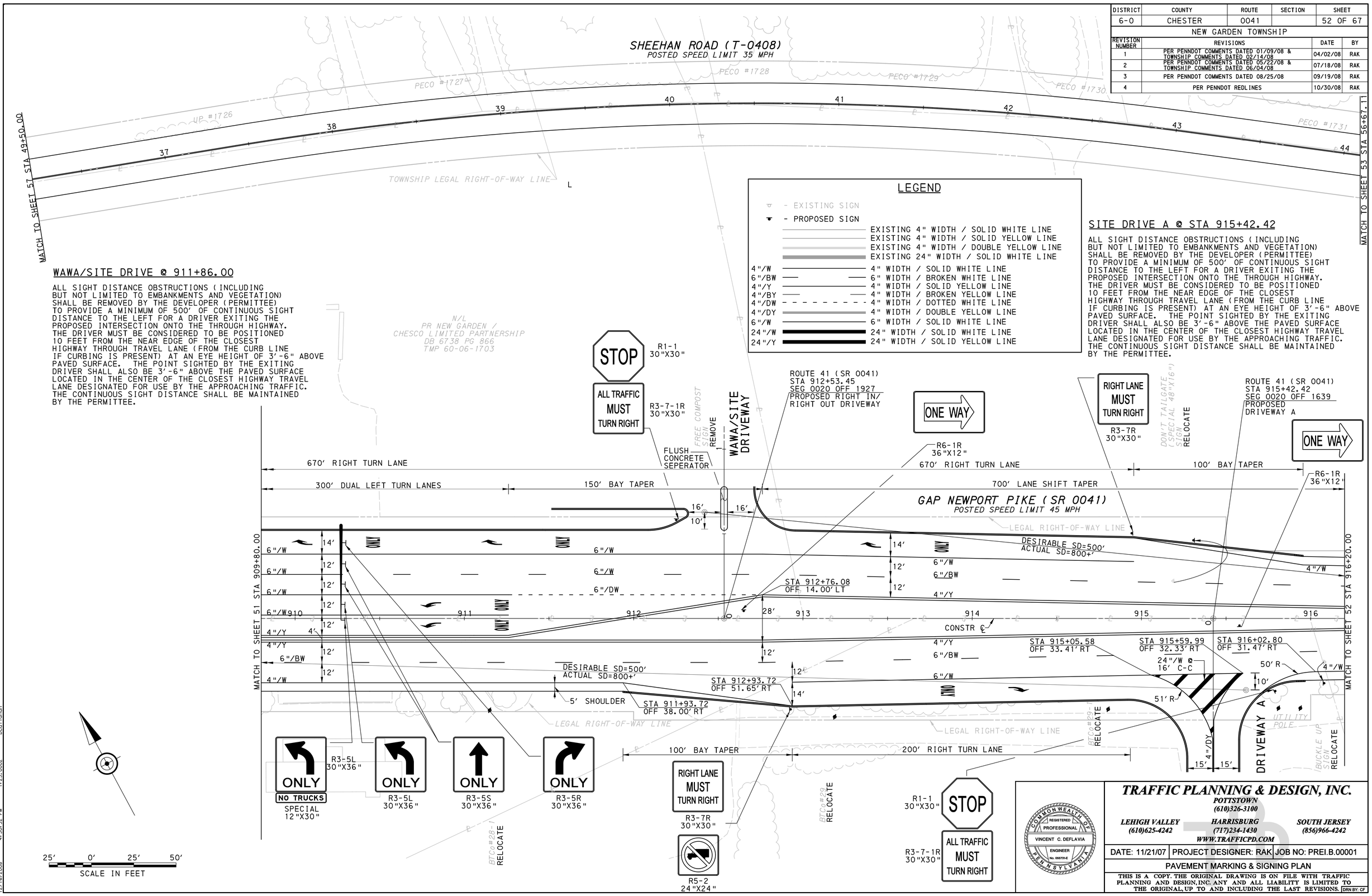
ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 500' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.

SITE DRIVE A @ STA 915+42.42

ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 500' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.

LEGEND

- EXISTING SIGN
- PROPOSED SIGN
- EXISTING 4" WIDTH / SOLID WHITE LINE
- EXISTING 4" WIDTH / SOLID YELLOW LINE
- EXISTING 4" WIDTH / DOUBLE YELLOW LINE
- EXISTING 24" WIDTH / SOLID WHITE LINE
- 4"/W — 4" WIDTH / SOLID WHITE LINE
- 6"/BW — 6" WIDTH / BROKEN WHITE LINE
- 4"/Y — 4" WIDTH / SOLID YELLOW LINE
- 4"/BY — 4" WIDTH / BROKEN YELLOW LINE
- 4"/DW — 4" WIDTH / DOTTED WHITE LINE
- 4"/DY — 4" WIDTH / DOUBLE YELLOW LINE
- 6"/W — 6" WIDTH / SOLID WHITE LINE
- 24"/W — 24" WIDTH / SOLID WHITE LINE
- 24"/Y — 24" WIDTH / SOLID YELLOW LINE



25' 0' 25' 50'
SCALE IN FEET

J:\PREI\00001 (New Garden TCI\CADD\Plan\prp06.dgn 1:25.0002 bcallahan
12/16/2008 4:50:32 PM

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — VINCENT C. DEFLAVIA — ENGINEER — No. 055731-E

TRAFFIC PLANNING & DESIGN, INC.

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DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		53 OF 67

NEW GARDEN TOWNSHIP

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

MATCH TO SHEET 52 STA 56+67.11

SHEEHAN ROAD (T-0408)
POSTED SPEED LIMIT 35 MPH

SHEEHAN ROAD (T-0408)
POSTED SPEED LIMIT 35 MPH

PECO #1731
CHESCO #1732
APPROX POLE
PECO #1733
CHESCO #1734
PECO #88662
TOWNSHIP LEGAL RIGHT-OF-WAY LINE
PIPE(F) @ 24.43' R
N/L PR NEW GARDEN / CHESCO LIMITED PARTNERSHIP DB 6738 PG 866 TMP 60-06-1703
N/L YOLANDA & ORESTE M. LUNATICI TRUSTEES DB 4380 PG 2082 TMP 60-06-1701
N/L YOLANDA & ORESTE M. LUNATICI TRUSTEES DB 4322 PG 1686 TMP 60-06-17
2105 EL 321.60±

PUMP STATION DRIVEWAY @ STA 921+34.41

ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 500' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT AND 570' OF CONTINUOUS SIGHT DISTANCE TO THE RIGHT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.

R4-7 24"X30"

OM1-3 18"X18"

ROAD TO BE CLOSED. COORDINATION WITH TOWNSHIP AND PROPERTY OWNERS REQUIRED.

BE ALERT HEAVY TRUCK TRAFFIC (SPECIAL 48"X16") SIGN RELOCATE

700' LANE SHIFT TAPER

LEGAL RIGHT-OF-WAY LINE

CONCRETE MOUNTABLE MEDIAN

ROUTE 41 (SR 0041)
STA 921+34.41
SEG 0020 OFF 1047
PROPOSED UTILITY DRIVEWAY

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

MATCH TO SHEET 52 STA 916+20.00

MATCH TO SHEET 54 STA 923+20.00

5' SHOULDER
4"/W
6"/BW
4"/Y
4"/Y
6"/BW
4"/W
DESIRABLE SD=500'
MINIMUM SD=500'+
5' SHOULDER

STA 918+76.10 OFF 2.00' LT
STA 918+76.10 OFF 2.00' RT
4"/DY
4"/DY

12'
12'
12'
CONSTR ℄

4"/W
6"/BW
4"/DY
6"/BW
4"/W
10'
DESIRABLE SD=570'
ACTUAL SD=570'+

UTILITY DRIVEWAY

LEGAL RIGHT-OF-WAY LINE

BTCo#428/30 RELOCATE
DOUBLE LINE DELINEATION SIGN RELOCATE
ST. ANTHONY SIGN RELOCATE
BTCo#30-1 RELOCATE
PECO#1577 RELOCATE
PECO#1576 RELOCATE

SEE DETAILS FOR SIGNS ON SHEET 67

41 SOUTH
84" x 120"

Limestone Road
EXIT ONLY
84" x 144"

25' 0' 25' 50'
SCALE IN FEET

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COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
VINCENT C. DEFLAVIA
ENGINEER
No. 055731-E

TRAFFIC PLANNING & DESIGN, INC.
POTTSTOWN (610)326-3100
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WWW.TRAFFICPD.COM

DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

PAVEMENT MARKING & SIGNING PLAN

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		54 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
2	PER PENNDOT COMMENTS DATED 05/22/08 & TOWNSHIP COMMENTS DATED 06/04/08	07/18/08	RAK
3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

LIMIT OF WORK
STA 927+50.00
SEG 0020 OFF 0437
SR 0041
NEW GARDEN TWP
CHESTER COUNTY

STOP WORK
STA 927+00.00
SEG 0020 OFF 0487
SR 0041

SHEEHAN ROAD (T-0407)
POSTED SPEED LIMIT 35 MPH

ROUTE 41
STA 925+42.78
SEG 0020 OFF 644
RAMP B
SR 8021
SEG 0750 OFF 0470

ROAD TO BE CLOSED. (VIA EARTH BERM). COORDINATION WITH TOWNSHIP AND PROPERTY OWNERS REQUIRED.

N/L JEFFREY & MADELINE LUCHT DB 4085 PG 1806 TMP 60-06-18

UTILITY POLE

SPEED LIMIT SIGN RELOCATE

NO LEFT TURN SIGN RELOCATE

STOP SIGN REMOVE

ONE WAY LEFT ARROW
DO NOT ENTER

ONE WAY RIGHT ARROW
ONE WAY LEFT ARROW
DO NOT ENTER

NO NAME ROAD (T-409)

ROUTE 41
STA 924+06.35
SEG 0020 OFF 0781
RAMP A
SR 8021
SEG 0510 OFF 0000

MATCH EXISTING 4"/W
STA 927+00.00
OFF 11.25' LT

RAMP B

NO LEFT SIGN
DO NOT ENTER SIGN

STOP SIGN
REMOVE

GAP NEWPORT PIKE (SR 0041)
POSTED SPEED LIMIT 45 MPH

SPEED LIMIT SIGN
45 MPH

W4-3R
48"X48"

MATCH TO SHEET 53 STA 923+20.00

5' SHOULDER
12'
12'
12'
5' SHOULDER

4"/W
6"/BW
4"/DY
6"/W
4"/Y

STA 924+35.44
OFF 12.00' RT

24"/W @
16' C-C

CONSTR ℄

MATCH EXISTING 4"/DY
STA 927+00.00
OFF 0.00' RT

MATCH EXISTING 4"/W
STA 927+00.00
OFF 11.39' RT

DESIRABLE SD=570'
ACTUAL SD=1087'

DESIRABLE SD=570'
ACTUAL SD=1196'

NO LEFT TURN SIGN

STOP SIGN
ONE WAY
DO NOT ENTER

SEGMENT 30 MARKER

BTCo#36

LEGAL RIGHT-OF-WAY LINE

DESIRABLE SD=500'
ACTUAL SD=878'

DESIRABLE SD=500'
ACTUAL SD=854'

TO DELAWARE RT 7, 45° RIGHT ARROW SIGN RELOCATE

CCPI#47 RELOCATE

NO LEFT TURN SIGN REMOVE

BTCo#34

BTCo#34-1

EXIT SIGN

INT. SIGN

WRONG WAY
NO LEFT TURN SIGN

BTCo#35-1

BTCo#35

℄ RAMP A
PI STA 4+74.93
Δ = 21°38'00"RT
D = 11°27'33"
T = 95.53'
L = 188.79'
R = 500.00'
E = 9.04'

25' 0' 25' 50'
SCALE IN FEET

J:\PREI\00001 (New Garden TCI\CADD\Plan\pmp08.dgn bcallahan
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COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
VINCENT C. DEFLAVIA
ENGINEER
No. 066734-E

TRAFFIC PLANNING & DESIGN, INC.
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WWW.TRAFFICPD.COM

DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		55 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
1	PER PENNDOT COMMENTS DATED 01/09/08 & TOWNSHIP COMMENTS DATED 02/14/08	04/02/08	RAK
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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

SITE DRIVE E @ STA 66+94.00

ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 538' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT AND 460' OF CONTINUOUS SIGHT DISTANCE TO THE RIGHT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.

N/L
MARK & MAJELLA B. EASTMAN
DB 5784 PG 1530
TMP 60-06-2301

N/L
BARBARA CORDIVANO
DB Z63 PG 472
TMP 60-06-86

N/L
NEW GARDEN PROPERTIES, L.P.
D.B. 4880 PG. 1985
TMP 60-04-66

N/L
PR NEW GARDEN / CHESCO LIMITED PARTNERSHIP
DB 6738 PG 866
TMP 60-06-39

EGYPT RUN RD (T-321)

SUNNY DELL RD (SR 3024)
STA 66+94.00
SEG 0080 OFF 1439
DRIVEWAY E
STA 0+00.00

SUNNY DELL RD (SR 3024)
POSTED SPEED LIMIT 40 MPH

200' LEFT TURN LANE

DESIRABLE SD=460'
ACTUAL SD=460'+

MATCH TO BELOW

MATCH TO SHEET 56 STA 68+20.00 AHW

STA 60+80.39
OFF 11.31' LT

80' LANE SHIFT TAPER

STA 62+18.04
OFF 2.00' RT

STA 62+18.04
OFF 9.00' LT

STOP SIGN

PECo#52573

425' LANE SHIFT TAPER

STA 62+52.74
OFF 9.00' LT

STA 62+52.74
OFF 2.00' RT

STREET SIGN

STA 64+62.78
OFF 2.00' RT

DESIRABLE SD=538'
ACTUAL SD=700'

61 6642' R 4"/W 4"/DY 62

3827' R 4"/DY 24"/Y @ 16' C-C

63 3822' R 64 4"/W 4"/DY 11' 4"/DY 65

CONSTR ℄ 24"/Y @16' C-C 66

STA 66+50.00
OFF 1.66' RT

67 6' R

STA 66+50.00
OFF 14.33' RT

24"/Y @8' C-C

STA 66+28.92
OFF 26.00' RT

STA 62+18.04
OFF 6.89' RT

STA 62+52.74
OFF 7.68' RT

LEGAL RIGHT-OF-WAY LINE

BTCo#12 RELOCATE

100' TAPER

SIGN REMOVE

HARVESTERS NEEDED SIGN RELOCATE

BELL #425/10 RELOCATE

11' 12' 14' 4"/W 4"/DY 4"/DY

68 11' 4"/W 12' 4"/W 4"/DY 12' 4"/W 10' 24"/W

100' R 10' 21' 24"/W @16' C-C

75' R

12' 24"/W 4"/Y 4"/DY 4"/W

LIMIT OF WORK

STA 59+00.00
SEG 0080 OFF 0652
SR 3024
NEW GARDEN TOWNSHIP
CHESTER COUNTY

START WORK

STA 59+40.00
SEG 0080 OFF 0692
SR 3024

SUNNY DELL RD (SR 3024)
POSTED SPEED LIMIT 40MPH

58 59 60 4"/DY 4"/DY

13' 14' CONSTR ℄ 24"/Y 16' C-C

SCHOOL ZONE FLASHER SIGN

LEGAL RIGHT-OF-WAY LINE

MATCH TO ABOVE

MATCH EXISTING 4"/DY
STA 59+40.00
OFF 3.81' LT

MATCH EXISTING 4"/DY
STA 59+40.00
OFF 0.71' RT

BELL #15

BTCo#14

SCHOOL ZONE SIGN RELOCATE

END SCHOOL ZONE
S5-2
24"X24"

RIGHT LANE MUST TURN RIGHT
R3-7R
30"X30"

OM1-3
18"X18"
PLACE TEMPORARY BARRICADE(TO REMAIN UNTIL DRIVEWAY OPENS)

YIELD
R1-2
36"X36"

R4-7
24"X30"

OM1-3
18"X18"
CONCRETE MOUNTABLE MEDIAN

DO NOT ENTER
R5-1
30"X30"

STOP
R1-1
30"X30"

OM1-3
18"X18"
PLACE TEMPORARY BARRICADE(TO REMAIN UNTIL DRIVEWAY OPENS)

4"/Y 4"/Y 4"/W ONLY ONLY

12' 14' 12' 14'

DRIVEWAY E

25' 0' 25' 50'
SCALE IN FEET

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
VINCENT C. DEFLAVIA
ENGINEER
No. 055731-E

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DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		56 OF 67
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY
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4	PER PENNDOT REDLINES	10/30/08	RAK

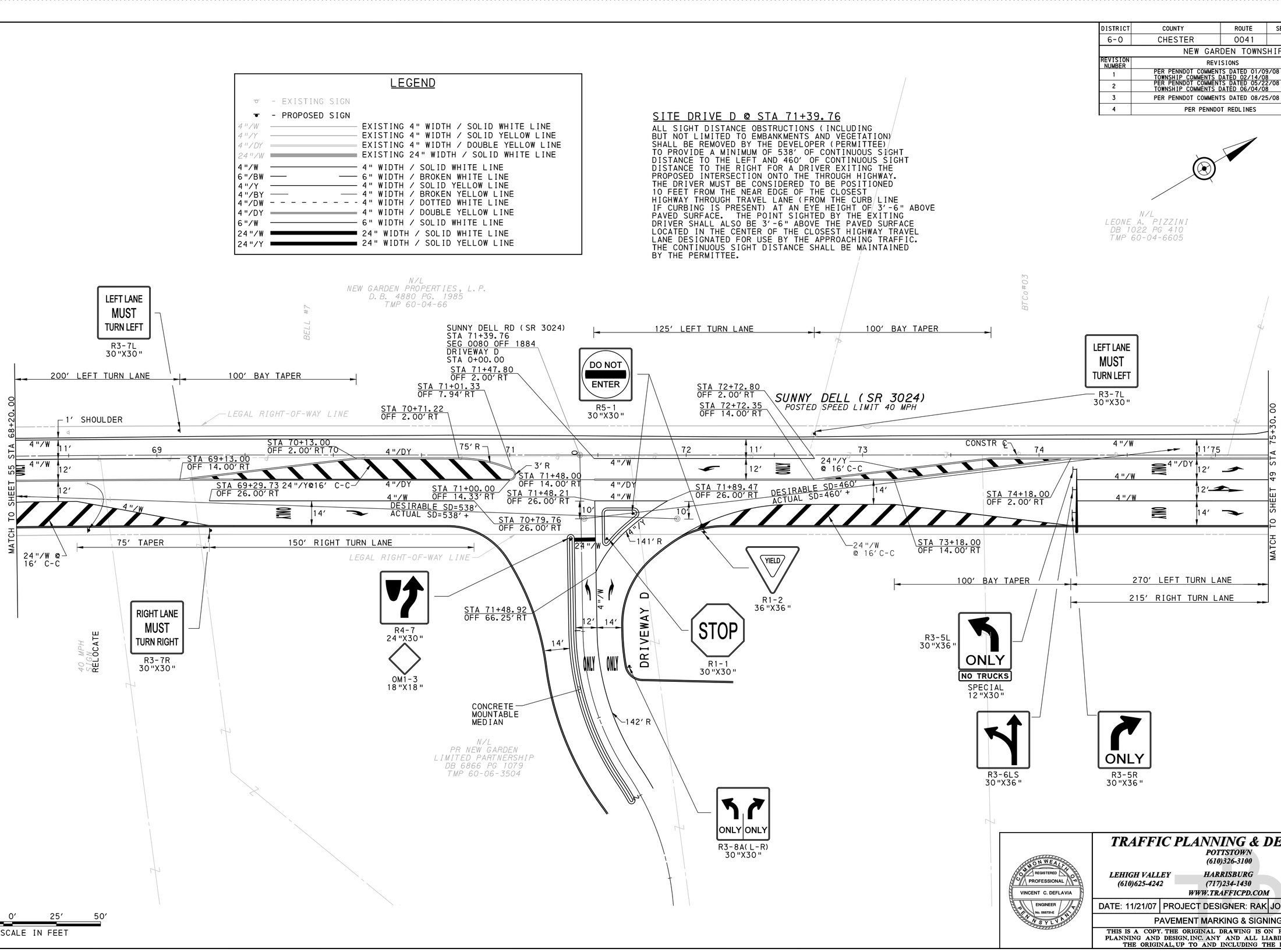
LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

SITE DRIVE D @ STA 71+39.76

ALL SIGHT DISTANCE OBSTRUCTIONS (INCLUDING BUT NOT LIMITED TO EMBANKMENTS AND VEGETATION) SHALL BE REMOVED BY THE DEVELOPER (PERMITTEE) TO PROVIDE A MINIMUM OF 538' OF CONTINUOUS SIGHT DISTANCE TO THE LEFT AND 460' OF CONTINUOUS SIGHT DISTANCE TO THE RIGHT FOR A DRIVER EXITING THE PROPOSED INTERSECTION ONTO THE THROUGH HIGHWAY. THE DRIVER MUST BE CONSIDERED TO BE POSITIONED 10 FEET FROM THE NEAR EDGE OF THE CLOSEST HIGHWAY THROUGH TRAVEL LANE (FROM THE CURB LINE IF CURBING IS PRESENT) AT AN EYE HEIGHT OF 3'-6" ABOVE PAVED SURFACE. THE POINT SIGHTED BY THE EXITING DRIVER SHALL ALSO BE 3'-6" ABOVE THE PAVED SURFACE LOCATED IN THE CENTER OF THE CLOSEST HIGHWAY TRAVEL LANE DESIGNATED FOR USE BY THE APPROACHING TRAFFIC. THE CONTINUOUS SIGHT DISTANCE SHALL BE MAINTAINED BY THE PERMITTEE.



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COMMONWEALTH OF PENNSYLVANIA
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		57 OF 67
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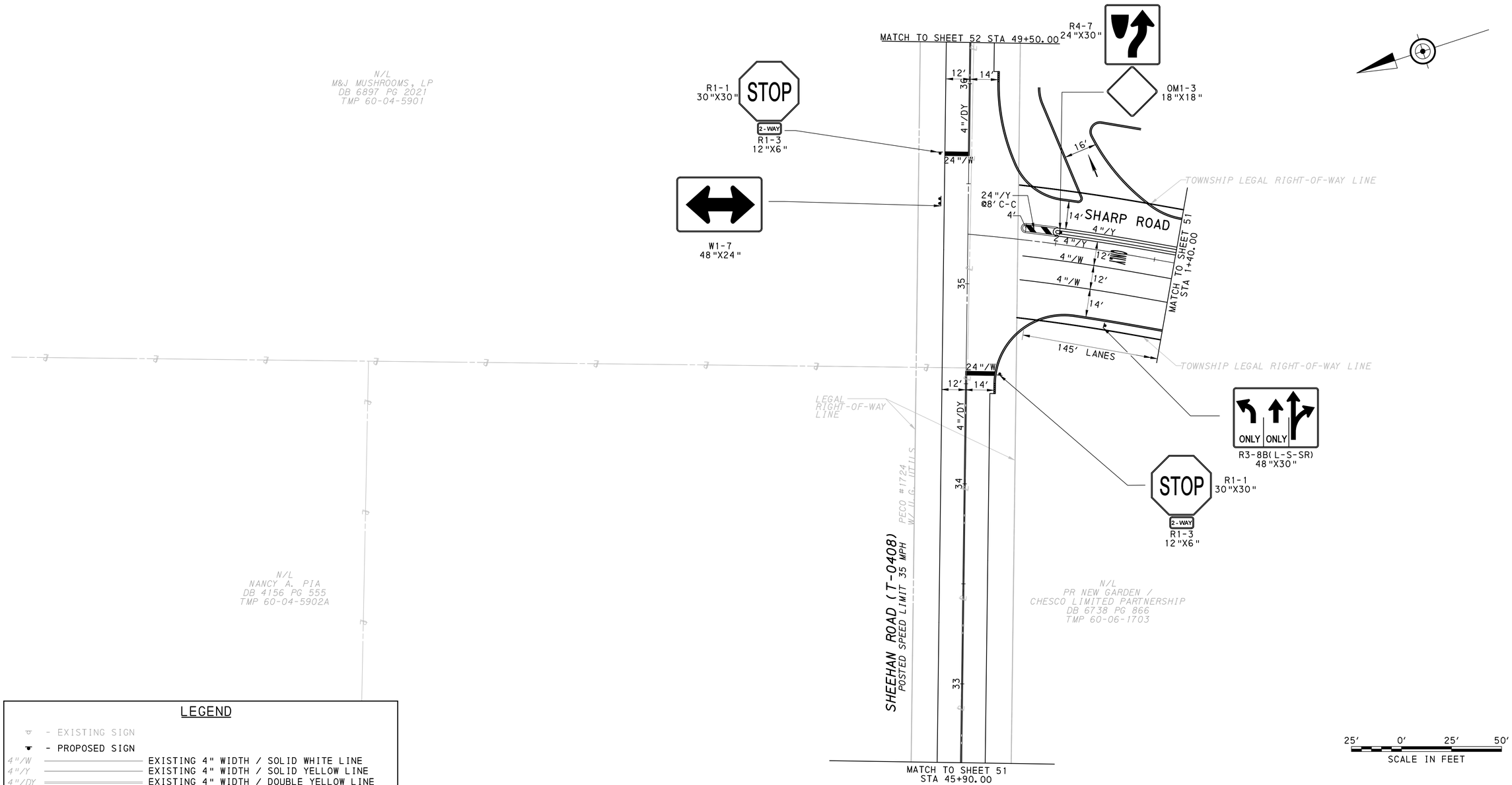
3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK



LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

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ENGINEER
No. 059754E

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041		58 OF 67
NEW GARDEN TOWNSHIP				

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3	PER PENNDOT COMMENTS DATED 08/25/08	09/19/08	RAK
4	PER PENNDOT REDLINES	10/30/08	RAK

LEGAL RIGHT-OF-WAY LINE
ROUTE 7 SIGN
WRONG WAY SIGN
STOP AHEAD SIGN
RAMP A (SR 8021)
R4-7 24"X30"
OM1-3 18"X18"
YIELD
R1-2 36"X36"
STA 43+96.14 OFF 89.35'LT
SINGLE-LINE DESTINATION SIGN SOUTH, RT 41 SIGN 45° RIGHT ARROW SIGN RELOCATE
MERGE RIGHT (W4-1R) SIGN REMOVE
STOP AHEAD SIGN REMOVE
TO, DELAWARE RT 7 AHEAD ARROW SIGN SOUTH, RT 41 SIGN ADVANCED 45° ARROW SIGN RELOCATE
STA 47+44.55 OFF 54.14'LT
ROUTE 3013 (SR 3013) STA 47+23.67 SEG 0040 OFF 0000 RAMP B (SR 8021) STA 17+44.56
SEE SIGNAL PLAN FOR ADDITIONAL SIGNING
STA 47+23.01 OFF 16.27'LT
STA 46+54.43 OFF 17.00'LT
STA 46+83.90 OFF 17.00'RT
STA 47+68.31 OFF 15.26'LT
STA 48+40.93 OFF 13.65'LT
STA 47+35.00 OFF 5.00'LT
STA 49+45.00 OFF 0.00'RT
STA 47+35.01 OFF 5.33'RT
CONST ℄
STA 932+14.58 OFF 94.09'RT
STA 47+75.09 OFF 15.11'RT
5' SHOULDER
MEMORIAL MARKER
EXISTING CONCRETE MEDIAN TO BE REMOVED
DOUBLE-LINE DESTINATION SIGN NORTH, RT 41 SIGN RIGHT ARROW SIGN RELOCATE
N/L JOSEPH OLIVERI & MARY OLIVERI GUERRINA DB Q37 PG 386 TMP 60-06-6
RAMP B (SR 8021)
R9-3A 18"X18"
OM1-3 18"X18"
DO NOT ENTER
R5-1 30"X30"
NO TURN ON RED
R10-11 24"X30"
ONE WAY
R6-1R 36"X12"
R6-1L 36"X12"
WRONG WAY
R5-1A 36"X24"
N/L FRANCIS G. & LORELEI W. OVLIVIERI DB 58 PG 261 TEMP 60-06-16
STOP & DO NOT ENTER SIGN REMOVE
NORTH, RT 41 SIGN LEFT ARROW SIGN REMOVE
STOP WORK STA 50+00.00 SEG 0040 OFF 0276 SR 3013
MATCH EXISTING 4"/W STA 50+00.00 OFF 11.06'LT
LIMESTONE ROAD (SR 3013)
MATCH EXISTING 4"/DY STA 50+00.00 OFF 0.98'RT
MATCH EXISTING 4"/W STA 50+00.00 OFF 11.88'RT
SEE MATCHLINE A-A
STA 42+91.00 OFF 5.00'RT
STA 43+97.66 OFF 17.00'LT
STA 44+53.72 OFF 17.00'LT
STA 43+68.00 OFF 5.00'LT
STA 43+68.00 OFF 5.00'RT
STA 44+14.95 OFF 5.00'LT
STA 44+14.95 OFF 5.00'RT
76' LEFT TURN LANE
DESIRABLE SD=635' ACTUAL SD=635'+
DESIRABLE SD=570' ACTUAL SD=691'
256' LEFT TURN LANE
W1-7 48"X24"
OM1-3 18"X18"
R9-3A 18"X18"
R3-5L 30"X36"
R3-5S 30"X36"
LEFT LANE MUST TURN LEFT
R3-7L 30"X30"
DOUBLE-LINE DESTINATION SIGN MILEAGE SIGN SOUTH, RT 41, LEFT ARROW SIGN NORTH, RT. 41, LEFT ARROW SIGN ATTRACTION SIGN RELOCATE
M3-1 24"X12" NORTH
M1-5 24"X24" 41
M6-1 21"X15"
N/L PASKEL H. & FAY K. ELLER DB E65 PG 415 TMP 60-06-611
START WORK STA 39+66.00 SEG 0030 OFF 0043 SR 3013
MATCH EXISTING 4"/W STA 42+38.64 OFF 46.29'LT
MATCH EXISTING 4"/W STA 42+44.20 OFF 33.34'LT
STA 41+88.35 OFF 28.49'LT
MATCH EXISTING 4"/DY STA 39+66.01 OFF 0.56'LT
STA 40+78.49 OFF 2.81'LT
STA 41+91.55 OFF 17.00'LT
STA 40+33.20 OFF 13.09'RT
STA 40+78.18 OFF 2.19'RT
STA 40+78.48 OFF 14.19'RT
4' SHOULDER
STA 41+91.00 OFF 5.00'RT
DESIRABLE SD=570' ACTUAL SD=773'
100' LEFT TURN LANE BAY TAPER
DESIRABLE SD=635' ACTUAL SD=635'+
OLD LIMESTONE ROAD
SEE MATCHLINE A-A
N/L PASKEL H. & FAY K. ELLER DB E65 PG 415 TMP 60-06-611
RAMP C (SR 8021)
R1-2 36"X36"

LEGEND

- EXISTING SIGN
- PROPOSED SIGN

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

25' 0' 25' 50'
SCALE IN FEET

TRAFFIC PLANNING & DESIGN, INC.
POTTSTOWN (610)326-3100
LEHIGH VALLEY (610)625-4242 | HARRISBURG (717)234-1430 | SOUTH JERSEY (856)966-4242
WWW.TRAFFICPD.COM

COMMONWEALTH OF PENNSYLVANIA — REGISTERED PROFESSIONAL — VINCENT C. DEFLAVIA — ENGINEER — No. 056731-E

DATE: 11/21/07 | PROJECT DESIGNER: RAK | JOB NO: PREI.B.00001

PAVEMENT MARKING & SIGNING PLAN

THIS IS A COPY. THE ORIGINAL DRAWING IS ON FILE WITH TRAFFIC PLANNING AND DESIGN, INC. ANY AND ALL LIABILITY IS LIMITED TO THE ORIGINAL, UP TO AND INCLUDING THE LAST REVISIONS. DRN BY: CF

J:\PREI\00001 (New Garden TC)\CADD\Plan\pmp12.dgn 11:25:59 PM 12/16/2008 bcallahan

APPENDIX B:
Study Area Photographs

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Limestone Road & Route 41 (SR 0041) NB On-Off Ramps*

Direction / Road: **Nb. *Limestone Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Limestone Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Limestone Road & Route 41 (SR 0041) NB On-Off Ramps

Direction / Road: **Sb. *Limestone Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Limestone Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Limestone Road & Route 41 (SR 0041) NB On-Off Ramps

Direction / Road: **Wb.** ***Route 41 (SR 0041) NB Off Ramps***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Wb.** ***Route 41 (SR 0041) NB Off Ramps***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Limestone Road & Route 41 (SR 0041) SB On-Off Ramps*

Direction / Road: **Nb. *Limestone Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Limestone Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Limestone Road & Route 41 (SR 0041) SB On-Off Ramps*

Direction / Road: **Sb. *Limestone Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Limestone Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Limestone Road & Route 41 (SR 0041) SB On-Off Ramps

Direction / Road: **Eb. *Route 41 (SR 0041) SB Off Ramps***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Route 41 (SR 0041) SB Off Ramps***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sharp Road-Sheehan Road & Route 41*

Direction / Road: **Sb. *Sharp Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Sharp Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sharp Road-Sheehan Road & Route 41*

Direction / Road: **SWb. *Sheehan Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **SWb. *Sheehan Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sharp Road-Sheehan Road & Route 41*

Direction / Road: **Eb. *Route 41***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Route 41***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sharp Road-Sheehan Road & Route 41*

Direction / Road: **Wb. *Route 41***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Wb. *Route 41***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Sunny Dell Road & Route 41

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Route 41*

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Sunny Dell Road & Route 41

Direction / Road: **Eb. *Route 41***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Route 41***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Route 41*

Direction / Road: **Wb. *Route 41***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Wb. *Route 41***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Egypt Run Road*

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Sunny Dell Road & Egypt Run Road

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Egypt Run Road*

Direction / Road: **Eb. *Egypt Run Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Egypt Run Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Middle School DW-Reynolds Road*

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Middle School DW-Reynolds Road*

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Middle School DW-Reynolds Road*

Direction / Road: **Eb. *Middle School Driveway***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Middle School Driveway***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & Middle School DW-Reynolds Road*

Direction / Road: **Wb. *Reynolds Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Wb. *Reynolds Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Starr Road-Brittany Hills Drive & Route 41*

Direction / Road: **Nb. *Starr Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Starr Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Starr Road-Brittany Hills Drive & Route 41*

Direction / Road: **Sb. *Brittany Hills Drive***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Brittany Hills Drive***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Starr Road-Brittany Hills Drive & Route 41*

Direction / Road: **Eb. *Route 41***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Route 41***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Starr Road-Brittany Hills Drive & Route 41

Direction / Road: **Wb. *Route 41***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Wb. *Route 41***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Sunny Dell Road & St. Rocco Driveway

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & St. Rocco Driveway*

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Sunny Dell Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sunny Dell Road & St. Rocco Driveway*

Direction / Road: **Eb. *St. Rocco Driveway***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *St. Rocco Driveway***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Limestone Road & Kaolin Road-Ewart Road*

Direction / Road: **Nb. *Limestone Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Limestone Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Limestone Road & Kaolin Road-Ewart Road*

Direction / Road: **Sb. *Kaolin Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Kaolin Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Limestone Road & Kaolin Road-Ewart Road

Direction / Road: **Eb. *Kaolin Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Eb. *Kaolin Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Limestone Road & Kaolin Road-Ewart Road

Direction / Road: **Wb. *Ewart Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Wb. *Ewart Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: SWCL.00001 *Date Taken:* 06-25-2025 *Intersection Of:* Sheehan Road (Between Rt 41 & Kaolin Road

Direction / Road: **Nb. *Sheehan Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Nb. *Sheehan Road***
Approach / Departure: Approach
Distance: 200 Feet

Job #: *SWCL.00001* *Date Taken:* *06-25-2025* *Intersection Of:* *Sheehan Road (Between Rt 41 & Kaolin Road*

Direction / Road: **Sb. *Sheehan Road***
Approach / Departure: Approach
Distance: 50 feet

Direction / Road: **Sb. *Sheehan Road***
Approach / Departure: Approach
Distance: 200 Feet

APPENDIX C:
Manual Traffic Count Printouts

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 1 Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/03/2025

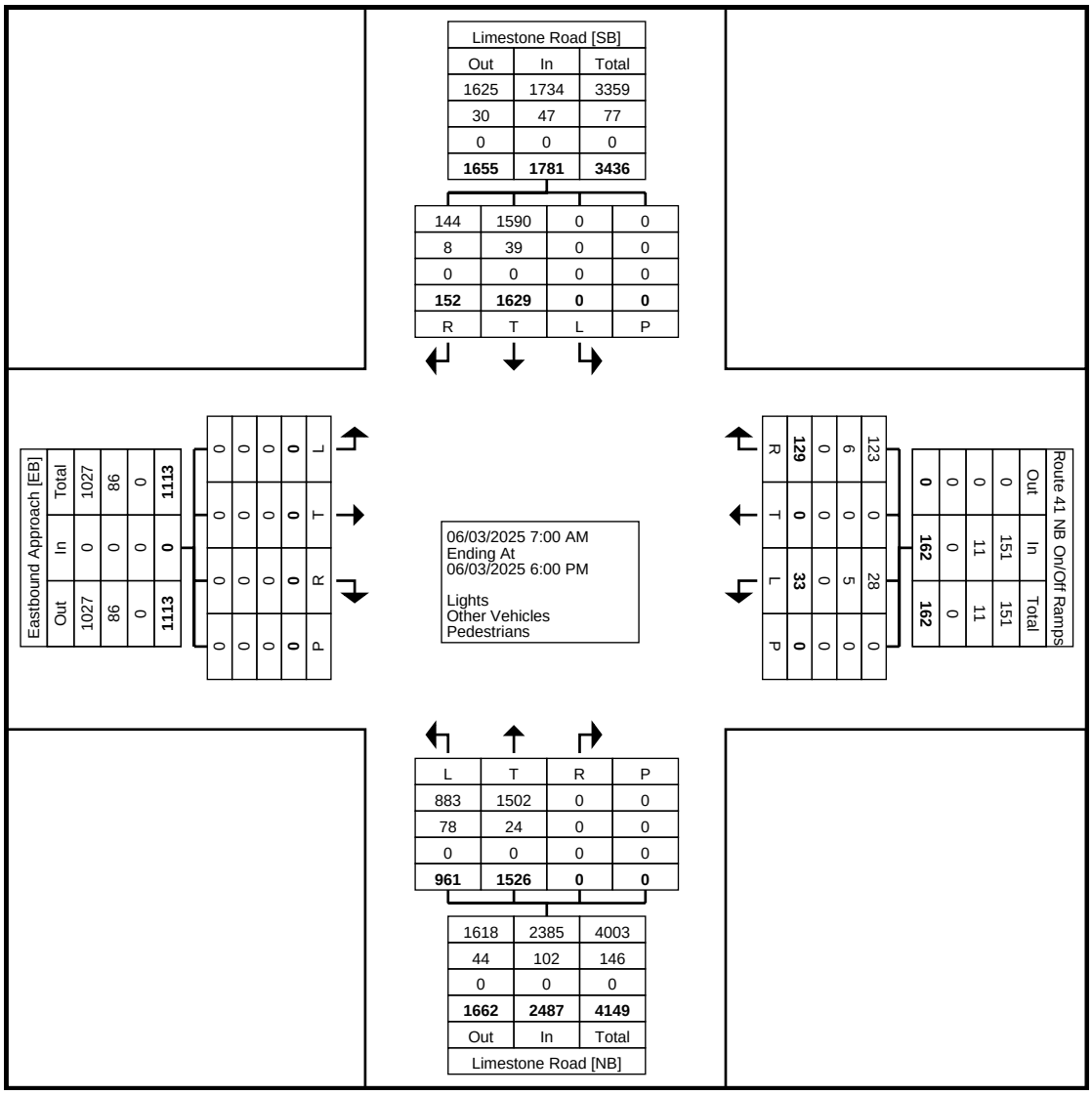
Turning Movement Data

Start Time	Eastbound Approach Eastbound					Route 41 NB On/Off Ramps Westbound					Limestone Road Northbound					Limestone Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	2	0	3	0	5	47	109	0	0	156	0	63	10	0	73	234
7:15 AM	0	0	0	0	0	3	0	8	0	11	39	122	0	0	161	0	83	30	0	113	285
7:30 AM	0	0	0	0	0	1	0	7	0	8	55	112	0	0	167	0	78	7	0	85	260
7:45 AM	0	0	0	0	0	0	0	3	0	3	55	127	0	0	182	0	102	5	0	107	292
Hourly Total	0	0	0	0	0	6	0	21	0	27	196	470	0	0	666	0	326	52	0	378	1071
8:00 AM	0	0	0	0	0	0	0	5	0	5	58	74	0	0	132	0	112	6	0	118	255
8:15 AM	0	0	0	0	0	2	0	6	0	8	51	102	0	0	153	0	89	4	0	93	254
8:30 AM	0	0	0	0	0	0	0	11	0	11	52	82	0	0	134	0	102	5	0	107	252
8:45 AM	0	0	0	0	0	2	0	12	0	14	51	85	0	0	136	0	79	3	0	82	232
Hourly Total	0	0	0	0	0	4	0	34	0	38	212	343	0	0	555	0	382	18	0	400	993
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	2	0	11	0	13	50	87	0	0	137	0	99	6	0	105	255
4:15 PM	0	0	0	0	0	1	0	6	0	7	69	78	0	0	147	0	112	5	0	117	271
4:30 PM	0	0	0	0	0	3	0	4	0	7	61	99	0	0	160	0	120	10	0	130	297
4:45 PM	0	0	0	0	0	0	0	8	0	8	88	108	0	0	196	0	122	5	0	127	331
Hourly Total	0	0	0	0	0	6	0	29	0	35	268	372	0	0	640	0	453	26	0	479	1154
5:00 PM	0	0	0	0	0	1	0	11	0	12	68	96	0	0	164	0	130	10	0	140	316
5:15 PM	0	0	0	0	0	8	0	12	0	20	64	99	0	0	163	0	134	15	0	149	332
5:30 PM	0	0	0	0	0	3	0	16	0	19	84	78	0	0	162	0	108	19	0	127	308
5:45 PM	0	0	0	0	0	5	0	6	0	11	69	68	0	0	137	0	96	12	0	108	256
Hourly Total	0	0	0	0	0	17	0	45	0	62	285	341	0	0	626	0	468	56	0	524	1212
Grand Total	0	0	0	0	0	33	0	129	0	162	961	1526	0	0	2487	0	1629	152	0	1781	4430
Approach %	0.0	0.0	0.0	-	-	20.4	0.0	79.6	-	-	38.6	61.4	0.0	-	-	0.0	91.5	8.5	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.7	0.0	2.9	-	3.7	21.7	34.4	0.0	-	56.1	0.0	36.8	3.4	-	40.2	-
Lights	0	0	0	-	0	28	0	123	-	151	883	1502	0	-	2385	0	1590	144	-	1734	4270
% Lights	-	-	-	-	-	84.8	-	95.3	-	93.2	91.9	98.4	-	-	95.9	-	97.6	94.7	-	97.4	96.4
Other Vehicles	0	0	0	-	0	5	0	6	-	11	78	24	0	-	102	0	39	8	-	47	160
% Other Vehicles	-	-	-	-	-	15.2	-	4.7	-	6.8	8.1	1.6	-	-	4.1	-	2.4	5.3	-	2.6	3.6
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 1 Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

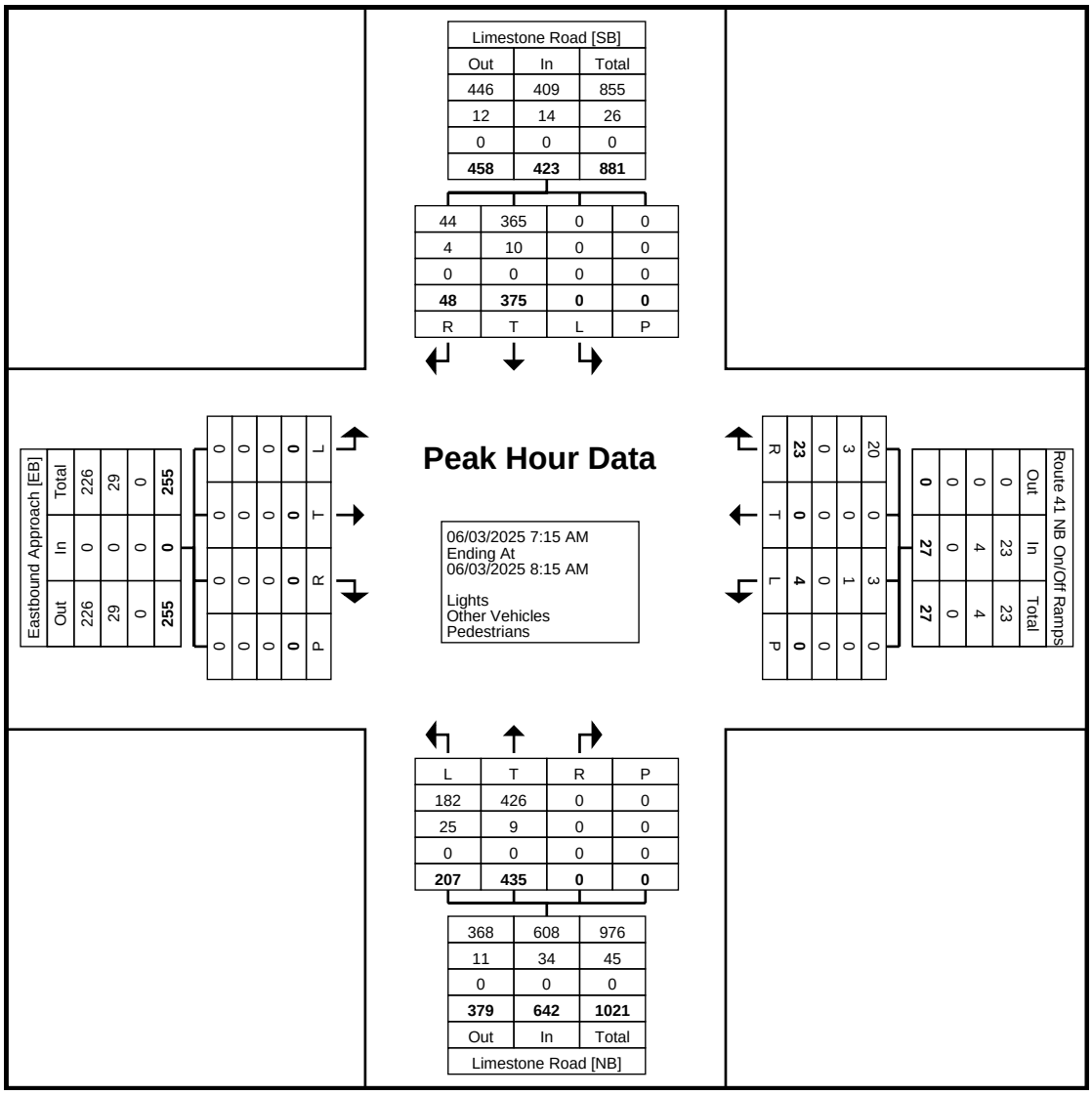
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Eastbound Approach					Route 41 NB On/Off Ramps					Limestone Road					Limestone Road					
	Eastbound					Westbound					Northbound					Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	0	0	0	0	3	0	8	0	11	39	122	0	0	161	0	83	30	0	113	285
7:30 AM	0	0	0	0	0	1	0	7	0	8	55	112	0	0	167	0	78	7	0	85	260
7:45 AM	0	0	0	0	0	0	0	3	0	3	55	127	0	0	182	0	102	5	0	107	292
8:00 AM	0	0	0	0	0	0	0	5	0	5	58	74	0	0	132	0	112	6	0	118	255
Total	0	0	0	0	0	4	0	23	0	27	207	435	0	0	642	0	375	48	0	423	1092
Approach %	0.0	0.0	0.0	-	-	14.8	0.0	85.2	-	-	32.2	67.8	0.0	-	-	0.0	88.7	11.3	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.4	0.0	2.1	-	2.5	19.0	39.8	0.0	-	58.8	0.0	34.3	4.4	-	38.7	-
PHF	0.000	0.000	0.000	-	0.000	0.333	0.000	0.719	-	0.614	0.892	0.856	0.000	-	0.882	0.000	0.837	0.400	-	0.896	0.935
Lights	0	0	0	-	0	3	0	20	-	23	182	426	0	-	608	0	365	44	-	409	1040
% Lights	-	-	-	-	-	75.0	-	87.0	-	85.2	87.9	97.9	-	-	94.7	-	97.3	91.7	-	96.7	95.2
Other Vehicles	0	0	0	-	0	1	0	3	-	4	25	9	0	-	34	0	10	4	-	14	52
% Other Vehicles	-	-	-	-	-	25.0	-	13.0	-	14.8	12.1	2.1	-	-	5.3	-	2.7	8.3	-	3.3	4.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 1 Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:15 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

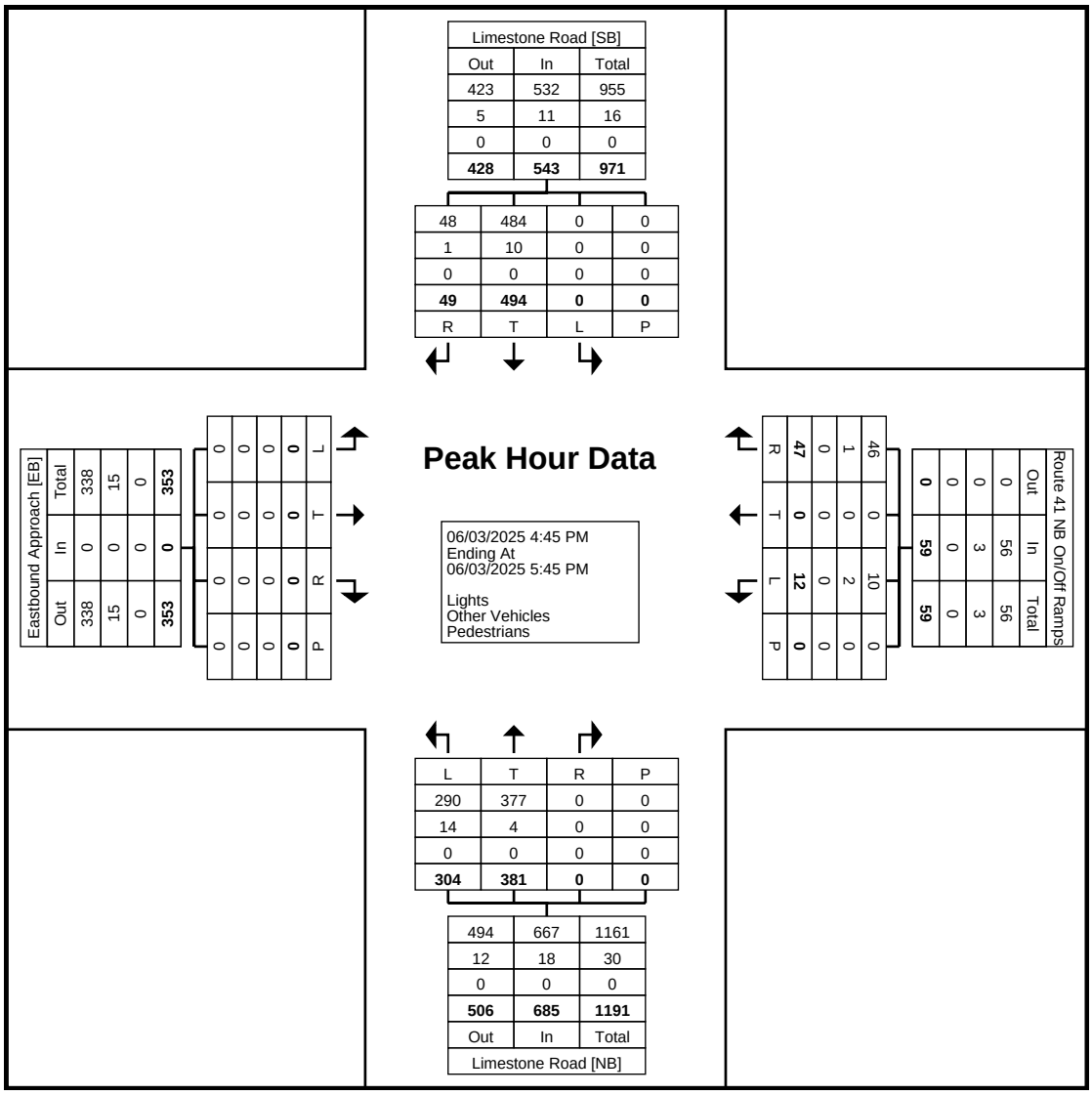
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Eastbound Approach					Route 41 NB On/Off Ramps					Limestone Road					Limestone Road					
	Eastbound					Westbound					Northbound					Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	0	0	0	0	0	0	8	0	8	88	108	0	0	196	0	122	5	0	127	331
5:00 PM	0	0	0	0	0	1	0	11	0	12	68	96	0	0	164	0	130	10	0	140	316
5:15 PM	0	0	0	0	0	8	0	12	0	20	64	99	0	0	163	0	134	15	0	149	332
5:30 PM	0	0	0	0	0	3	0	16	0	19	84	78	0	0	162	0	108	19	0	127	308
Total	0	0	0	0	0	12	0	47	0	59	304	381	0	0	685	0	494	49	0	543	1287
Approach %	0.0	0.0	0.0	-	-	20.3	0.0	79.7	-	-	44.4	55.6	0.0	-	-	0.0	91.0	9.0	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.9	0.0	3.7	-	4.6	23.6	29.6	0.0	-	53.2	0.0	38.4	3.8	-	42.2	-
PHF	0.000	0.000	0.000	-	0.000	0.375	0.000	0.734	-	0.738	0.864	0.882	0.000	-	0.874	0.000	0.922	0.645	-	0.911	0.969
Lights	0	0	0	-	0	10	0	46	-	56	290	377	0	-	667	0	484	48	-	532	1255
% Lights	-	-	-	-	-	83.3	-	97.9	-	94.9	95.4	99.0	-	-	97.4	-	98.0	98.0	-	98.0	97.5
Other Vehicles	0	0	0	-	0	2	0	1	-	3	14	4	0	-	18	0	10	1	-	11	32
% Other Vehicles	-	-	-	-	-	16.7	-	2.1	-	5.1	4.6	1.0	-	-	2.6	-	2.0	2.0	-	2.0	2.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 1 Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 1 (Sat) Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/28/2025

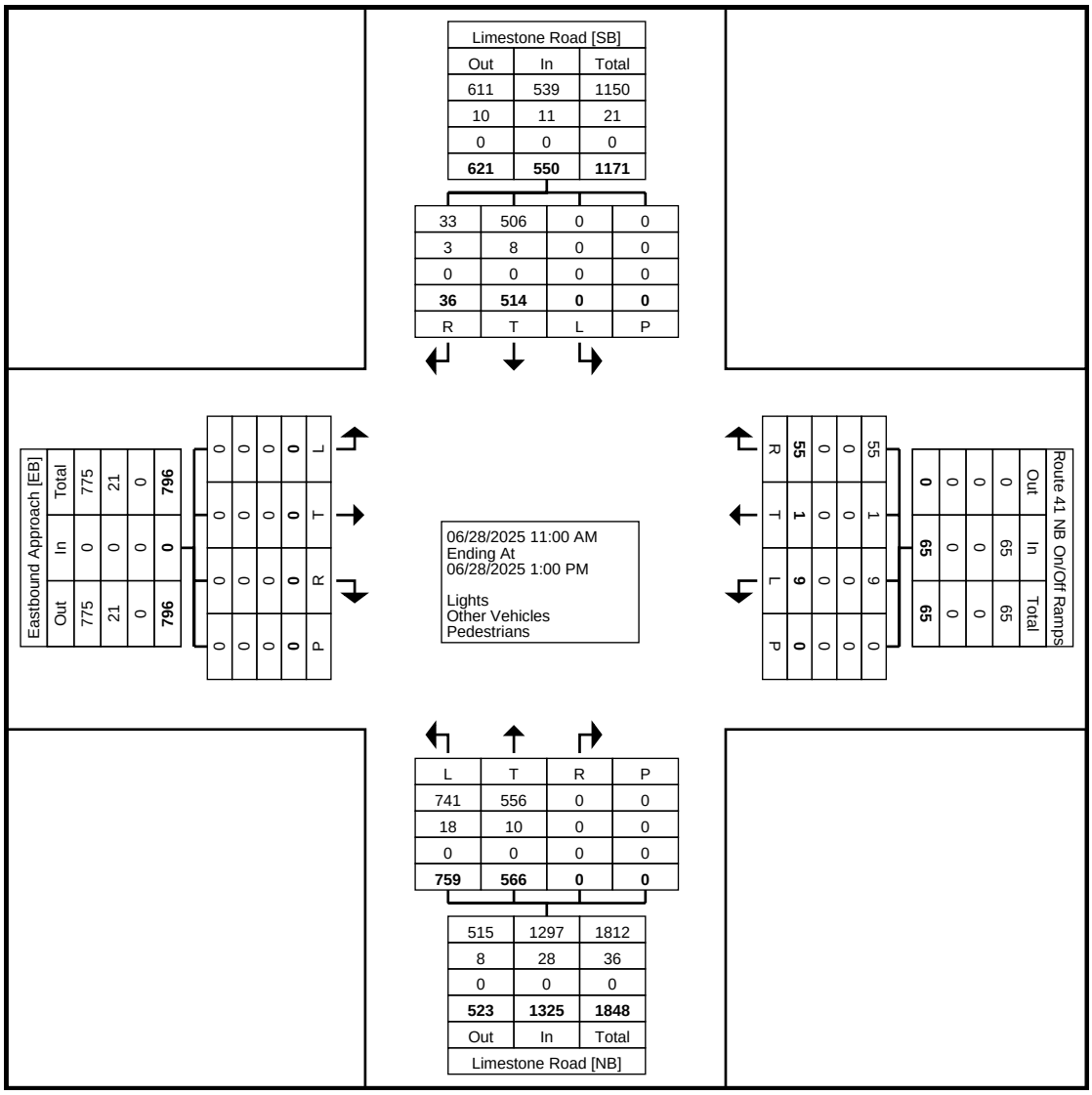
Turning Movement Data

Start Time	Eastbound Approach Eastbound					Route 41 NB On/Off Ramps Westbound					Limestone Road Northbound					Limestone Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	0	0	0	0	0	1	0	6	0	7	74	64	0	0	138	0	57	2	0	59	204
11:15 AM	0	0	0	0	0	2	0	8	0	10	108	67	0	0	175	0	43	8	0	51	236
11:30 AM	0	0	0	0	0	1	0	12	0	13	75	79	0	0	154	0	75	4	0	79	246
11:45 AM	0	0	0	0	0	0	0	5	0	5	83	68	0	0	151	0	69	4	0	73	229
Hourly Total	0	0	0	0	0	4	0	31	0	35	340	278	0	0	618	0	244	18	0	262	915
12:00 PM	0	0	0	0	0	0	0	3	0	3	111	74	0	0	185	0	65	6	0	71	259
12:15 PM	0	0	0	0	0	1	1	6	0	8	96	79	0	0	175	0	78	4	0	82	265
12:30 PM	0	0	0	0	0	3	0	10	0	13	103	63	0	0	166	0	58	7	0	65	244
12:45 PM	0	0	0	0	0	1	0	5	0	6	109	72	0	0	181	0	69	1	0	70	257
Hourly Total	0	0	0	0	0	5	1	24	0	30	419	288	0	0	707	0	270	18	0	288	1025
Grand Total	0	0	0	0	0	9	1	55	0	65	759	566	0	0	1325	0	514	36	0	550	1940
Approach %	0.0	0.0	0.0	-	-	13.8	1.5	84.6	-	-	57.3	42.7	0.0	-	-	0.0	93.5	6.5	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.5	0.1	2.8	-	3.4	39.1	29.2	0.0	-	68.3	0.0	26.5	1.9	-	28.4	-
Lights	0	0	0	-	0	9	1	55	-	65	741	556	0	-	1297	0	506	33	-	539	1901
% Lights	-	-	-	-	-	100.0	100.0	100.0	-	100.0	97.6	98.2	-	-	97.9	-	98.4	91.7	-	98.0	98.0
Other Vehicles	0	0	0	-	0	0	0	0	-	0	18	10	0	-	28	0	8	3	-	11	39
% Other Vehicles	-	-	-	-	-	0.0	0.0	0.0	-	0.0	2.4	1.8	-	-	2.1	-	1.6	8.3	-	2.0	2.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 1 (Sat) Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 1 (Sat) Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/28/2025

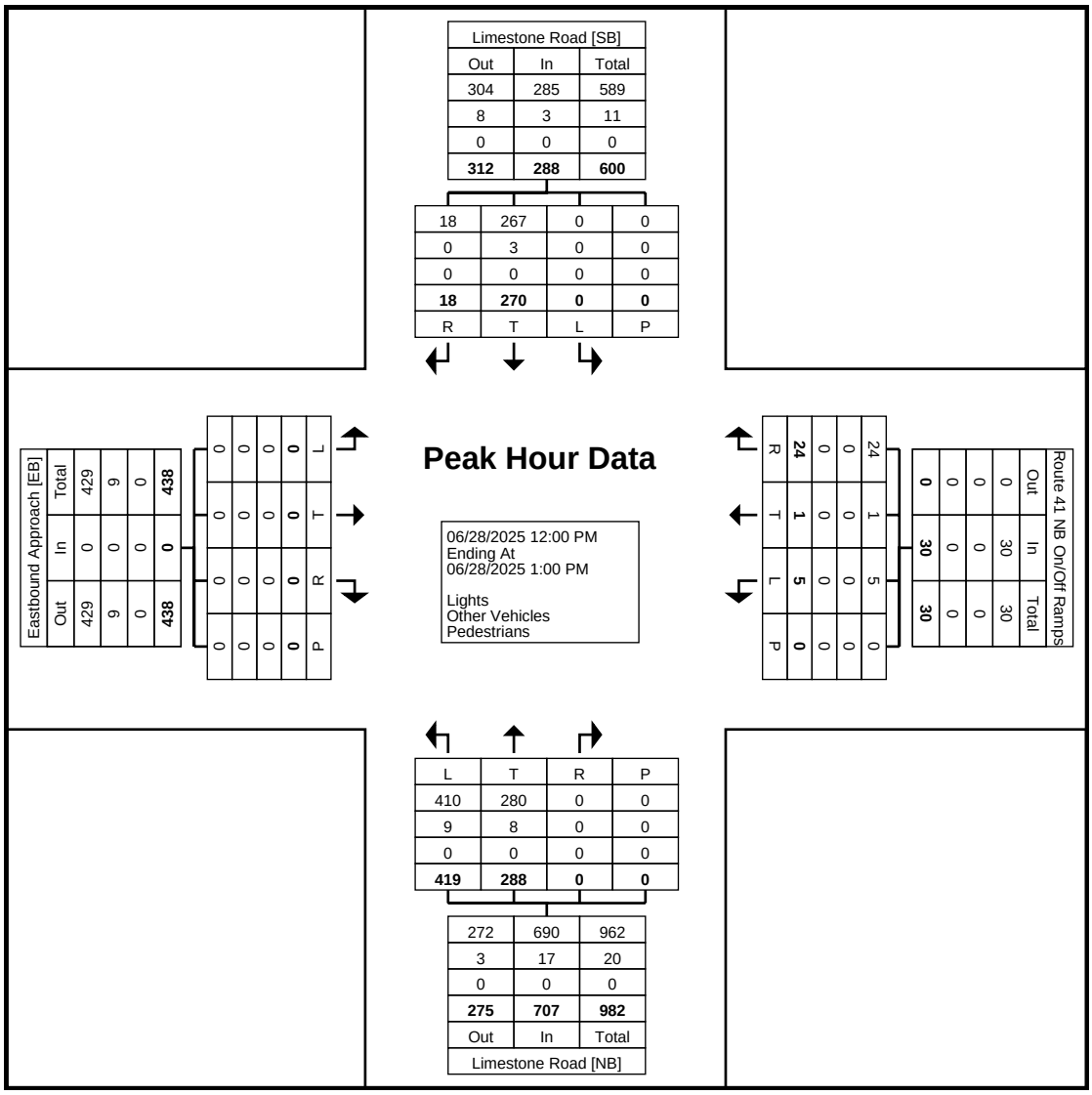
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Eastbound Approach					Route 41 NB On/Off Ramps					Limestone Road					Limestone Road					
	Eastbound					Westbound					Northbound					Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	0	0	0	0	0	0	0	3	0	3	111	74	0	0	185	0	65	6	0	71	259
12:15 PM	0	0	0	0	0	1	1	6	0	8	96	79	0	0	175	0	78	4	0	82	265
12:30 PM	0	0	0	0	0	3	0	10	0	13	103	63	0	0	166	0	58	7	0	65	244
12:45 PM	0	0	0	0	0	1	0	5	0	6	109	72	0	0	181	0	69	1	0	70	257
Total	0	0	0	0	0	5	1	24	0	30	419	288	0	0	707	0	270	18	0	288	1025
Approach %	0.0	0.0	0.0	-	-	16.7	3.3	80.0	-	-	59.3	40.7	0.0	-	-	0.0	93.8	6.3	-	-	-
Total %	0.0	0.0	0.0	-	0.0	0.5	0.1	2.3	-	2.9	40.9	28.1	0.0	-	69.0	0.0	26.3	1.8	-	28.1	-
PHF	0.000	0.000	0.000	-	0.000	0.417	0.250	0.600	-	0.577	0.944	0.911	0.000	-	0.955	0.000	0.865	0.643	-	0.878	0.967
Lights	0	0	0	-	0	5	1	24	-	30	410	280	0	-	690	0	267	18	-	285	1005
% Lights	-	-	-	-	-	100.0	100.0	100.0	-	100.0	97.9	97.2	-	-	97.6	-	98.9	100.0	-	99.0	98.0
Other Vehicles	0	0	0	-	0	0	0	0	-	0	9	8	0	-	17	0	3	0	-	3	20
% Other Vehicles	-	-	-	-	-	0.0	0.0	0.0	-	0.0	2.1	2.8	-	-	2.4	-	1.1	0.0	-	1.0	2.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 1 (Sat) Limestone Road & Route 41 NB Ramps
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (12:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 2 (13hr) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/03/2025

Turning Movement Data

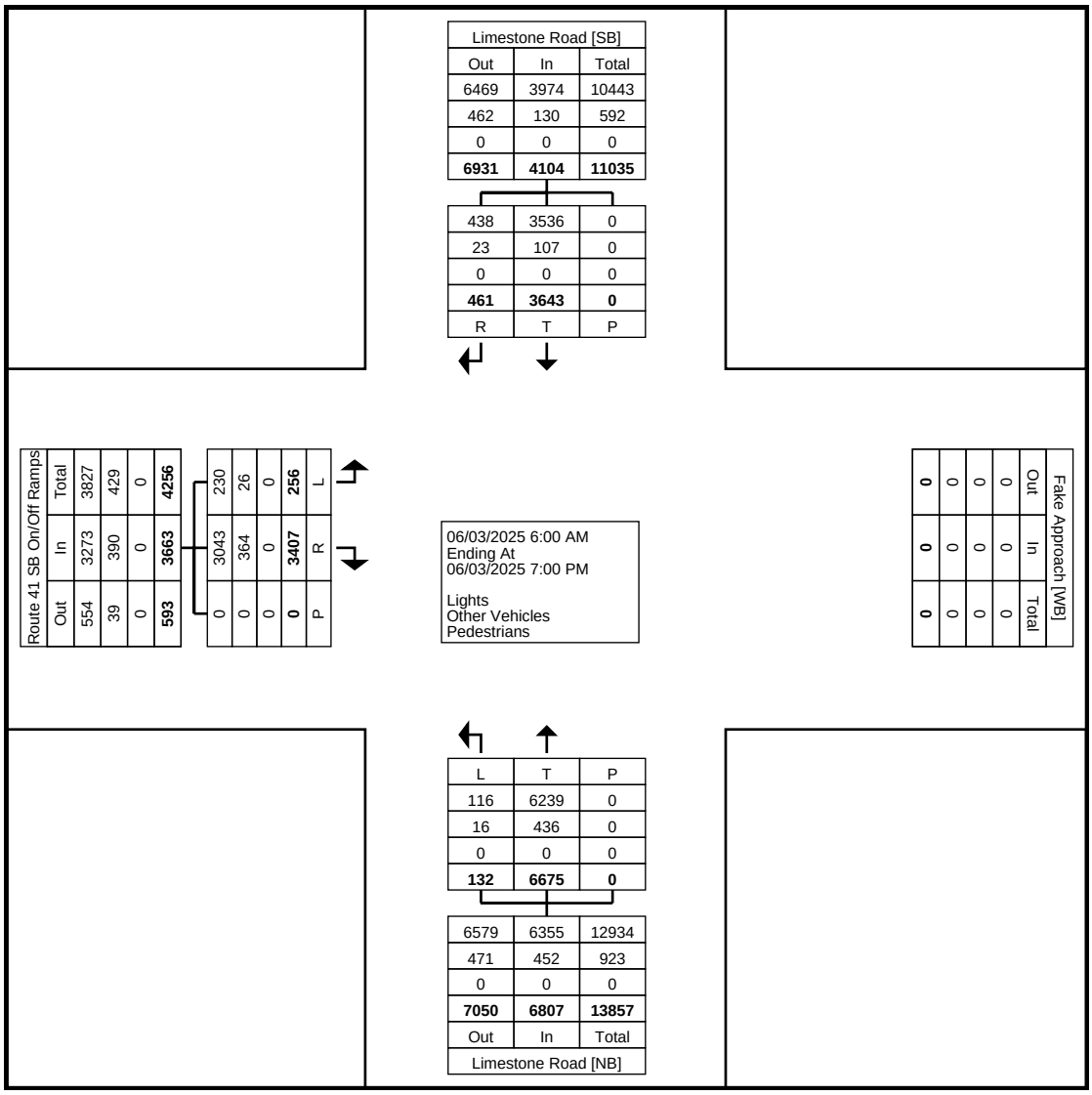
Start Time	Route 41 SB On/Off Ramps Eastbound				Limestone Road Northbound				Limestone Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	1	32	0	33	1	80	0	81	22	4	0	26	140
6:15 AM	0	52	0	52	0	90	0	90	34	9	0	43	185
6:30 AM	2	57	0	59	4	117	0	121	46	8	0	54	234
6:45 AM	4	56	0	60	1	132	0	133	39	7	0	46	239
Hourly Total	7	197	0	204	6	419	0	425	141	28	0	169	798
7:00 AM	9	67	0	76	7	148	0	155	55	11	0	66	297
7:15 AM	14	69	0	83	3	152	0	155	77	11	0	88	326
7:30 AM	12	79	0	91	2	156	0	158	72	9	0	81	330
7:45 AM	8	92	0	100	2	176	0	178	80	19	0	99	377
Hourly Total	43	307	0	350	14	632	0	646	284	50	0	334	1330
8:00 AM	3	90	0	93	3	136	0	139	106	12	0	118	350
8:15 AM	5	92	0	97	3	136	0	139	74	8	0	82	318
8:30 AM	4	82	0	86	4	146	0	150	84	17	0	101	337
8:45 AM	5	62	0	67	4	118	0	122	75	7	0	82	271
Hourly Total	17	326	0	343	14	536	0	550	339	44	0	383	1276
9:00 AM	3	79	0	82	2	119	0	121	71	12	0	83	286
9:15 AM	8	83	0	91	1	108	0	109	51	5	0	56	256
9:30 AM	2	72	0	74	3	105	0	108	58	5	0	63	245
9:45 AM	6	86	0	92	4	105	0	109	47	10	0	57	258
Hourly Total	19	320	0	339	10	437	0	447	227	32	0	259	1045
10:00 AM	2	65	0	67	1	115	0	116	50	6	0	56	239
10:15 AM	4	60	0	64	4	96	0	100	58	4	0	62	226
10:30 AM	0	64	0	64	5	100	0	105	50	5	0	55	224
10:45 AM	7	66	0	73	3	107	0	110	54	4	0	58	241
Hourly Total	13	255	0	268	13	418	0	431	212	19	0	231	930
11:00 AM	5	47	0	52	0	117	0	117	40	14	0	54	223
11:15 AM	4	64	0	68	0	123	0	123	48	8	0	56	247
11:30 AM	5	58	0	63	3	124	0	127	40	6	0	46	236
11:45 AM	3	84	0	87	1	98	0	99	51	11	0	62	248
Hourly Total	17	253	0	270	4	462	0	466	179	39	0	218	954
12:00 PM	7	62	0	69	4	93	0	97	52	8	0	60	226
12:15 PM	3	66	0	69	2	117	0	119	63	8	0	71	259
12:30 PM	4	62	0	66	7	119	0	126	53	1	0	54	246
12:45 PM	3	70	0	73	4	103	0	107	43	7	0	50	230
Hourly Total	17	260	0	277	17	432	0	449	211	24	0	235	961
1:00 PM	0	66	0	66	0	132	0	132	47	6	0	53	251
1:15 PM	4	53	0	57	2	127	0	129	64	10	0	74	260
1:30 PM	5	61	0	66	2	98	0	100	65	5	0	70	236
1:45 PM	3	58	0	61	4	103	0	107	55	12	0	67	235
Hourly Total	12	238	0	250	8	460	0	468	231	33	0	264	982
2:00 PM	3	62	0	65	1	119	0	120	76	6	0	82	267
2:15 PM	3	54	0	57	1	107	0	108	71	10	0	81	246
2:30 PM	13	75	0	88	2	113	0	115	72	6	0	78	281
2:45 PM	18	73	0	91	4	151	0	155	79	9	0	88	334
Hourly Total	37	264	0	301	8	490	0	498	298	31	0	329	1128
3:00 PM	5	42	0	47	3	135	0	138	78	10	0	88	273
3:15 PM	4	74	0	78	2	154	0	156	92	10	0	102	336
3:30 PM	9	68	0	77	4	130	0	134	83	10	0	93	304
3:45 PM	6	49	0	55	2	150	0	152	93	8	0	101	308
Hourly Total	24	233	0	257	11	569	0	580	346	38	0	384	1221
4:00 PM	6	70	0	76	2	136	0	138	92	10	0	102	316
4:15 PM	2	52	0	54	2	148	0	150	101	13	0	114	318
4:30 PM	5	78	0	83	2	155	0	157	109	9	0	118	358
4:45 PM	4	60	0	64	5	181	0	186	112	12	0	124	374
Hourly Total	17	260	0	277	11	620	0	631	414	44	0	458	1366
5:00 PM	3	79	0	82	4	165	0	169	130	8	0	138	389
5:15 PM	2	55	0	57	1	173	0	174	126	15	0	141	372
5:30 PM	4	71	0	75	1	178	0	179	102	8	0	110	364
5:45 PM	5	69	0	74	3	163	0	166	100	8	0	108	348
Hourly Total	14	274	0	288	9	679	0	688	458	39	0	497	1473
6:00 PM	7	65	0	72	0	158	0	158	104	13	0	117	347

6:15 PM	7	65	0	72	3	127	0	130	80	10	0	90	292
6:30 PM	3	49	0	52	1	121	0	122	56	9	0	65	239
6:45 PM	2	41	0	43	3	115	0	118	63	8	0	71	232
Hourly Total	19	220	0	239	7	521	0	528	303	40	0	343	1110
Grand Total	256	3407	0	3663	132	6675	0	6807	3643	461	0	4104	14574
Approach %	7.0	93.0	-	-	1.9	98.1	-	-	88.8	11.2	-	-	-
Total %	1.8	23.4	-	25.1	0.9	45.8	-	46.7	25.0	3.2	-	28.2	-
Lights	230	3043	-	3273	116	6239	-	6355	3536	438	-	3974	13602
% Lights	89.8	89.3	-	89.4	87.9	93.5	-	93.4	97.1	95.0	-	96.8	93.3
Other Vehicles	26	364	-	390	16	436	-	452	107	23	-	130	972
% Other Vehicles	10.2	10.7	-	10.6	12.1	6.5	-	6.6	2.9	5.0	-	3.2	6.7
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 2 (13hr) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Route 41 SB On/Off Ramps Eastbound				Limestone Road Northbound				Limestone Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	14	69	0	83	3	152	0	155	77	11	0	88	326
7:30 AM	12	79	0	91	2	156	0	158	72	9	0	81	330
7:45 AM	8	92	0	100	2	176	0	178	80	19	0	99	377
8:00 AM	3	90	0	93	3	136	0	139	106	12	0	118	350
Total	37	330	0	367	10	620	0	630	335	51	0	386	1383
Approach %	10.1	89.9	-	-	1.6	98.4	-	-	86.8	13.2	-	-	-
Total %	2.7	23.9	-	26.5	0.7	44.8	-	45.6	24.2	3.7	-	27.9	-
PHF	0.661	0.897	-	0.918	0.833	0.881	-	0.885	0.790	0.671	-	0.818	0.917
Lights	34	296	-	330	5	587	-	592	323	48	-	371	1293
% Lights	91.9	89.7	-	89.9	50.0	94.7	-	94.0	96.4	94.1	-	96.1	93.5
Other Vehicles	3	34	-	37	5	33	-	38	12	3	-	15	90
% Other Vehicles	8.1	10.3	-	10.1	50.0	5.3	-	6.0	3.6	5.9	-	3.9	6.5
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

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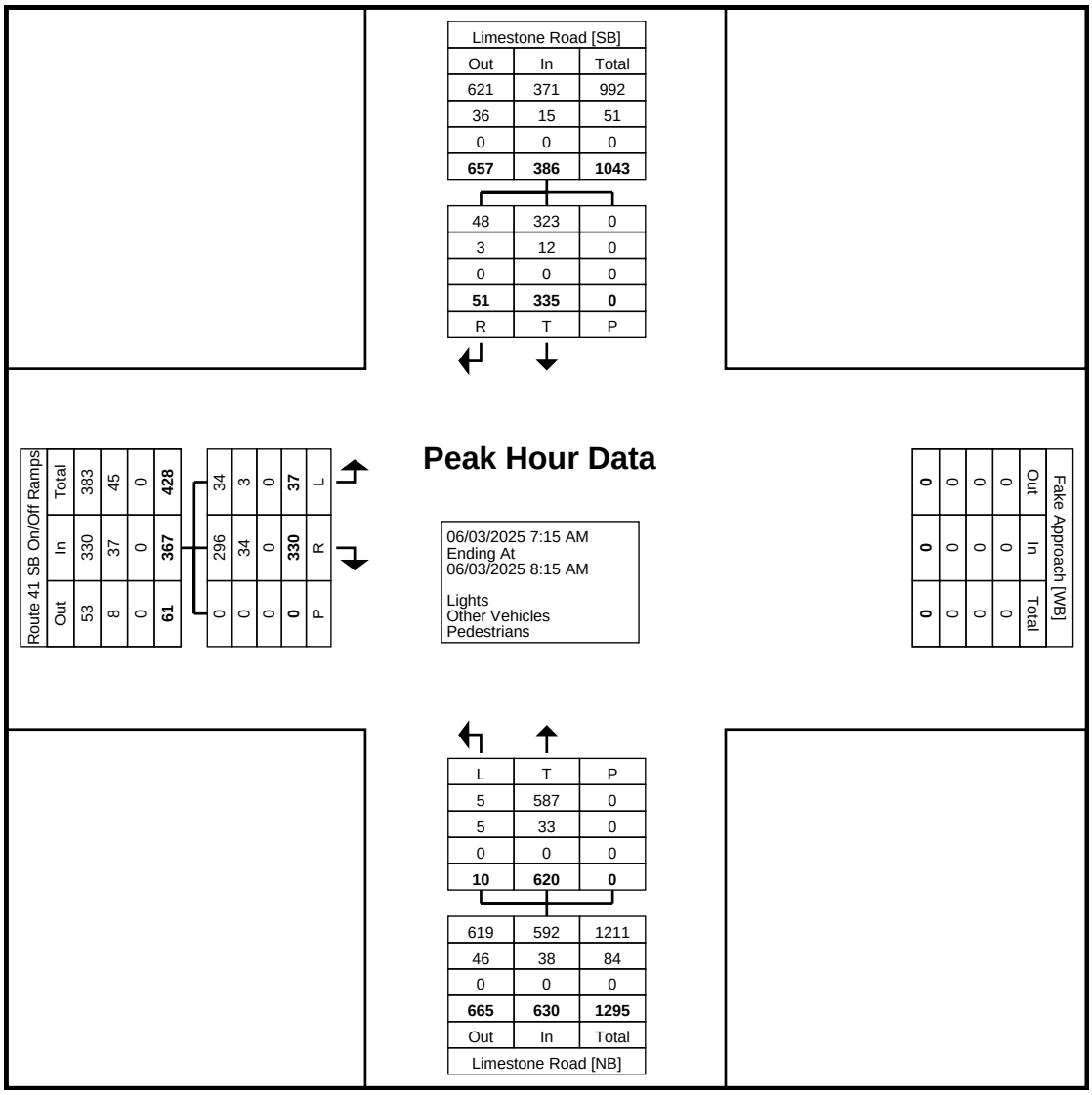
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 2 (13hr) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:15 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 2 (13hr) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/03/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Route 41 SB On/Off Ramps Eastbound				Limestone Road Northbound				Limestone Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	4	60	0	64	5	181	0	186	112	12	0	124	374
5:00 PM	3	79	0	82	4	165	0	169	130	8	0	138	389
5:15 PM	2	55	0	57	1	173	0	174	126	15	0	141	372
5:30 PM	4	71	0	75	1	178	0	179	102	8	0	110	364
Total	13	265	0	278	11	697	0	708	470	43	0	513	1499
Approach %	4.7	95.3	-	-	1.6	98.4	-	-	91.6	8.4	-	-	-
Total %	0.9	17.7	-	18.5	0.7	46.5	-	47.2	31.4	2.9	-	34.2	-
PHF	0.813	0.839	-	0.848	0.550	0.963	-	0.952	0.904	0.717	-	0.910	0.963
Lights	13	253	-	266	10	678	-	688	458	42	-	500	1454
% Lights	100.0	95.5	-	95.7	90.9	97.3	-	97.2	97.4	97.7	-	97.5	97.0
Other Vehicles	0	12	-	12	1	19	-	20	12	1	-	13	45
% Other Vehicles	0.0	4.5	-	4.3	9.1	2.7	-	2.8	2.6	2.3	-	2.5	3.0
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

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610.326.3100

Counter: MIO:
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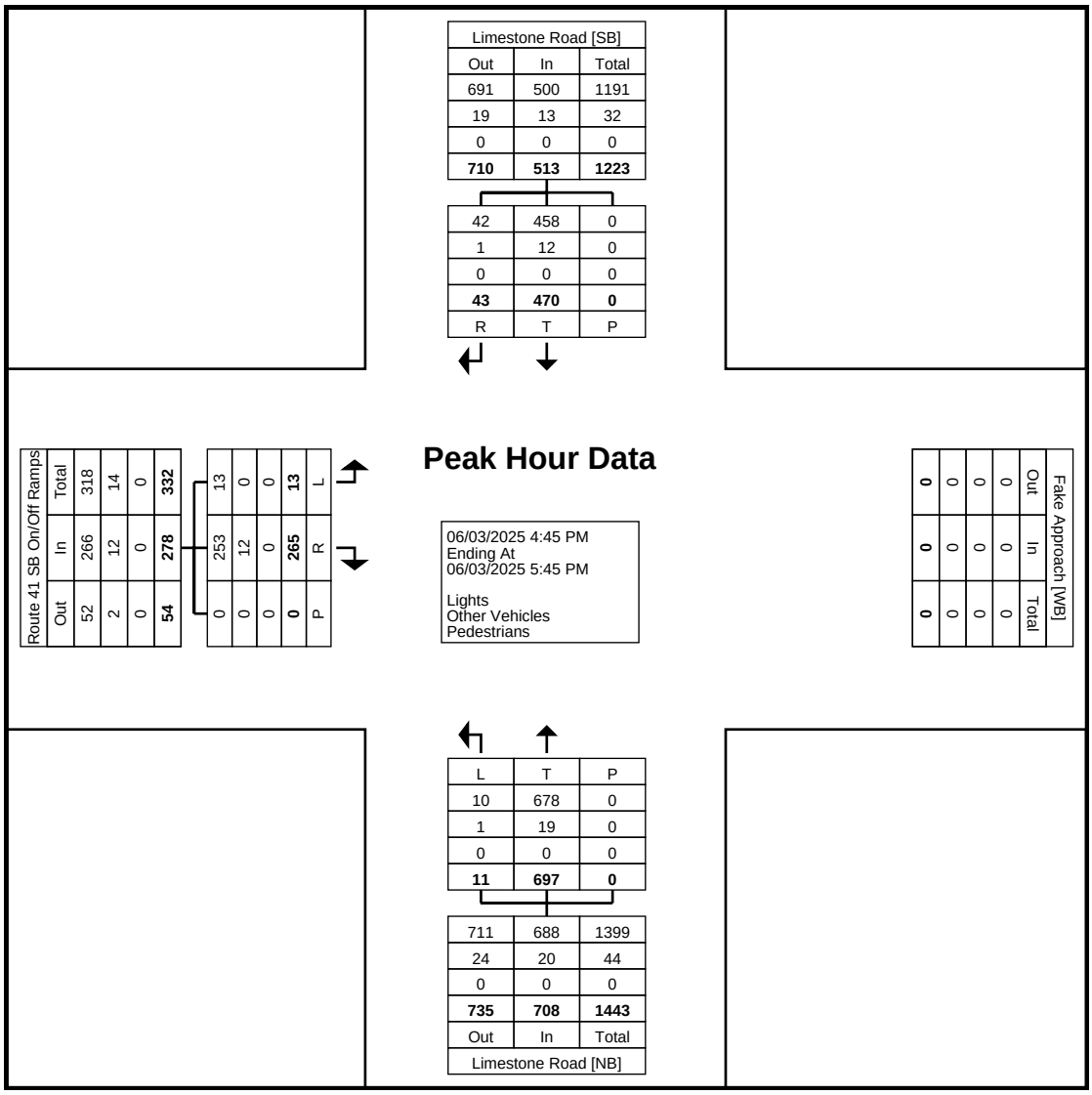
Count Name: 2 (13hr) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 2 (Sat) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/28/2025

Turning Movement Data

Start Time	Route 41 SB On/Off Ramps Eastbound				Limestone Road Northbound				Limestone Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	2	85	0	87	4	138	0	142	55	6	0	61	290
11:15 AM	1	90	0	91	4	170	0	174	43	7	0	50	315
11:30 AM	2	69	0	71	4	159	0	163	65	7	0	72	306
11:45 AM	3	84	0	87	6	144	0	150	67	3	0	70	307
Hourly Total	8	328	0	336	18	611	0	629	230	23	0	253	1218
12:00 PM	2	95	0	97	1	183	0	184	59	8	0	67	348
12:15 PM	2	71	0	73	1	172	0	173	68	10	0	78	324
12:30 PM	5	75	0	80	5	150	0	155	50	11	0	61	296
12:45 PM	2	103	0	105	8	162	0	170	66	6	0	72	347
Hourly Total	11	344	0	355	15	667	0	682	243	35	0	278	1315
Grand Total	19	672	0	691	33	1278	0	1311	473	58	0	531	2533
Approach %	2.7	97.3	-	-	2.5	97.5	-	-	89.1	10.9	-	-	-
Total %	0.8	26.5	-	27.3	1.3	50.5	-	51.8	18.7	2.3	-	21.0	-
Lights	16	648	-	664	33	1249	-	1282	466	56	-	522	2468
% Lights	84.2	96.4	-	96.1	100.0	97.7	-	97.8	98.5	96.6	-	98.3	97.4
Other Vehicles	3	24	-	27	0	29	-	29	7	2	-	9	65
% Other Vehicles	15.8	3.6	-	3.9	0.0	2.3	-	2.2	1.5	3.4	-	1.7	2.6
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
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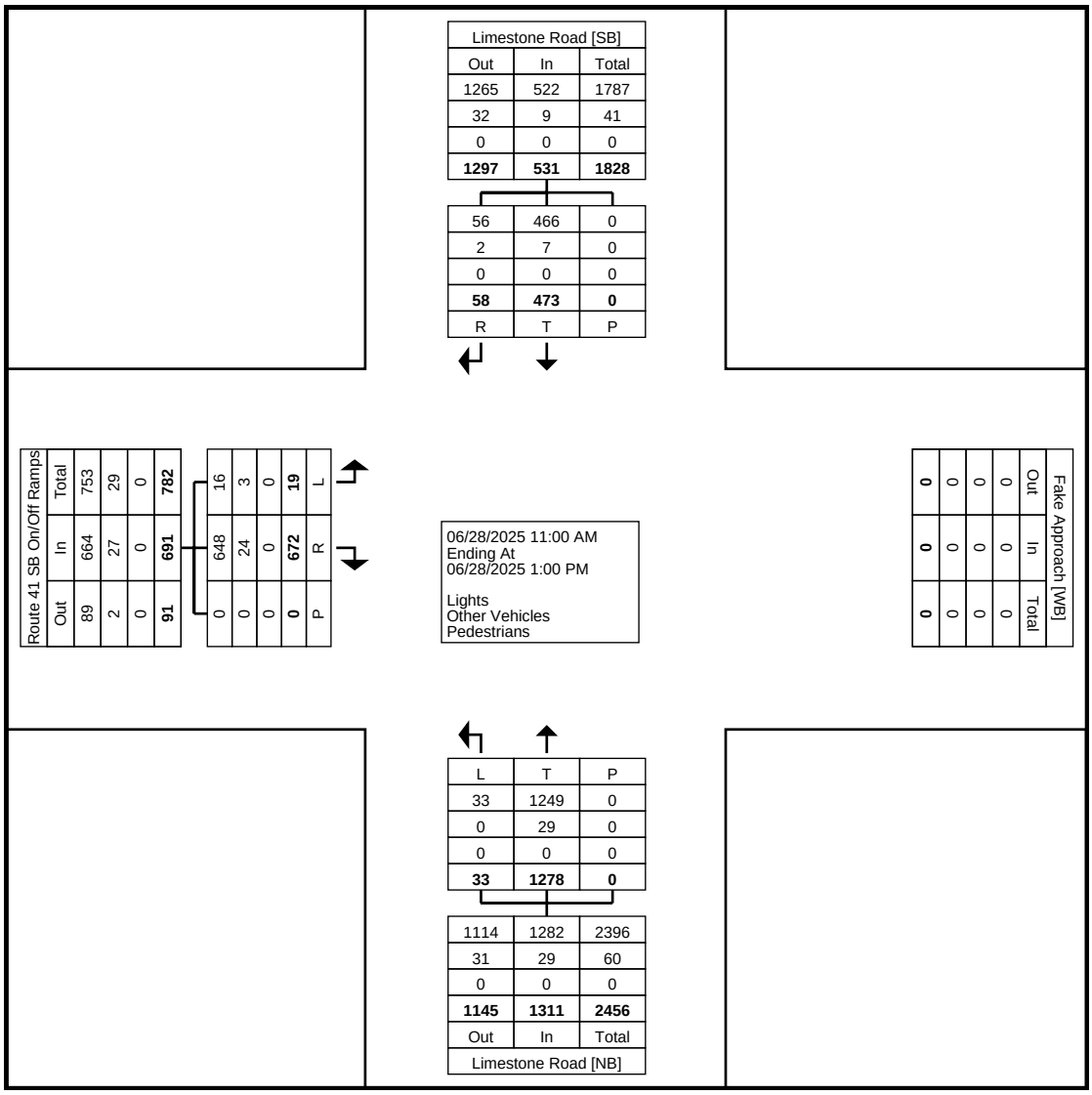
610.326.3100

Count Name: 2 (Sat) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Route 41 SB On/Off Ramps Eastbound				Limestone Road Northbound				Limestone Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	2	95	0	97	1	183	0	184	59	8	0	67	348
12:15 PM	2	71	0	73	1	172	0	173	68	10	0	78	324
12:30 PM	5	75	0	80	5	150	0	155	50	11	0	61	296
12:45 PM	2	103	0	105	8	162	0	170	66	6	0	72	347
Total	11	344	0	355	15	667	0	682	243	35	0	278	1315
Approach %	3.1	96.9	-	-	2.2	97.8	-	-	87.4	12.6	-	-	-
Total %	0.8	26.2	-	27.0	1.1	50.7	-	51.9	18.5	2.7	-	21.1	-
PHF	0.550	0.835	-	0.845	0.469	0.911	-	0.927	0.893	0.795	-	0.891	0.945
Lights	8	332	-	340	15	650	-	665	239	34	-	273	1278
% Lights	72.7	96.5	-	95.8	100.0	97.5	-	97.5	98.4	97.1	-	98.2	97.2
Other Vehicles	3	12	-	15	0	17	-	17	4	1	-	5	37
% Other Vehicles	27.3	3.5	-	4.2	0.0	2.5	-	2.5	1.6	2.9	-	1.8	2.8
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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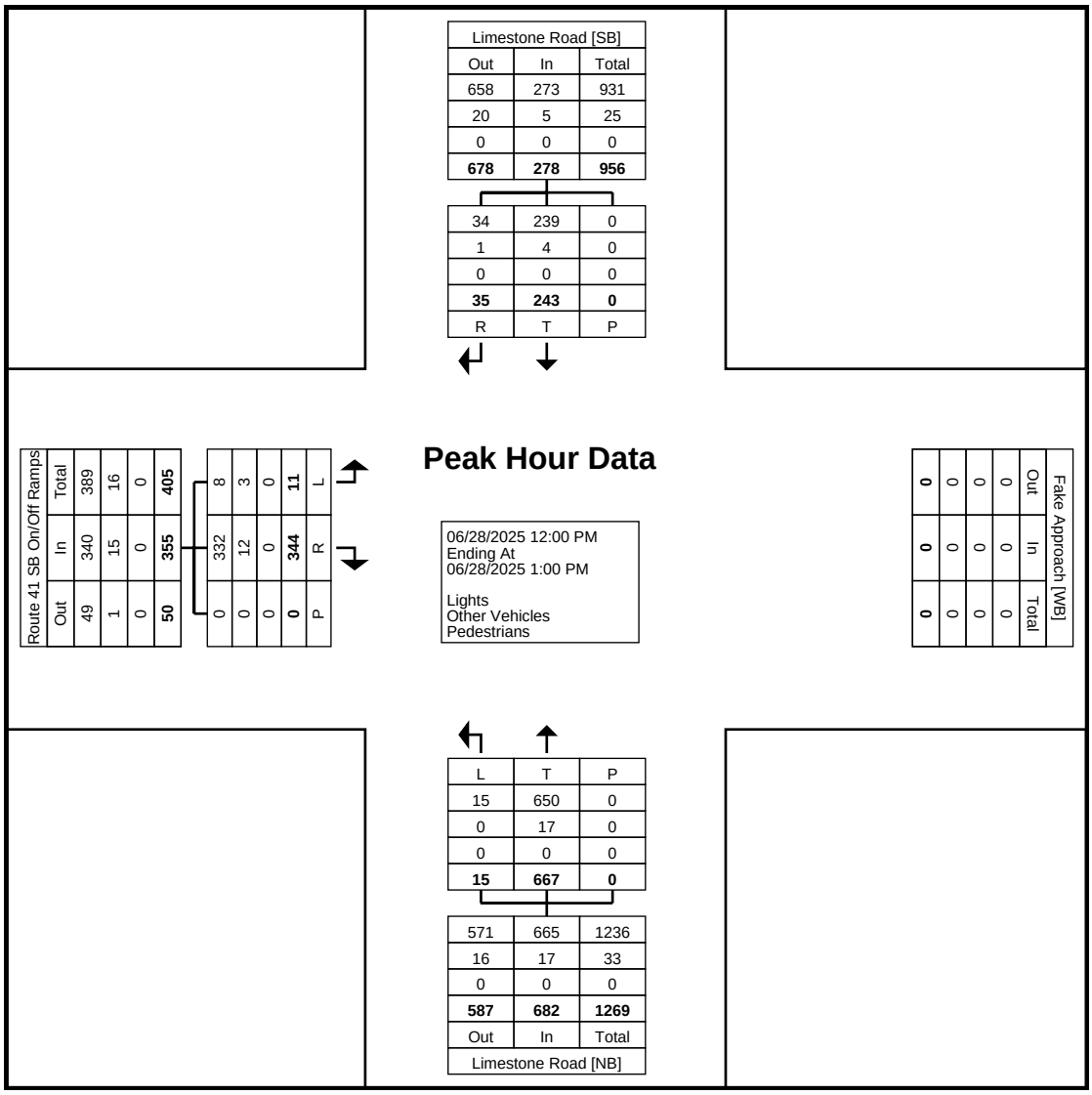
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 2 (Sat) Limestone Road & Route 41 SB Ramps
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (12:00 PM)

3 Sharp Rd-Sheehan Rd & Route 41 - TMC

Tue Jun 3, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1307103, Location: 39.801547, -75.737129

Est. 1989 TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650, Pottstown, PA, 19464, US

Leg	Route 41						Route 41						Sharp Road						Sheehan Road						
Direction	Eastbound						Westbound						Southbound						Southwestbound						
Time	T	BL	L	U	**App**	Ped*	HR	R	T	U	**App**	Ped*	R	L	HL	U	**App**	Ped*	HR	BR	HL	U	**App**	Ped*	**Int**
2025-06-03 7:00AM	207	6	4	0	**217**	0	0	2	145	0	**147**	0	18	1	1	0	**20**	0	1	6	0	0	**7**	0	**391**
7:15AM	275	10	9	0	**294**	0	0	1	164	0	**165**	0	22	0	1	0	**23**	0	1	9	0	0	**10**	0	**492**
7:30AM	253	19	17	1	**290**	0	0	1	149	0	**150**	0	12	0	3	0	**15**	0	0	7	0	0	**7**	0	**462**
7:45AM	237	12	4	0	**253**	0	0	6	148	0	**154**	0	12	0	1	0	**13**	0	0	5	0	0	**5**	0	**425**
Hourly Total	972	47	34	1	**1054**	0	0	10	606	0	**616**	0	64	1	6	0	**71**	0	2	27	0	0	**29**	0	**1770**
8:00AM	211	4	2	0	**217**	0	0	4	156	0	**160**	0	2	6	3	0	**11**	0	1	6	0	0	**7**	0	**395**
8:15AM	246	1	1	0	**248**	0	0	4	144	0	**148**	0	8	3	1	0	**12**	0	1	2	0	0	**3**	0	**411**
8:30AM	210	5	1	0	**216**	0	1	1	132	0	**134**	0	11	1	3	0	**15**	0	0	3	0	0	**3**	0	**368**
8:45AM	183	2	2	0	**187**	0	0	1	141	0	**142**	0	9	3	0	0	**12**	0	0	3	0	0	**3**	0	**344**
Hourly Total	850	12	6	0	**868**	0	1	10	573	0	**584**	0	30	13	7	0	**50**	0	2	14	0	0	**16**	0	**1518**
4:00PM	219	10	9	0	**238**	0	0	5	203	0	**208**	0	7	2	0	0	**9**	0	1	8	0	0	**9**	0	**464**
4:15PM	196	6	10	0	**212**	0	0	4	217	0	**221**	0	10	5	1	0	**16**	0	2	4	0	0	**6**	0	**455**
4:30PM	203	6	5	0	**214**	0	0	3	196	0	**199**	0	7	1	1	0	**9**	0	0	8	0	0	**8**	0	**430**
4:45PM	165	4	3	0	**172**	0	0	3	244	0	**247**	0	8	3	3	0	**14**	0	1	7	0	0	**8**	0	**441**
Hourly Total	783	26	27	0	**836**	0	0	15	860	0	**875**	0	32	11	5	0	**48**	0	4	27	0	0	**31**	0	**1790**
5:00PM	190	7	7	0	**204**	0	1	8	236	0	**245**	0	7	2	3	0	**12**	0	2	3	0	0	**5**	0	**466**
5:15PM	184	8	6	1	**199**	0	0	2	255	0	**257**	0	12	1	0	0	**13**	0	2	9	0	0	**11**	0	**480**
5:30PM	189	4	12	1	**206**	0	0	7	246	0	**253**	0	9	1	0	0	**10**	0	0	12	0	0	**12**	0	**481**
5:45PM	196	9	3	0	**208**	0	0	7	203	0	**210**	0	11	1	0	0	**12**	0	2	7	0	0	**9**	0	**439**
Hourly Total	759	28	28	2	**817**	0	1	24	940	0	**965**	0	39	5	3	0	**47**	0	6	31	0	0	**37**	0	**1866**
Total	3364	113	95	3	**3575**	0	2	59	2979	0	**3040**	0	165	30	21	0	**216**	0	14	99	0	0	**113**	0	**6944**
% Approach	94.1%	3.2%	2.7%	0.1%	**-**	-	0.1%	1.9%	98.0%	0%	**-**	-	76.4%	13.9%	9.7%	0%	**-**	-	12.4%	87.6%	0%	0%	**-**	-	-
% Total	48.4%	1.6%	1.4%	0%	**51.5%**	-	0%	0.8%	42.9%	0%	**43.8%**	-	2.4%	0.4%	0.3%	0%	**3.1%**	-	0.2%	1.4%	0%	0%	**1.6%**	-	-
Lights and Motorcycles	3105	103	92	3	**3303**	-	2	57	2740	0	**2799**	-	159	29	19	0	**207**	-	12	96	0	0	**108**	-	6417
% Lights and Motorcycles	92.3%	91.2%	96.8%	100%	**92.4%**	-	100%	96.6%	92.0%	0%	**92.1%**	-	96.4%	96.7%	90.5%	0%	**95.8%**	-	85.7%	97.0%	0%	0%	**95.6%**	-	92.4%
Heavy	259	10	3	0	**272**	-	0	2	239	0	**241**	-	6	1	2	0	**9**	-	2	3	0	0	**5**	-	527
% Heavy	7.7%	8.8%	3.2%	0%	**7.6%**	-	0%	3.4%	8.0%	0%	**7.9%**	-	3.6%	3.3%	9.5%	0%	**4.2%**	-	14.3%	3.0%	0%	0%	**4.4%**	-	7.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

3 Sharp Rd-Sheehan Rd & Route 41 - TMC

Tue Jun 3, 2025
Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1307103, Location: 39.801547, -75.737129

TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
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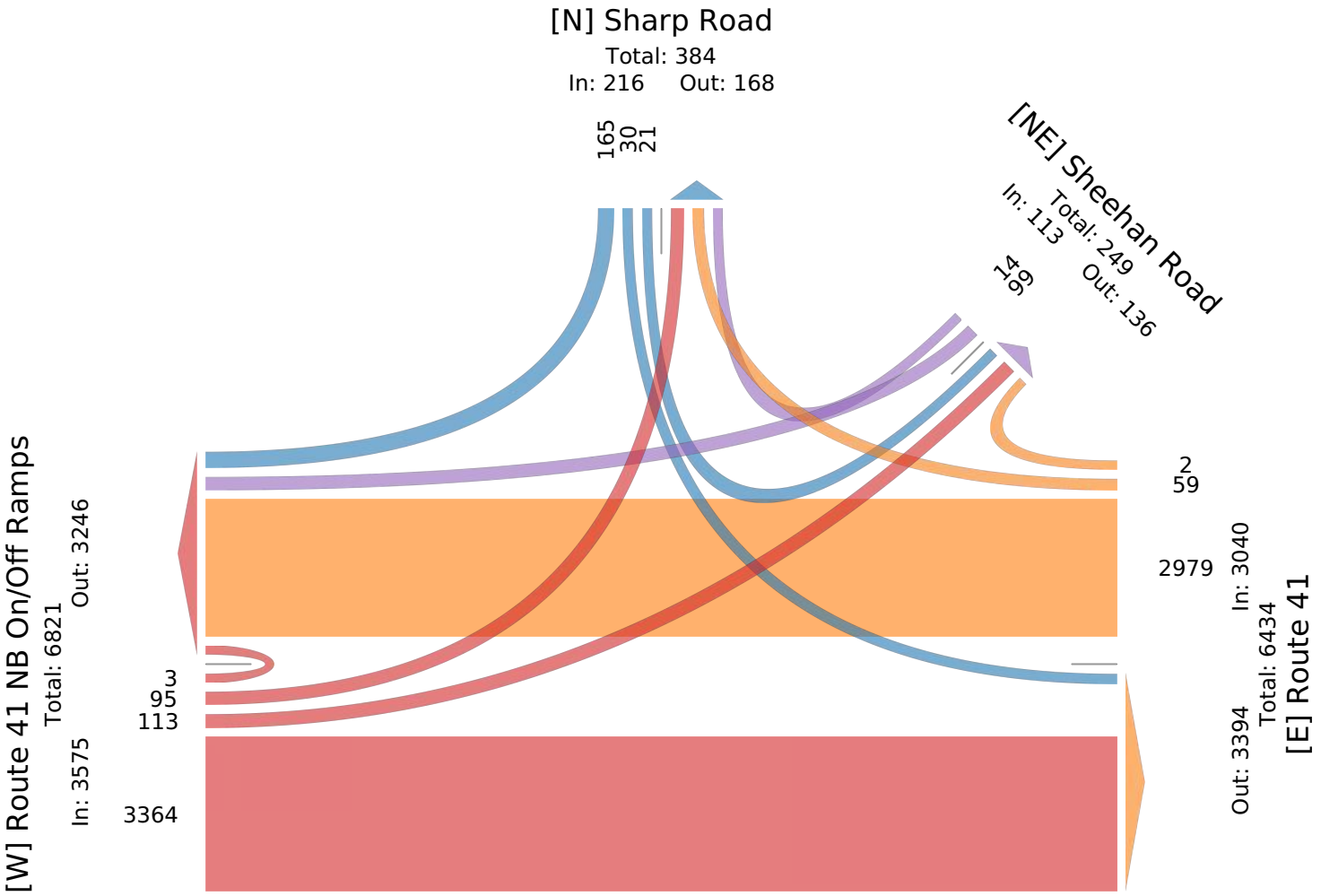

3 Sharp Rd-Sheehan Rd & Route 41 - TMC

Tue Jun 3, 2025
AM Peak, Forced Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1307103, Location: 39.801547, -75.737129

Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650, Pottstown, PA, 19464, US

Leg	Route 41 NB On/Off Ramps						Route 41						Sharp Road						Sheehan Road						
Direction	Eastbound						Westbound						Southbound						Southwestbound						
Time	T	BL	L	U	**App**	Ped*	HR	R	T	U	**App**	Ped*	R	L	HL	U	**App**	Ped*	HR	BR	HL	U	**App**	Ped*	**Int**
2025-06-03 7:15AM	275	10	9	0	**294**	0	0	1	164	0	**165**	0	22	0	1	0	**23**	0	1	9	0	0	**10**	0	**492**
7:30AM	253	19	17	1	**290**	0	0	1	149	0	**150**	0	12	0	3	0	**15**	0	0	7	0	0	**7**	0	**462**
7:45AM	237	12	4	0	**253**	0	0	6	148	0	**154**	0	12	0	1	0	**13**	0	0	5	0	0	**5**	0	**425**
8:00AM	211	4	2	0	**217**	0	0	4	156	0	**160**	0	2	6	3	0	**11**	0	1	6	0	0	**7**	0	**395**
Total	976	45	32	1	**1054**	0	0	12	617	0	**629**	0	48	6	8	0	**62**	0	2	27	0	0	**29**	0	**1774**
% Approach	92.6%	4.3%	3.0%	0.1%	**-**	-	0%	1.9%	98.1%	0%	**-**	-	77.4%	9.7%	12.9%	0%	**-**	-	6.9%	93.1%	0%	0%	**-**	-	-
% Total	55.0%	2.5%	1.8%	0.1%	**59.4%**	-	0%	0.7%	34.8%	0%	**35.5%**	-	2.7%	0.3%	0.5%	0%	**3.5%**	-	0.1%	1.5%	0%	0%	**1.6%**	-	-
PHF	0.887	0.592	0.471	0.250	**0.896**	-	-	0.500	0.941	-	**0.953**	-	0.545	0.250	0.667	-	**0.674**	-	0.500	0.750	-	-	**0.725**	-	0.901
Lights and Motorcycles	881	38	29	1	**949**	-	0	12	549	0	**561**	-	46	6	7	0	**59**	-	0	24	0	0	**24**	-	1593
% Lights and Motorcycles	90.3%	84.4%	90.6%	100%	**90.0%**	-	0%	100%	89.0%	0%	**89.2%**	-	95.8%	100%	87.5%	0%	**95.2%**	-	0%	88.9%	0%	0%	**82.8%**	-	89.8%
Heavy	95	7	3	0	**105**	-	0	0	68	0	**68**	-	2	0	1	0	**3**	-	2	3	0	0	**5**	-	181
% Heavy	9.7%	15.6%	9.4%	0%	**10.0%**	-	0%	0%	11.0%	0%	**10.8%**	-	4.2%	0%	12.5%	0%	**4.8%**	-	100%	11.1%	0%	0%	**17.2%**	-	10.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

3 Sharp Rd-Sheehan Rd & Route 41 - TMC

Tue Jun 3, 2025
AM Peak, Forced Peak (7:15 AM - 8:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1307103, Location: 39.801547, -75.737129

TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
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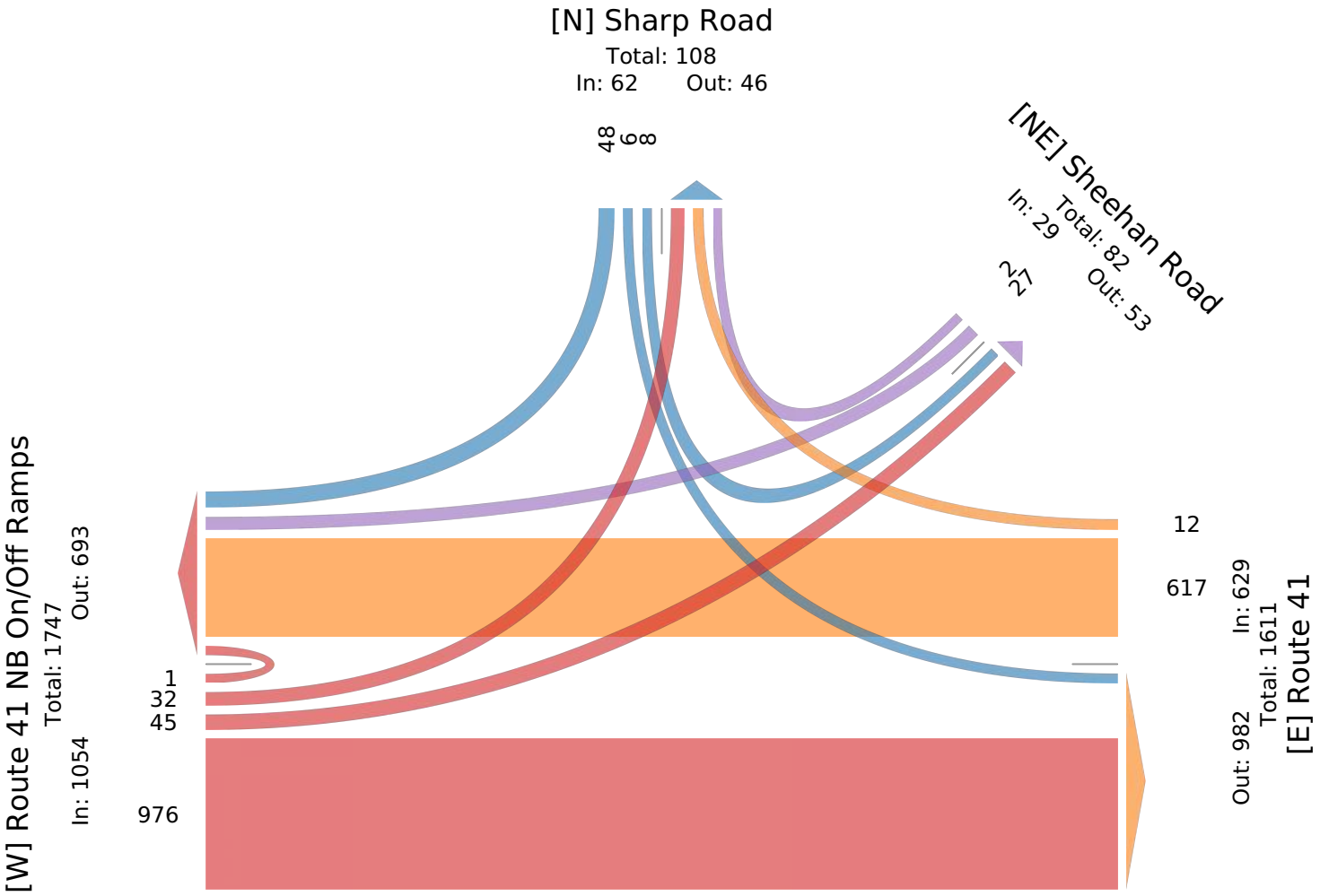

3 Sharp Rd-Sheehan Rd & Route 41 - TMC

Tue Jun 3, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1307103, Location: 39.801547, -75.737129

Est. 1989 TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650, Pottstown, PA, 19464, US

Leg	Route 41 NB On/Off Ramps						Route 41						Sharp Road						Sheehan Road						
Direction	Eastbound						Westbound						Southbound						Southwestbound						
Time	T	BL	L	U	**App**	Ped*	HR	R	T	U	**App**	Ped*	R	L	HL	U	**App**	Ped*	HR	BR	HL	U	**App**	Ped*	**Int**
2025-06-03 4:45PM	165	4	3	0	**172**	0	0	3	244	0	**247**	0	8	3	3	0	**14**	0	1	7	0	0	**8**	0	**441**
5:00PM	190	7	7	0	**204**	0	1	8	236	0	**245**	0	7	2	3	0	**12**	0	2	3	0	0	**5**	0	**466**
5:15PM	184	8	6	1	**199**	0	0	2	255	0	**257**	0	12	1	0	0	**13**	0	2	9	0	0	**11**	0	**480**
5:30PM	189	4	12	1	**206**	0	0	7	246	0	**253**	0	9	1	0	0	**10**	0	0	12	0	0	**12**	0	**481**
Total	728	23	28	2	**781**	0	1	20	981	0	**1002**	0	36	7	6	0	**49**	0	5	31	0	0	**36**	0	**1868**
% Approach	93.2%	2.9%	3.6%	0.3%	**-**	-	0.1%	2.0%	97.9%	0%	**-**	-	73.5%	14.3%	12.2%	0%	**-**	-	13.9%	86.1%	0%	0%	**-**	-	-
% Total	39.0%	1.2%	1.5%	0.1%	**41.8%**	-	0.1%	1.1%	52.5%	0%	**53.6%**	-	1.9%	0.4%	0.3%	0%	**2.6%**	-	0.3%	1.7%	0%	0%	**1.9%**	-	-
PHF	0.958	0.719	0.583	0.500	**0.948**	-	0.250	0.625	0.962	-	**0.975**	-	0.750	0.583	0.500	-	**0.875**	-	0.625	0.646	-	-	**0.750**	-	0.971
Lights and Motorcycles	694	22	28	2	**746**	-	1	20	937	0	**958**	-	36	7	6	0	**49**	-	5	31	0	0	**36**	-	1789
% Lights and Motorcycles	95.3%	95.7%	100%	100%	**95.5%**	-	100%	100%	95.5%	0%	**95.6%**	-	100%	100%	100%	0%	**100%**	-	100%	100%	0%	0%	**100%**	-	95.8%
Heavy	34	1	0	0	**35**	-	0	0	44	0	**44**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	79
% Heavy	4.7%	4.3%	0%	0%	**4.5%**	-	0%	0%	4.5%	0%	**4.4%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	4.2%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

3 Sharp Rd-Sheehan Rd & Route 41 - TMC

Tue Jun 3, 2025
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1307103, Location: 39.801547, -75.737129

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Provided by: Traffic Planning and Design, Inc
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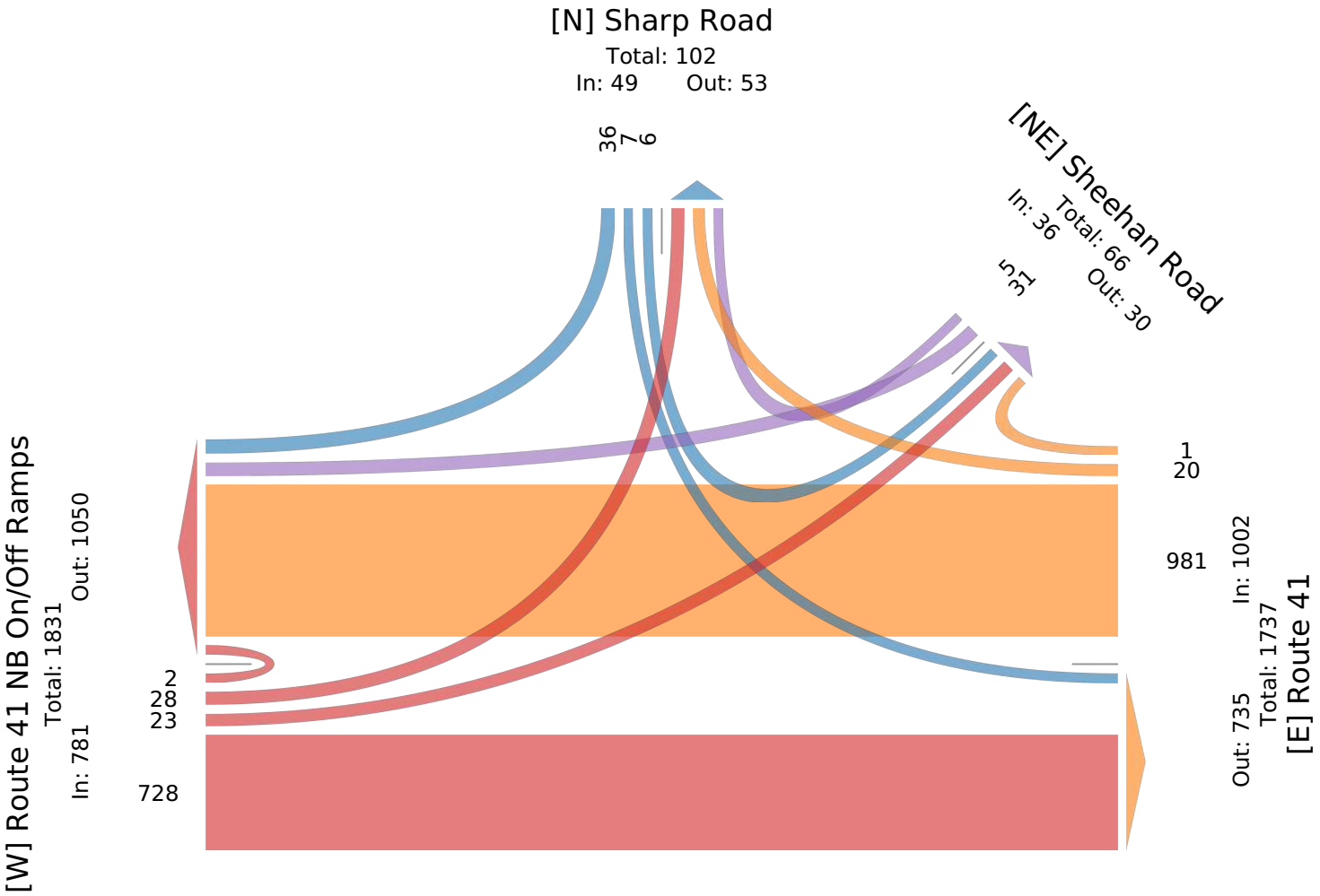


3 (Sat) Sharp Rd-Sheehan Rd & Route 41 - TMC

Sat Jun 28, 2025
Full Length (11 AM-1 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1315030, Location: 39.801547, -75.737129

Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650, Pottstown, PA, 19464, US

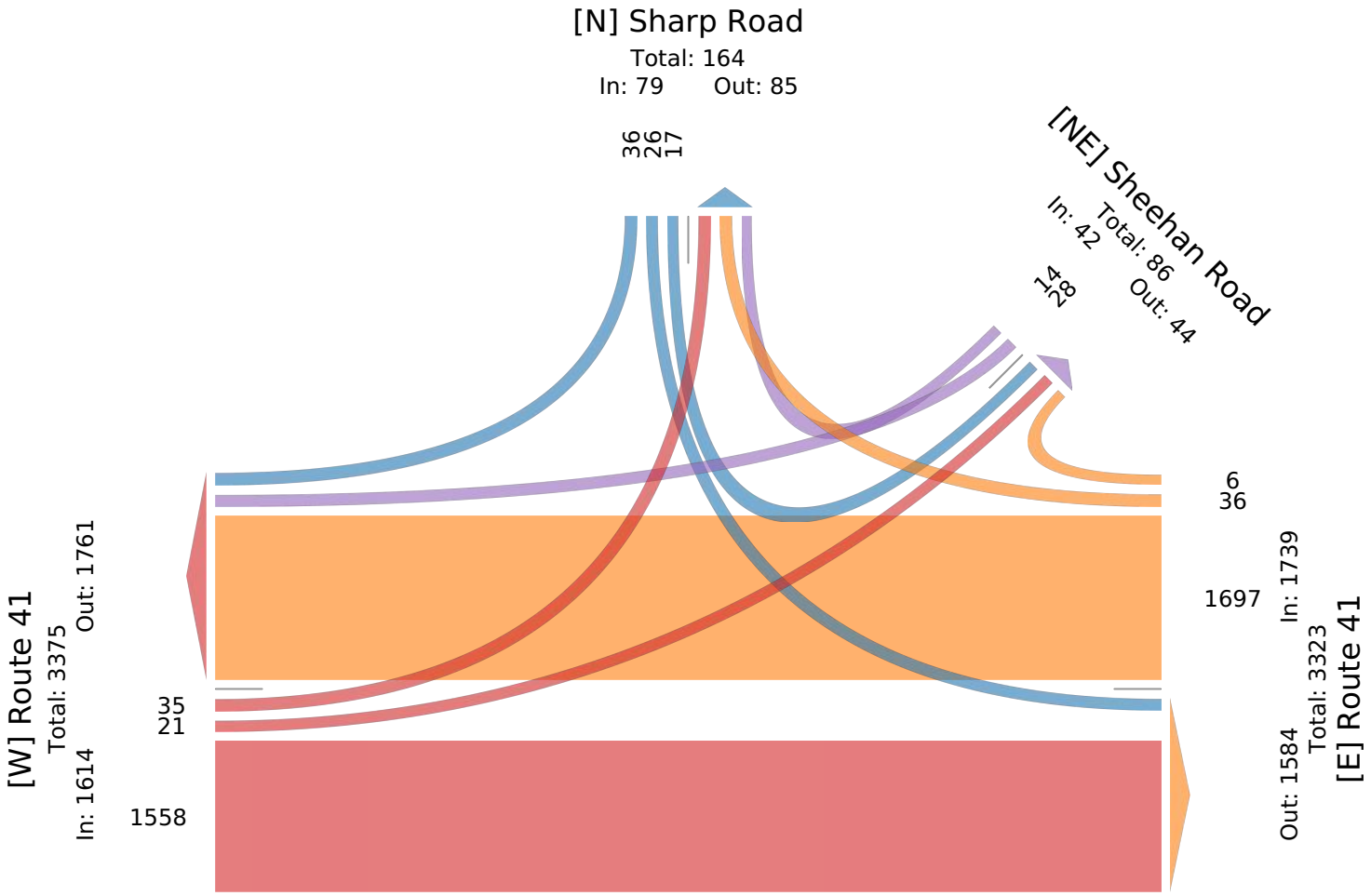
Leg	Route 41						Route 41						Sharp Road						Sheehan Road						
Direction	Eastbound						Westbound						Southbound						Southwestbound						
Time	T	BL	L	U	**App**	Ped*	HR	R	T	U	**App**	Ped*	R	L	HL	U	**App**	Ped*	HR	BR	HL	U	**App**	Ped*	**Int**
2025-06-28 11:00AM	175	2	0	0	**177**	0	0	6	188	0	**194**	0	3	4	2	0	**9**	0	0	3	0	0	**3**	0	**383**
11:15AM	174	6	1	0	**181**	0	0	1	222	0	**223**	0	1	3	1	0	**5**	0	0	6	0	0	**6**	0	**415**
11:30AM	185	3	5	0	**193**	0	0	5	214	0	**219**	0	11	3	6	0	**20**	0	1	2	0	0	**3**	0	**435**
11:45AM	187	3	3	0	**193**	0	1	5	199	0	**205**	0	4	2	0	0	**6**	0	0	1	0	0	**1**	0	**405**
Hourly Total	721	14	9	0	**744**	0	1	17	823	0	**841**	0	19	12	9	0	**40**	0	1	12	0	0	**13**	0	**1638**
12:00PM	207	1	5	0	**213**	0	0	8	224	0	**232**	0	3	3	3	0	**9**	0	2	4	0	0	**6**	0	**460**
12:15PM	187	1	7	0	**195**	0	0	7	226	0	**233**	0	8	4	2	0	**14**	0	5	6	0	0	**11**	0	**453**
12:30PM	243	2	11	0	**256**	0	0	4	220	0	**224**	0	1	1	1	0	**3**	0	3	2	0	0	**5**	0	**488**
12:45PM	200	3	3	0	**206**	0	5	0	204	0	**209**	0	5	6	2	0	**13**	0	3	4	0	0	**7**	0	**435**
Hourly Total	837	7	26	0	**870**	0	5	19	874	0	**898**	0	17	14	8	0	**39**	0	13	16	0	0	**29**	0	**1836**
Total	1558	21	35	0	**1614**	0	6	36	1697	0	**1739**	0	36	26	17	0	**79**	0	14	28	0	0	**42**	0	**3474**
% Approach	96.5%	1.3%	2.2%	0%	**-**	-	0.3%	2.1%	97.6%	0%	**-**	-	45.6%	32.9%	21.5%	0%	**-**	-	33.3%	66.7%	0%	0%	**-**	-	-
% Total	44.8%	0.6%	1.0%	0%	**46.5%**	-	0.2%	1.0%	48.8%	0%	**50.1%**	-	1.0%	0.7%	0.5%	0%	**2.3%**	-	0.4%	0.8%	0%	0%	**1.2%**	-	-
Lights and Motorcycles	1498	19	35	0	**1552**	-	6	35	1633	0	**1674**	-	36	26	16	0	**78**	-	14	28	0	0	**42**	-	3346
% Lights and Motorcycles	96.1%	90.5%	100%	0%	**96.2%**	-	100%	97.2%	96.2%	0%	**96.3%**	-	100%	100%	94.1%	0%	**98.7%**	-	100%	100%	0%	0%	**100%**	-	96.3%
Heavy	60	2	0	0	**62**	-	0	1	64	0	**65**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	128
% Heavy	3.9%	9.5%	0%	0%	**3.8%**	-	0%	2.8%	3.8%	0%	**3.7%**	-	0%	0%	5.9%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	3.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

3 (Sat) Sharp Rd-Sheehan Rd & Route 41 - TMC

Sat Jun 28, 2025
Full Length (11 AM-1 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1315030, Location: 39.801547, -75.737129

TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650, Pottstown, PA, 19464, US



3 (Sat) Sharp Rd-Sheehan Rd & Route 41 - TMC

Sat Jun 28, 2025
Midday Peak (WKND), Forced Peak (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1315030, Location: 39.801547, -75.737129

Est. 1989 TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650,
Pottstown, PA, 19464, US

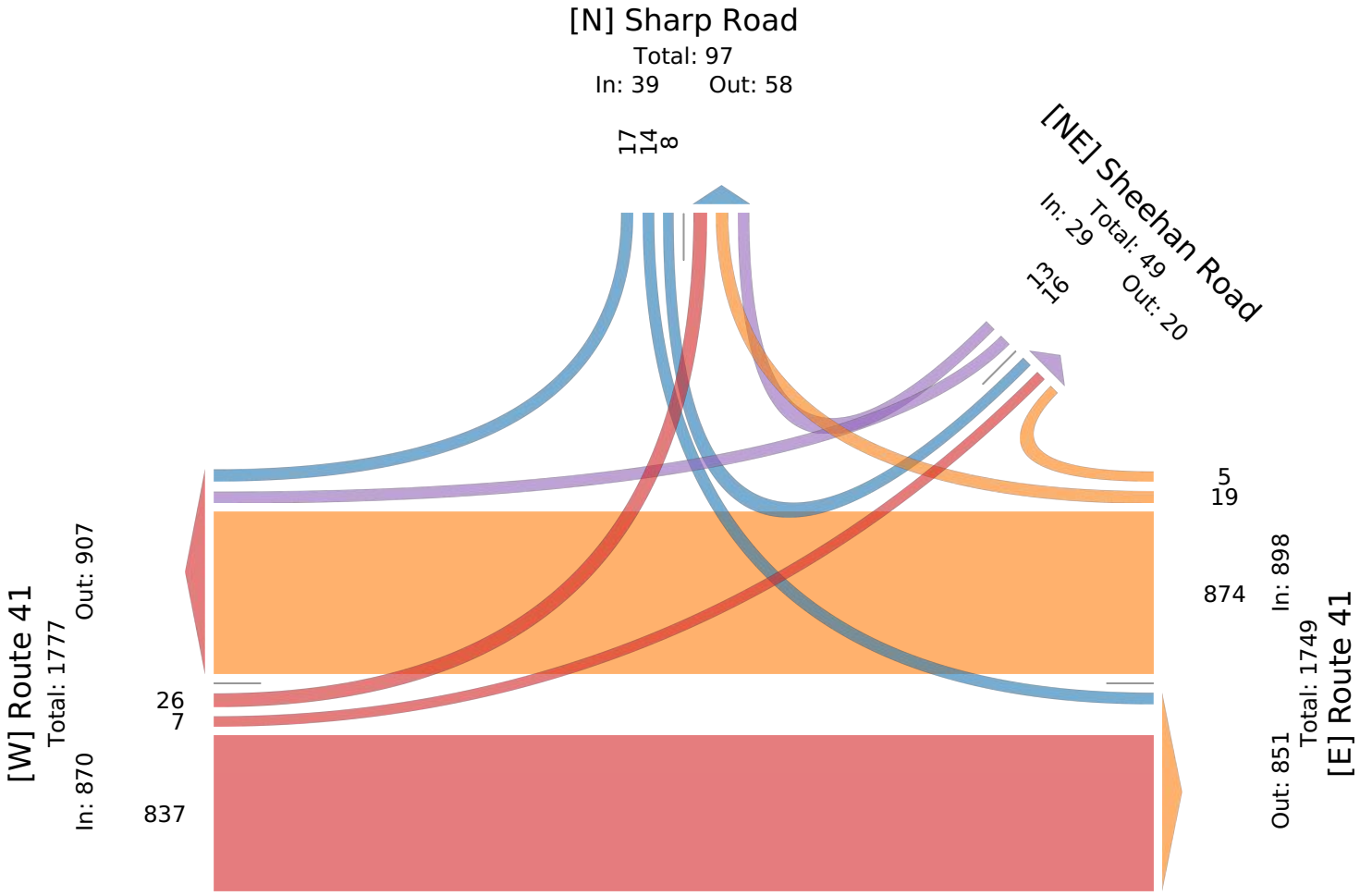
Leg	Route 41						Route 41						Sharp Road						Sheehan Road						
Direction	Eastbound						Westbound						Southbound						Southwestbound						
Time	T	BL	L	U	**App**	Ped*	HR	R	T	U	**App**	Ped*	R	L	HL	U	**App**	Ped*	HR	BR	HL	U	**App**	Ped*	**Int**
2025-06-28 12:00PM	207	1	5	0	**213**	0	0	8	224	0	**232**	0	3	3	3	0	**9**	0	2	4	0	0	**6**	0	**460**
12:15PM	187	1	7	0	**195**	0	0	7	226	0	**233**	0	8	4	2	0	**14**	0	5	6	0	0	**11**	0	**453**
12:30PM	243	2	11	0	**256**	0	0	4	220	0	**224**	0	1	1	1	0	**3**	0	3	2	0	0	**5**	0	**488**
12:45PM	200	3	3	0	**206**	0	5	0	204	0	**209**	0	5	6	2	0	**13**	0	3	4	0	0	**7**	0	**435**
Total	837	7	26	0	**870**	0	5	19	874	0	**898**	0	17	14	8	0	**39**	0	13	16	0	0	**29**	0	**1836**
% Approach	96.2%	0.8%	3.0%	0%	**-**	-	0.6%	2.1%	97.3%	0%	**-**	-	43.6%	35.9%	20.5%	0%	**-**	-	44.8%	55.2%	0%	0%	**-**	-	-
% Total	45.6%	0.4%	1.4%	0%	**47.4%**	-	0.3%	1.0%	47.6%	0%	**48.9%**	-	0.9%	0.8%	0.4%	0%	**2.1%**	-	0.7%	0.9%	0%	0%	**1.6%**	-	-
PHF	0.861	0.583	0.591	-	**0.850**	-	0.250	0.594	0.967	-	**0.964**	-	0.531	0.583	0.667	-	**0.696**	-	0.650	0.667	-	-	**0.659**	-	0.941
Lights and Motorcycles	806	6	26	0	**838**	-	5	18	847	0	**870**	-	17	14	7	0	**38**	-	13	16	0	0	**29**	-	1775
% Lights and Motorcycles	96.3%	85.7%	100%	0%	**96.3%**	-	100%	94.7%	96.9%	0%	**96.9%**	-	100%	100%	87.5%	0%	**97.4%**	-	100%	100%	0%	0%	**100%**	-	96.7%
Heavy	31	1	0	0	**32**	-	0	1	27	0	**28**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	61
% Heavy	3.7%	14.3%	0%	0%	**3.7%**	-	0%	5.3%	3.1%	0%	**3.1%**	-	0%	0%	12.5%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	3.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, L: Left, R: Right, T: Thru, U: U-Turn

3 (Sat) Sharp Rd-Sheehan Rd & Route 41 - TMC

Sat Jun 28, 2025
Midday Peak (WKND), Forced Peak (12 PM - 1 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians)
All Movements
ID: 1315030, Location: 39.801547, -75.737129

TRAFFIC PLANNING AND DESIGN, INC.
Provided by: Traffic Planning and Design, Inc
2500 East High Street, Suite 650, Pottstown, PA, 19464, US



Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 4 Sunny Dell Road & Route 41
Site Code:
Start Date: 06/03/2025

Turning Movement Data

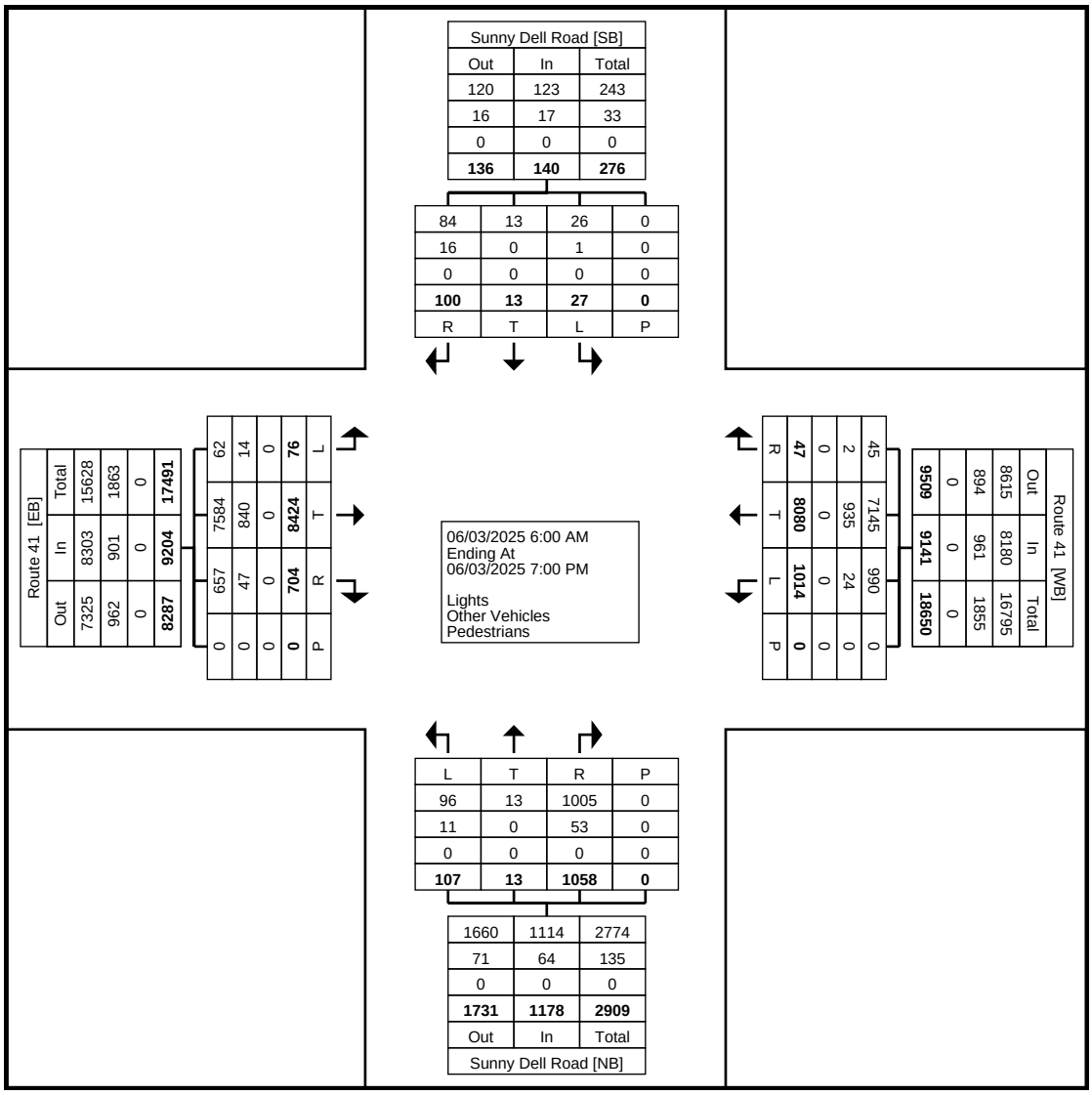
Start Time	Route 41 Eastbound					Route 41 Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	99	4	0	103	0	86	0	0	86	0	0	10	0	10	5	1	4	0	10	209
6:15 AM	2	171	5	0	178	9	103	4	0	116	0	2	14	0	16	4	4	3	0	11	321
6:30 AM	3	164	7	0	174	6	119	2	0	127	0	0	13	0	13	0	0	2	0	2	316
6:45 AM	0	160	10	0	170	9	129	0	0	138	1	0	27	0	28	0	0	2	0	2	338
Hourly Total	5	594	26	0	625	24	437	6	0	467	1	2	64	0	67	9	5	11	0	25	1184
7:00 AM	0	190	33	0	223	32	128	0	0	160	2	0	26	0	28	0	0	0	0	0	411
7:15 AM	1	219	32	0	252	63	123	0	0	186	4	0	44	0	48	0	0	1	0	1	487
7:30 AM	1	220	10	0	231	26	145	1	0	172	4	0	55	0	59	0	0	3	0	3	465
7:45 AM	2	218	3	0	223	12	146	0	0	158	1	0	19	0	20	0	1	3	0	4	405
Hourly Total	4	847	78	0	929	133	542	1	0	676	11	0	144	0	155	0	1	7	0	8	1768
8:00 AM	3	203	6	0	212	9	155	1	0	165	1	0	36	0	37	0	0	2	0	2	416
8:15 AM	4	219	5	0	228	13	139	1	0	153	4	0	27	0	31	1	0	0	0	1	413
8:30 AM	0	199	12	0	211	9	133	0	0	142	2	0	26	0	28	0	0	2	0	2	383
8:45 AM	3	163	5	0	171	11	136	4	0	151	2	0	29	0	31	0	0	1	0	1	354
Hourly Total	10	784	28	0	822	42	563	6	0	611	9	0	118	0	127	1	0	5	0	6	1566
9:00 AM	0	175	4	0	179	10	111	0	0	121	2	0	21	0	23	0	0	1	0	1	324
9:15 AM	4	157	7	0	168	8	139	2	0	149	0	2	17	0	19	0	0	2	0	2	338
9:30 AM	5	186	4	0	195	9	116	1	0	126	1	0	23	0	24	0	0	4	0	4	349
9:45 AM	0	175	6	0	181	13	142	0	0	155	3	0	5	0	8	0	0	3	0	3	347
Hourly Total	9	693	21	0	723	40	508	3	0	551	6	2	66	0	74	0	0	10	0	10	1358
10:00 AM	1	134	3	0	138	19	134	0	0	153	2	0	22	0	24	2	0	2	0	4	319
10:15 AM	0	122	7	0	129	21	127	1	0	149	1	0	15	0	16	0	0	2	0	2	296
10:30 AM	0	145	4	0	149	11	106	0	0	117	3	0	18	0	21	0	2	3	0	5	292
10:45 AM	1	154	8	0	163	5	103	0	0	108	6	0	25	0	31	0	0	1	0	1	303
Hourly Total	2	555	22	0	579	56	470	1	0	527	12	0	80	0	92	2	2	8	0	12	1210
11:00 AM	2	112	2	0	116	12	143	1	0	156	2	1	7	0	10	0	1	3	0	4	286
11:15 AM	1	144	3	0	148	16	161	0	0	177	2	0	12	0	14	1	0	5	0	6	345
11:30 AM	3	122	11	0	136	11	151	0	0	162	1	0	13	0	14	0	0	1	0	1	313
11:45 AM	3	156	13	0	172	9	130	2	0	141	1	2	15	0	18	0	0	3	0	3	334
Hourly Total	9	534	29	0	572	48	585	3	0	636	6	3	47	0	56	1	1	12	0	14	1278
12:00 PM	0	165	1	0	166	14	145	1	0	160	4	0	11	0	15	0	0	1	0	1	342
12:15 PM	3	164	6	0	173	14	134	1	0	149	1	0	13	0	14	0	0	6	0	6	342
12:30 PM	2	123	3	0	128	12	130	0	0	142	3	0	12	0	15	1	0	0	0	1	286
12:45 PM	2	142	5	0	149	8	153	0	0	161	4	0	10	0	14	0	1	2	0	3	327
Hourly Total	7	594	15	0	616	48	562	2	0	612	12	0	46	0	58	1	1	9	0	11	1297
1:00 PM	2	127	2	0	131	12	156	0	0	168	0	1	12	0	13	2	1	5	0	8	320
1:15 PM	2	146	4	0	152	16	190	0	0	206	1	1	25	0	27	0	0	1	0	1	386
1:30 PM	4	150	2	0	156	12	148	1	0	161	4	0	20	0	24	1	0	5	0	6	347
1:45 PM	0	129	8	0	137	15	127	0	0	142	5	0	12	0	17	0	0	0	0	0	296
Hourly Total	8	552	16	0	576	55	621	1	0	677	10	2	69	0	81	3	1	11	0	15	1349
2:00 PM	0	151	13	0	164	19	191	1	0	211	1	0	13	0	14	0	0	0	0	0	389
2:15 PM	0	148	11	0	159	30	142	0	0	172	4	0	12	0	16	0	0	1	0	1	348
2:30 PM	3	160	12	0	175	23	186	0	0	209	3	1	41	0	45	0	0	3	0	3	432
2:45 PM	3	159	10	0	172	14	182	0	0	196	1	0	55	0	56	0	0	0	0	0	424
Hourly Total	6	618	46	0	670	86	701	1	0	788	9	1	121	0	131	0	0	4	0	4	1593
3:00 PM	1	130	8	0	139	18	198	3	0	219	1	0	17	0	18	0	0	1	0	1	377
3:15 PM	3	175	11	0	189	21	209	0	0	230	0	0	21	0	21	0	0	0	0	0	440
3:30 PM	3	189	7	0	199	19	181	0	0	200	2	0	27	0	29	0	0	1	0	1	429
3:45 PM	1	131	7	0	139	31	174	0	0	205	1	1	19	0	21	0	0	2	0	2	367
Hourly Total	8	625	33	0	666	89	762	3	0	854	4	1	84	0	89	0	0	4	0	4	1613
4:00 PM	1	230	6	0	237	19	204	1	0	224	1	0	14	0	15	0	1	0	0	1	477
4:15 PM	1	184	12	0	197	19	216	4	0	239	3	2	24	0	29	0	1	2	0	3	468
4:30 PM	0	188	10	0	198	26	190	1	0	217	1	0	21	0	22	0	0	5	0	5	442
4:45 PM	0	162	13	0	175	28	233	1	0	262	1	0	14	0	15	2	0	0	0	2	454
Hourly Total	2	764	41	0	807	92	843	7	0	942	6	2	73	0	81	2	2	7	0	11	1841
5:00 PM	1	198	14	0	213	27	218	4	0	249	2	0	12	0	14	0	0	1	0	1	477
5:15 PM	3	178	27	0	208	37	227	7	0	271	1	0	24	0	25	1	0	1	0	2	506
5:30 PM	0	176	38	0	214	43	212	1	0	256	3	0	21	0	24	1	0	3	0	4	498
5:45 PM	0	177	53	0	230	36	172	0	0	208	1	0	19	0	20	2	0	0	0	2	460
Hourly Total	4	729	132	0	865	143	829	12	0	984	7	0	76	0	83	4	0	5	0	9	1941

6:00 PM	0	167	69	0	236	47	179	0	0	226	2	0	23	0	25	3	0	3	0	6	493
6:15 PM	1	138	65	0	204	49	189	0	0	238	3	0	19	0	22	0	0	4	0	4	468
6:30 PM	0	129	51	0	180	30	155	0	0	185	5	0	17	0	22	1	0	0	0	1	388
6:45 PM	1	101	32	0	134	32	134	1	0	167	4	0	11	0	15	0	0	0	0	0	316
Hourly Total	2	535	217	0	754	158	657	1	0	816	14	0	70	0	84	4	0	7	0	11	1665
Grand Total	76	8424	704	0	9204	1014	8080	47	0	9141	107	13	1058	0	1178	27	13	100	0	140	19663
Approach %	0.8	91.5	7.6	-	-	11.1	88.4	0.5	-	-	9.1	1.1	89.8	-	-	19.3	9.3	71.4	-	-	-
Total %	0.4	42.8	3.6	-	46.8	5.2	41.1	0.2	-	46.5	0.5	0.1	5.4	-	6.0	0.1	0.1	0.5	-	0.7	-
Lights	62	7584	657	-	8303	990	7145	45	-	8180	96	13	1005	-	1114	26	13	84	-	123	17720
% Lights	81.6	90.0	93.3	-	90.2	97.6	88.4	95.7	-	89.5	89.7	100.0	95.0	-	94.6	96.3	100.0	84.0	-	87.9	90.1
Other Vehicles	14	840	47	-	901	24	935	2	-	961	11	0	53	-	64	1	0	16	-	17	1943
% Other Vehicles	18.4	10.0	6.7	-	9.8	2.4	11.6	4.3	-	10.5	10.3	0.0	5.0	-	5.4	3.7	0.0	16.0	-	12.1	9.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 4 Sunny Dell Road & Route 41
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 4 Sunny Dell Road & Route 41
Site Code:
Start Date: 06/03/2025

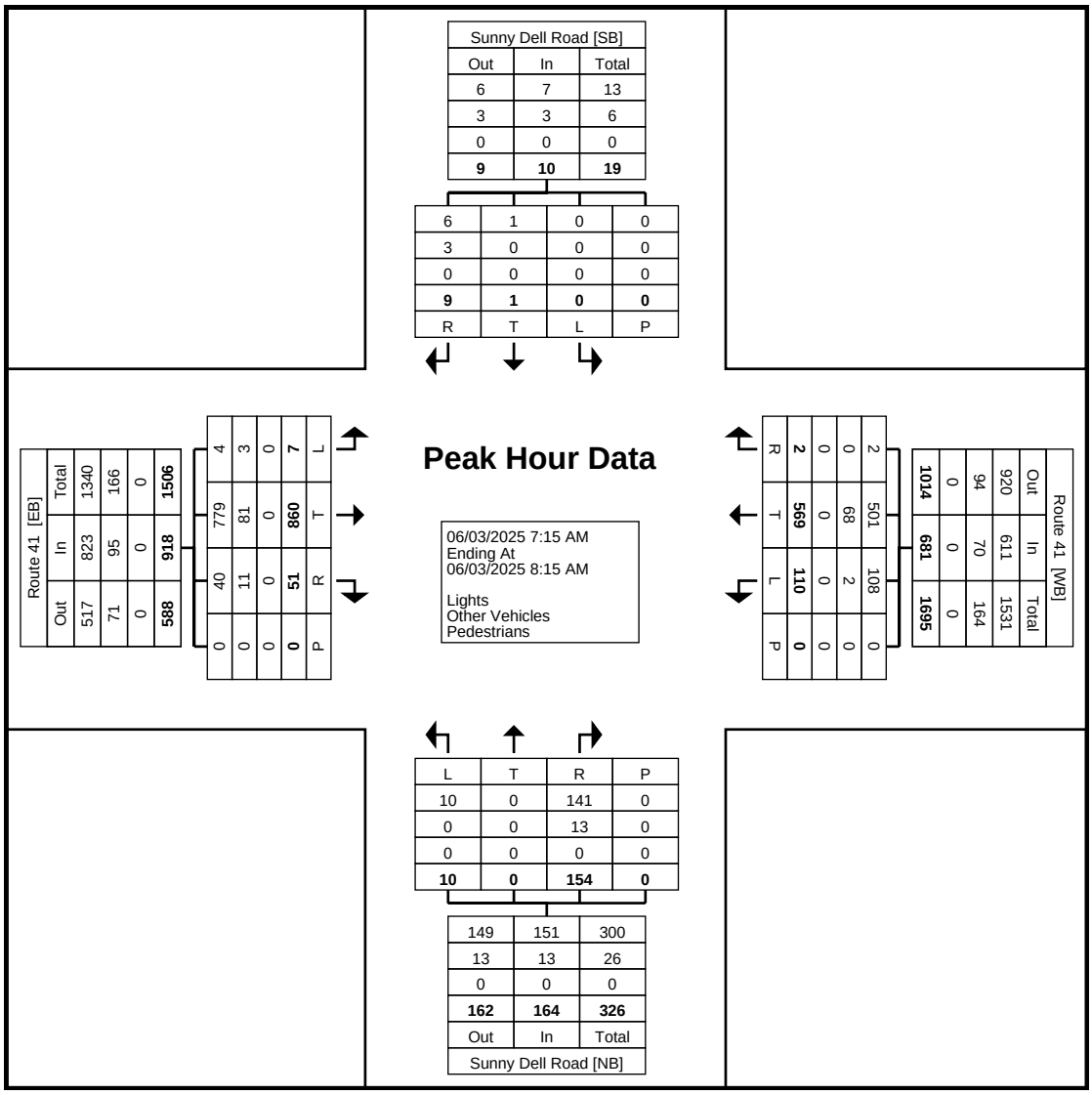
Turning Movement Peak Hour Data (7:15 AM)

Start Time	Route 41 Eastbound					Route 41 Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	1	219	32	0	252	63	123	0	0	186	4	0	44	0	48	0	0	1	0	1	487
7:30 AM	1	220	10	0	231	26	145	1	0	172	4	0	55	0	59	0	0	3	0	3	465
7:45 AM	2	218	3	0	223	12	146	0	0	158	1	0	19	0	20	0	1	3	0	4	405
8:00 AM	3	203	6	0	212	9	155	1	0	165	1	0	36	0	37	0	0	2	0	2	416
Total	7	860	51	0	918	110	569	2	0	681	10	0	154	0	164	0	1	9	0	10	1773
Approach %	0.8	93.7	5.6	-	-	16.2	83.6	0.3	-	-	6.1	0.0	93.9	-	-	0.0	10.0	90.0	-	-	-
Total %	0.4	48.5	2.9	-	51.8	6.2	32.1	0.1	-	38.4	0.6	0.0	8.7	-	9.2	0.0	0.1	0.5	-	0.6	-
PHF	0.583	0.977	0.398	-	0.911	0.437	0.918	0.500	-	0.915	0.625	0.000	0.700	-	0.695	0.000	0.250	0.750	-	0.625	0.910
Lights	4	779	40	-	823	108	501	2	-	611	10	0	141	-	151	0	1	6	-	7	1592
% Lights	57.1	90.6	78.4	-	89.7	98.2	88.0	100.0	-	89.7	100.0	-	91.6	-	92.1	-	100.0	66.7	-	70.0	89.8
Other Vehicles	3	81	11	-	95	2	68	0	-	70	0	0	13	-	13	0	0	3	-	3	181
% Other Vehicles	42.9	9.4	21.6	-	10.3	1.8	12.0	0.0	-	10.3	0.0	-	8.4	-	7.9	-	0.0	33.3	-	30.0	10.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 4 Sunny Dell Road & Route 41
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:15 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

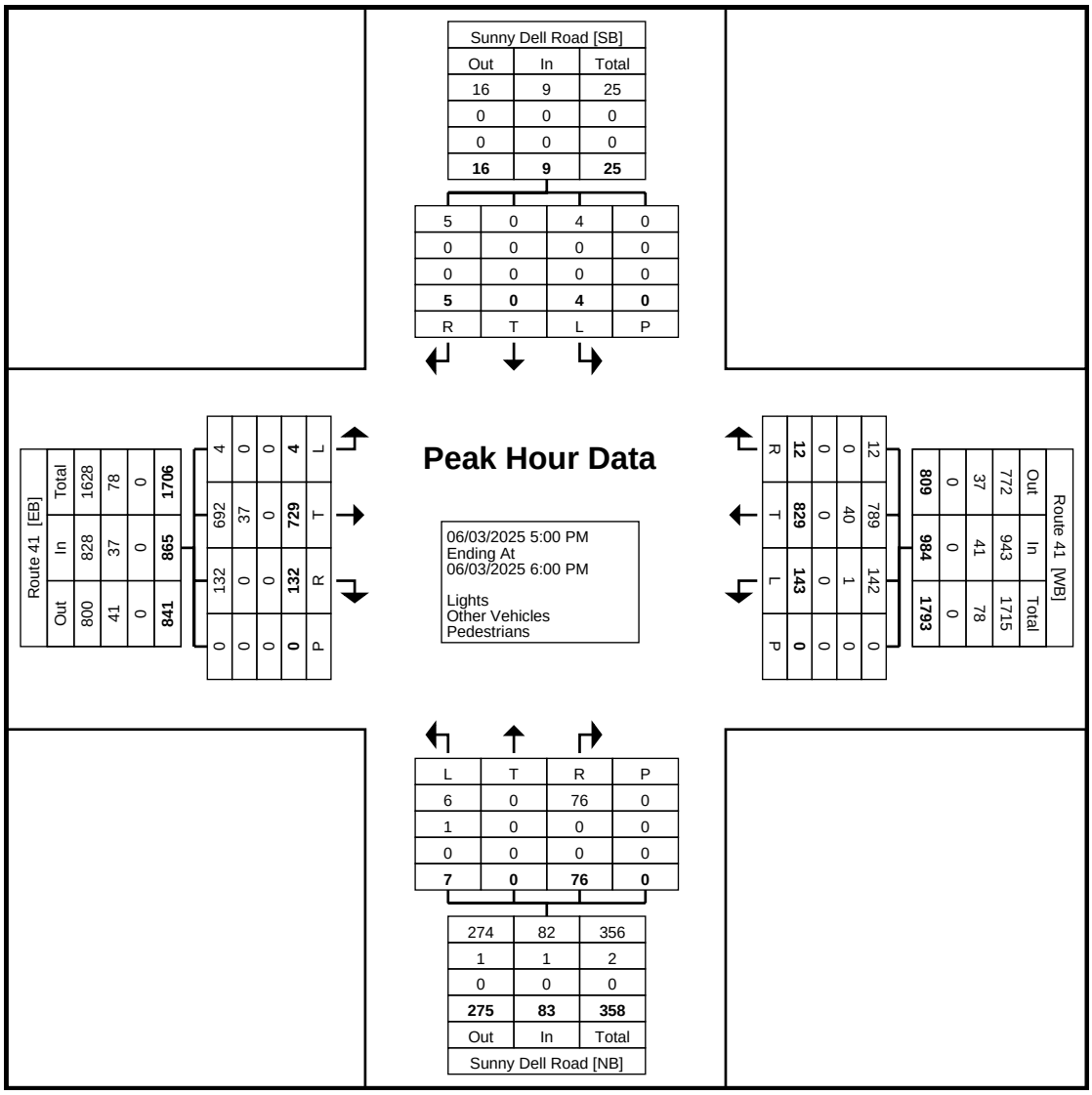
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Route 41 Eastbound					Route 41 Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	1	198	14	0	213	27	218	4	0	249	2	0	12	0	14	0	0	1	0	1	477
5:15 PM	3	178	27	0	208	37	227	7	0	271	1	0	24	0	25	1	0	1	0	2	506
5:30 PM	0	176	38	0	214	43	212	1	0	256	3	0	21	0	24	1	0	3	0	4	498
5:45 PM	0	177	53	0	230	36	172	0	0	208	1	0	19	0	20	2	0	0	0	2	460
Total	4	729	132	0	865	143	829	12	0	984	7	0	76	0	83	4	0	5	0	9	1941
Approach %	0.5	84.3	15.3	-	-	14.5	84.2	1.2	-	-	8.4	0.0	91.6	-	-	44.4	0.0	55.6	-	-	-
Total %	0.2	37.6	6.8	-	44.6	7.4	42.7	0.6	-	50.7	0.4	0.0	3.9	-	4.3	0.2	0.0	0.3	-	0.5	-
PHF	0.333	0.920	0.623	-	0.940	0.831	0.913	0.429	-	0.908	0.583	0.000	0.792	-	0.830	0.500	0.000	0.417	-	0.563	0.959
Lights	4	692	132	-	828	142	789	12	-	943	6	0	76	-	82	4	0	5	-	9	1862
% Lights	100.0	94.9	100.0	-	95.7	99.3	95.2	100.0	-	95.8	85.7	-	100.0	-	98.8	100.0	-	100.0	-	100.0	95.9
Other Vehicles	0	37	0	-	37	1	40	0	-	41	1	0	0	-	1	0	0	0	-	0	79
% Other Vehicles	0.0	5.1	0.0	-	4.3	0.7	4.8	0.0	-	4.2	14.3	-	0.0	-	1.2	0.0	-	0.0	-	0.0	4.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 4 Sunny Dell Road & Route 41
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (5:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 4 (Sat) Sunny Dell Road & Route 41
Site Code:
Start Date: 06/28/2025

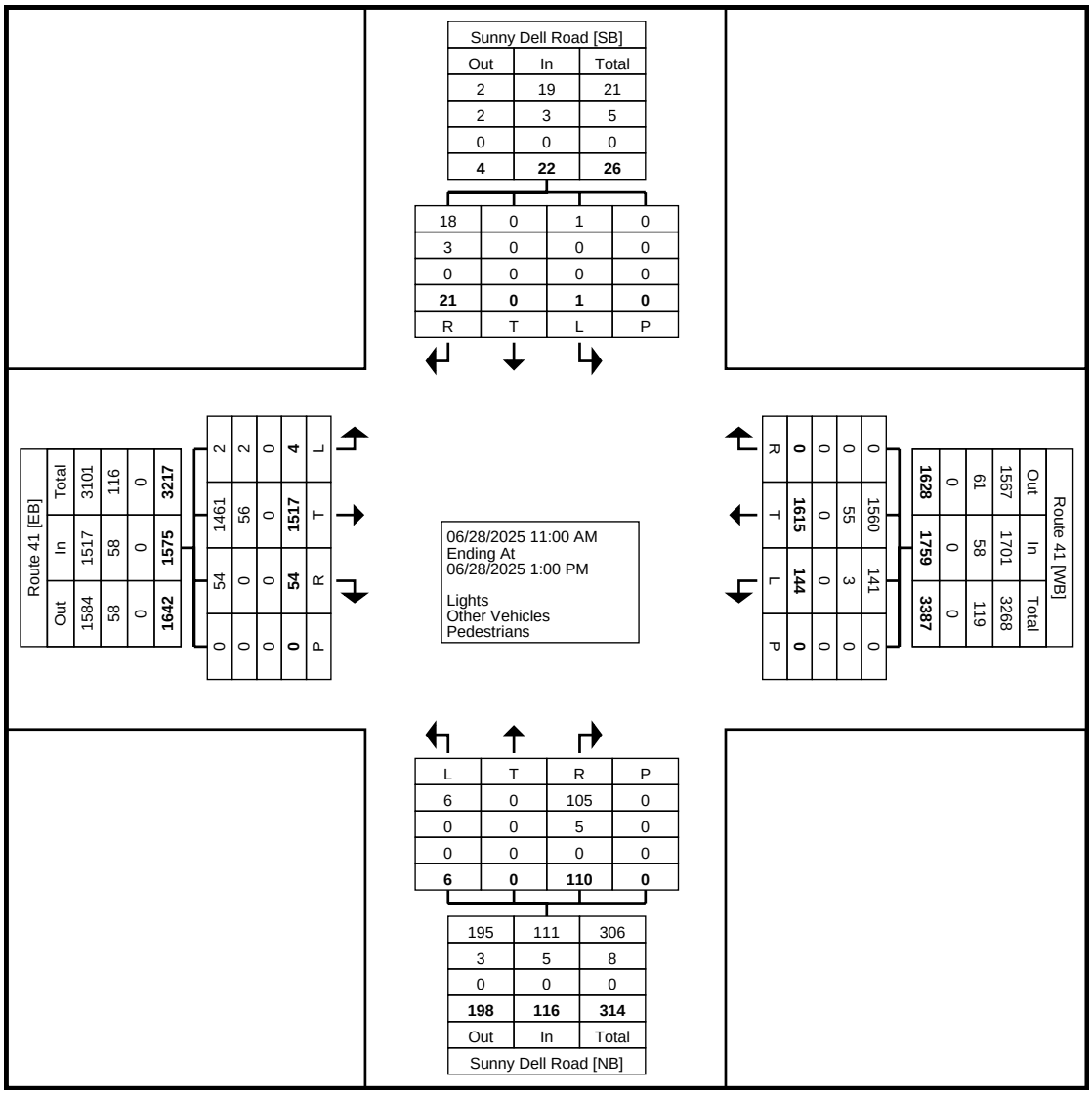
Turning Movement Data

Start Time	Route 41 Eastbound					Route 41 Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	1	168	4	0	173	17	178	0	0	195	0	0	8	0	8	0	0	3	0	3	379
11:15 AM	1	189	3	0	193	11	218	0	0	229	0	0	8	0	8	0	0	3	0	3	433
11:30 AM	1	176	9	0	186	15	205	0	0	220	0	0	14	0	14	0	0	1	0	1	421
11:45 AM	0	176	10	0	186	26	182	0	0	208	0	0	14	0	14	1	0	4	0	5	413
Hourly Total	3	709	26	0	738	69	783	0	0	852	0	0	44	0	44	1	0	11	0	12	1646
12:00 PM	0	204	10	0	214	21	209	0	0	230	1	0	13	0	14	0	0	1	0	1	459
12:15 PM	0	186	6	0	192	26	216	0	0	242	1	0	23	0	24	0	0	2	0	2	460
12:30 PM	0	230	6	0	236	16	206	0	0	222	3	0	19	0	22	0	0	5	0	5	485
12:45 PM	1	188	6	0	195	12	201	0	0	213	1	0	11	0	12	0	0	2	0	2	422
Hourly Total	1	808	28	0	837	75	832	0	0	907	6	0	66	0	72	0	0	10	0	10	1826
Grand Total	4	1517	54	0	1575	144	1615	0	0	1759	6	0	110	0	116	1	0	21	0	22	3472
Approach %	0.3	96.3	3.4	-	-	8.2	91.8	0.0	-	-	5.2	0.0	94.8	-	-	4.5	0.0	95.5	-	-	-
Total %	0.1	43.7	1.6	-	45.4	4.1	46.5	0.0	-	50.7	0.2	0.0	3.2	-	3.3	0.0	0.0	0.6	-	0.6	-
Lights	2	1461	54	-	1517	141	1560	0	-	1701	6	0	105	-	111	1	0	18	-	19	3348
% Lights	50.0	96.3	100.0	-	96.3	97.9	96.6	-	-	96.7	100.0	-	95.5	-	95.7	100.0	-	85.7	-	86.4	96.4
Other Vehicles	2	56	0	-	58	3	55	0	-	58	0	0	5	-	5	0	0	3	-	3	124
% Other Vehicles	50.0	3.7	0.0	-	3.7	2.1	3.4	-	-	3.3	0.0	-	4.5	-	4.3	0.0	-	14.3	-	13.6	3.6
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 4 (Sat) Sunny Dell Road & Route 41
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 4 (Sat) Sunny Dell Road & Route 41
Site Code:
Start Date: 06/28/2025

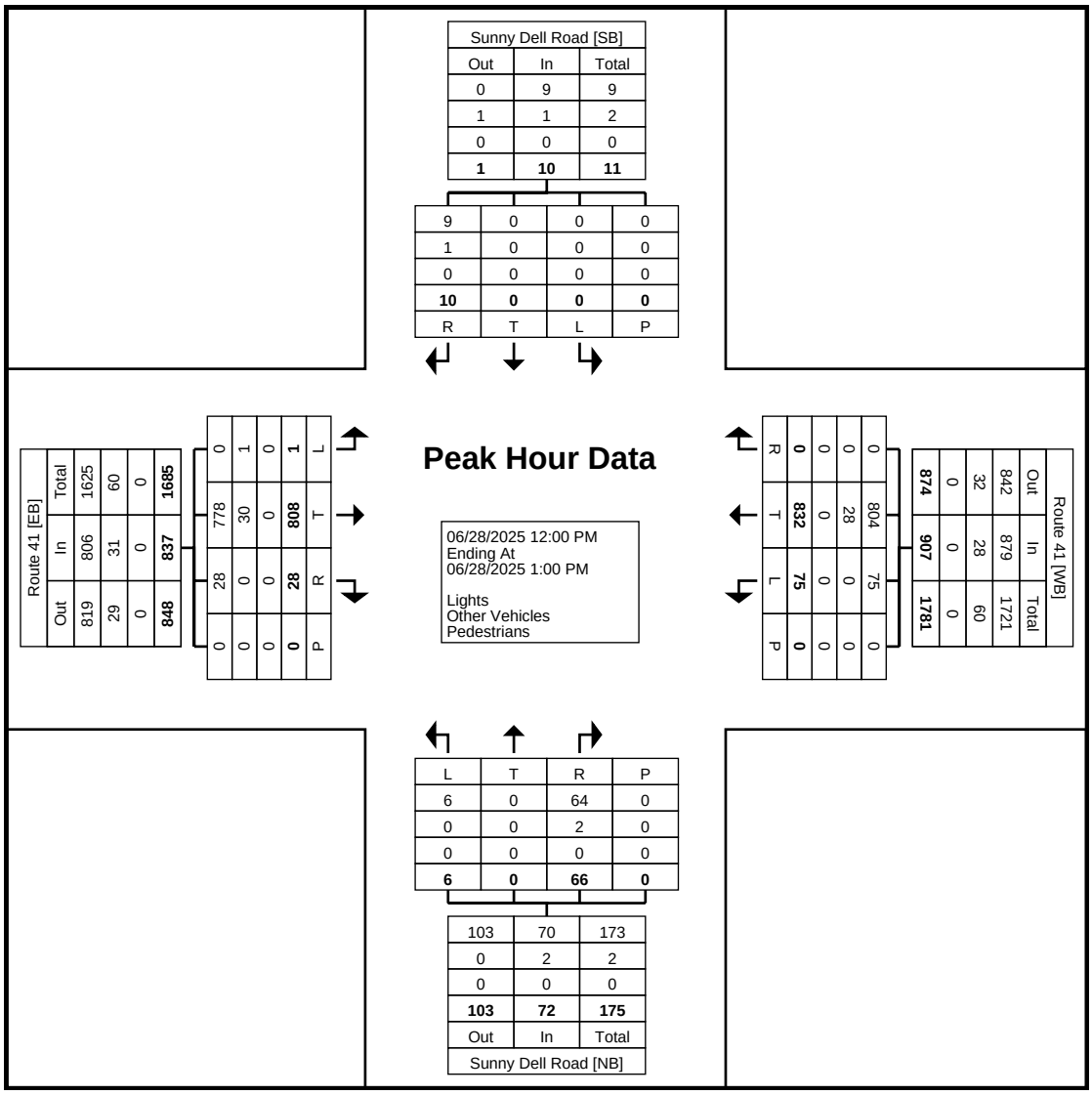
Turning Movement Peak Hour Data (12:00 PM)

Start Time	Route 41 Eastbound					Route 41 Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	0	204	10	0	214	21	209	0	0	230	1	0	13	0	14	0	0	1	0	1	459
12:15 PM	0	186	6	0	192	26	216	0	0	242	1	0	23	0	24	0	0	2	0	2	460
12:30 PM	0	230	6	0	236	16	206	0	0	222	3	0	19	0	22	0	0	5	0	5	485
12:45 PM	1	188	6	0	195	12	201	0	0	213	1	0	11	0	12	0	0	2	0	2	422
Total	1	808	28	0	837	75	832	0	0	907	6	0	66	0	72	0	0	10	0	10	1826
Approach %	0.1	96.5	3.3	-	-	8.3	91.7	0.0	-	-	8.3	0.0	91.7	-	-	0.0	0.0	100.0	-	-	-
Total %	0.1	44.2	1.5	-	45.8	4.1	45.6	0.0	-	49.7	0.3	0.0	3.6	-	3.9	0.0	0.0	0.5	-	0.5	-
PHF	0.250	0.878	0.700	-	0.887	0.721	0.963	0.000	-	0.937	0.500	0.000	0.717	-	0.750	0.000	0.000	0.500	-	0.500	0.941
Lights	0	778	28	-	806	75	804	0	-	879	6	0	64	-	70	0	0	9	-	9	1764
% Lights	0.0	96.3	100.0	-	96.3	100.0	96.6	-	-	96.9	100.0	-	97.0	-	97.2	-	-	90.0	-	90.0	96.6
Other Vehicles	1	30	0	-	31	0	28	0	-	28	0	0	2	-	2	0	0	1	-	1	62
% Other Vehicles	100.0	3.7	0.0	-	3.7	0.0	3.4	-	-	3.1	0.0	-	3.0	-	2.8	-	-	10.0	-	10.0	3.4
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 4 (Sat) Sunny Dell Road & Route 41
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (12:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 5 Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/03/2025

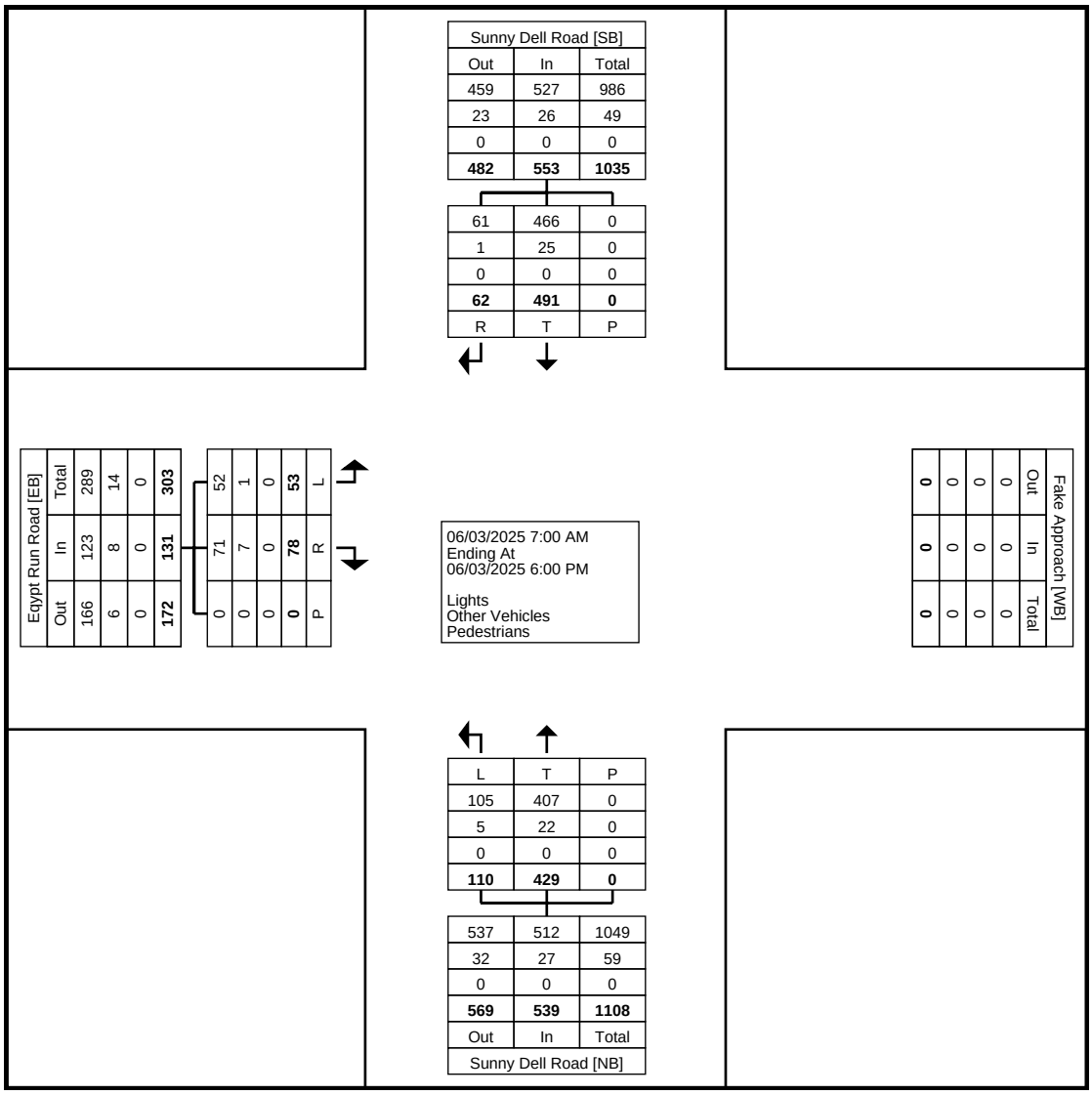
Turning Movement Data

Start Time	Eqypt Run Road Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	2	6	0	8	8	29	0	37	62	0	0	62	107
7:15 AM	3	23	0	26	22	59	0	81	91	0	0	91	198
7:30 AM	3	16	0	19	19	62	0	81	39	1	0	40	140
7:45 AM	3	2	0	5	4	19	0	23	14	1	0	15	43
Hourly Total	11	47	0	58	53	169	0	222	206	2	0	208	488
8:00 AM	5	3	0	8	4	31	0	35	14	2	0	16	59
8:15 AM	5	4	0	9	5	27	0	32	15	0	0	15	56
8:30 AM	3	4	0	7	5	25	0	30	21	2	0	23	60
8:45 AM	1	2	0	3	4	31	0	35	13	0	0	13	51
Hourly Total	14	13	0	27	18	114	0	132	63	4	0	67	226
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	4	0	4	2	16	0	18	18	4	0	22	44
4:15 PM	5	3	0	8	9	21	0	30	28	3	0	31	69
4:30 PM	1	3	0	4	6	21	0	27	30	5	0	35	66
4:45 PM	2	2	0	4	5	11	0	16	25	3	0	28	48
Hourly Total	8	12	0	20	22	69	0	91	101	15	0	116	227
5:00 PM	3	0	0	3	4	13	0	17	27	6	0	33	53
5:15 PM	5	1	0	6	4	21	0	25	36	5	0	41	72
5:30 PM	6	1	0	7	5	20	0	25	31	15	0	46	78
5:45 PM	6	4	0	10	4	23	0	27	27	15	0	42	79
Hourly Total	20	6	0	26	17	77	0	94	121	41	0	162	282
Grand Total	53	78	0	131	110	429	0	539	491	62	0	553	1223
Approach %	40.5	59.5	-	-	20.4	79.6	-	-	88.8	11.2	-	-	-
Total %	4.3	6.4	-	10.7	9.0	35.1	-	44.1	40.1	5.1	-	45.2	-
Lights	52	71	-	123	105	407	-	512	466	61	-	527	1162
% Lights	98.1	91.0	-	93.9	95.5	94.9	-	95.0	94.9	98.4	-	95.3	95.0
Other Vehicles	1	7	-	8	5	22	-	27	25	1	-	26	61
% Other Vehicles	1.9	9.0	-	6.1	4.5	5.1	-	5.0	5.1	1.6	-	4.7	5.0
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 5 Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Turning Movement Peak Hour Data (7:00 AM)

Start Time	Eqypt Run Road Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	2	6	0	8	8	29	0	37	62	0	0	62	107
7:15 AM	3	23	0	26	22	59	0	81	91	0	0	91	198
7:30 AM	3	16	0	19	19	62	0	81	39	1	0	40	140
7:45 AM	3	2	0	5	4	19	0	23	14	1	0	15	43
Total	11	47	0	58	53	169	0	222	206	2	0	208	488
Approach %	19.0	81.0	-	-	23.9	76.1	-	-	99.0	1.0	-	-	-
Total %	2.3	9.6	-	11.9	10.9	34.6	-	45.5	42.2	0.4	-	42.6	-
PHF	0.917	0.511	-	0.558	0.602	0.681	-	0.685	0.566	0.500	-	0.571	0.616
Lights	10	45	-	55	51	154	-	205	193	2	-	195	455
% Lights	90.9	95.7	-	94.8	96.2	91.1	-	92.3	93.7	100.0	-	93.8	93.2
Other Vehicles	1	2	-	3	2	15	-	17	13	0	-	13	33
% Other Vehicles	9.1	4.3	-	5.2	3.8	8.9	-	7.7	6.3	0.0	-	6.3	6.8
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
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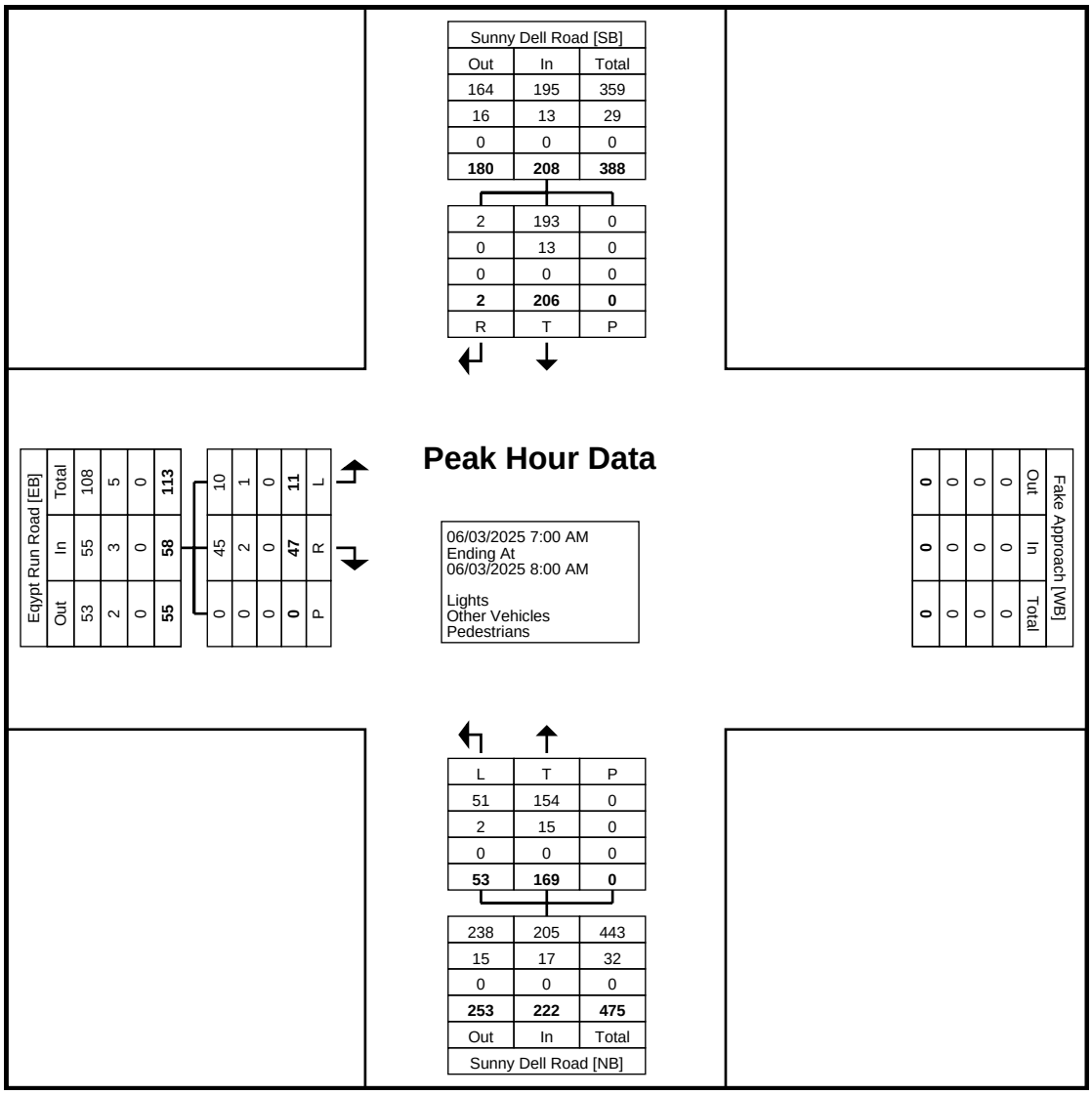
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 5 Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:00 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

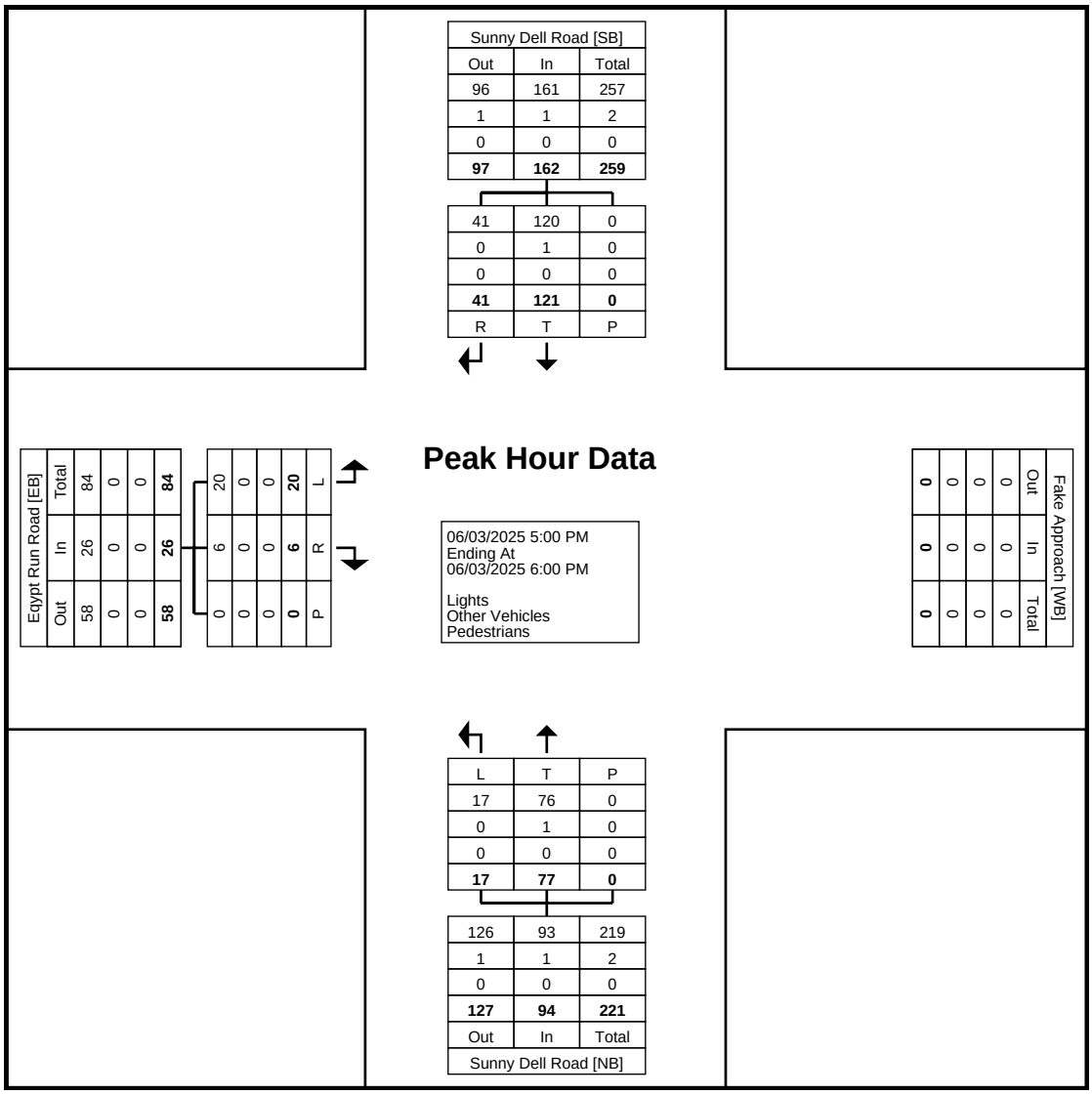
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Eqypt Run Road Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	3	0	0	3	4	13	0	17	27	6	0	33	53
5:15 PM	5	1	0	6	4	21	0	25	36	5	0	41	72
5:30 PM	6	1	0	7	5	20	0	25	31	15	0	46	78
5:45 PM	6	4	0	10	4	23	0	27	27	15	0	42	79
Total	20	6	0	26	17	77	0	94	121	41	0	162	282
Approach %	76.9	23.1	-	-	18.1	81.9	-	-	74.7	25.3	-	-	-
Total %	7.1	2.1	-	9.2	6.0	27.3	-	33.3	42.9	14.5	-	57.4	-
PHF	0.833	0.375	-	0.650	0.850	0.837	-	0.870	0.840	0.683	-	0.880	0.892
Lights	20	6	-	26	17	76	-	93	120	41	-	161	280
% Lights	100.0	100.0	-	100.0	100.0	98.7	-	98.9	99.2	100.0	-	99.4	99.3
Other Vehicles	0	0	-	0	0	1	-	1	1	0	-	1	2
% Other Vehicles	0.0	0.0	-	0.0	0.0	1.3	-	1.1	0.8	0.0	-	0.6	0.7
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 5 Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (5:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 5 (Sat) Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/28/2025

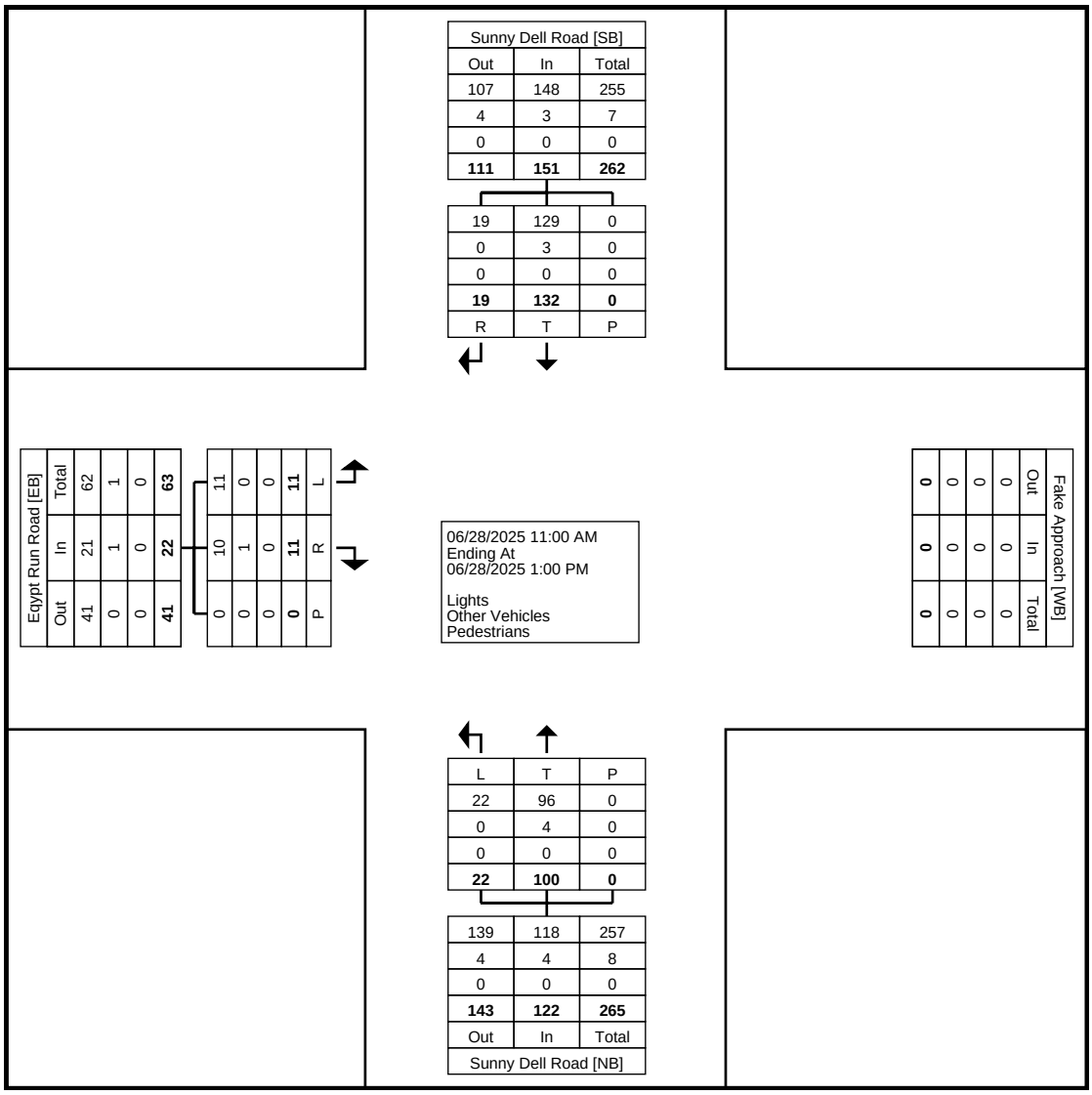
Turning Movement Data

Start Time	Eqypt Run Road Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	1	3	0	4	4	10	0	14	17	4	0	21	39
11:15 AM	1	0	0	1	4	6	0	10	10	2	0	12	23
11:30 AM	0	3	0	3	2	11	0	13	13	1	0	14	30
11:45 AM	2	3	0	5	1	13	0	14	24	0	0	24	43
Hourly Total	4	9	0	13	11	40	0	51	64	7	0	71	135
12:00 PM	1	1	0	2	2	15	0	17	21	1	0	22	41
12:15 PM	3	0	0	3	4	14	0	18	18	7	0	25	46
12:30 PM	3	1	0	4	2	18	0	20	14	2	0	16	40
12:45 PM	0	0	0	0	3	13	0	16	15	2	0	17	33
Hourly Total	7	2	0	9	11	60	0	71	68	12	0	80	160
Grand Total	11	11	0	22	22	100	0	122	132	19	0	151	295
Approach %	50.0	50.0	-	-	18.0	82.0	-	-	87.4	12.6	-	-	-
Total %	3.7	3.7	-	7.5	7.5	33.9	-	41.4	44.7	6.4	-	51.2	-
Lights	11	10	-	21	22	96	-	118	129	19	-	148	287
% Lights	100.0	90.9	-	95.5	100.0	96.0	-	96.7	97.7	100.0	-	98.0	97.3
Other Vehicles	0	1	-	1	0	4	-	4	3	0	-	3	8
% Other Vehicles	0.0	9.1	-	4.5	0.0	4.0	-	3.3	2.3	0.0	-	2.0	2.7
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 5 (Sat) Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 5 (Sat) Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/28/2025

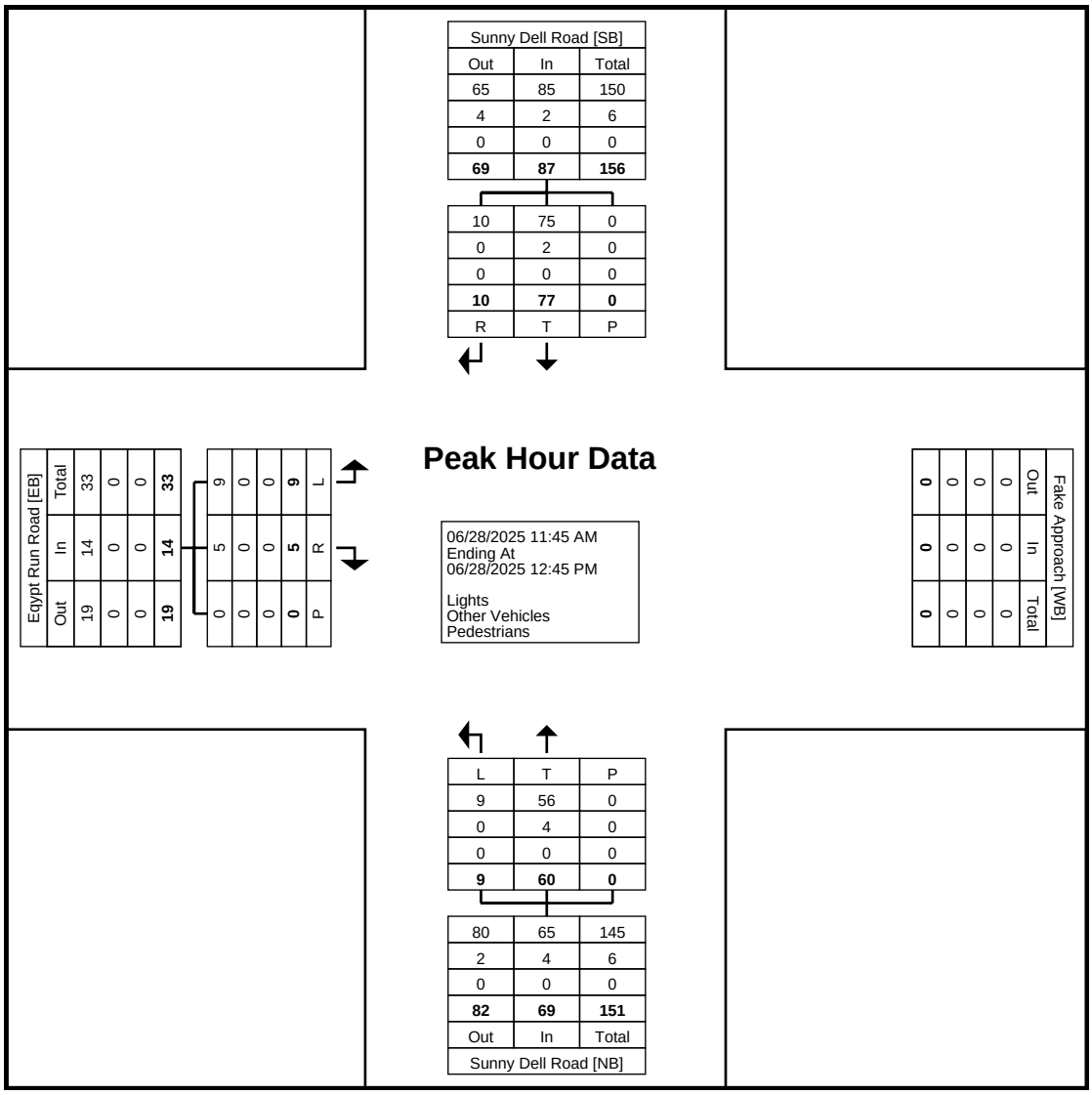
Turning Movement Peak Hour Data (11:45 AM)

Start Time	Eqypt Run Road Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	2	3	0	5	1	13	0	14	24	0	0	24	43
12:00 PM	1	1	0	2	2	15	0	17	21	1	0	22	41
12:15 PM	3	0	0	3	4	14	0	18	18	7	0	25	46
12:30 PM	3	1	0	4	2	18	0	20	14	2	0	16	40
Total	9	5	0	14	9	60	0	69	77	10	0	87	170
Approach %	64.3	35.7	-	-	13.0	87.0	-	-	88.5	11.5	-	-	-
Total %	5.3	2.9	-	8.2	5.3	35.3	-	40.6	45.3	5.9	-	51.2	-
PHF	0.750	0.417	-	0.700	0.563	0.833	-	0.863	0.802	0.357	-	0.870	0.924
Lights	9	5	-	14	9	56	-	65	75	10	-	85	164
% Lights	100.0	100.0	-	100.0	100.0	93.3	-	94.2	97.4	100.0	-	97.7	96.5
Other Vehicles	0	0	-	0	0	4	-	4	2	0	-	2	6
% Other Vehicles	0.0	0.0	-	0.0	0.0	6.7	-	5.8	2.6	0.0	-	2.3	3.5
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 5 (Sat) Sunny Dell Road & Egypt Run Road
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (11:45 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 6 Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/03/2025

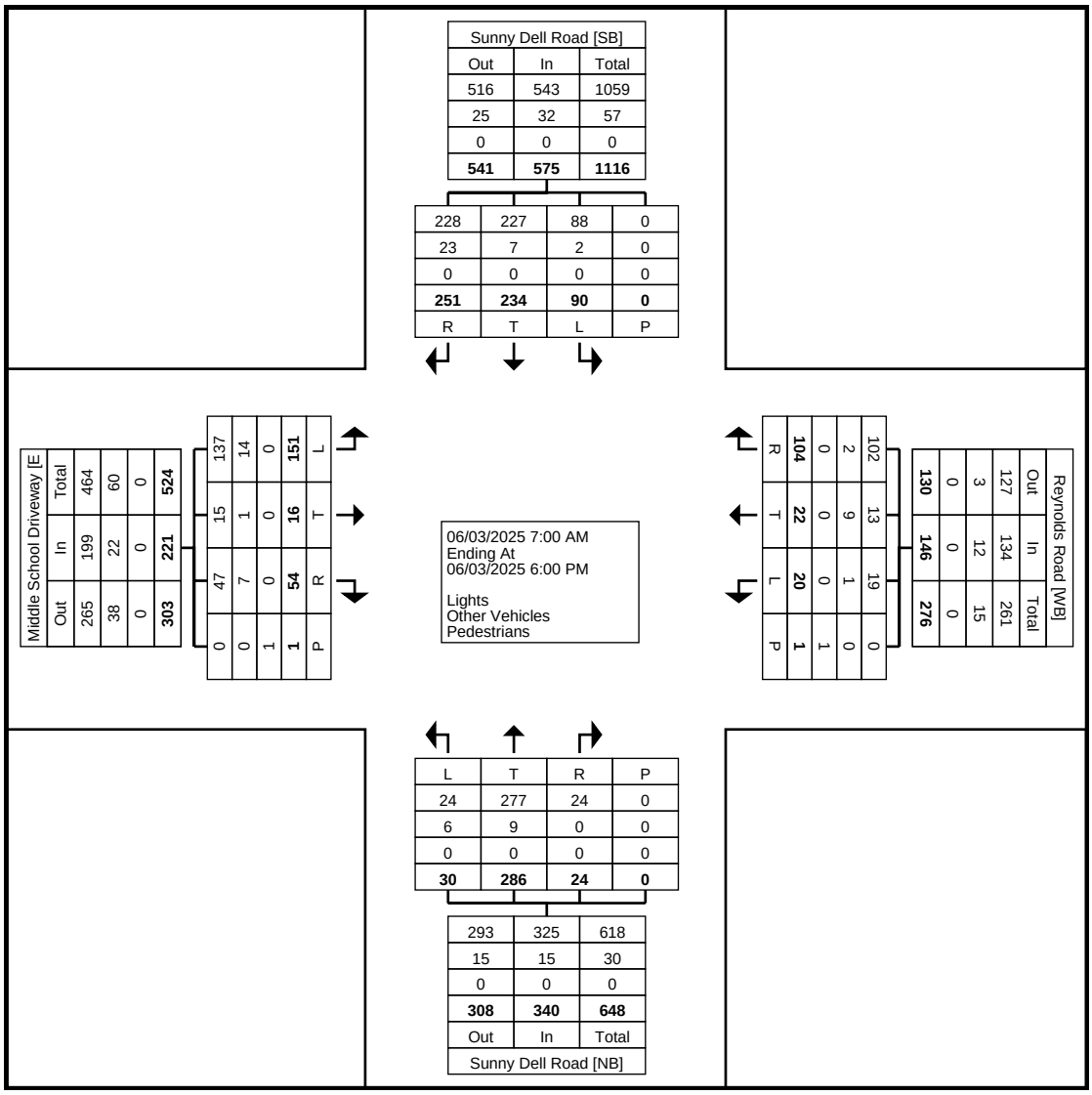
Turning Movement Data

Start Time	Middle School Driveway Eastbound					Reynolds Road Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	7	2	2	0	11	0	2	8	0	10	7	23	2	0	32	2	10	51	0	63	116
7:15 AM	47	3	15	0	65	0	10	11	0	21	12	27	0	0	39	1	7	108	0	116	241
7:30 AM	58	8	21	0	87	1	5	6	0	12	6	19	2	0	27	1	11	51	0	63	189
7:45 AM	2	2	2	1	6	2	1	4	0	7	1	17	0	0	18	4	6	6	0	16	47
Hourly Total	114	15	40	1	169	3	18	29	0	50	26	86	4	0	116	8	34	216	0	258	593
8:00 AM	5	0	3	0	8	1	0	9	0	10	0	20	2	0	22	6	5	5	0	16	56
8:15 AM	2	0	0	0	2	0	0	7	0	7	0	23	0	0	23	5	10	4	0	19	51
8:30 AM	1	0	0	0	1	3	0	9	0	12	0	19	2	0	21	8	11	7	0	26	60
8:45 AM	8	0	3	0	11	0	0	3	0	3	0	22	2	0	24	3	7	4	0	14	52
Hourly Total	16	0	6	0	22	4	0	28	0	32	0	84	6	0	90	22	33	20	0	75	219
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	0	3	0	6	2	0	3	0	5	1	12	2	0	15	4	14	3	0	21	47
4:15 PM	9	0	1	0	10	1	0	5	0	6	1	16	1	0	18	7	21	2	0	30	64
4:30 PM	3	1	2	0	6	1	3	8	0	12	0	14	4	0	18	9	22	1	0	32	68
4:45 PM	1	0	0	0	1	3	1	6	0	10	1	10	0	0	11	4	24	0	0	28	50
Hourly Total	16	1	6	0	23	7	4	22	0	33	3	52	7	0	62	24	81	6	0	111	229
5:00 PM	3	0	1	0	4	1	0	6	0	7	1	9	1	0	11	6	16	5	0	27	49
5:15 PM	1	0	1	0	2	1	0	5	0	6	0	20	3	0	23	10	27	4	0	41	72
5:30 PM	1	0	0	0	1	0	0	7	0	7	0	15	2	0	17	9	22	0	0	31	56
5:45 PM	0	0	0	0	0	4	0	7	1	11	0	20	1	0	21	11	21	0	0	32	64
Hourly Total	5	0	2	0	7	6	0	25	1	31	1	64	7	0	72	36	86	9	0	131	241
Grand Total	151	16	54	1	221	20	22	104	1	146	30	286	24	0	340	90	234	251	0	575	1282
Approach %	68.3	7.2	24.4	-	-	13.7	15.1	71.2	-	-	8.8	84.1	7.1	-	-	15.7	40.7	43.7	-	-	-
Total %	11.8	1.2	4.2	-	17.2	1.6	1.7	8.1	-	11.4	2.3	22.3	1.9	-	26.5	7.0	18.3	19.6	-	44.9	-
Lights	137	15	47	-	199	19	13	102	-	134	24	277	24	-	325	88	227	228	-	543	1201
% Lights	90.7	93.8	87.0	-	90.0	95.0	59.1	98.1	-	91.8	80.0	96.9	100.0	-	95.6	97.8	97.0	90.8	-	94.4	93.7
Other Vehicles	14	1	7	-	22	1	9	2	-	12	6	9	0	-	15	2	7	23	-	32	81
% Other Vehicles	9.3	6.3	13.0	-	10.0	5.0	40.9	1.9	-	8.2	20.0	3.1	0.0	-	4.4	2.2	3.0	9.2	-	5.6	6.3
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 6 Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 6 Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/03/2025

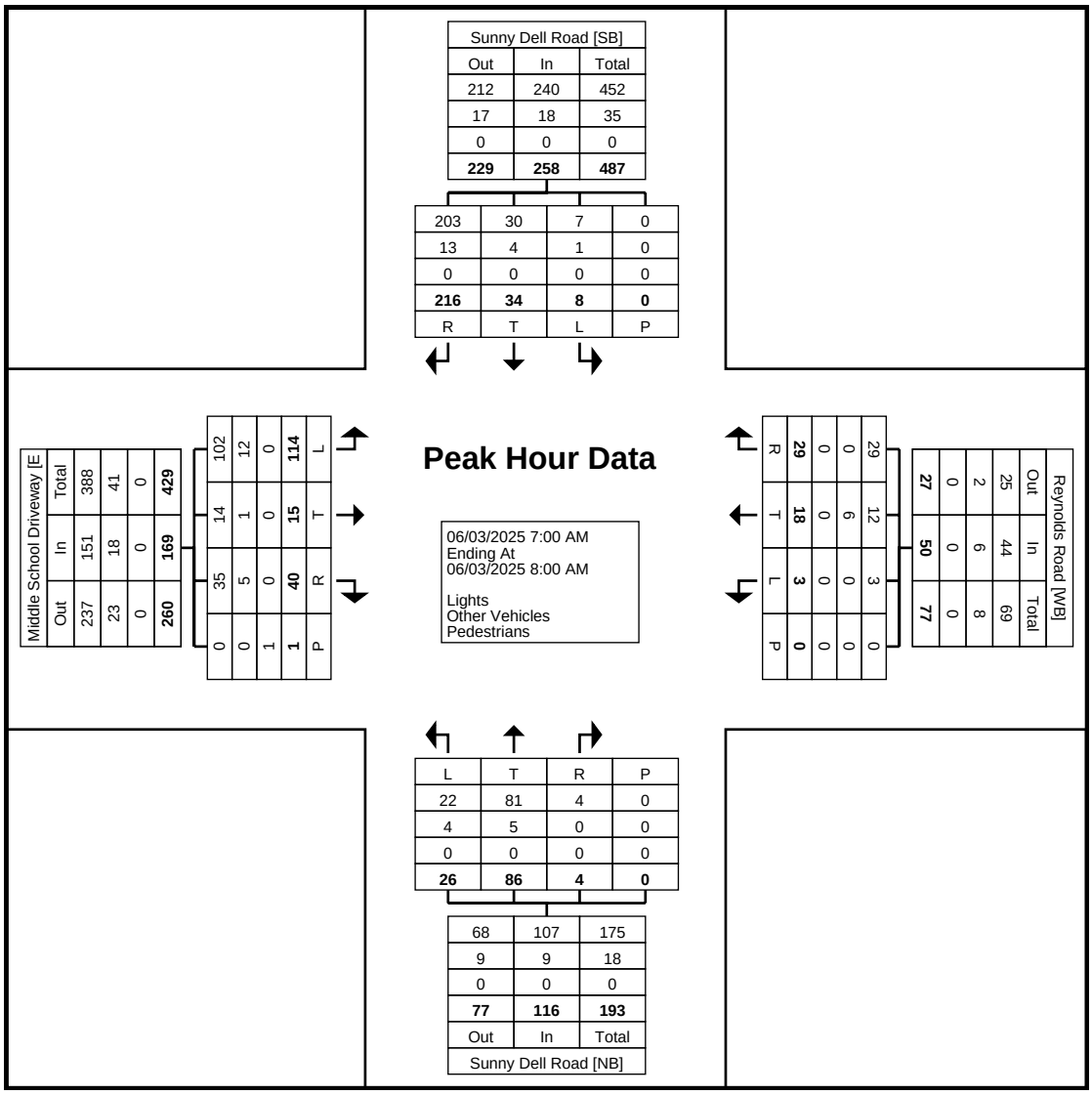
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Middle School Driveway Eastbound					Reynolds Road Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	7	2	2	0	11	0	2	8	0	10	7	23	2	0	32	2	10	51	0	63	116
7:15 AM	47	3	15	0	65	0	10	11	0	21	12	27	0	0	39	1	7	108	0	116	241
7:30 AM	58	8	21	0	87	1	5	6	0	12	6	19	2	0	27	1	11	51	0	63	189
7:45 AM	2	2	2	1	6	2	1	4	0	7	1	17	0	0	18	4	6	6	0	16	47
Total	114	15	40	1	169	3	18	29	0	50	26	86	4	0	116	8	34	216	0	258	593
Approach %	67.5	8.9	23.7	-	-	6.0	36.0	58.0	-	-	22.4	74.1	3.4	-	-	3.1	13.2	83.7	-	-	-
Total %	19.2	2.5	6.7	-	28.5	0.5	3.0	4.9	-	8.4	4.4	14.5	0.7	-	19.6	1.3	5.7	36.4	-	43.5	-
PHF	0.491	0.469	0.476	-	0.486	0.375	0.450	0.659	-	0.595	0.542	0.796	0.500	-	0.744	0.500	0.773	0.500	-	0.556	0.615
Lights	102	14	35	-	151	3	12	29	-	44	22	81	4	-	107	7	30	203	-	240	542
% Lights	89.5	93.3	87.5	-	89.3	100.0	66.7	100.0	-	88.0	84.6	94.2	100.0	-	92.2	87.5	88.2	94.0	-	93.0	91.4
Other Vehicles	12	1	5	-	18	0	6	0	-	6	4	5	0	-	9	1	4	13	-	18	51
% Other Vehicles	10.5	6.7	12.5	-	10.7	0.0	33.3	0.0	-	12.0	15.4	5.8	0.0	-	7.8	12.5	11.8	6.0	-	7.0	8.6
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 6 Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:00 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 6 Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/03/2025

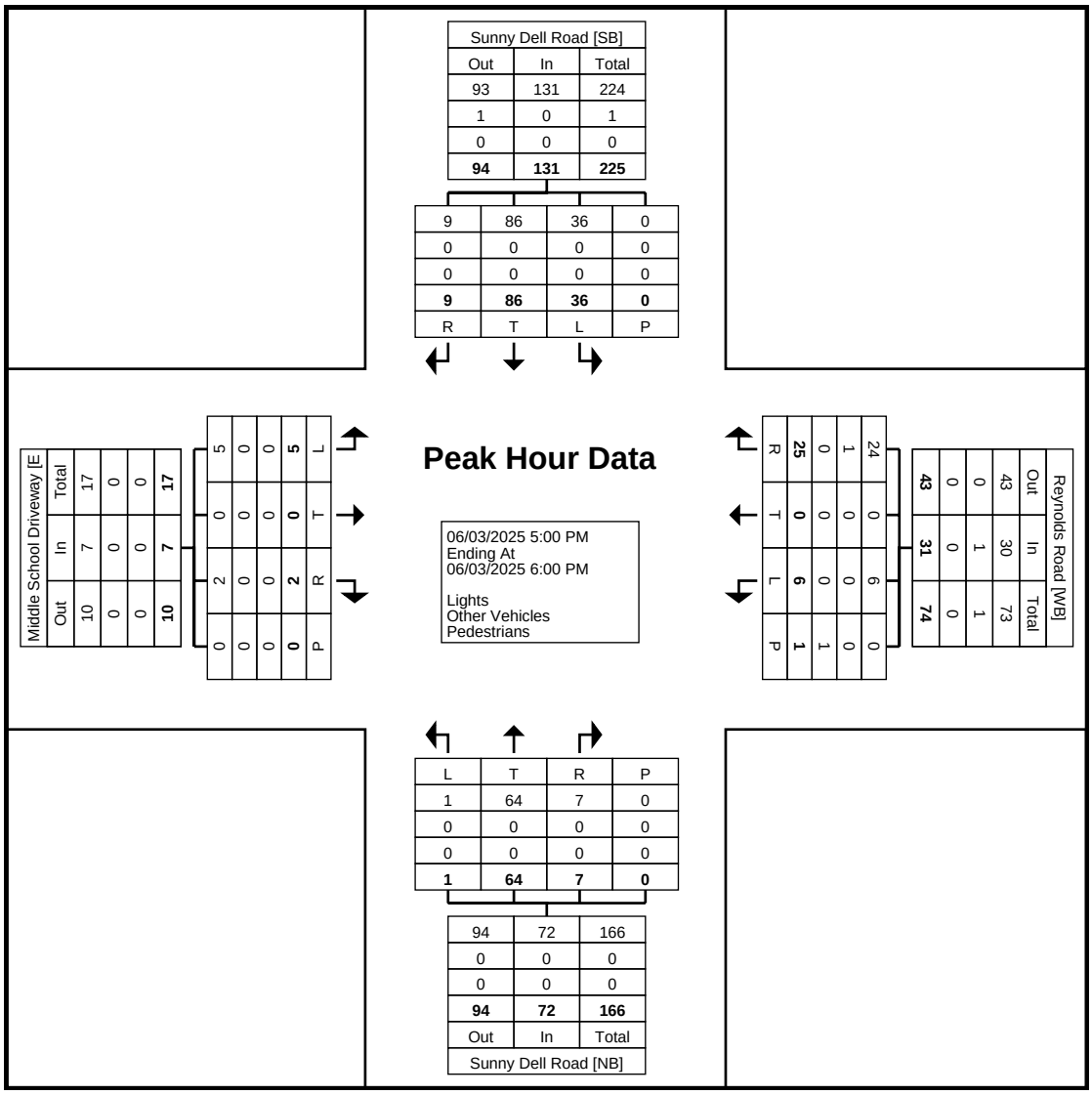
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Middle School Driveway Eastbound					Reynolds Road Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	3	0	1	0	4	1	0	6	0	7	1	9	1	0	11	6	16	5	0	27	49
5:15 PM	1	0	1	0	2	1	0	5	0	6	0	20	3	0	23	10	27	4	0	41	72
5:30 PM	1	0	0	0	1	0	0	7	0	7	0	15	2	0	17	9	22	0	0	31	56
5:45 PM	0	0	0	0	0	4	0	7	1	11	0	20	1	0	21	11	21	0	0	32	64
Total	5	0	2	0	7	6	0	25	1	31	1	64	7	0	72	36	86	9	0	131	241
Approach %	71.4	0.0	28.6	-	-	19.4	0.0	80.6	-	-	1.4	88.9	9.7	-	-	27.5	65.6	6.9	-	-	-
Total %	2.1	0.0	0.8	-	2.9	2.5	0.0	10.4	-	12.9	0.4	26.6	2.9	-	29.9	14.9	35.7	3.7	-	54.4	-
PHF	0.417	0.000	0.500	-	0.438	0.375	0.000	0.893	-	0.705	0.250	0.800	0.583	-	0.783	0.818	0.796	0.450	-	0.799	0.837
Lights	5	0	2	-	7	6	0	24	-	30	1	64	7	-	72	36	86	9	-	131	240
% Lights	100.0	-	100.0	-	100.0	100.0	-	96.0	-	96.8	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	99.6
Other Vehicles	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Other Vehicles	0.0	-	0.0	-	0.0	0.0	-	4.0	-	3.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.4
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 6 Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (5:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 6 (Sat) Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/28/2025

Turning Movement Data

Start Time	Middle School Driveway Eastbound					Reynolds Road Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	0	0	1	0	1	3	1	4	0	8	0	11	0	0	11	3	16	1	0	20	40
11:15 AM	0	0	0	0	0	2	0	4	0	6	0	5	0	0	5	3	8	0	0	11	22
11:30 AM	0	0	0	0	0	0	0	4	0	4	0	9	0	0	9	7	10	0	0	17	30
11:45 AM	0	0	1	0	1	1	0	1	0	2	0	13	1	0	14	6	20	0	0	26	43
Hourly Total	0	0	2	0	2	6	1	13	0	20	0	38	1	0	39	19	54	1	0	74	135
12:00 PM	0	0	0	0	0	1	0	5	0	6	0	12	0	0	12	5	18	0	0	23	41
12:15 PM	0	2	0	0	2	1	0	5	0	6	0	13	3	0	16	4	13	1	0	18	42
12:30 PM	0	0	1	0	1	0	0	5	0	5	0	15	1	0	16	6	9	0	0	15	37
12:45 PM	0	0	0	0	0	0	0	5	0	5	0	12	1	0	13	4	11	0	0	15	33
Hourly Total	0	2	1	0	3	2	0	20	0	22	0	52	5	0	57	19	51	1	0	71	153
Grand Total	0	2	3	0	5	8	1	33	0	42	0	90	6	0	96	38	105	2	0	145	288
Approach %	0.0	40.0	60.0	-	-	19.0	2.4	78.6	-	-	0.0	93.8	6.3	-	-	26.2	72.4	1.4	-	-	-
Total %	0.0	0.7	1.0	-	1.7	2.8	0.3	11.5	-	14.6	0.0	31.3	2.1	-	33.3	13.2	36.5	0.7	-	50.3	-
Lights	0	2	3	-	5	8	1	33	-	42	0	87	6	-	93	38	102	2	-	142	282
% Lights	-	100.0	100.0	-	100.0	100.0	100.0	100.0	-	100.0	-	96.7	100.0	-	96.9	100.0	97.1	100.0	-	97.9	97.9
Other Vehicles	0	0	0	-	0	0	0	0	-	0	0	3	0	-	3	0	3	0	-	3	6
% Other Vehicles	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	3.3	0.0	-	3.1	0.0	2.9	0.0	-	2.1	2.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
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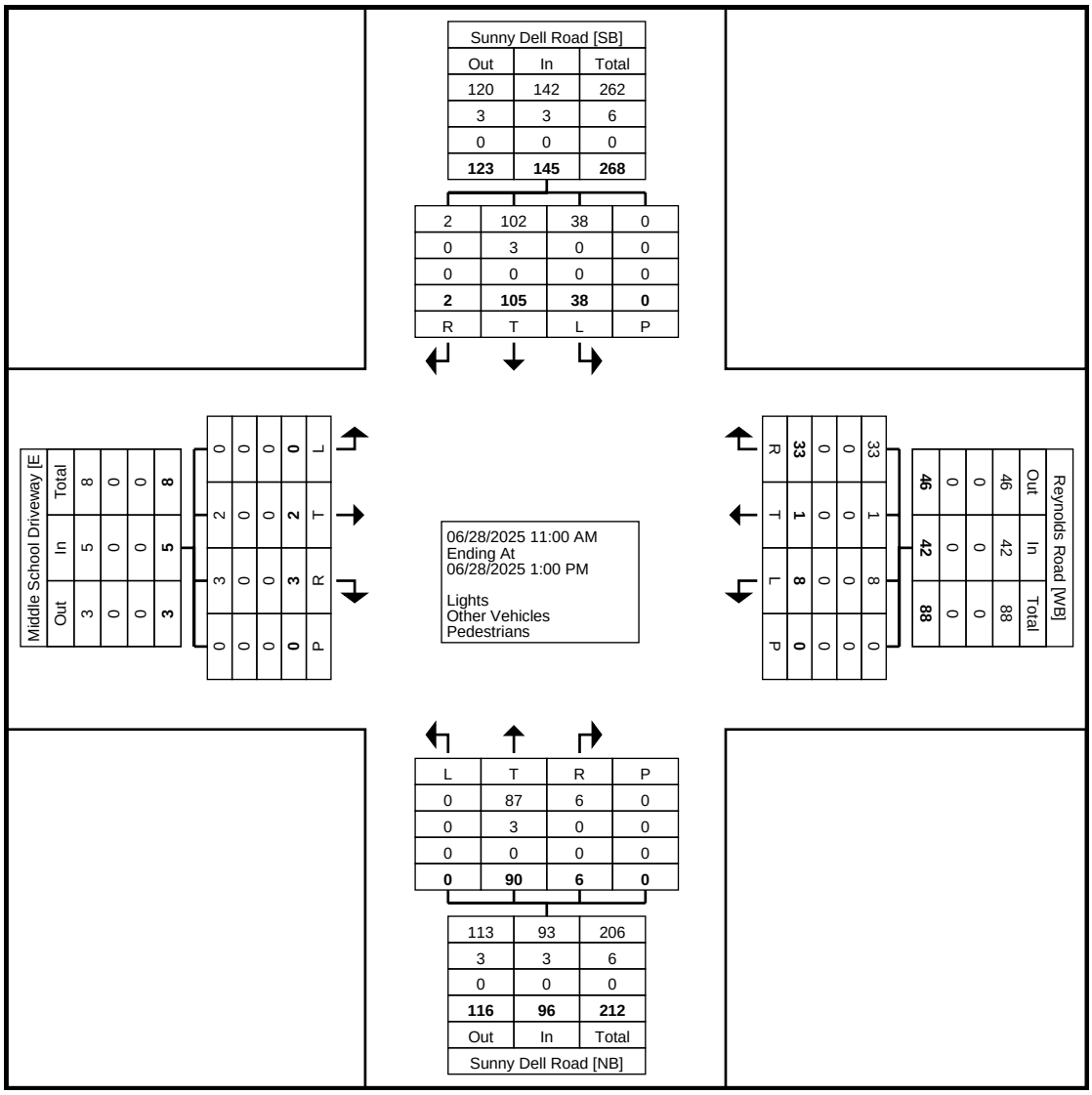
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 6 (Sat) Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Turning Movement Peak Hour Data (11:45 AM)

Start Time	Middle School Driveway Eastbound					Reynolds Road Westbound					Sunny Dell Road Northbound					Sunny Dell Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	0	1	0	1	1	0	1	0	2	0	13	1	0	14	6	20	0	0	26	43
12:00 PM	0	0	0	0	0	1	0	5	0	6	0	12	0	0	12	5	18	0	0	23	41
12:15 PM	0	2	0	0	2	1	0	5	0	6	0	13	3	0	16	4	13	1	0	18	42
12:30 PM	0	0	1	0	1	0	0	5	0	5	0	15	1	0	16	6	9	0	0	15	37
Total	0	2	2	0	4	3	0	16	0	19	0	53	5	0	58	21	60	1	0	82	163
Approach %	0.0	50.0	50.0	-	-	15.8	0.0	84.2	-	-	0.0	91.4	8.6	-	-	25.6	73.2	1.2	-	-	-
Total %	0.0	1.2	1.2	-	2.5	1.8	0.0	9.8	-	11.7	0.0	32.5	3.1	-	35.6	12.9	36.8	0.6	-	50.3	-
PHF	0.000	0.250	0.500	-	0.500	0.750	0.000	0.800	-	0.792	0.000	0.883	0.417	-	0.906	0.875	0.750	0.250	-	0.788	0.948
Lights	0	2	2	-	4	3	0	16	-	19	0	50	5	-	55	21	58	1	-	80	158
% Lights	-	100.0	100.0	-	100.0	100.0	-	100.0	-	100.0	-	94.3	100.0	-	94.8	100.0	96.7	100.0	-	97.6	96.9
Other Vehicles	0	0	0	-	0	0	0	0	-	0	0	3	0	-	3	0	2	0	-	2	5
% Other Vehicles	-	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	-	5.7	0.0	-	5.2	0.0	3.3	0.0	-	2.4	3.1
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
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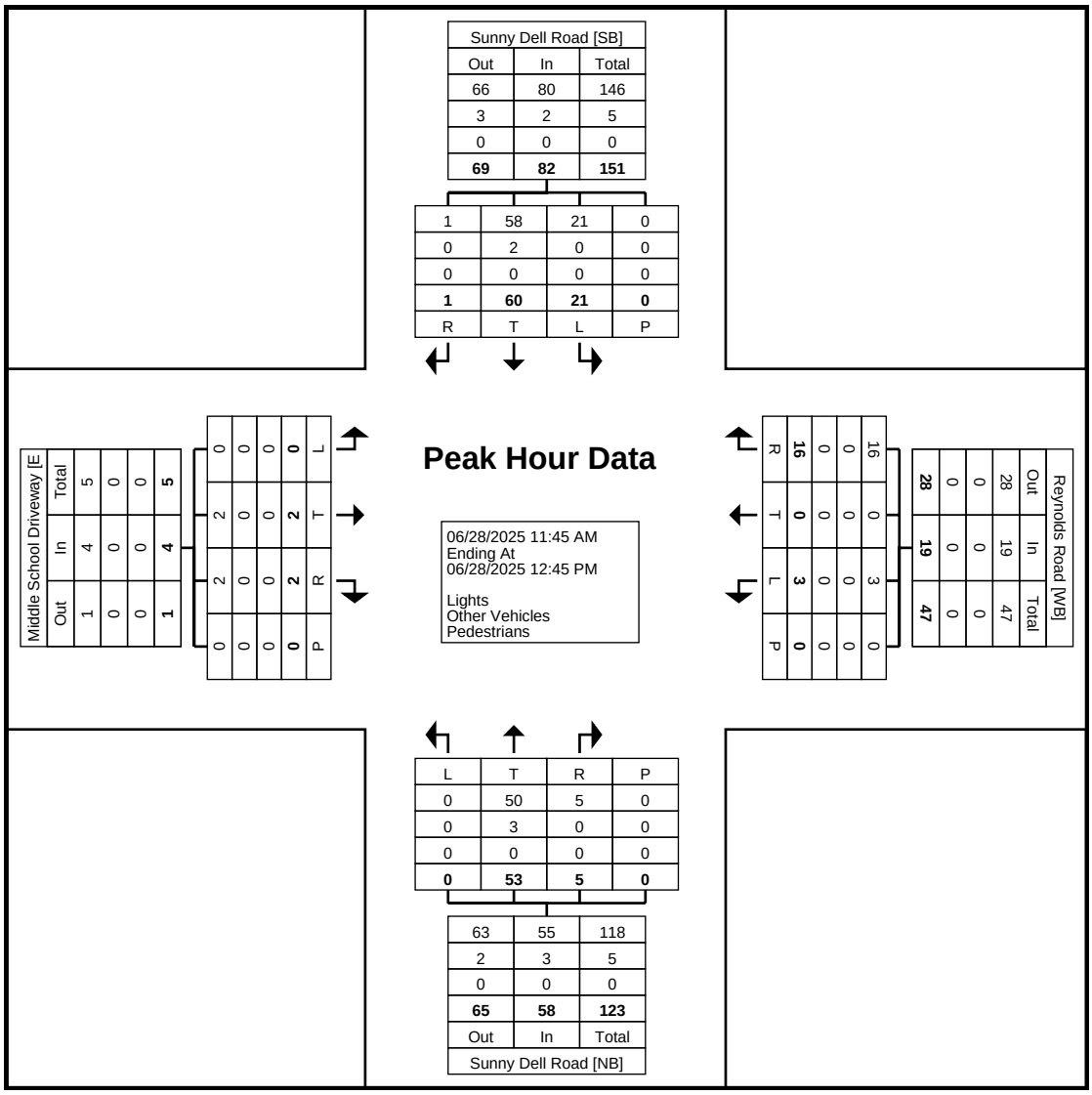
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 6 (Sat) Sunny Dell Road & Reynolds Road
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (11:45 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
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Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 7 Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/03/2025

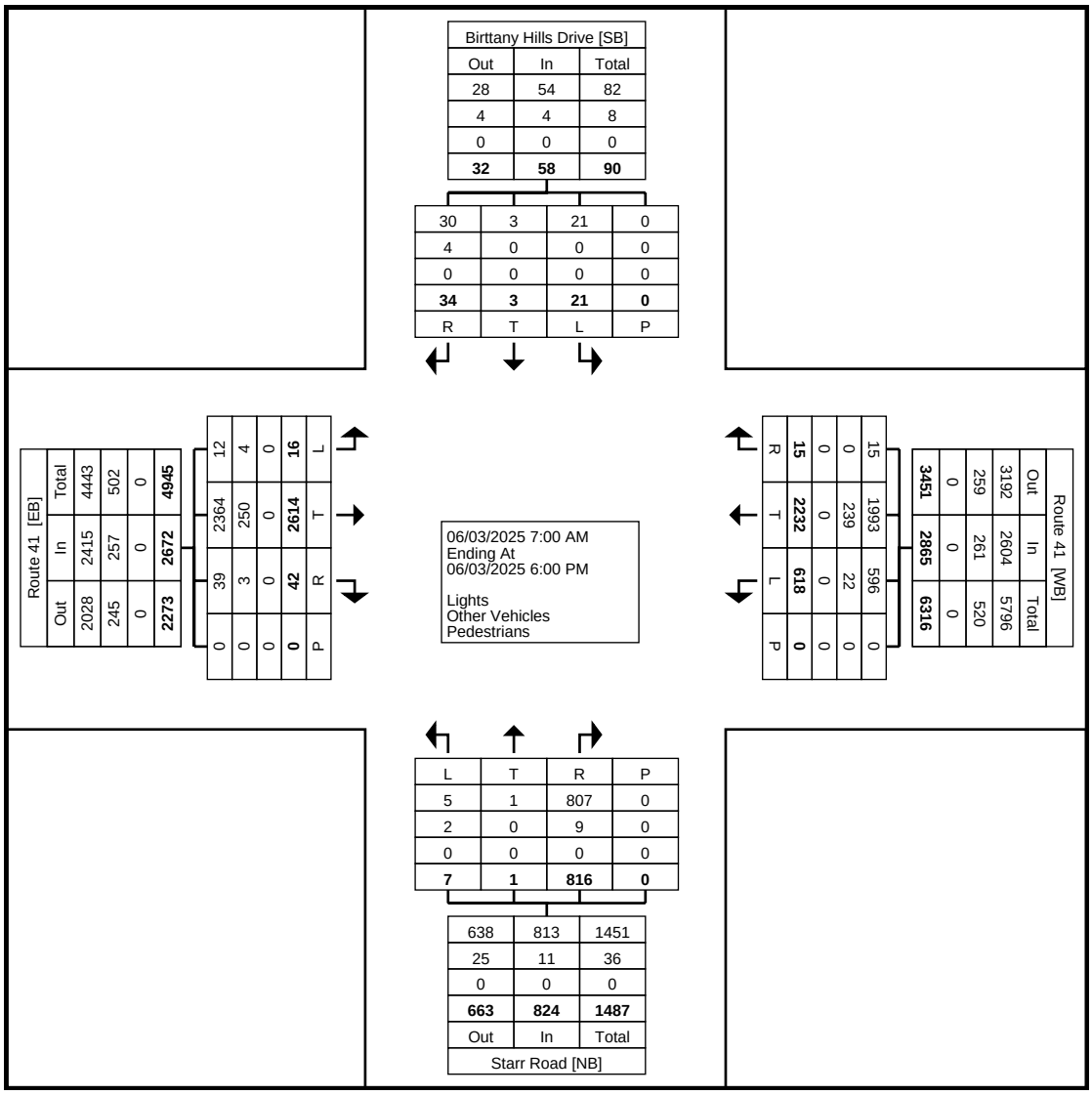
Turning Movement Data

Start Time	Route 41 Eastbound					Route 41 Westbound					Starr Road Northbound					Birttany Hills Drive Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	177	2	0	179	20	118	0	0	138	2	0	53	0	55	1	0	1	0	2	374
7:15 AM	0	185	1	0	186	23	102	0	0	125	1	0	80	0	81	2	0	0	0	2	394
7:30 AM	1	162	0	0	163	18	130	0	0	148	0	0	70	0	70	2	1	4	0	7	388
7:45 AM	0	156	6	0	162	30	115	1	0	146	0	0	69	0	69	0	0	2	0	2	379
Hourly Total	1	680	9	0	690	91	465	1	0	557	3	0	272	0	275	5	1	7	0	13	1535
8:00 AM	1	145	4	0	150	34	125	0	0	159	0	0	71	0	71	2	0	0	0	2	382
8:15 AM	1	159	4	0	164	20	126	0	0	146	0	1	64	0	65	1	0	2	0	3	378
8:30 AM	4	149	2	0	155	17	119	0	0	136	0	0	62	0	62	2	0	2	0	4	357
8:45 AM	1	129	4	0	134	21	120	1	0	142	1	0	40	0	41	2	0	8	0	10	327
Hourly Total	7	582	14	0	603	92	490	1	0	583	1	1	237	0	239	7	0	12	0	19	1444
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	171	1	0	173	66	151	0	0	217	1	0	47	0	48	2	0	1	0	3	441
4:15 PM	1	160	4	0	165	54	171	1	0	226	0	0	35	0	35	2	2	4	0	8	434
4:30 PM	0	159	1	0	160	50	134	5	0	189	1	0	39	0	40	1	0	2	0	3	392
4:45 PM	0	138	7	0	145	57	179	4	0	240	1	0	31	0	32	0	0	0	0	0	417
Hourly Total	2	628	13	0	643	227	635	10	0	872	3	0	152	0	155	5	2	7	0	14	1684
5:00 PM	3	175	2	0	180	49	169	1	0	219	0	0	38	0	38	1	0	2	0	3	440
5:15 PM	1	181	3	0	185	65	173	1	0	239	0	0	34	0	34	0	0	2	0	2	460
5:30 PM	1	173	0	0	174	52	168	1	0	221	0	0	37	0	37	3	0	2	0	5	437
5:45 PM	1	195	1	0	197	42	132	0	0	174	0	0	46	0	46	0	0	2	0	2	419
Hourly Total	6	724	6	0	736	208	642	3	0	853	0	0	155	0	155	4	0	8	0	12	1756
Grand Total	16	2614	42	0	2672	618	2232	15	0	2865	7	1	816	0	824	21	3	34	0	58	6419
Approach %	0.6	97.8	1.6	-	-	21.6	77.9	0.5	-	-	0.8	0.1	99.0	-	-	36.2	5.2	58.6	-	-	-
Total %	0.2	40.7	0.7	-	41.6	9.6	34.8	0.2	-	44.6	0.1	0.0	12.7	-	12.8	0.3	0.0	0.5	-	0.9	-
Lights	12	2364	39	-	2415	596	1993	15	-	2604	5	1	807	-	813	21	3	30	-	54	5886
% Lights	75.0	90.4	92.9	-	90.4	96.4	89.3	100.0	-	90.9	71.4	100.0	98.9	-	98.7	100.0	100.0	88.2	-	93.1	91.7
Other Vehicles	4	250	3	-	257	22	239	0	-	261	2	0	9	-	11	0	0	4	-	4	533
% Other Vehicles	25.0	9.6	7.1	-	9.6	3.6	10.7	0.0	-	9.1	28.6	0.0	1.1	-	1.3	0.0	0.0	11.8	-	6.9	8.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 7 Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 7 Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/03/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Route 41 Eastbound					Route 41 Westbound					Starr Road Northbound					Birttany Hills Drive Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	0	185	1	0	186	23	102	0	0	125	1	0	80	0	81	2	0	0	0	2	394
7:30 AM	1	162	0	0	163	18	130	0	0	148	0	0	70	0	70	2	1	4	0	7	388
7:45 AM	0	156	6	0	162	30	115	1	0	146	0	0	69	0	69	0	0	2	0	2	379
8:00 AM	1	145	4	0	150	34	125	0	0	159	0	0	71	0	71	2	0	0	0	2	382
Total	2	648	11	0	661	105	472	1	0	578	1	0	290	0	291	6	1	6	0	13	1543
Approach %	0.3	98.0	1.7	-	-	18.2	81.7	0.2	-	-	0.3	0.0	99.7	-	-	46.2	7.7	46.2	-	-	-
Total %	0.1	42.0	0.7	-	42.8	6.8	30.6	0.1	-	37.5	0.1	0.0	18.8	-	18.9	0.4	0.1	0.4	-	0.8	-
PHF	0.500	0.876	0.458	-	0.888	0.772	0.908	0.250	-	0.909	0.250	0.000	0.906	-	0.898	0.750	0.250	0.375	-	0.464	0.979
Lights	1	555	11	-	567	92	410	1	-	503	1	0	286	-	287	6	1	5	-	12	1369
% Lights	50.0	85.6	100.0	-	85.8	87.6	86.9	100.0	-	87.0	100.0	-	98.6	-	98.6	100.0	100.0	83.3	-	92.3	88.7
Other Vehicles	1	93	0	-	94	13	62	0	-	75	0	0	4	-	4	0	0	1	-	1	174
% Other Vehicles	50.0	14.4	0.0	-	14.2	12.4	13.1	0.0	-	13.0	0.0	-	1.4	-	1.4	0.0	0.0	16.7	-	7.7	11.3
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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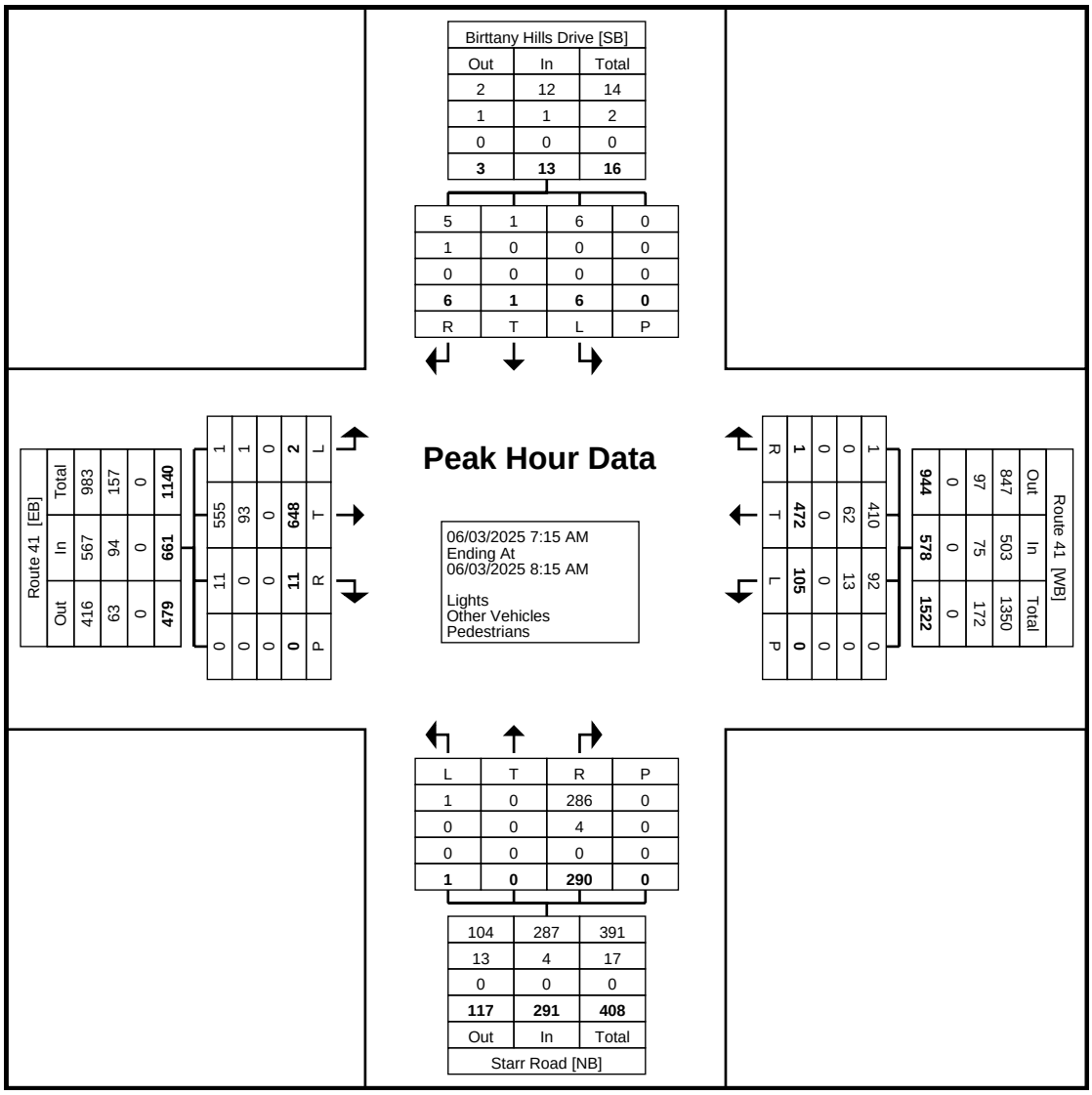
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 7 Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:15 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 7 Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/03/2025

Turning Movement Peak Hour Data (5:00 PM)

Start Time	Route 41 Eastbound					Route 41 Westbound					Starr Road Northbound					Birttany Hills Drive Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	3	175	2	0	180	49	169	1	0	219	0	0	38	0	38	1	0	2	0	3	440
5:15 PM	1	181	3	0	185	65	173	1	0	239	0	0	34	0	34	0	0	2	0	2	460
5:30 PM	1	173	0	0	174	52	168	1	0	221	0	0	37	0	37	3	0	2	0	5	437
5:45 PM	1	195	1	0	197	42	132	0	0	174	0	0	46	0	46	0	0	2	0	2	419
Total	6	724	6	0	736	208	642	3	0	853	0	0	155	0	155	4	0	8	0	12	1756
Approach %	0.8	98.4	0.8	-	-	24.4	75.3	0.4	-	-	0.0	0.0	100.0	-	-	33.3	0.0	66.7	-	-	-
Total %	0.3	41.2	0.3	-	41.9	11.8	36.6	0.2	-	48.6	0.0	0.0	8.8	-	8.8	0.2	0.0	0.5	-	0.7	-
PHF	0.500	0.928	0.500	-	0.934	0.800	0.928	0.750	-	0.892	0.000	0.000	0.842	-	0.842	0.333	0.000	1.000	-	0.600	0.954
Lights	5	689	6	-	700	206	601	3	-	810	0	0	153	-	153	4	0	7	-	11	1674
% Lights	83.3	95.2	100.0	-	95.1	99.0	93.6	100.0	-	95.0	-	-	98.7	-	98.7	100.0	-	87.5	-	91.7	95.3
Other Vehicles	1	35	0	-	36	2	41	0	-	43	0	0	2	-	2	0	0	1	-	1	82
% Other Vehicles	16.7	4.8	0.0	-	4.9	1.0	6.4	0.0	-	5.0	-	-	1.3	-	1.3	0.0	-	12.5	-	8.3	4.7
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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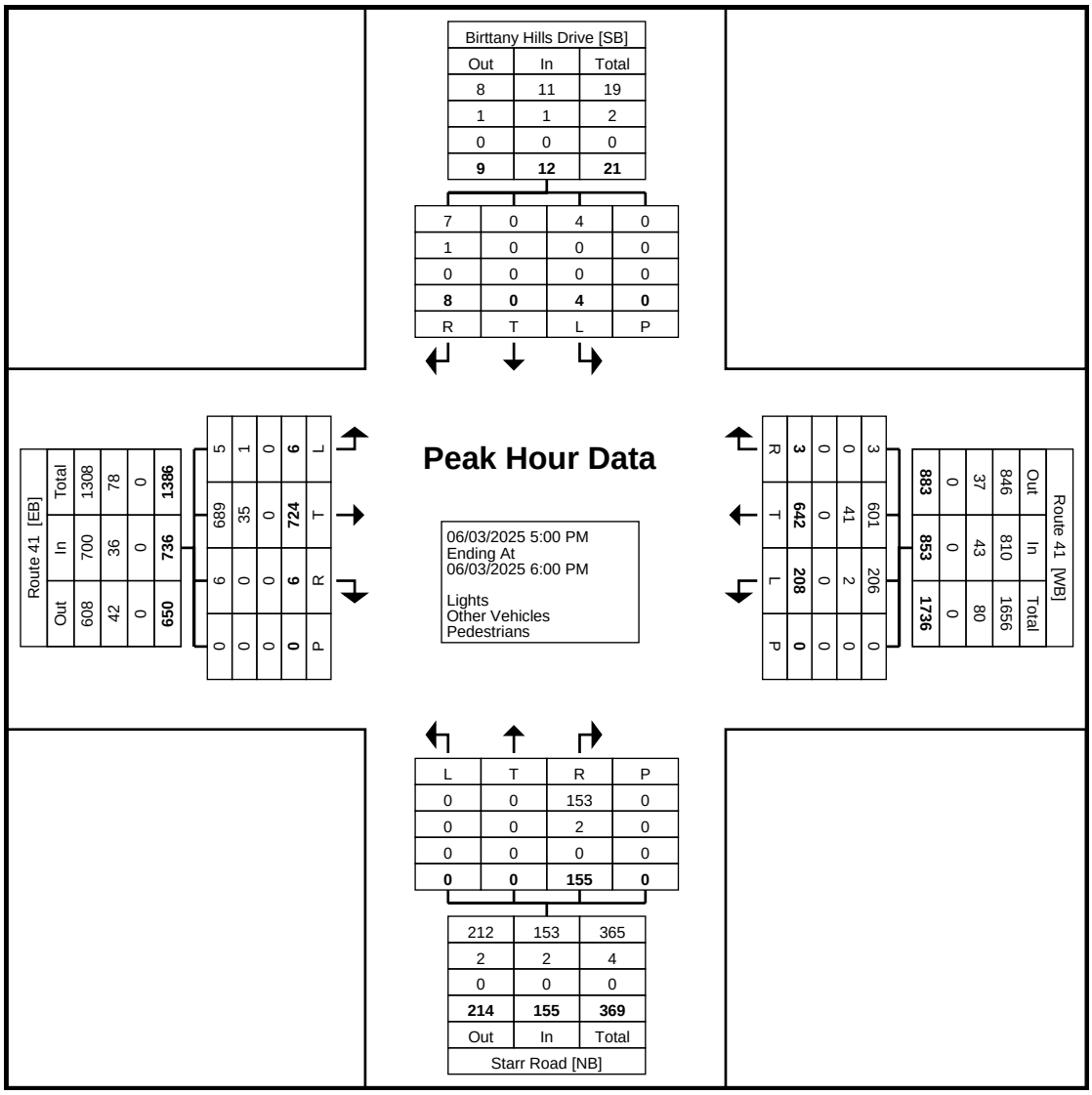
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 7 Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (5:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 7 (Sat) Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/28/2025

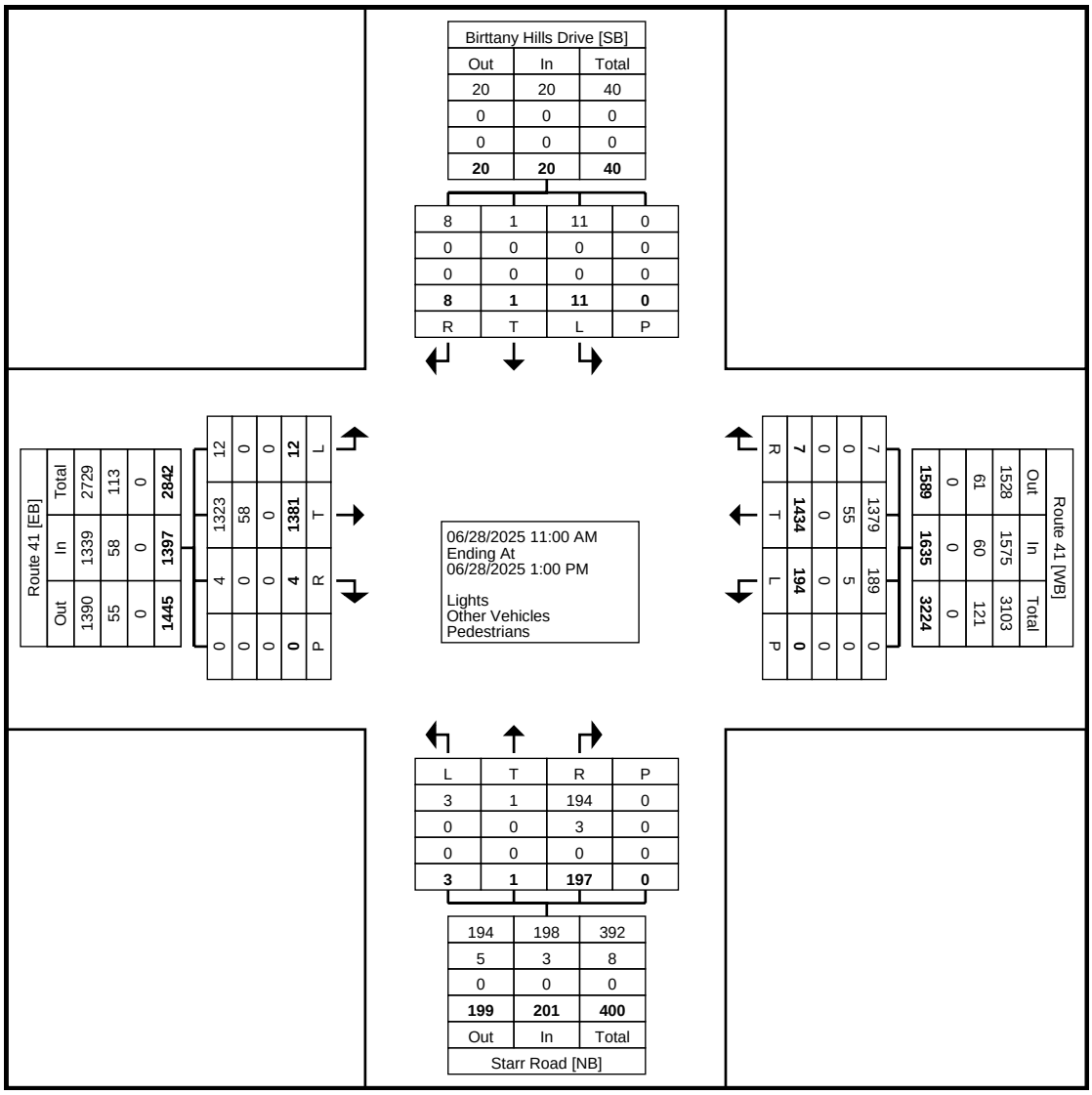
Turning Movement Data

Start Time	Route 41 Eastbound					Route 41 Westbound					Starr Road Northbound					Birttany Hills Drive Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	1	154	1	0	156	14	162	0	0	176	0	0	23	0	23	0	0	3	0	3	358
11:15 AM	1	170	0	0	171	18	203	0	0	221	0	0	24	0	24	2	0	2	0	4	420
11:30 AM	2	181	1	0	184	31	173	3	0	207	0	0	13	0	13	1	0	0	0	1	405
11:45 AM	0	164	0	0	164	29	158	1	0	188	0	0	15	0	15	2	0	0	0	2	369
Hourly Total	4	669	2	0	675	92	696	4	0	792	0	0	75	0	75	5	0	5	0	10	1552
12:00 PM	3	188	1	0	192	23	188	0	0	211	0	1	23	0	24	2	0	1	0	3	430
12:15 PM	2	162	1	0	165	19	194	1	0	214	2	0	33	0	35	0	0	1	0	1	415
12:30 PM	1	194	0	0	195	35	178	2	0	215	0	0	39	0	39	1	0	0	0	1	450
12:45 PM	2	168	0	0	170	25	178	0	0	203	1	0	27	0	28	3	1	1	0	5	406
Hourly Total	8	712	2	0	722	102	738	3	0	843	3	1	122	0	126	6	1	3	0	10	1701
Grand Total	12	1381	4	0	1397	194	1434	7	0	1635	3	1	197	0	201	11	1	8	0	20	3253
Approach %	0.9	98.9	0.3	-	-	11.9	87.7	0.4	-	-	1.5	0.5	98.0	-	-	55.0	5.0	40.0	-	-	-
Total %	0.4	42.5	0.1	-	42.9	6.0	44.1	0.2	-	50.3	0.1	0.0	6.1	-	6.2	0.3	0.0	0.2	-	0.6	-
Lights	12	1323	4	-	1339	189	1379	7	-	1575	3	1	194	-	198	11	1	8	-	20	3132
% Lights	100.0	95.8	100.0	-	95.8	97.4	96.2	100.0	-	96.3	100.0	100.0	98.5	-	98.5	100.0	100.0	100.0	-	100.0	96.3
Other Vehicles	0	58	0	-	58	5	55	0	-	60	0	0	3	-	3	0	0	0	-	0	121
% Other Vehicles	0.0	4.2	0.0	-	4.2	2.6	3.8	0.0	-	3.7	0.0	0.0	1.5	-	1.5	0.0	0.0	0.0	-	0.0	3.7
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 7 (Sat) Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Turning Movement Peak Hour Data (12:00 PM)

Start Time	Route 41 Eastbound					Route 41 Westbound					Starr Road Northbound					Birttany Hills Drive Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
12:00 PM	3	188	1	0	192	23	188	0	0	211	0	1	23	0	24	2	0	1	0	3	430
12:15 PM	2	162	1	0	165	19	194	1	0	214	2	0	33	0	35	0	0	1	0	1	415
12:30 PM	1	194	0	0	195	35	178	2	0	215	0	0	39	0	39	1	0	0	0	1	450
12:45 PM	2	168	0	0	170	25	178	0	0	203	1	0	27	0	28	3	1	1	0	5	406
Total	8	712	2	0	722	102	738	3	0	843	3	1	122	0	126	6	1	3	0	10	1701
Approach %	1.1	98.6	0.3	-	-	12.1	87.5	0.4	-	-	2.4	0.8	96.8	-	-	60.0	10.0	30.0	-	-	-
Total %	0.5	41.9	0.1	-	42.4	6.0	43.4	0.2	-	49.6	0.2	0.1	7.2	-	7.4	0.4	0.1	0.2	-	0.6	-
PHF	0.667	0.918	0.500	-	0.926	0.729	0.951	0.375	-	0.980	0.375	0.250	0.782	-	0.808	0.500	0.250	0.750	-	0.500	0.945
Lights	8	687	2	-	697	100	712	3	-	815	3	1	120	-	124	6	1	3	-	10	1646
% Lights	100.0	96.5	100.0	-	96.5	98.0	96.5	100.0	-	96.7	100.0	100.0	98.4	-	98.4	100.0	100.0	100.0	-	100.0	96.8
Other Vehicles	0	25	0	-	25	2	26	0	-	28	0	0	2	-	2	0	0	0	-	0	55
% Other Vehicles	0.0	3.5	0.0	-	3.5	2.0	3.5	0.0	-	3.3	0.0	0.0	1.6	-	1.6	0.0	0.0	0.0	-	0.0	3.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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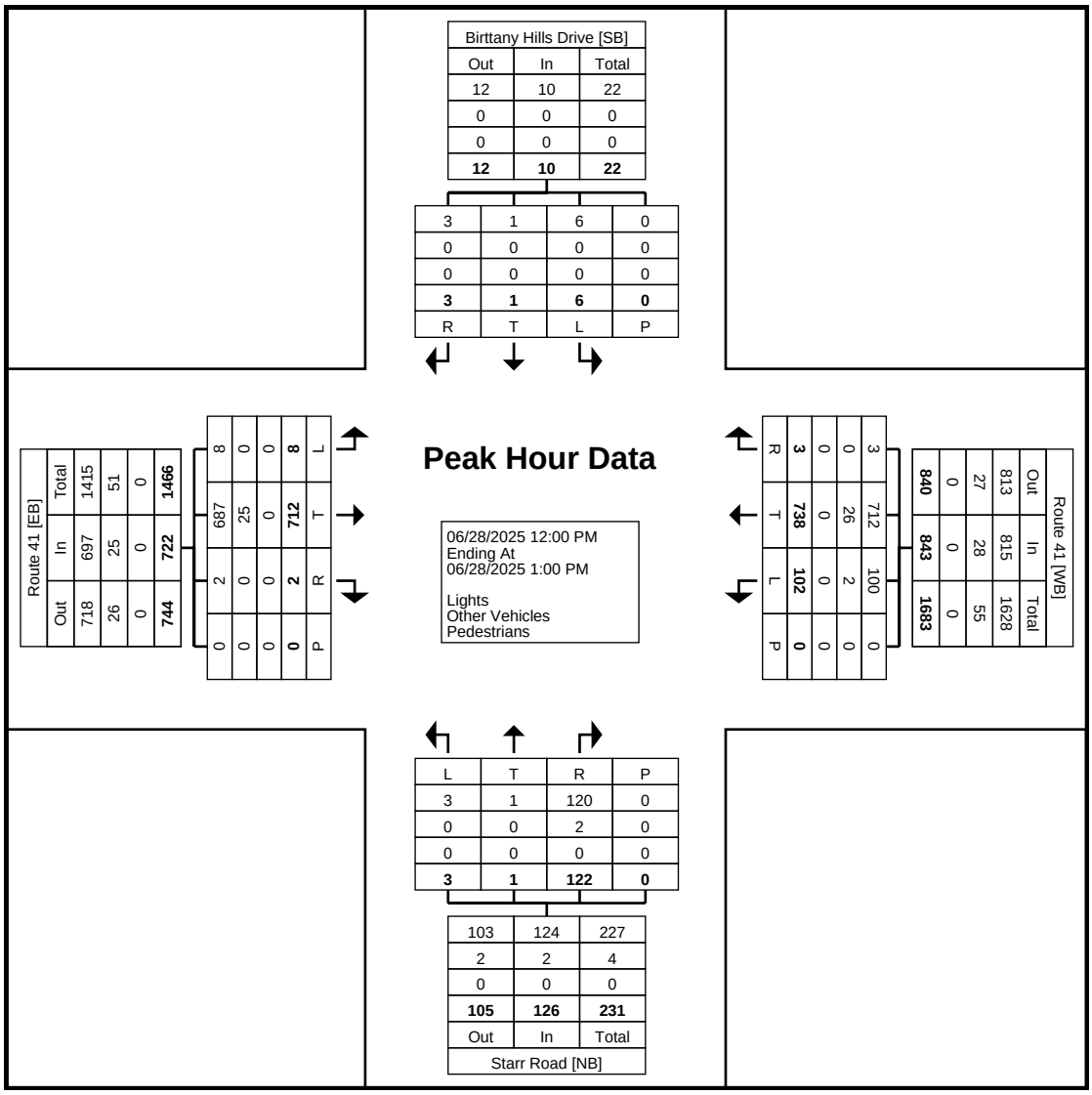
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 7 (Sat) Starr Rd-Brittany Hills Dr & Route 41
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (12:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 8 Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/03/2025

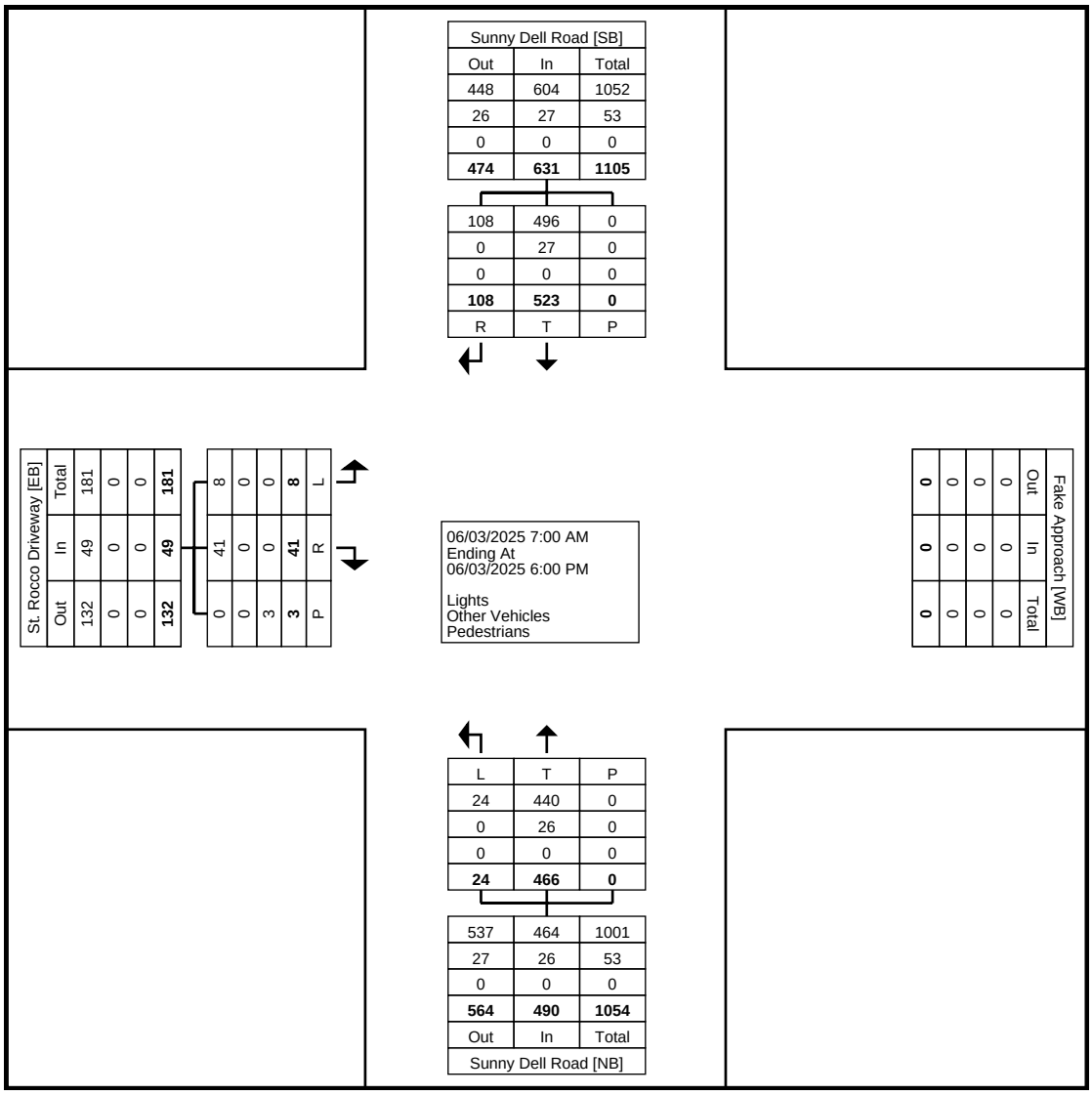
Turning Movement Data

Start Time	St. Rocco Driveway Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	31	0	31	59	0	0	59	90
7:15 AM	0	0	0	0	0	60	0	60	94	0	0	94	154
7:30 AM	0	0	0	0	1	68	0	69	44	0	0	44	113
7:45 AM	0	0	0	0	0	22	0	22	15	0	0	15	37
Hourly Total	0	0	0	0	1	181	0	182	212	0	0	212	394
8:00 AM	0	0	0	0	0	37	0	37	16	0	0	16	53
8:15 AM	0	0	0	0	0	32	0	32	15	0	0	15	47
8:30 AM	0	0	0	0	0	29	0	29	22	0	0	22	51
8:45 AM	0	0	0	0	0	32	0	32	13	0	0	13	45
Hourly Total	0	0	0	0	0	130	0	130	66	0	0	66	196
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	0	0	15	0	15	22	1	0	23	38
4:15 PM	1	0	0	1	0	26	0	26	31	1	0	32	59
4:30 PM	2	1	0	3	0	20	0	20	32	1	0	33	56
4:45 PM	0	0	1	0	0	14	0	14	30	6	0	36	50
Hourly Total	3	1	1	4	0	75	0	75	115	9	0	124	203
5:00 PM	1	2	0	3	2	14	0	16	31	6	0	37	56
5:15 PM	2	2	2	4	3	23	0	26	41	21	0	62	92
5:30 PM	2	14	0	16	5	20	0	25	32	27	0	59	100
5:45 PM	0	22	0	22	13	23	0	36	26	45	0	71	129
Hourly Total	5	40	2	45	23	80	0	103	130	99	0	229	377
Grand Total	8	41	3	49	24	466	0	490	523	108	0	631	1170
Approach %	16.3	83.7	-	-	4.9	95.1	-	-	82.9	17.1	-	-	-
Total %	0.7	3.5	-	4.2	2.1	39.8	-	41.9	44.7	9.2	-	53.9	-
Lights	8	41	-	49	24	440	-	464	496	108	-	604	1117
% Lights	100.0	100.0	-	100.0	100.0	94.4	-	94.7	94.8	100.0	-	95.7	95.5
Other Vehicles	0	0	-	0	0	26	-	26	27	0	-	27	53
% Other Vehicles	0.0	0.0	-	0.0	0.0	5.6	-	5.3	5.2	0.0	-	4.3	4.5
Pedestrians	-	-	3	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 8 Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

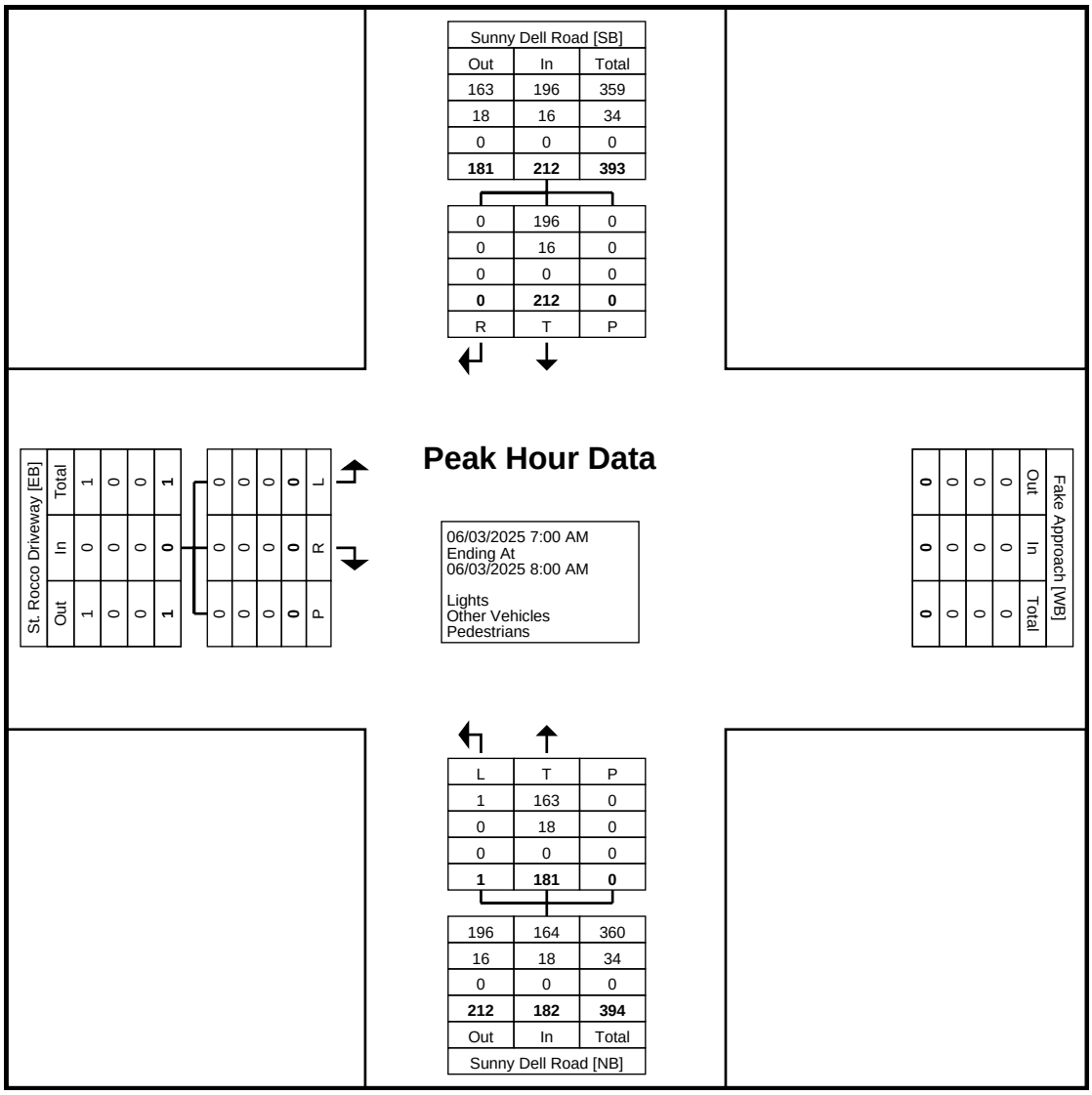
Turning Movement Peak Hour Data (7:00 AM)

Start Time	St. Rocco Driveway Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	31	0	31	59	0	0	59	90
7:15 AM	0	0	0	0	0	60	0	60	94	0	0	94	154
7:30 AM	0	0	0	0	1	68	0	69	44	0	0	44	113
7:45 AM	0	0	0	0	0	22	0	22	15	0	0	15	37
Total	0	0	0	0	1	181	0	182	212	0	0	212	394
Approach %	0.0	0.0	-	-	0.5	99.5	-	-	100.0	0.0	-	-	-
Total %	0.0	0.0	-	0.0	0.3	45.9	-	46.2	53.8	0.0	-	53.8	-
PHF	0.000	0.000	-	0.000	0.250	0.665	-	0.659	0.564	0.000	-	0.564	0.640
Lights	0	0	-	0	1	163	-	164	196	0	-	196	360
% Lights	-	-	-	-	100.0	90.1	-	90.1	92.5	-	-	92.5	91.4
Other Vehicles	0	0	-	0	0	18	-	18	16	0	-	16	34
% Other Vehicles	-	-	-	-	0.0	9.9	-	9.9	7.5	-	-	7.5	8.6
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 8 Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:00 AM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 8 Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/03/2025

Turning Movement Peak Hour Data (5:00 PM)

Start Time	St. Rocco Driveway Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
5:00 PM	1	2	0	3	2	14	0	16	31	6	0	37	56
5:15 PM	2	2	2	4	3	23	0	26	41	21	0	62	92
5:30 PM	2	14	0	16	5	20	0	25	32	27	0	59	100
5:45 PM	0	22	0	22	13	23	0	36	26	45	0	71	129
Total	5	40	2	45	23	80	0	103	130	99	0	229	377
Approach %	11.1	88.9	-	-	22.3	77.7	-	-	56.8	43.2	-	-	-
Total %	1.3	10.6	-	11.9	6.1	21.2	-	27.3	34.5	26.3	-	60.7	-
PHF	0.625	0.455	-	0.511	0.442	0.870	-	0.715	0.793	0.550	-	0.806	0.731
Lights	5	40	-	45	23	79	-	102	130	99	-	229	376
% Lights	100.0	100.0	-	100.0	100.0	98.8	-	99.0	100.0	100.0	-	100.0	99.7
Other Vehicles	0	0	-	0	0	1	-	1	0	0	-	0	1
% Other Vehicles	0.0	0.0	-	0.0	0.0	1.3	-	1.0	0.0	0.0	-	0.0	0.3
Pedestrians	-	-	2	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	100.0	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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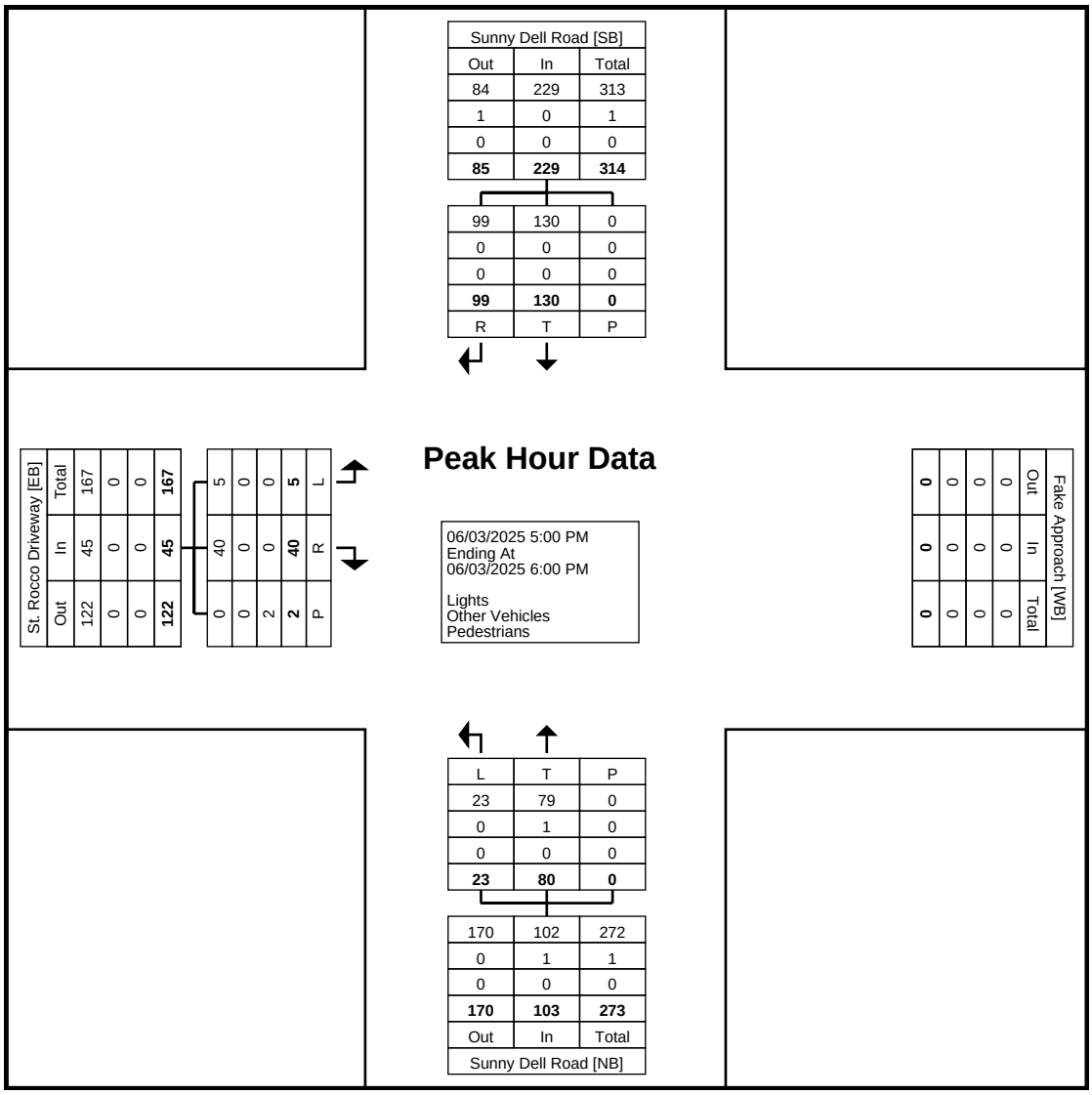
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 8 Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (5:00 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 8 (Sat) Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/28/2025

Turning Movement Data

Start Time	St. Rocco Driveway Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	0	3	0	3	2	9	0	11	18	3	0	21	35
11:15 AM	0	0	0	0	0	8	0	8	12	2	0	14	22
11:30 AM	0	0	0	0	0	11	0	11	15	9	0	24	35
11:45 AM	0	0	0	0	0	15	0	15	23	10	0	33	48
Hourly Total	0	3	0	3	2	43	0	45	68	24	0	92	140
12:00 PM	3	3	0	6	5	9	0	14	20	13	0	33	53
12:15 PM	9	7	0	16	2	14	0	16	17	17	0	34	66
12:30 PM	1	1	0	2	0	21	0	21	15	8	0	23	46
12:45 PM	0	0	0	0	1	12	0	13	16	3	0	19	32
Hourly Total	13	11	0	24	8	56	0	64	68	41	0	109	197
Grand Total	13	14	0	27	10	99	0	109	136	65	0	201	337
Approach %	48.1	51.9	-	-	9.2	90.8	-	-	67.7	32.3	-	-	-
Total %	3.9	4.2	-	8.0	3.0	29.4	-	32.3	40.4	19.3	-	59.6	-
Lights	12	14	-	26	10	94	-	104	133	65	-	198	328
% Lights	92.3	100.0	-	96.3	100.0	94.9	-	95.4	97.8	100.0	-	98.5	97.3
Other Vehicles	1	0	-	1	0	5	-	5	3	0	-	3	9
% Other Vehicles	7.7	0.0	-	3.7	0.0	5.1	-	4.6	2.2	0.0	-	1.5	2.7
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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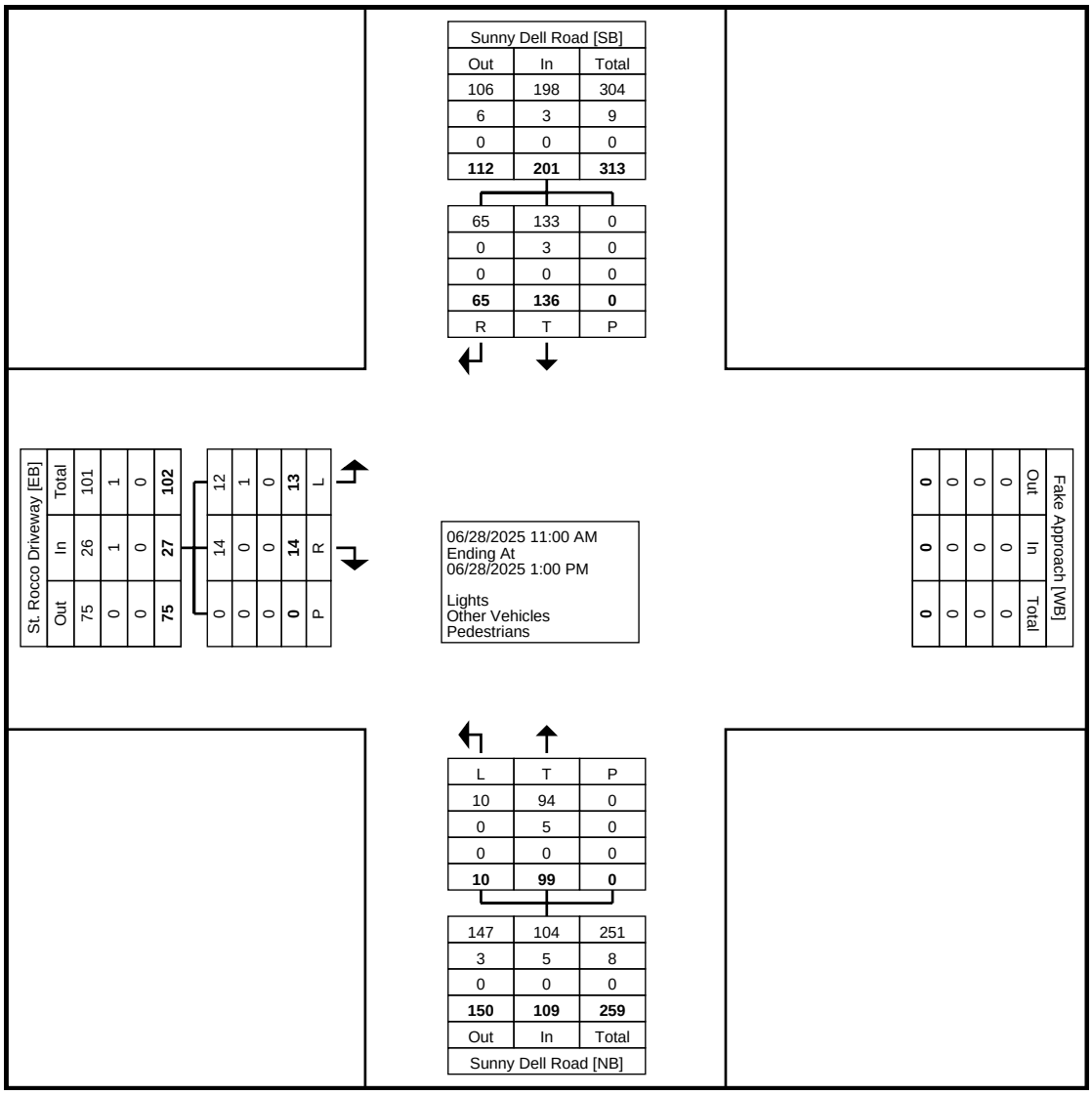
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 8 (Sat) Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Turning Movement Peak Hour Data (11:45 AM)

Start Time	St. Rocco Driveway Eastbound				Sunny Dell Road Northbound				Sunny Dell Road Southbound				
	Left	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
11:45 AM	0	0	0	0	0	15	0	15	23	10	0	33	48
12:00 PM	3	3	0	6	5	9	0	14	20	13	0	33	53
12:15 PM	9	7	0	16	2	14	0	16	17	17	0	34	66
12:30 PM	1	1	0	2	0	21	0	21	15	8	0	23	46
Total	13	11	0	24	7	59	0	66	75	48	0	123	213
Approach %	54.2	45.8	-	-	10.6	89.4	-	-	61.0	39.0	-	-	-
Total %	6.1	5.2	-	11.3	3.3	27.7	-	31.0	35.2	22.5	-	57.7	-
PHF	0.361	0.393	-	0.375	0.350	0.702	-	0.786	0.815	0.706	-	0.904	0.807
Lights	12	11	-	23	7	54	-	61	73	48	-	121	205
% Lights	92.3	100.0	-	95.8	100.0	91.5	-	92.4	97.3	100.0	-	98.4	96.2
Other Vehicles	1	0	-	1	0	5	-	5	2	0	-	2	8
% Other Vehicles	7.7	0.0	-	4.2	0.0	8.5	-	7.6	2.7	0.0	-	1.6	3.8
Pedestrians	-	-	0	-	-	-	0	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
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Suite 650
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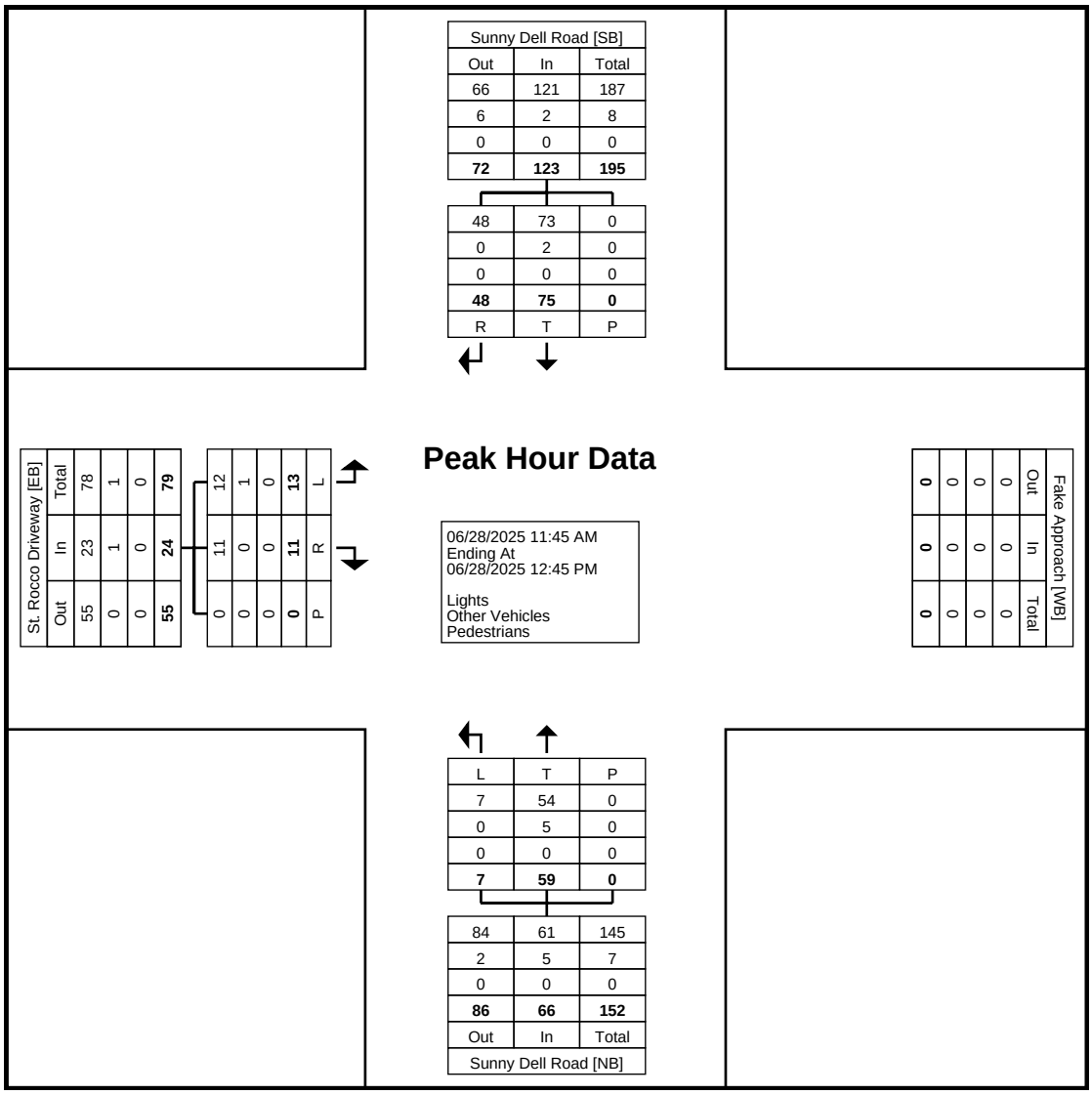
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 8 (Sat) Sunny Dell Road & St. Rocco Driveway
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (11:45 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 9 Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/03/2025

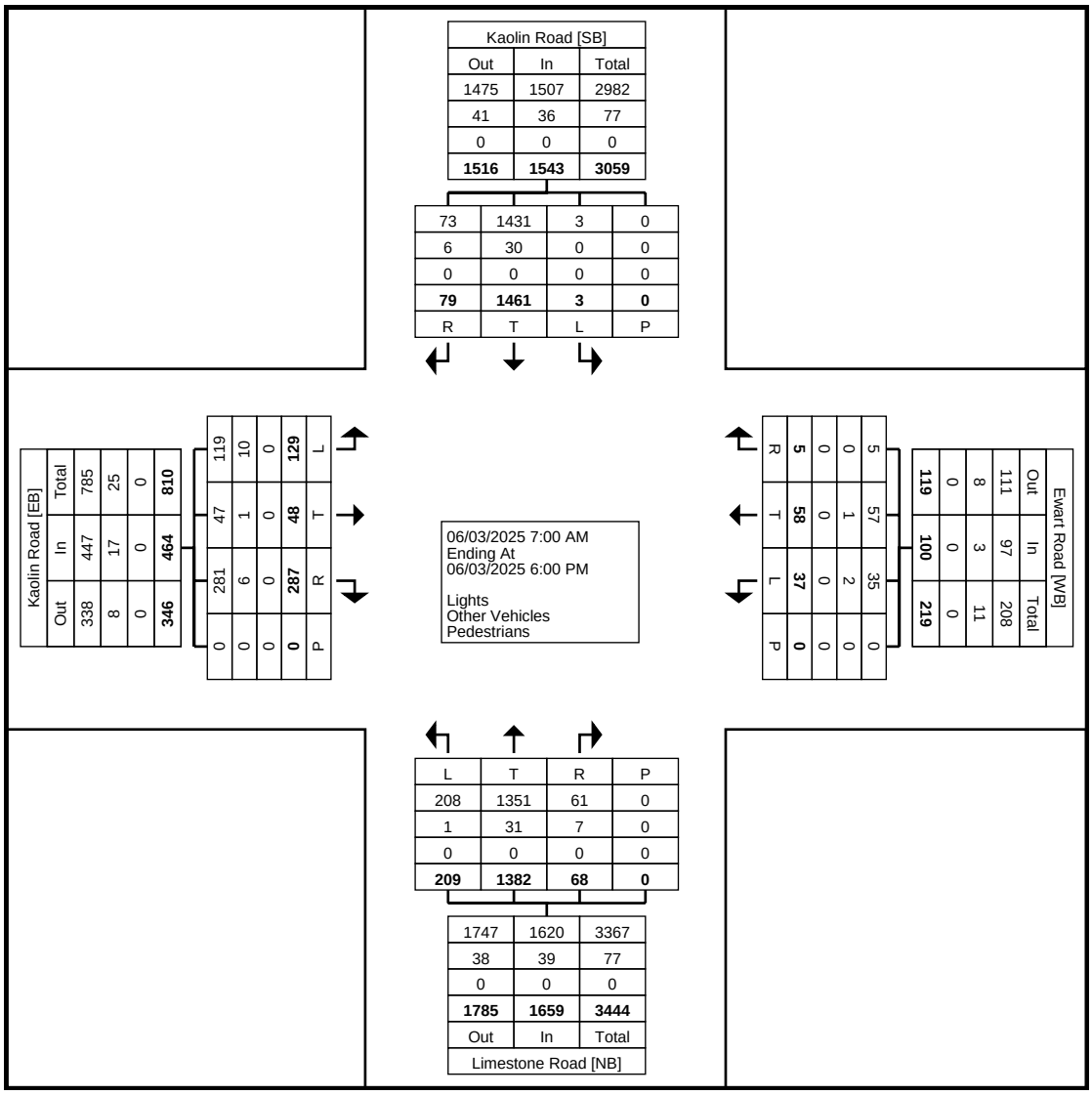
Turning Movement Data

Start Time	Kaolin Road Eastbound					Ewart Road Westbound					Limestone Road Northbound					Kaolin Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:00 AM	10	1	15	0	26	1	5	1	0	7	4	108	1	0	113	0	60	3	0	63	209
7:15 AM	14	4	19	0	37	0	5	0	0	5	8	122	3	0	133	0	90	10	0	100	275
7:30 AM	17	7	21	0	45	3	3	1	0	7	5	117	4	0	126	0	66	7	0	73	251
7:45 AM	9	5	31	0	45	3	2	0	0	5	7	130	4	0	141	1	66	0	0	67	258
Hourly Total	50	17	86	0	153	7	15	2	0	24	24	477	12	0	513	1	282	20	0	303	993
8:00 AM	7	3	19	0	29	4	4	1	0	9	8	66	4	0	78	0	101	3	0	104	220
8:15 AM	6	1	13	0	20	3	0	0	0	3	14	91	3	0	108	1	68	1	0	70	201
8:30 AM	6	1	23	0	30	2	4	0	0	6	5	84	4	0	93	0	81	1	0	82	211
8:45 AM	5	2	16	0	23	3	3	0	0	6	7	83	7	0	97	0	62	2	0	64	190
Hourly Total	24	7	71	0	102	12	11	1	0	24	34	324	18	0	376	1	312	7	0	320	822
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	8	5	13	0	26	1	6	0	0	7	13	76	7	0	96	0	93	5	0	98	227
4:15 PM	5	4	16	0	25	4	3	1	0	8	16	68	2	0	86	1	98	6	0	105	224
4:30 PM	7	2	11	0	20	2	3	0	0	5	16	77	6	0	99	0	118	5	0	123	247
4:45 PM	7	4	19	0	30	4	5	0	0	9	15	95	6	0	116	0	107	12	0	119	274
Hourly Total	27	15	59	0	101	11	17	1	0	29	60	316	21	0	397	1	416	28	0	445	972
5:00 PM	6	2	15	0	23	1	2	0	0	3	20	81	1	0	102	0	135	7	0	142	270
5:15 PM	7	3	23	0	33	1	4	1	0	6	21	90	7	0	118	0	116	5	0	121	278
5:30 PM	5	1	19	0	25	5	5	0	0	10	26	75	4	0	105	0	104	8	0	112	252
5:45 PM	10	3	14	0	27	0	4	0	0	4	24	19	5	0	48	0	96	4	0	100	179
Hourly Total	28	9	71	0	108	7	15	1	0	23	91	265	17	0	373	0	451	24	0	475	979
Grand Total	129	48	287	0	464	37	58	5	0	100	209	1382	68	0	1659	3	1461	79	0	1543	3766
Approach %	27.8	10.3	61.9	-	-	37.0	58.0	5.0	-	-	12.6	83.3	4.1	-	-	0.2	94.7	5.1	-	-	-
Total %	3.4	1.3	7.6	-	12.3	1.0	1.5	0.1	-	2.7	5.5	36.7	1.8	-	44.1	0.1	38.8	2.1	-	41.0	-
Lights	119	47	281	-	447	35	57	5	-	97	208	1351	61	-	1620	3	1431	73	-	1507	3671
% Lights	92.2	97.9	97.9	-	96.3	94.6	98.3	100.0	-	97.0	99.5	97.8	89.7	-	97.6	100.0	97.9	92.4	-	97.7	97.5
Other Vehicles	10	1	6	-	17	2	1	0	-	3	1	31	7	-	39	0	30	6	-	36	95
% Other Vehicles	7.8	2.1	2.1	-	3.7	5.4	1.7	0.0	-	3.0	0.5	2.2	10.3	-	2.4	0.0	2.1	7.6	-	2.3	2.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 9 Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/03/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 9 Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/03/2025

Turning Movement Peak Hour Data (7:15 AM)

Start Time	Kaolin Road Eastbound					Ewart Road Westbound					Limestone Road Northbound					Kaolin Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
7:15 AM	14	4	19	0	37	0	5	0	0	5	8	122	3	0	133	0	90	10	0	100	275
7:30 AM	17	7	21	0	45	3	3	1	0	7	5	117	4	0	126	0	66	7	0	73	251
7:45 AM	9	5	31	0	45	3	2	0	0	5	7	130	4	0	141	1	66	0	0	67	258
8:00 AM	7	3	19	0	29	4	4	1	0	9	8	66	4	0	78	0	101	3	0	104	220
Total	47	19	90	0	156	10	14	2	0	26	28	435	15	0	478	1	323	20	0	344	1004
Approach %	30.1	12.2	57.7	-	-	38.5	53.8	7.7	-	-	5.9	91.0	3.1	-	-	0.3	93.9	5.8	-	-	-
Total %	4.7	1.9	9.0	-	15.5	1.0	1.4	0.2	-	2.6	2.8	43.3	1.5	-	47.6	0.1	32.2	2.0	-	34.3	-
PHF	0.691	0.679	0.726	-	0.867	0.625	0.700	0.500	-	0.722	0.875	0.837	0.938	-	0.848	0.250	0.800	0.500	-	0.827	0.913
Lights	40	19	87	-	146	10	14	2	-	26	27	421	11	-	459	1	314	16	-	331	962
% Lights	85.1	100.0	96.7	-	93.6	100.0	100.0	100.0	-	100.0	96.4	96.8	73.3	-	96.0	100.0	97.2	80.0	-	96.2	95.8
Other Vehicles	7	0	3	-	10	0	0	0	-	0	1	14	4	-	19	0	9	4	-	13	42
% Other Vehicles	14.9	0.0	3.3	-	6.4	0.0	0.0	0.0	-	0.0	3.6	3.2	26.7	-	4.0	0.0	2.8	20.0	-	3.8	4.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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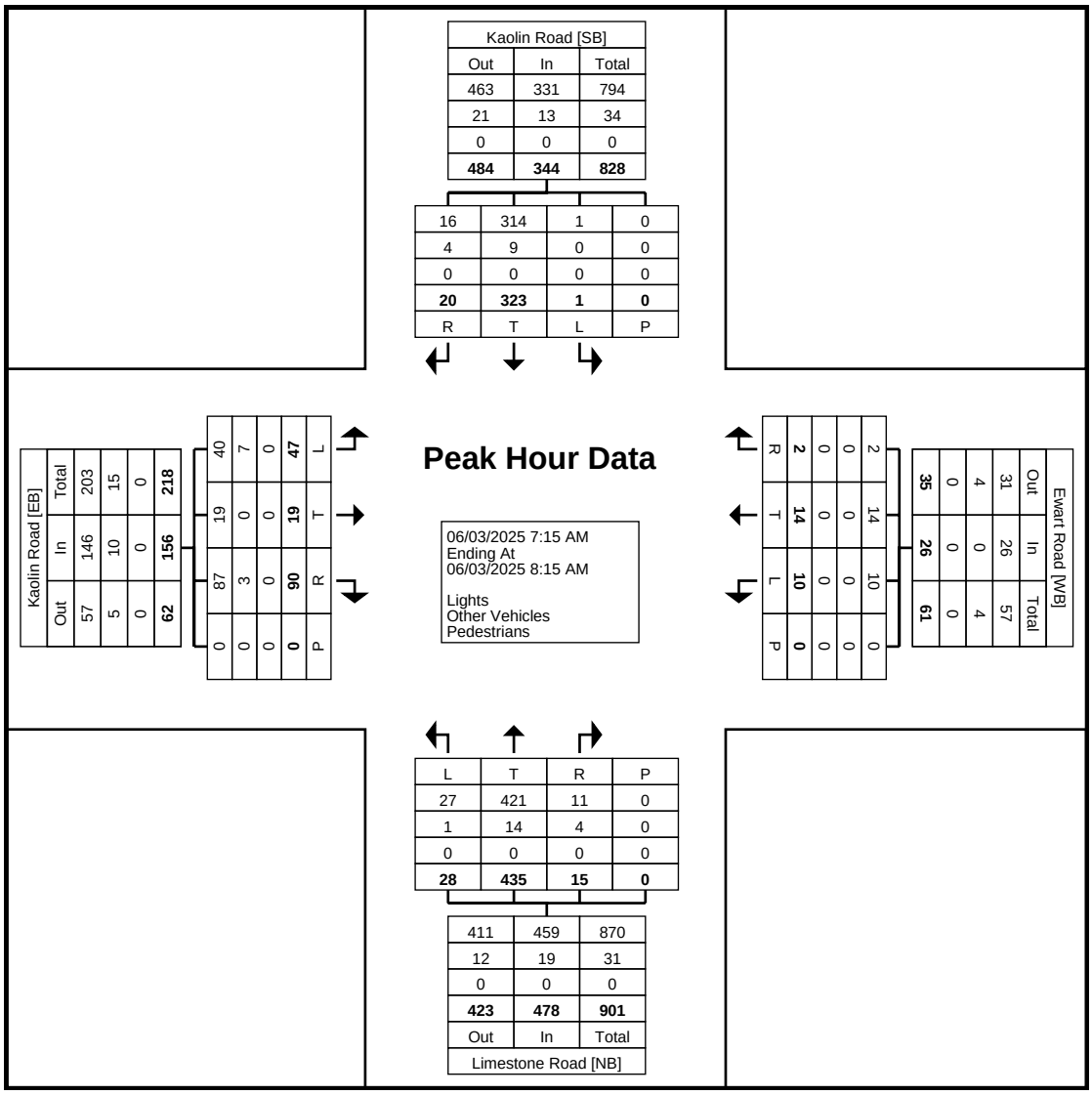
Counter: MIO:
Set up By JH::

Count Name: 9 Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (7:15 AM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

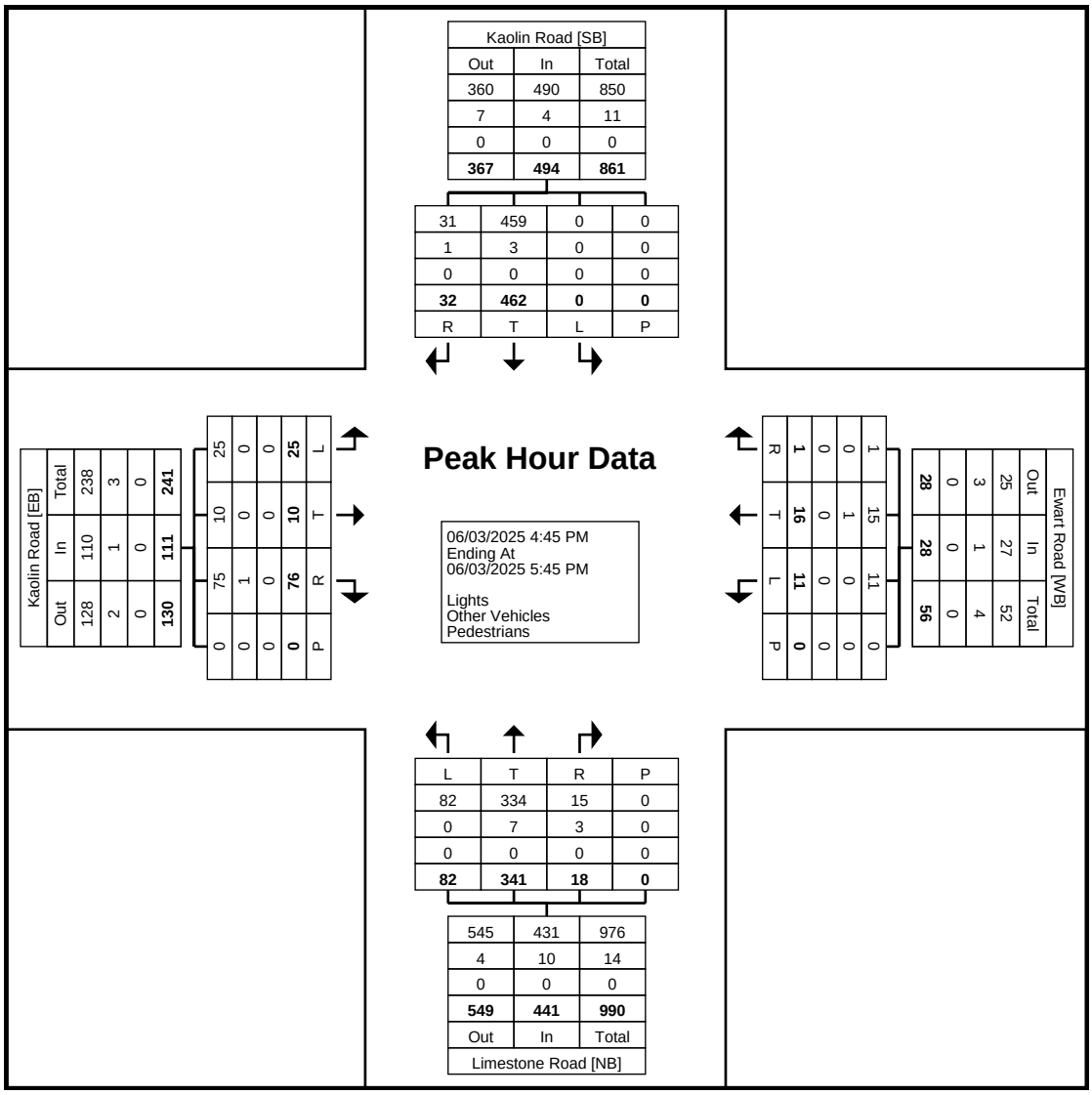
Turning Movement Peak Hour Data (4:45 PM)

Start Time	Kaolin Road Eastbound					Ewart Road Westbound					Limestone Road Northbound					Kaolin Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	7	4	19	0	30	4	5	0	0	9	15	95	6	0	116	0	107	12	0	119	274
5:00 PM	6	2	15	0	23	1	2	0	0	3	20	81	1	0	102	0	135	7	0	142	270
5:15 PM	7	3	23	0	33	1	4	1	0	6	21	90	7	0	118	0	116	5	0	121	278
5:30 PM	5	1	19	0	25	5	5	0	0	10	26	75	4	0	105	0	104	8	0	112	252
Total	25	10	76	0	111	11	16	1	0	28	82	341	18	0	441	0	462	32	0	494	1074
Approach %	22.5	9.0	68.5	-	-	39.3	57.1	3.6	-	-	18.6	77.3	4.1	-	-	0.0	93.5	6.5	-	-	-
Total %	2.3	0.9	7.1	-	10.3	1.0	1.5	0.1	-	2.6	7.6	31.8	1.7	-	41.1	0.0	43.0	3.0	-	46.0	-
PHF	0.893	0.625	0.826	-	0.841	0.550	0.800	0.250	-	0.700	0.788	0.897	0.643	-	0.934	0.000	0.856	0.667	-	0.870	0.966
Lights	25	10	75	-	110	11	15	1	-	27	82	334	15	-	431	0	459	31	-	490	1058
% Lights	100.0	100.0	98.7	-	99.1	100.0	93.8	100.0	-	96.4	100.0	97.9	83.3	-	97.7	-	99.4	96.9	-	99.2	98.5
Other Vehicles	0	0	1	-	1	0	1	0	-	1	0	7	3	-	10	0	3	1	-	4	16
% Other Vehicles	0.0	0.0	1.3	-	0.9	0.0	6.3	0.0	-	3.6	0.0	2.1	16.7	-	2.3	-	0.6	3.1	-	0.8	1.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 9 Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/03/2025



Turning Movement Peak Hour Data Plot (4:45 PM)

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Count Name: 9 (Sat) Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/28/2025

Turning Movement Data

Start Time	Kaolin Road Eastbound					Ewart Road Westbound					Limestone Road Northbound					Kaolin Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:00 AM	4	2	9	0	15	1	0	0	0	1	6	63	1	0	70	0	51	3	0	54	140
11:15 AM	4	2	9	0	15	1	1	0	0	2	9	64	2	0	75	1	45	5	0	51	143
11:30 AM	2	2	22	0	26	2	0	1	0	3	13	75	0	0	88	0	53	1	0	54	171
11:45 AM	2	2	11	0	15	3	1	0	0	4	7	63	4	0	74	0	58	6	0	64	157
Hourly Total	12	8	51	0	71	7	2	1	0	10	35	265	7	0	307	1	207	15	0	223	611
12:00 PM	2	3	12	0	17	2	0	0	0	2	15	61	2	0	78	0	52	2	0	54	151
12:15 PM	4	3	19	0	26	1	0	0	0	1	13	68	3	0	84	0	64	7	0	71	182
12:30 PM	7	1	10	0	18	2	4	2	0	8	6	61	1	0	68	0	52	0	0	52	146
12:45 PM	3	0	12	0	15	1	1	2	0	4	8	67	1	0	76	0	57	5	0	62	157
Hourly Total	16	7	53	0	76	6	5	4	0	15	42	257	7	0	306	0	225	14	0	239	636
Grand Total	28	15	104	0	147	13	7	5	0	25	77	522	14	0	613	1	432	29	0	462	1247
Approach %	19.0	10.2	70.7	-	-	52.0	28.0	20.0	-	-	12.6	85.2	2.3	-	-	0.2	93.5	6.3	-	-	-
Total %	2.2	1.2	8.3	-	11.8	1.0	0.6	0.4	-	2.0	6.2	41.9	1.1	-	49.2	0.1	34.6	2.3	-	37.0	-
Lights	28	14	103	-	145	11	7	5	-	23	75	515	11	-	601	1	425	28	-	454	1223
% Lights	100.0	93.3	99.0	-	98.6	84.6	100.0	100.0	-	92.0	97.4	98.7	78.6	-	98.0	100.0	98.4	96.6	-	98.3	98.1
Other Vehicles	0	1	1	-	2	2	0	0	-	2	2	7	3	-	12	0	7	1	-	8	24
% Other Vehicles	0.0	6.7	1.0	-	1.4	15.4	0.0	0.0	-	8.0	2.6	1.3	21.4	-	2.0	0.0	1.6	3.4	-	1.7	1.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
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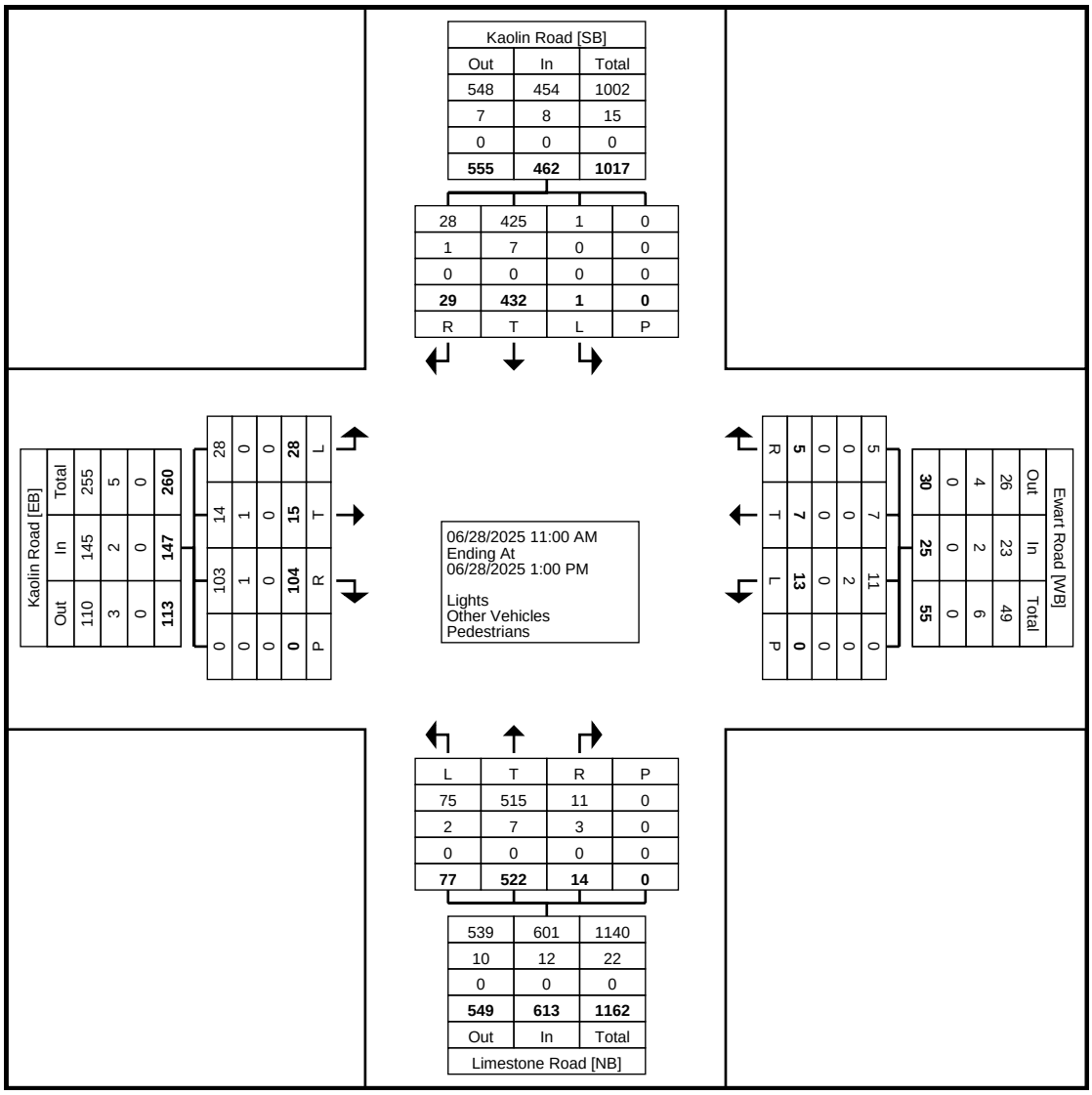
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 9 (Sat) Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/28/2025



Turning Movement Data Plot

Counter: MIO:
Set up By JH::

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

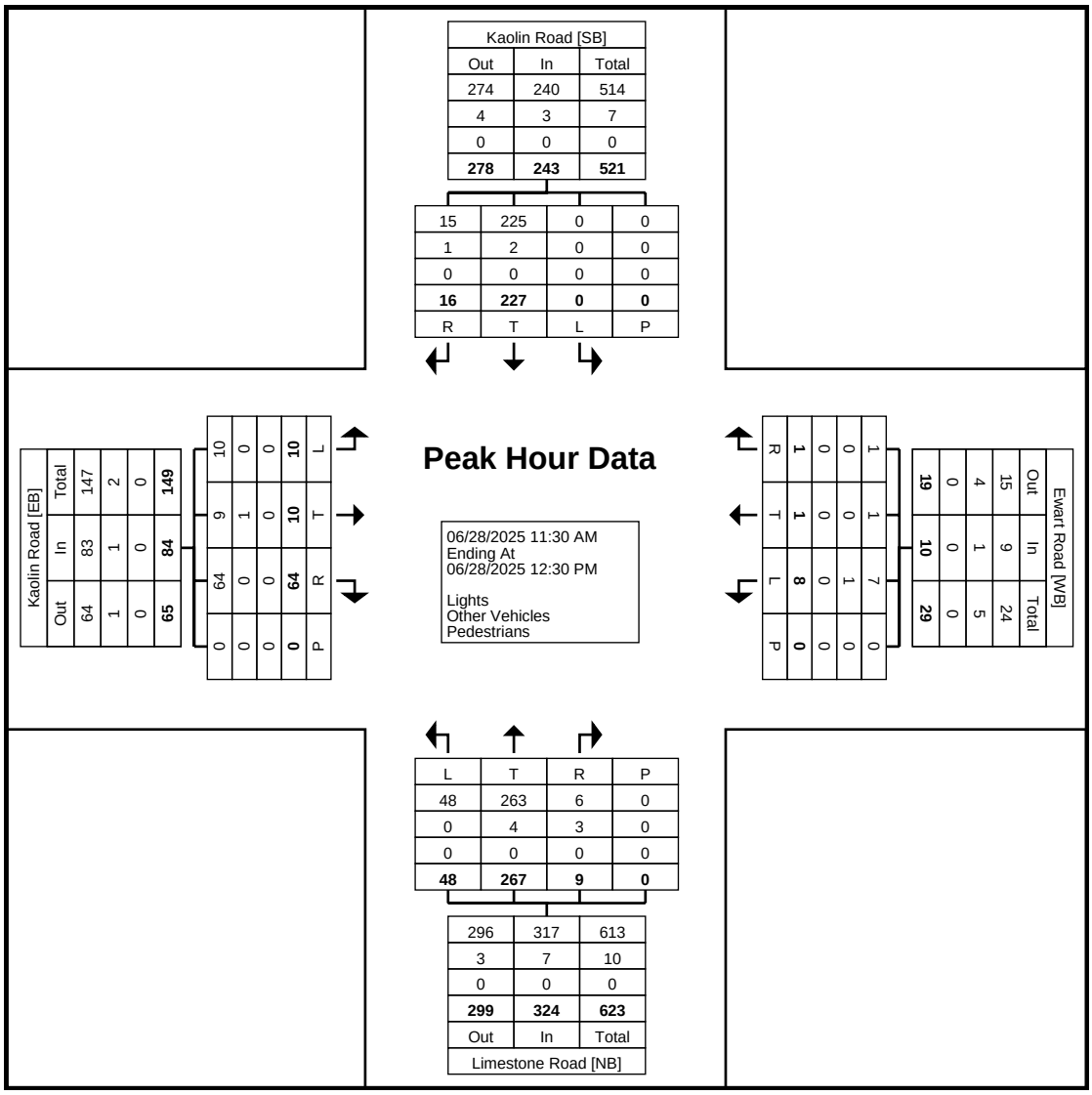
Turning Movement Peak Hour Data (11:30 AM)

Start Time	Kaolin Road Eastbound					Ewart Road Westbound					Limestone Road Northbound					Kaolin Road Southbound					
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
11:30 AM	2	2	22	0	26	2	0	1	0	3	13	75	0	0	88	0	53	1	0	54	171
11:45 AM	2	2	11	0	15	3	1	0	0	4	7	63	4	0	74	0	58	6	0	64	157
12:00 PM	2	3	12	0	17	2	0	0	0	2	15	61	2	0	78	0	52	2	0	54	151
12:15 PM	4	3	19	0	26	1	0	0	0	1	13	68	3	0	84	0	64	7	0	71	182
Total	10	10	64	0	84	8	1	1	0	10	48	267	9	0	324	0	227	16	0	243	661
Approach %	11.9	11.9	76.2	-	-	80.0	10.0	10.0	-	-	14.8	82.4	2.8	-	-	0.0	93.4	6.6	-	-	-
Total %	1.5	1.5	9.7	-	12.7	1.2	0.2	0.2	-	1.5	7.3	40.4	1.4	-	49.0	0.0	34.3	2.4	-	36.8	-
PHF	0.625	0.833	0.727	-	0.808	0.667	0.250	0.250	-	0.625	0.800	0.890	0.563	-	0.920	0.000	0.887	0.571	-	0.856	0.908
Lights	10	9	64	-	83	7	1	1	-	9	48	263	6	-	317	0	225	15	-	240	649
% Lights	100.0	90.0	100.0	-	98.8	87.5	100.0	100.0	-	90.0	100.0	98.5	66.7	-	97.8	-	99.1	93.8	-	98.8	98.2
Other Vehicles	0	1	0	-	1	1	0	0	-	1	0	4	3	-	7	0	2	1	-	3	12
% Other Vehicles	0.0	10.0	0.0	-	1.2	12.5	0.0	0.0	-	10.0	0.0	1.5	33.3	-	2.2	-	0.9	6.3	-	1.2	1.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100

Counter: MIO:
Set up By JH::

Count Name: 9 (Sat) Limestone Road & Kaolin Rd-Ewart Rd
Site Code:
Start Date: 06/28/2025



Turning Movement Peak Hour Data Plot (11:30 AM)

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 jhainley@trafficpd.com

Counter: MIO:
Set up By JH::

Count Name: 10 Sheehan Road (Between Rt 41 & Kaolin Rd)
Site Code:
Start Date: 06/03/2025

Direction (Southbound)

Start Time	Lights	Other Vehicles	Total
06/03/2025 12:00 AM	0	0	0
12:15 AM	0	0	0
12:30 AM	0	0	0
12:45 AM	0	0	0
1:00 AM	0	0	0
1:15 AM	0	0	0
1:30 AM	0	0	0
1:45 AM	0	0	0
2:00 AM	0	0	0
2:15 AM	0	0	0
2:30 AM	0	0	0
2:45 AM	0	0	0
3:00 AM	0	0	0
3:15 AM	0	0	0
3:30 AM	0	0	0
3:45 AM	0	0	0
4:00 AM	0	0	0
4:15 AM	0	0	0
4:30 AM	0	0	0
4:45 AM	0	0	0
5:00 AM	0	0	0
5:15 AM	0	0	0
5:30 AM	0	0	0
5:45 AM	0	0	0
6:00 AM	0	0	0
6:15 AM	0	0	0
6:30 AM	0	0	0
6:45 AM	0	0	0
7:00 AM	0	0	0
7:15 AM	0	1	1
7:30 AM	0	0	0
7:45 AM	0	0	0
8:00 AM	1	0	1
8:15 AM	0	0	0
8:30 AM	2	0	2
8:45 AM	0	0	0
9:00 AM	1	0	1
9:15 AM	0	0	0
9:30 AM	0	0	0

9:45 AM	1	0	1
10:00 AM	1	0	1
10:15 AM	0	0	0
10:30 AM	0	0	0
10:45 AM	0	0	0
11:00 AM	0	0	0
11:15 AM	1	0	1
11:30 AM	2	0	2
11:45 AM	0	0	0
12:00 PM	0	0	0
12:15 PM	0	0	0
12:30 PM	0	0	0
12:45 PM	0	0	0
1:00 PM	0	0	0
1:15 PM	0	0	0
1:30 PM	0	0	0
1:45 PM	1	2	3
2:00 PM	1	0	1
2:15 PM	0	0	0
2:30 PM	1	0	1
2:45 PM	0	0	0
3:00 PM	0	0	0
3:15 PM	0	0	0
3:30 PM	0	0	0
3:45 PM	0	0	0
4:00 PM	0	0	0
4:15 PM	0	0	0
4:30 PM	1	0	1
4:45 PM	0	1	1
5:00 PM	0	0	0
5:15 PM	0	0	0
5:30 PM	1	0	1
5:45 PM	0	0	0
6:00 PM	2	0	2
6:15 PM	1	0	1
6:30 PM	0	0	0
6:45 PM	0	0	0
7:00 PM	1	0	1
7:15 PM	0	0	0
7:30 PM	0	0	0
7:45 PM	0	0	0
8:00 PM	0	0	0
8:15 PM	1	0	1
8:30 PM	1	0	1
8:45 PM	0	0	0
9:00 PM	0	0	0
9:15 PM	0	0	0
9:30 PM	0	0	0
9:45 PM	0	0	0
10:00 PM	0	0	0
10:15 PM	0	0	0
10:30 PM	0	0	0

10:45 PM	0	0	0
11:00 PM	0	0	0
11:15 PM	0	0	0
11:30 PM	0	0	0
11:45 PM	0	0	0
Total	20	4	24
Total %	83.3	16.7	100.0
AM Times	10:45 AM	6:30 AM	10:45 AM
AM Peaks	3	1	3
PM Times	5:15 PM	1:00 PM	1:45 PM
PM Peaks	3	2	5

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 jhainley@trafficpd.com

Counter: MIO:
Set up By JH::

Count Name: 10 Sheehan Road (Between Rt 41 & Kaolin Rd)
Site Code:
Start Date: 06/03/2025

Direction (Northbound)

Start Time	Lights	Other Vehicles	Total
06/03/2025 12:00 AM	1	0	1
12:15 AM	0	0	0
12:30 AM	0	0	0
12:45 AM	0	0	0
1:00 AM	0	0	0
1:15 AM	0	0	0
1:30 AM	0	0	0
1:45 AM	0	0	0
2:00 AM	0	0	0
2:15 AM	0	0	0
2:30 AM	0	0	0
2:45 AM	0	0	0
3:00 AM	0	0	0
3:15 AM	0	0	0
3:30 AM	0	0	0
3:45 AM	0	0	0
4:00 AM	0	0	0
4:15 AM	0	0	0
4:30 AM	0	0	0
4:45 AM	0	0	0
5:00 AM	0	0	0
5:15 AM	0	0	0
5:30 AM	0	0	0
5:45 AM	0	0	0
6:00 AM	0	0	0
6:15 AM	0	0	0
6:30 AM	0	0	0
6:45 AM	0	0	0
7:00 AM	0	0	0
7:15 AM	0	0	0
7:30 AM	0	0	0
7:45 AM	0	0	0
8:00 AM	0	0	0
8:15 AM	0	0	0
8:30 AM	0	0	0
8:45 AM	2	0	2
9:00 AM	0	0	0
9:15 AM	0	0	0
9:30 AM	0	0	0

9:45 AM	1	0	1
10:00 AM	0	1	1
10:15 AM	1	0	1
10:30 AM	0	0	0
10:45 AM	0	0	0
11:00 AM	1	0	1
11:15 AM	2	0	2
11:30 AM	3	0	3
11:45 AM	0	0	0
12:00 PM	0	0	0
12:15 PM	0	0	0
12:30 PM	2	0	2
12:45 PM	0	0	0
1:00 PM	2	0	2
1:15 PM	0	0	0
1:30 PM	0	0	0
1:45 PM	2	2	4
2:00 PM	1	0	1
2:15 PM	1	0	1
2:30 PM	1	0	1
2:45 PM	0	0	0
3:00 PM	1	0	1
3:15 PM	0	0	0
3:30 PM	2	0	2
3:45 PM	1	0	1
4:00 PM	0	0	0
4:15 PM	2	0	2
4:30 PM	2	0	2
4:45 PM	3	0	3
5:00 PM	2	0	2
5:15 PM	3	0	3
5:30 PM	1	0	1
5:45 PM	2	0	2
6:00 PM	3	0	3
6:15 PM	0	0	0
6:30 PM	0	0	0
6:45 PM	1	0	1
7:00 PM	0	0	0
7:15 PM	0	0	0
7:30 PM	2	0	2
7:45 PM	0	0	0
8:00 PM	3	0	3
8:15 PM	1	0	1
8:30 PM	0	0	0
8:45 PM	0	0	0
9:00 PM	0	0	0
9:15 PM	0	0	0
9:30 PM	1	0	1
9:45 PM	0	0	0
10:00 PM	0	0	0
10:15 PM	0	0	0
10:30 PM	0	0	0

10:45 PM	0	0	0
11:00 PM	0	0	0
11:15 PM	0	0	0
11:30 PM	0	0	0
11:45 PM	0	0	0
Total	50	3	53
Total %	94.3	5.7	100.0
AM Times	10:45 AM	6:30 AM	10:45 AM
AM Peaks	6	0	6
PM Times	5:15 PM	1:00 PM	1:45 PM
PM Peaks	9	2	7

Counter: MIO:
Set up By JH::

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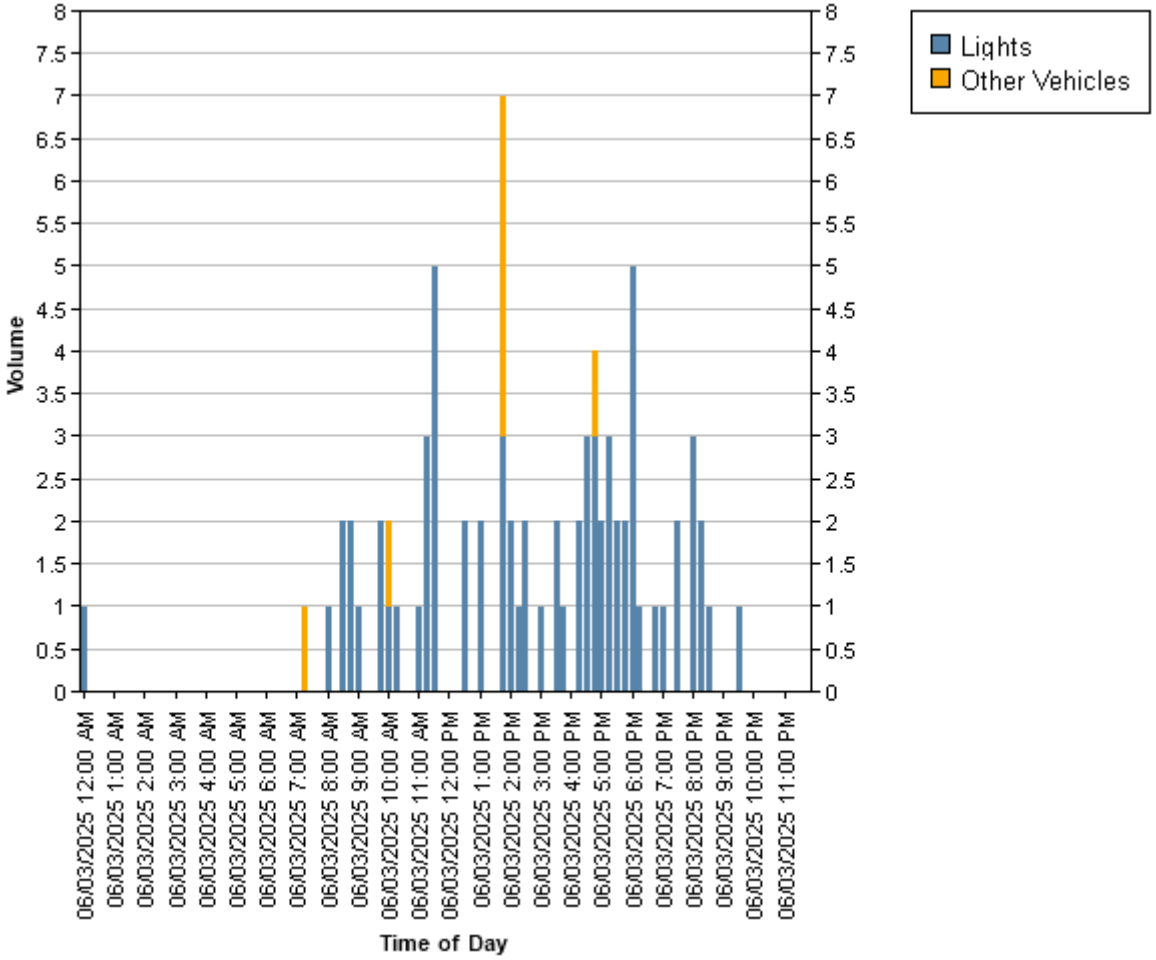
Count Name: 10 Sheehan Road (Between Rt 41 & Kaolin Rd)
Site Code:
Start Date: 06/03/2025



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610.326.3100 jhainley@trafficpd.com

Counter: MIO:
Set up By JH::

Count Name: 10 (Sat) Sheehan Road (Between Rt 41 & Kaolin Rd)
Site Code:
Start Date: 06/28/2025

Direction (Southbound)

Start Time	Lights	Other Vehicles	Total
06/28/2025 12:00 AM	0	0	0
12:15 AM	0	0	0
12:30 AM	0	0	0
12:45 AM	0	0	0
1:00 AM	0	0	0
1:15 AM	0	0	0
1:30 AM	0	0	0
1:45 AM	0	0	0
2:00 AM	0	0	0
2:15 AM	0	0	0
2:30 AM	0	0	0
2:45 AM	0	0	0
3:00 AM	0	0	0
3:15 AM	0	0	0
3:30 AM	0	0	0
3:45 AM	0	0	0
4:00 AM	0	0	0
4:15 AM	0	0	0
4:30 AM	1	0	1
4:45 AM	0	0	0
5:00 AM	0	0	0
5:15 AM	0	0	0
5:30 AM	0	0	0
5:45 AM	0	0	0
6:00 AM	0	0	0
6:15 AM	0	0	0
6:30 AM	0	0	0
6:45 AM	0	0	0
7:00 AM	0	0	0
7:15 AM	0	0	0
7:30 AM	0	0	0
7:45 AM	0	0	0
8:00 AM	0	0	0
8:15 AM	0	0	0
8:30 AM	0	0	0
8:45 AM	0	0	0
9:00 AM	0	0	0
9:15 AM	1	0	1
9:30 AM	0	0	0
9:45 AM	0	0	0
10:00 AM	0	0	0
10:15 AM	0	0	0
10:30 AM	0	0	0
10:45 AM	0	0	0
11:00 AM	1	0	1
11:15 AM	0	0	0
11:30 AM	0	0	0
11:45 AM	1	0	1
12:00 PM	1	0	1
12:15 PM	1	0	1
12:30 PM	0	0	0
12:45 PM	0	0	0
1:00 PM	0	0	0
1:15 PM	0	0	0
1:30 PM	0	0	0
1:45 PM	0	0	0
2:00 PM	0	0	0
2:15 PM	2	0	2
2:30 PM	1	0	1
2:45 PM	2	0	2
3:00 PM	0	0	0
3:15 PM	0	0	0
3:30 PM	0	0	0
3:45 PM	0	0	0

4:00 PM	0	0	0
4:15 PM	1	0	1
4:30 PM	0	0	0
4:45 PM	1	0	1
5:00 PM	1	0	1
5:15 PM	0	0	0
5:30 PM	1	0	1
5:45 PM	0	0	0
6:00 PM	1	0	1
6:15 PM	0	0	0
6:30 PM	2	0	2
6:45 PM	1	0	1
7:00 PM	0	0	0
7:15 PM	0	0	0
7:30 PM	0	0	0
7:45 PM	0	0	0
8:00 PM	0	0	0
8:15 PM	0	0	0
8:30 PM	0	0	0
8:45 PM	0	0	0
9:00 PM	1	0	1
9:15 PM	0	0	0
9:30 PM	0	0	0
9:45 PM	0	0	0
10:00 PM	0	0	0
10:15 PM	1	0	1
10:30 PM	0	0	0
10:45 PM	0	0	0
11:00 PM	0	0	0
11:15 PM	0	0	0
11:30 PM	0	0	0
11:45 PM	0	0	0
Total	21	0	21
Total %	100.0	0.0	100.0
AM Times	10:15 AM	12:00 AM	10:15 AM
AM Peaks	1	0	1
PM Times	2:00 PM	12:00 PM	2:00 PM
PM Peaks	5	0	5

Traffic Planning and Design, Inc
2500 East High Street
Suite 650
Pottstown, Pennsylvania, United States 19464
610.326.3100 jhainley@trafficpd.com

Counter: MIO:
Set up By JH::

Count Name: 10 (Sat) Sheehan Road (Between Rt 41 & Kaolin Rd)
Site Code:
Start Date: 06/28/2025

Direction (Northbound)

Start Time	Lights	Other Vehicles	Total
06/28/2025 12:00 AM	0	0	0
12:15 AM	0	0	0
12:30 AM	0	0	0
12:45 AM	0	0	0
1:00 AM	0	0	0
1:15 AM	0	0	0
1:30 AM	1	0	1
1:45 AM	1	0	1
2:00 AM	0	0	0
2:15 AM	0	0	0
2:30 AM	0	0	0
2:45 AM	0	0	0
3:00 AM	0	0	0
3:15 AM	0	0	0
3:30 AM	0	0	0
3:45 AM	0	0	0
4:00 AM	0	0	0
4:15 AM	0	0	0
4:30 AM	0	0	0
4:45 AM	0	0	0
5:00 AM	0	0	0
5:15 AM	0	0	0
5:30 AM	0	0	0
5:45 AM	0	0	0
6:00 AM	0	0	0
6:15 AM	0	0	0
6:30 AM	0	0	0
6:45 AM	1	0	1
7:00 AM	0	0	0
7:15 AM	0	0	0
7:30 AM	0	0	0
7:45 AM	0	0	0
8:00 AM	0	0	0
8:15 AM	0	0	0
8:30 AM	0	0	0
8:45 AM	0	0	0
9:00 AM	0	0	0
9:15 AM	0	0	0
9:30 AM	0	0	0
9:45 AM	0	0	0
10:00 AM	0	0	0
10:15 AM	1	0	1
10:30 AM	0	0	0
10:45 AM	1	0	1
11:00 AM	0	0	0
11:15 AM	0	0	0
11:30 AM	0	0	0
11:45 AM	0	0	0
12:00 PM	0	0	0
12:15 PM	3	0	3
12:30 PM	2	0	2
12:45 PM	1	0	1
1:00 PM	0	0	0
1:15 PM	0	0	0
1:30 PM	0	0	0
1:45 PM	0	0	0
2:00 PM	1	0	1
2:15 PM	1	0	1
2:30 PM	2	0	2
2:45 PM	0	0	0
3:00 PM	0	0	0
3:15 PM	2	0	2
3:30 PM	1	0	1
3:45 PM	0	0	0

4:00 PM	2	0	2
4:15 PM	0	0	0
4:30 PM	1	0	1
4:45 PM	1	0	1
5:00 PM	0	0	0
5:15 PM	0	0	0
5:30 PM	0	0	0
5:45 PM	2	0	2
6:00 PM	0	0	0
6:15 PM	1	0	1
6:30 PM	1	0	1
6:45 PM	1	0	1
7:00 PM	2	0	2
7:15 PM	1	0	1
7:30 PM	0	0	0
7:45 PM	2	0	2
8:00 PM	1	0	1
8:15 PM	0	0	0
8:30 PM	0	0	0
8:45 PM	2	0	2
9:00 PM	0	0	0
9:15 PM	3	0	3
9:30 PM	0	0	0
9:45 PM	0	0	0
10:00 PM	1	0	1
10:15 PM	0	0	0
10:30 PM	1	0	1
10:45 PM	0	0	0
11:00 PM	0	0	0
11:15 PM	0	0	0
11:30 PM	0	0	0
11:45 PM	0	0	0
Total	40	0	40
Total %	100.0	0.0	100.0
AM Times	10:15 AM	12:00 AM	10:15 AM
AM Peaks	2	0	2
PM Times	2:00 PM	12:00 PM	2:00 PM
PM Peaks	4	0	4

Traffic Planning and Design, Inc
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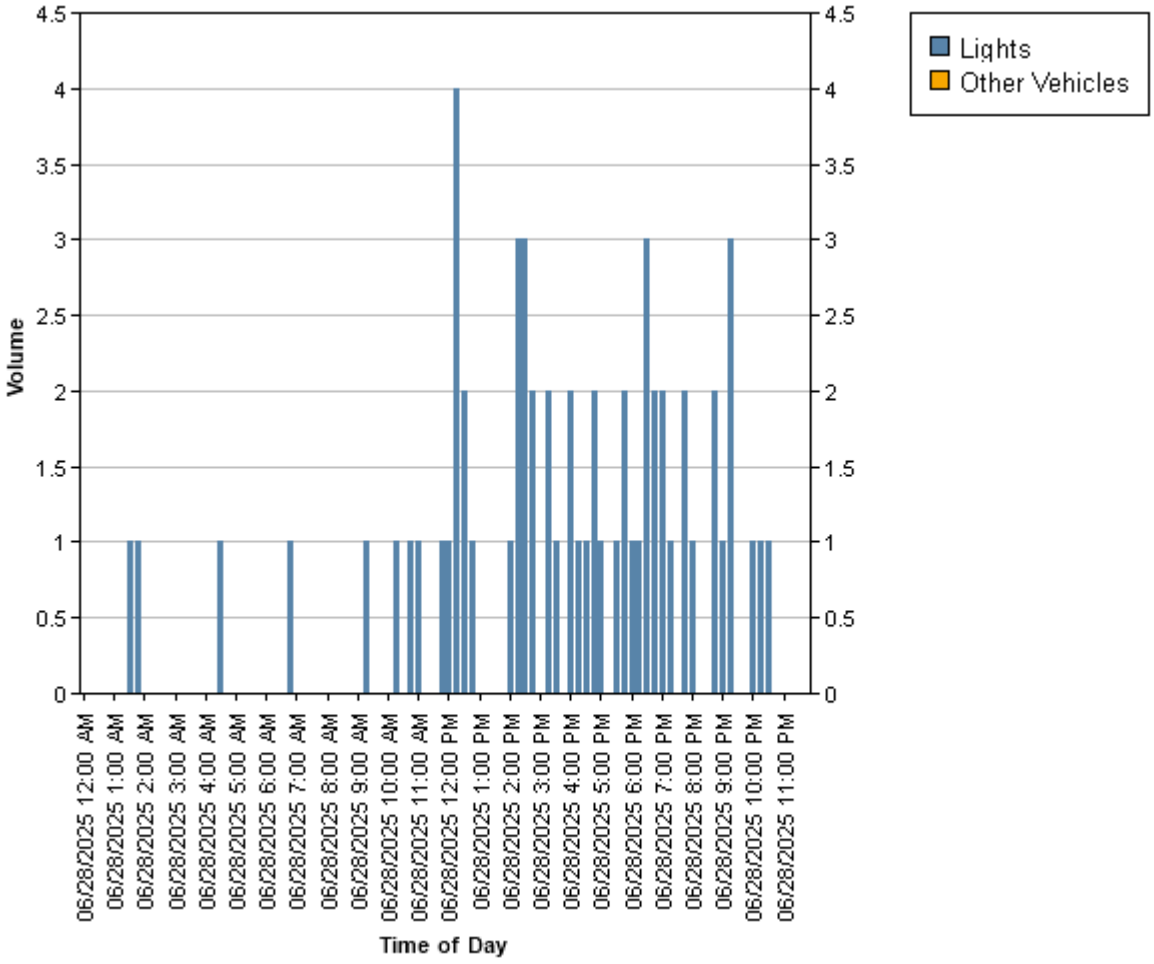
Pottstown, Pennsylvania, United States 19464
610.326.3100 jhainley@trafficpd.com

Counter: MIO:
Set up By JH::

Count Name: 10 (Sat) Sheehan Road (Between Rt 41 & Kaolin Rd)
Site Code:
Start Date: 06/28/2025



APPENDIX D:
Volume Development Information

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: Route 7 & WB Rt 41 On/Off Ramps
Synchro Node: 1 Adjacent intersections: West ____ East ____ North ____ South ____

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts				**4**		**23**	**207**	**435**			**375**	**48**	**1092**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**4**	**0**	**23**	**207**	**435**	**0**	**0**	**375**	**48**	**1092**
New Garden Elementary School							5	2				2	
Stonebridge							1						
163 Sheehan Road Townhomes						1		2			7		
Copperleaf Ridge							5						
Popeyes							7						

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter							30%					16%	
Trip Assignment % - Southern Detached Homes Exit								16%					
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Southern SF Detached Homes New Trips							15	21				8	
Southern SF Attached Homes Trips							6	10				3	
Commercial New Trips							38	11				20	
Commercial Pass By Trips													
MOB Trips							60	7				32	
Wawa New Trips							17	8				9	
Wawa Pass By Trips													
Residential North Trips							7						
2035 Base RD Sheehan Rd													
													0
Total New Trips							(143)	(57)				(72)	
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**0**	**0**	**0**	**143**	**57**	**0**	**0**	**0**	**72**	**272**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	1	8	18	0	0	15	2	44
2035 Base Volumes	**0**	**0**	**0**	**4**	**0**	**25**	**233**	**457**	**0**	**0**	**397**	**52**	**1168**
2035 Projected Volumes	**0**	**0**	**0**	**4**	**0**	**25**	**376**	**514**	**0**	**0**	**397**	**124**	**1440**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts				**12**		**47**	**304**	**381**			**494**	**49**	**1287**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**12**	**0**	**47**	**304**	**381**	**0**	**0**	**494**	**49**	**1287**
Base growth (0.40% compounded for 5 yr)	0	0	0	0	0	1	6	8	0	0	10	1	26
New Garden Elementary School							3	1				2	
Stonebridge							1						
163 Sheehan Road Townhomes						2		5			7		
Copperleaf Ridge							15						
Popeyes							5						
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips							24	10				13	
Southern SF Attached Homes Trips							8	4				4	
Commercial New Trips							62	31				33	
Commercial Pass By Trips													
MOB Trips							24	29				13	
Wawa New Trips							15	8				8	
Wawa Pass By Trips													
Residential North Trips							17						
2035 Base RD Sheehan Rd													
0													0
Total New Trips							(150)	(82)				(71)	
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**0**	**0**	**0**	**150**	**82**	**0**	**0**	**0**	**71**	**303**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	2	12	16	0	0	20	2	52
2035 Base Volumes	**0**	**0**	**0**	**12**	**0**	**49**	**316**	**397**	**0**	**0**	**514**	**51**	**1339**
2035 Projected Volumes	**0**	**0**	**0**	**12**	**0**	**49**	**466**	**479**	**0**	**0**	**514**	**122**	**1642**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts				**5**	**1**	**24**	**419**	**288**			**270**	**18**	**1025**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**5**	**1**	**24**	**419**	**288**	**0**	**0**	**270**	**18**	**1025**
Base growth (0.40% compounded for 5 yr)	0	0	0	0	0	0	8	6	0	0	5	0	19
New Garden Elementary School													
Stonebridge							2						
163 Sheehan Road Townhomes						2		5			7		
Copperleaf Ridge							13						
Popeyes							10						
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	16%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	0	0	32	16	0	0	0	17	
Southern SF Attached Homes Trips	0	0	0	0	0	0	8	5	0	0	0	4	
Commercial New Trips	0	0	0	0	0	0	65	36	0	0	0	35	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	0	13	5	0	0	0	7	
Wawa New Trips	0	0	0	0	0	0	19	10	0	0	0	10	
Wawa Pass By Trips													
Residential North Trips	0	0	0	0	0	0	13	0	0	0	0	0	
2035 Base RD Sheehan Rd													
0													0
Total New Trips							(150)	(72)				(73)	
Total Pass By Trips													
Total Trip Distribution		0	0	0	0	0	150	(72)	0	0	0	73	**295**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	1	17	12	0	0	11	1	42
2035 Base Volumes	**0**	**0**	**0**	**5**	**1**	**27**	**461**	**305**	**0**	**0**	**288**	**19**	**1106**
2035 Projected Volumes	**0**	**0**	**0**	**5**	**1**	**27**	**611**	**377**	**0**	**0**	**288**	**92**	**1401**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Route 7 & Rt 41 EB Ramps**
Synchro Node: **2** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**37**		**330**				**10**	**620**			**335**	**51**	**1383**
Balancing													0
Existing Volumes (Balanced)	**37**	**0**	**330**	**0**	**0**	**0**	**10**	**620**	**0**	**0**	**335**	**51**	**1383**
New Garden Elementary School	2		3					5					
Stonebridge			1					1					
163 Sheehan Road Townhomes								2			2		
Copperleaf Ridge			16					5					
Popeyes			7					7					

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter								30%					
Trip Assignment % - Southern Detached Homes Exit	16%		30%										
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Office Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Southern SF Detached Homes New Trips	21		40					15					
Southern SF Attached Homes Trips	10		18					6					
Commercial New Trips	11		20					38					
Commercial Pass By Trips													
MOB Trips	7		13					60					
Wawa New Trips	8		14					17					
Wawa Pass By Trips													
Residential North Trips			21					7					
2035 Base RD Sheehan Rd													
													0
Total New Trips	(57)		(126)					(143)					
Total Pass By Trips													
Total Trip Distribution	**57**	**0**	**126**	**0**	**0**	**0**	**0**	**143**	**0**	**0**	**0**	**0**	**326**
Base growth (0.40% compounded for 10 yrs)	2	0	13	0	0	0	0	25	0	0	14	2	56
2035 Base Volumes	**41**	**0**	**370**	**0**	**0**	**0**	**10**	**665**	**0**	**0**	**351**	**53**	**1490**
2035 Projected Volumes	**98**	**0**	**496**	**0**	**0**	**0**	**10**	**808**	**0**	**0**	**351**	**53**	**1816**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**13**		**265**				**11**	**697**			**470**	**43**	**1499**
Balancing													0
Existing Volumes (Balanced)	**13**	**0**	**265**	**0**	**0**	**0**	**11**	**697**	**0**	**0**	**470**	**43**	**1499**
New Garden Elementary School	1		1					3					
Stonebridge			1					1					
163 Sheehan Road Townhomes								5			2		
Copperleaf Ridge			10					15					
Popeyes			5					5					
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(28)**	**206**	**(51)**	**56**	79
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	179

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	16.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	16.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	16.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	16.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	16.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips	10		19					24					
Southern SF Attached Homes Trips	4		8					8					
Commercial New Trips	31		59					62					
Commercial Pass By Trips													
MOB Trips	29		54					24					
Wawa New Trips	8		15					15					
Wawa Pass By Trips													
Residential North Trips			13					17					
2035 Base RD Sheehan Rd													
0													0
Total New Trips	(82)		(168)					(150)					
Total Pass By Trips													
Total Trip Distribution	**82**	**0**	**168**	**0**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**400**
Base growth (0.40% compounded for 10 yrs)	1	0	11	0	0	0	0	28	0	0	19	2	61
2035 Base Volumes	**14**	**0**	**276**	**0**	**0**	**0**	**11**	**725**	**0**	**0**	**489**	**45**	**1560**
2035 Projected Volumes	**96**	**0**	**444**	**0**	**0**	**0**	**11**	**875**	**0**	**0**	**489**	**45**	**1960**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**11**		**344**				**15**	**667**			**243**	**35**	**1315**
Balancing													0
Existing Volumes (Balanced)	**11**	**0**	**344**	**0**	**0**	**0**	**15**	**667**	**0**	**0**	**243**	**35**	**1315**
New Garden Elementary School													
Stonebridge			2					2					
163 Sheehan Road Townhomes								5			2		
Copperleaf Ridge			14					13					
Popeyes			9					10					
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Office Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	16%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	16	0	31	0	0	0	0	32	0	0	0	0	
Southern SF Attached Homes Trips	5	0	10	0	0	0	0	8	0	0	0	0	
Commercial New Trips	36	0	67	0	0	0	0	65	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	5	0	9	0	0	0	0	13	0	0	0	0	
Wawa New Trips	10	0	19	0	0	0	0	19	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	0	14	0	0	0	0	13	0	0	0	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips	(72)		(150)					(150)					
Total Pass By Trips													
Total Trip Distribution	(72)	0	150	0	0	0	0	(150)	0	0	0	0	**372**
Base growth (0.40% compounded for 10 yrs)	0	0	14	0	0	0	1	27	0	0	10	1	53
2035 Base Volumes	**11**	**0**	**383**	**0**	**0**	**0**	**16**	**724**	**0**	**0**	**255**	**36**	**1425**
2035 Projected Volumes	**83**	**0**	**533**	**0**	**0**	**0**	**16**	**874**	**0**	**0**	**255**	**36**	**1797**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Route 41 & Sharp Road**
Synchro Node: **3** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**78**	**976**			**617**	**12**				**6**		**75**	**1764**
Balancing													0
Existing Volumes (Balanced)	**78**	**976**	**0**	**0**	**617**	**12**	**0**	**0**	**0**	**6**	**0**	**75**	**1764**
New Garden Elementary School		(9)			14								
Stonebridge		(4)			2								
163 Sheehan Road Townhomes	1											6	
Copperleaf Ridge		(16)			5								
Popeyes		(7)			7								

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter		2%			6%							3%	
Trip Assignment % - Southern Detached Homes Exit		8%											
Trip Assignment % - Southern Attached Homes Enter		34%											
Trip Assignment % - Southern Attached Homes Exit					30%								
Trip Assignment % - Commercial Enter		38%											
Trip Assignment % - Commercial Exit					38%								
Trip Assignment % - Office Enter		38%											
Trip Assignment % - Office Exit					38%								0
Trip Assignment % - Wawa Enter		38%											
Trip Assignment % - Wawa Exit					38%								
Trip Assignment % - Northern Residential Enter		38%											
Trip Assignment % - Northern Residential Exit												38%	
Southern SF Detached Homes New Trips		11			3							2	
Southern SF Attached Homes Trips		7			18								
Commercial New Trips		48			25								
Commercial Pass By Trips													
MOB Trips		76			17								
Wawa New Trips		21			18								
Wawa Pass By Trips													
Residential North Trips		9										27	
2035 Base RD Sheehan Rd	-82	82			34	-12				-6		-34	
													0
Total New Trips		(172)			(81)							(29)	
Total Pass By Trips													
Total Trip Distribution	**0**	**172**	**0**	**0**	**81**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**282**
Base growth (0.40% compounded for 10 yrs)	3	40	0	0	25	0	0	0	0	0	0	3	71
2035 Base Volumes	**82**	**1052**	**0**	**0**	**670**	**12**	**0**	**0**	**0**	**6**	**0**	**84**	**1906**
2035 Projected Volumes	**0**	**1306**	**0**	**0**	**785**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**2170**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**53**	**728**			**981**	**21**				**7**		**67**	**1857**
Balancing													0
Existing Volumes (Balanced)	**53**	**728**	**0**	**0**	**981**	**21**	**0**	**0**	**0**	**7**	**0**	**67**	**1857**
New Garden Elementary School		(4)			9								
Stonebridge		(2)			4								
163 Sheehan Road Townhomes	7											6	
Copperleaf Ridge		(10)			15								
Popeyes		(5)			5								
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	2.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	
0													
Southern SF Detached Homes New Trips		7			5							2	
Southern SF Attached Homes Trips		9			8								
Commercial New Trips		78			74								
Commercial Pass By Trips													
MOB Trips		30			68								
Wawa New Trips		19			19								
Wawa Pass By Trips													
Residential North Trips		21										16	
2035 Base RD Sheehan Rd	-55	55			32	-22				-7		-32	
0													0
Total New Trips		(164)			(174)							(18)	
Total Pass By Trips													
Total Trip Distribution	**0**	**164**	**0**	**0**	**174**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**356**
Base growth (0.40% compounded for 10 yrs)	2	30	0	0	40	1	0	0	0	0	0	3	76
2035 Base Volumes	**55**	**758**	**0**	**0**	**1021**	**22**	**0**	**0**	**0**	**7**	**0**	**70**	**1933**
2035 Projected Volumes	**0**	**977**	**0**	**0**	**1227**	**0**	**0**	**0**	**0**	**0**	**0**	**56**	**2260**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**53**	**837**			**874**	**24**				**14**		**33**	**1835**
Balancing													0
Existing Volumes (Balanced)	**53**	**837**	**0**	**0**	**874**	**24**	**0**	**0**	**0**	**14**	**0**	**33**	**1835**
New Garden Elementary School					0								
Stonebridge		(3)			5								
163 Sheehan Road Townhomes	6											7	
Copperleaf Ridge		(14)			13								
Popeyes		(9)			10								
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	2%	0%	0%	6%	0%	0%	0%	0%	0%	0%	3%	
Trip Assignment % - Southern Detached Homes Exit	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	
0													
Southern SF Detached Homes New Trips	0	10	0	0	6	0	0	0	0	0	0	4	
Southern SF Attached Homes Trips	0	9	0	0	10	0	0	0	0	0	0	0	
Commercial New Trips	0	83	0	0	85	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	16	0	0	12	0	0	0	0	0	0	0	
Wawa New Trips	0	24	0	0	24	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	16	0	0	0	0	0	0	0	0	0	17	
2035 Base RD Sheehan Rd	-61				24	-25				-15		-24	
0													0
Total New Trips		(158)			(137)							(21)	
Total Pass By Trips													
Total Trip Distribution		158	0	0	137	0	0		0	0	0	21	**316**
Base growth (0.40% compounded for 10 yrs)	2	34	0	0	36	1	0	0	0	1	0	1	75
2035 Base Volumes	**61**	**897**	**0**	**0**	**938**	**25**	**0**	**0**	**0**	**15**	**0**	**41**	**1977**
2035 Projected Volumes	**0**	**1055**	**0**	**0**	**1099**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**2192**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sunny Dell Road & Rt 41**
Synchro Node: **4** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**7**	**860**	**51**	**110**	**569**	**2**	**10**	**0**	**154**	**0**	**1**	**9**	**1773**
Balancing													0
Existing Volumes (Balanced)	**7**	**860**	**51**	**110**	**569**	**2**	**10**	**0**	**154**	**0**	**1**	**9**	**1773**
New Garden Elementary School		(9)	1		14		1						
Stonebridge		(4)			2								
163 Sheehan Road Townhomes		(1)		1	5				0				
Copperleaf Ridge		(16)			5								
Popeyes		(7)			7								

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter		2%	28%	9%									
Trip Assignment % - Southern Detached Homes Exit							30%		8%				
Trip Assignment % - Southern Attached Homes Enter		30%							4%				
Trip Assignment % - Southern Attached Homes Exit					30%								
Trip Assignment % - Commercial Enter		30%							8%				
Trip Assignment % - Commercial Exit				8%	30%								
Trip Assignment % - Office Enter		30%							8%				
Trip Assignment % - Office Exit				8%	30%								0
Trip Assignment % - Wawa Enter		30%							8%				
Trip Assignment % - Wawa Exit				8%	30%								
Trip Assignment % - Northern Residential Enter		30%							8%				
Trip Assignment % - Northern Residential Exit				8%	30%								
Southern SF Detached Homes New Trips		1	14	5			40		10				
Southern SF Attached Homes Trips		6			18				1				
Commercial New Trips		38		5	20				10				
Commercial Pass By Trips													
MOB Trips		60		4	13				16				
Wawa New Trips		17		4	14				4				
Wawa Pass By Trips													
Residential North Trips		7		6	21				2				
2035 Base RD Sheehan Rd													
													0
Total New Trips		(129)	(14)	(24)	(86)		(40)		(43)				
Total Pass By Trips													
Total Trip Distribution	**0**	**129**	**14**	**24**	**86**	**0**	**40**	**0**	**43**	**0**	**0**	**0**	**336**
Base growth (0.40% compounded for 10 yrs)	0	35	2	4	23	0	0	0	6	0	0	0	70
2035 Base Volumes	**7**	**932**	**54**	**115**	**625**	**2**	**11**	**0**	**160**	**0**	**1**	**9**	**1916**
2035 Projected Volumes	**7**	**1061**	**68**	**139**	**711**	**2**	**51**	**0**	**203**	**0**	**1**	**9**	**2252**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**4**	**729**	**132**	**143**	**829**	**12**	**7**	**0**	**76**	**4**	**0**	**5**	**1941**
Balancing													0
Existing Volumes (Balanced)	**4**	**729**	**132**	**143**	**829**	**12**	**7**	**0**	**76**	**4**	**0**	**5**	**1941**
New Garden Elementary School		(4)			9								
Stonebridge		(2)			4								
163 Sheehan Road Townhomes		(6)		1	5				1				
Copperleaf Ridge		(10)			15								
Popeyes		(5)			5								
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	2.0%	28.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	8.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	32.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	8.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	8.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	8.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	8.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips		2	22	7			19		5				
Southern SF Attached Homes Trips		8			9				1				
Commercial New Trips		62		16	58				16				
Commercial Pass By Trips													
MOB Trips		24		14	54				6				
Wawa New Trips		15		4	15				4				
Wawa Pass By Trips													
Residential North Trips		17		3	13				4				
2035 Base RD Sheehan Rd													
0													0
Total New Trips		(128)	(22)	(44)	(149)		(19)		(36)				
Total Pass By Trips													
Total Trip Distribution	**0**	**128**	**22**	**44**	**149**	**0**	**19**	**0**	**36**	**0**	**0**	**0**	**398**
Base growth (0.40% compounded for 10 yrs)	0	30	5	6	34	0	0	0	3	0	0	0	78
2035 Base Volumes	**4**	**759**	**137**	**149**	**863**	**12**	**7**	**0**	**79**	**4**	**0**	**5**	**2019**
2035 Projected Volumes	**4**	**887**	**159**	**193**	**1012**	**12**	**26**	**0**	**115**	**4**	**0**	**5**	**2417**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**1**	**808**	**28**	**75**	**832**	**0**	**6**	**0**	**66**	**0**	**0**	**10**	**1826**
Balancing													0
Existing Volumes (Balanced)	**1**	**808**	**28**	**75**	**832**	**0**	**6**	**0**	**66**	**0**	**0**	**10**	**1826**
New Garden Elementary School													
Stonebridge		3			5								
163 Sheehan Road Townhomes		5		1	6				1				
Copperleaf Ridge		(14)			13								
Popeyes		(9)			10								
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	2%	28%	9%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	30%	0%	8%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	30%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	30%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	8%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	30%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	8%	31%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	30%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	8%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	30%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	8%	30%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	2	30	10	0	0	31	0	8	0	0	0	
Southern SF Attached Homes Trips	0	8	0	0	10	0	0	0	1	0	0	0	
Commercial New Trips	0	66	0	18	67	0	0	0	17	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	13	0	2	10	0	0	0	3	0	0	0	
Wawa New Trips	0	19	0	5	19	0	0	0	5	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	13	0	3	14	0	0	0	3	0	0	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips		(121)	(30)	(38)	(120)		(31)		(37)				
Total Pass By Trips													
Total Trip Distribution		121	30	38	120	0	31		37	0	0	0	**377**
Base growth (0.40% compounded for 10 yrs)	0	33	1	3	34	0	0	0	3	0	0	0	74
2035 Base Volumes	**1**	**872**	**29**	**79**	**900**	**0**	**6**	**0**	**70**	**0**	**0**	**10**	**1967**
2035 Projected Volumes	**1**	**993**	**59**	**117**	**1020**	**0**	**37**	**0**	**107**	**0**	**0**	**10**	**2344**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sunny Dell Road & Egypt Run Road**
Synchro Node: **5** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**11**		**47**				**53**	**169**			**206**	**2**	**488**
Balancing													0
Existing Volumes (Balanced)	**11**	**0**	**47**	**0**	**0**	**0**	**53**	**169**	**0**	**0**	**206**	**2**	**488**
New Garden Elementary School								1			1		
Stonebridge													
163 Sheehan Road Townhomes								0			1		
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter	2%							2%					
Trip Assignment % - Southern Detached Homes Exit								2%			4%	2%	
Trip Assignment % - Southern Attached Homes Enter	2%							6%					
Trip Assignment % - Southern Attached Homes Exit											6%	2%	
Trip Assignment % - Commercial Enter	2%							6%					
Trip Assignment % - Commercial Exit											6%	2%	
Trip Assignment % - Office Enter	2%							6%					
Trip Assignment % - Office Exit											6%	2%	0
Trip Assignment % - Wawa Enter	2%							6%					
Trip Assignment % - Wawa Exit											4%	2%	
Trip Assignment % - Northern Residential Enter	2%							6%					
Trip Assignment % - Northern Residential Exit											4%	2%	
Southern SF Detached Homes New Trips								3			5	3	
Southern SF Attached Homes Trips	1							1			4	1	
Commercial New Trips	2							8			4	1	
Commercial Pass By Trips													
MOB Trips	4							12			3	1	
Wawa New Trips	1							3			3	1	
Wawa Pass By Trips													
Residential North Trips	1							1			4	2	
2035 Base RD Sheehan Rd													
													0
Total New Trips	(9)							(28)			(23)	(9)	
Total Pass By Trips													
Total Trip Distribution	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**23**	**9**	**69**
Base growth (0.40% compounded for 10 yrs)	0	0	2	0	0	0	2	7	0	0	8	0	19
2035 Base Volumes	**11**	**0**	**49**	**0**	**0**	**0**	**55**	**177**	**0**	**0**	**216**	**2**	**510**
2035 Projected Volumes	**20**	**0**	**49**	**0**	**0**	**0**	**55**	**205**	**0**	**0**	**239**	**11**	**579**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**20**		**6**				**17**	**77**			**121**	**41**	**282**
Balancing													0
Existing Volumes (Balanced)	**20**	**0**	**6**	**0**	**0**	**0**	**17**	**77**	**0**	**0**	**121**	**41**	**282**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								1			1		
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	4.0%	2.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	
Trip Assignment % - Commercial Enter	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	2.0%	
Trip Assignment % - Office Enter	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	2.0%	0
Trip Assignment % - Wawa Enter	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	2.0%	
Trip Assignment % - Northern Residential Enter	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	2.0%	
0													
Southern SF Detached Homes New Trips	1							4			2	1	
Southern SF Attached Homes Trips								2			2		
Commercial New Trips	4							12			12	4	
Commercial Pass By Trips													
MOB Trips	1							5			11	3	
Wawa New Trips	1							3			3	1	
Wawa Pass By Trips													
Residential North Trips	1							3			2	1	
2035 Base RD Sheehan Rd													
0													0
Total New Trips	(8)							(29)			(32)	(10)	
Total Pass By Trips													
Total Trip Distribution	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**32**	**10**	**79**
Base growth (0.40% compounded for 10 yrs)	1	0	0	0	0	0	1	3	0	0	5	2	12
2035 Base Volumes	**21**	**0**	**6**	**0**	**0**	**0**	**18**	**80**	**0**	**0**	**126**	**43**	**294**
2035 Projected Volumes	**29**	**0**	**6**	**0**	**0**	**0**	**18**	**109**	**0**	**0**	**158**	**53**	**373**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**9**		**5**				**9**	**60**			**77**	**10**	**170**
Balancing													0
Existing Volumes (Balanced)	**9**	**0**	**5**	**0**	**0**	**0**	**9**	**60**	**0**	**0**	**77**	**10**	**170**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								1			1		
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	2%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	2%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	
Trip Assignment % - Commercial Enter	2%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	2%	
Trip Assignment % - Office Enter	2%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	2%	
Trip Assignment % - Wawa Enter	2%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	2%	
Trip Assignment % - Northern Residential Enter	2%	0%	0%	0%	0%	0%	0%	6%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%	2%	
0													
Southern SF Detached Homes New Trips	2	0	0	0	0	0	0	4	0	0	2	2	
Southern SF Attached Homes Trips	0	0	0	0	0	0	0	2	0	0	2	0	
Commercial New Trips	4	0	0	0	0	0	0	13	0	0	13	5	
Commercial Pass By Trips													
MOB Trips	1	0	0	0	0	0	0	3	0	0	2	0	
Wawa New Trips	2	0	0	0	0	0	0	3	0	0	4	1	
Wawa Pass By Trips													
Residential North Trips	0	0	0	0	0	0	0	3	0	0	2	1	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips	(9)							(28)			(25)	(9)	
Total Pass By Trips													
Total Trip Distribution	(9)	0	0	0	0	0	0	(28)	0	0	25	9	**71**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	2	0	0	3	0	5
2035 Base Volumes	**9**	**0**	**5**	**0**	**0**	**0**	**9**	**63**	**0**	**0**	**81**	**10**	**177**
2035 Projected Volumes	**18**	**0**	**5**	**0**	**0**	**0**	**9**	**91**	**0**	**0**	**106**	**19**	**248**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sunny Dell Road & Reynolds Road**
Synchro Node: **6** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**114**	**15**	**40**	**3**	**18**	**29**	**26**	**86**	**4**	**8**	**34**	**216**	**593**
Balancing													0
Existing Volumes (Balanced)	**114**	**15**	**40**	**3**	**18**	**29**	**26**	**86**	**4**	**8**	**34**	**216**	**593**
New Garden Elementary School								1			1		
Stonebridge													
163 Sheehan Road Townhomes								0			1		
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter								2%	2%				
Trip Assignment % - Southern Detached Homes Exit				1%		1%					4%		
Trip Assignment % - Southern Attached Homes Enter						2%		4%					
Trip Assignment % - Southern Attached Homes Exit										2%	4%		
Trip Assignment % - Commercial Enter						2%		4%					
Trip Assignment % - Commercial Exit										2%	4%		
Trip Assignment % - Office Enter						2%		4%					
Trip Assignment % - Office Exit										2%	4%		0
Trip Assignment % - Wawa Enter						2%		4%					
Trip Assignment % - Wawa Exit										2%	4%		
Trip Assignment % - Northern Residential Enter						2%		4%					
Trip Assignment % - Northern Residential Exit										2%	4%		
Southern SF Detached Homes New Trips				1		1		2	1		5		
Southern SF Attached Homes Trips								1		1	3		
Commercial New Trips						3		5		1	3		
Commercial Pass By Trips													
MOB Trips						4		8		1	2		
Wawa New Trips						1		2		1	2		
Wawa Pass By Trips													
Residential North Trips								1		1	3		
2035 Base RD Sheehan Rd													
													0
Total New Trips				(1)		(9)		(19)	(1)	(5)	(18)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**1**	**0**	**9**	**0**	**19**	**1**	**5**	**18**	**0**	**53**
Base growth (0.40% compounded for 10 yrs)	5	1	2	0	1	1	1	4	0	0	1	9	25
2035 Base Volumes	**119**	**16**	**42**	**3**	**19**	**30**	**27**	**91**	**4**	**8**	**37**	**225**	**621**
2035 Projected Volumes	**119**	**16**	**42**	**4**	**19**	**39**	**27**	**110**	**5**	**13**	**55**	**225**	**674**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**5**	**0**	**2**	**6**	**0**	**25**	**1**	**64**	**7**	**36**	**86**	**9**	**241**
Balancing													0
Existing Volumes (Balanced)	**5**	**0**	**2**	**6**	**0**	**25**	**1**	**64**	**7**	**36**	**86**	**9**	**241**
New Garden Elementary School								0					
Stonebridge													
163 Sheehan Road Townhomes								1			1		
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	4.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	4.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	4.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	4.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	4.0%	0.0%	
0													
Southern SF Detached Homes New Trips				1		1		3	2		2		
Southern SF Attached Homes Trips						1		1		1	1		
Commercial New Trips						4		8		4	8		
Commercial Pass By Trips													
MOB Trips						2		3		4	7		
Wawa New Trips						1		2		1	2		
Wawa Pass By Trips													
Residential North Trips						1		2		1	1		
2035 Base RD Sheehan Rd													
0													0
Total New Trips				(1)		(10)		(19)	(2)	(11)	(21)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**1**	**0**	**10**	**0**	**19**	**2**	**11**	**21**	**0**	**64**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	1	0	3	0	1	4	0	9
2035 Base Volumes	**5**	**0**	**2**	**6**	**0**	**26**	**1**	**67**	**7**	**37**	**90**	**9**	**250**
2035 Projected Volumes	**5**	**0**	**2**	**7**	**0**	**36**	**1**	**86**	**9**	**48**	**111**	**9**	**314**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**0**	**2**	**2**	**3**	**0**	**16**	**0**	**53**	**5**	**21**	**60**	**1**	**163**
Balancing													0
Existing Volumes (Balanced)	**0**	**2**	**2**	**3**	**0**	**16**	**0**	**53**	**5**	**21**	**60**	**1**	**163**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								1			1		
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	1%	0%	3%	2%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	2%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	4%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	2	0	1	0	3	2	0	2	0	
Southern SF Attached Homes Trips	0	0	0	0	0	1	0	1	0	1	1	0	
Commercial New Trips	0	0	0	0	0	4	0	9	0	4	9	0	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	1	0	2	0	1	1	0	
Wawa New Trips	0	0	0	0	0	1	0	2	0	1	3	0	
Wawa Pass By Trips													
Residential North Trips	0	0	0	0	0	1	0	2	0	1	1	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips				(2)		(9)		(19)	(2)	(8)	(17)		
Total Pass By Trips													
Total Trip Distribution		0	0	2	0	9	0	(19)	2	8	17	0	**57**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	1	0	2	0	1	2	0	6
2035 Base Volumes	**0**	**2**	**2**	**3**	**0**	**17**	**0**	**56**	**5**	**22**	**63**	**1**	**171**
2035 Projected Volumes	**0**	**2**	**2**	**5**	**0**	**26**	**0**	**75**	**7**	**30**	**80**	**1**	**228**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet

Intersection:	**Route 41 & Starr Road/Brittany Drive**
Synchro Node:	**7** Adjacent intersections: West ___ East ___ North ___ South ___

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**2**	**648**	**11**	**105**	**472**	**1**	**1**	**0**	**290**	**6**	**1**	**6**	**1543**
Balancing													0
Existing Volumes (Balanced)	**2**	**648**	**11**	**105**	**472**	**1**	**1**	**0**	**290**	**6**	**1**	**6**	**1543**
New Garden Elementary School		(10)			15								
Stonebridge		(4)			2								
163 Sheehan Road Townhomes		(1)			5								
Copperleaf Ridge		(16)			(5)								
Popeyes		(7)			7								

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter		30%											
Trip Assignment % - Southern Detached Homes Exit					30%								
Trip Assignment % - Southern Attached Homes Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Southern SF Detached Homes New Trips		15			40								
Southern SF Attached Homes Trips		6			18								
Commercial New Trips		38			20								
Commercial Pass By Trips													
MOB Trips		60			13								
Wawa New Trips		17			14								
Wawa Pass By Trips													
Residential North Trips		7			21								
2035 Base RD Sheehan Rd													
													0
Total New Trips		(143)			(126)								
Total Pass By Trips													
Total Trip Distribution	**0**	**143**	**0**	**0**	**126**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**269**
Base growth (0.40% compounded for 10 yrs)	0	26	0	4	19	0	0	0	12	0	0	0	61
2035 Base Volumes	**2**	**712**	**11**	**109**	**525**	**1**	**1**	**0**	**302**	**6**	**1**	**6**	**1676**
2035 Projected Volumes	**2**	**855**	**11**	**109**	**651**	**1**	**1**	**0**	**302**	**6**	**1**	**6**	**1945**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**6**	**724**	**6**	**208**	**642**	**3**	**0**	**0**	**155**	**4**	**0**	**8**	**1756**
Balancing													0
Existing Volumes (Balanced)	**6**	**724**	**6**	**208**	**642**	**3**	**0**	**0**	**155**	**4**	**0**	**8**	**1756**
New Garden Elementary School		(4)			9								
Stonebridge		(2)			4								
163 Sheehan Road Townhomes		(6)			5								
Copperleaf Ridge		(10)			(15)								
Popeyes		(5)			5								
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips		24			19								
Southern SF Attached Homes Trips		8			9								
Commercial New Trips		62			58								
Commercial Pass By Trips													
MOB Trips		24			54								
Wawa New Trips		15			15								
Wawa Pass By Trips													
Residential North Trips		17			13								
2035 Base RD Sheehan Rd													
0													0
Total New Trips		(150)			(168)								
Total Pass By Trips													
Total Trip Distribution	**0**	**150**	**0**	**0**	**168**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**318**
Base growth (0.40% compounded for 10 yrs)	0	29	0	8	26	0	0	0	6	0	0	0	69
2035 Base Volumes	**6**	**753**	**6**	**216**	**668**	**3**	**0**	**0**	**161**	**4**	**0**	**8**	**1825**
2035 Projected Volumes	**6**	**903**	**6**	**216**	**836**	**3**	**0**	**0**	**161**	**4**	**0**	**8**	**2143**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**8**	**712**	**2**	**102**	**738**	**3**	**3**	**1**	**122**	**6**	**1**	**3**	**1701**
Balancing													0
Existing Volumes (Balanced)	**8**	**712**	**2**	**102**	**738**	**3**	**3**	**1**	**122**	**6**	**1**	**3**	**1701**
New Garden Elementary School													
Stonebridge		(3)			5								
163 Sheehan Road Townhomes		(5)			6								
Copperleaf Ridge		14			13								
Popeyes		(9)			10								
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	34%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Exit	0%	0%	0%	0%	31%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	32	0	0	31	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	8	0	0	11	0	0	0	0	0	0	0	
Commercial New Trips	0	66	0	0	67	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	13	0	0	10	0	0	0	0	0	0	0	
Wawa New Trips	0	19	0	0	19	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	13	0	0	14	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips		(151)			(152)								
Total Pass By Trips													
Total Trip Distribution		151	0	0	152	0	0		0	0	0	0	**303**
Base growth (0.40% compounded for 10 yrs)	0	29	0	4	30	0	0	0	5	0	0	0	68
2035 Base Volumes	**8**	**772**	**2**	**106**	**802**	**3**	**3**	**1**	**127**	**6**	**1**	**3**	**1834**
2035 Projected Volumes	**8**	**923**	**2**	**106**	**954**	**3**	**3**	**1**	**127**	**6**	**1**	**3**	**2137**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sunny Dell Road & St. Rocco Driveway**
Synchro Node: **8** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**0**		**0**				**1**	**181**			**212**	**0**	**394**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**181**	**0**	**0**	**212**	**0**	**394**
New Garden Elementary School								1			1		
Stonebridge													
163 Sheehan Road Townhomes								0			1		
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter											37%		
Trip Assignment % - Southern Detached Homes Exit								38%					
Trip Assignment % - Southern Attached Homes Enter								4%					
Trip Assignment % - Southern Attached Homes Exit													
Trip Assignment % - Commercial Enter								8%					
Trip Assignment % - Commercial Exit											8%		
Trip Assignment % - Office Enter								8%					
Trip Assignment % - Office Exit											8%		0
Trip Assignment % - Wawa Enter								8%					
Trip Assignment % - Wawa Exit											8%		
Trip Assignment % - Northern Residential Enter								8%					
Trip Assignment % - Northern Residential Exit											8%		
Southern SF Detached Homes New Trips								50			19		
Southern SF Attached Homes Trips								1					
Commercial New Trips								10					
Commercial Pass By Trips													
MOB Trips								16			4		
Wawa New Trips								4			4		
Wawa Pass By Trips													
Residential North Trips								2			6		
2035 Base RD Sheehan Rd													
													0
Total New Trips								(83)			(33)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**83**	**0**	**0**	**33**	**0**	**116**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	7	0	0	9	0	16
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**189**	**0**	**0**	**223**	**0**	**413**
2035 Projected Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**272**	**0**	**0**	**256**	**0**	**529**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**5**		**40**				**23**	**80**			**130**	**99**	**377**
Balancing													0
Existing Volumes (Balanced)	**5**	**0**	**40**	**0**	**0**	**0**	**23**	**80**	**0**	**0**	**130**	**99**	**377**
New Garden Elementary School								**0**					
Stonebridge													
163 Sheehan Road Townhomes								1			1		
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	37.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	.	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	
0													
Southern SF Detached Homes New Trips								24			29		
Southern SF Attached Homes Trips								1					
Commercial New Trips								16					
Commercial Pass By Trips													
MOB Trips								6			14		
Wawa New Trips								4			4		
Wawa Pass By Trips													
Residential North Trips								4			3		
2035 Base RD Sheehan Rd													
0													0
Total New Trips								(55)			(50)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**0**	**50**	**0**	**105**
Base growth (0.40% compounded for 10 yrs)	0	0	2	0	0	0	1	3	0	0	5	4	15
2035 Base Volumes	**5**	**0**	**42**	**0**	**0**	**0**	**24**	**83**	**0**	**0**	**135**	**103**	**392**
2035 Projected Volumes	**5**	**0**	**42**	**0**	**0**	**0**	**24**	**138**	**0**	**0**	**185**	**103**	**497**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**13**		**11**				**7**	**59**			**75**	**48**	**213**
Balancing													0
Existing Volumes (Balanced)	**13**	**0**	**11**	**0**	**0**	**0**	**7**	**59**	**0**	**0**	**75**	**48**	**213**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								1			1		
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	37%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	.	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	0	0	0	39	0	0	40	0	
Southern SF Attached Homes Trips	0	0	0	0	0	0	0	1	0	0	0	0	
Commercial New Trips	0	0	0	0	0	0	0	17	0	0		0	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	0	0	2	0	0	2	0	
Wawa New Trips	0	0	0	0	0	0	0	5	0	0	5	0	
Wawa Pass By Trips													
Residential North Trips	0	0	0	0	0	0	0	3	0	0	3	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips								(67)			(50)		
Total Pass By Trips													
Total Trip Distribution		0	0	0	0	0	0	(67)	0	0	50	0	**117**
Base growth (0.40% compounded for 10 yrs)	1	0	0	0	0	0	0	2	0	0	3	2	8
2035 Base Volumes	**14**	**0**	**11**	**0**	**0**	**0**	**7**	**62**	**0**	**0**	**79**	**50**	**223**
2035 Projected Volumes	**14**	**0**	**11**	**0**	**0**	**0**	**7**	**129**	**0**	**0**	**129**	**50**	**340**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Limestone Road & Kaolin Road/Ewart Road**
Synchro Node: **9** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**47**	**19**	**90**	**10**	**14**	**2**	**28**	**435**	**15**	**1**	**323**	**20**	**1004**
Balancing													0
Existing Volumes (Balanced)	**47**	**19**	**90**	**10**	**14**	**2**	**28**	**435**	**15**	**1**	**323**	**20**	**1004**
New Garden Elementary School								2			2		
Stonebridge													
163 Sheehan Road Townhomes	3		7				3					1	
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter											16%		
Trip Assignment % - Southern Detached Homes Exit								16%					
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	0
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	
Trip Assignment % - Northern Residential Exit	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Southern SF Detached Homes New Trips								21			8		
Southern SF Attached Homes Trips								10			3		
Commercial New Trips								11			20		
Commercial Pass By Trips													
MOB Trips								7			32		
Wawa New Trips								8			9		
Wawa Pass By Trips													
Residential North Trips	11											3	
2035 Base RD Sheehan Rd													
													0
Total New Trips	(11)							(57)			(72)	(3)	
Total Pass By Trips													
Total Trip Distribution	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**0**	**0**	**72**	**3**	**143**
Base growth (0.40% compounded for 10 yrs)	2	1	4	0	1	0	1	18	1	0	13	1	42
2035 Base Volumes	**52**	**20**	**101**	**10**	**15**	**2**	**32**	**455**	**16**	**1**	**338**	**22**	**1064**
2035 Projected Volumes	**63**	**20**	**101**	**10**	**15**	**2**	**32**	**512**	**16**	**1**	**410**	**25**	**1207**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**25**	**10**	**76**	**11**	**16**	**1**	**82**	**341**	**18**	**0**	**462**	**32**	**1074**
Balancing													0
Existing Volumes (Balanced)	**25**	**10**	**76**	**11**	**16**	**1**	**82**	**341**	**18**	**0**	**462**	**32**	**1074**
New Garden Elementary School								1			2		
Stonebridge													
163 Sheehan Road Townhomes	3		7				7					3	
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.0%	
Trip Assignment % - Northern Residential Exit	16.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips								10			13		
Southern SF Attached Homes Trips								4			4		
Commercial New Trips								31			33		
Commercial Pass By Trips													
MOB Trips								29			13		
Wawa New Trips								8			8		
Wawa Pass By Trips													
Residential North Trips	7											9	
2035 Base RD Sheehan Rd													
0													0
Total New Trips	(7)							(82)			(71)	(9)	
Total Pass By Trips													
Total Trip Distribution	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**71**	**9**	**169**
Base growth (0.40% compounded for 10 yrs)	1	0	3	0	1	0	3	14	1	0	19	1	43
2035 Base Volumes	**26**	**10**	**79**	**11**	**17**	**1**	**85**	**355**	**19**	**0**	**481**	**33**	**1117**
2035 Projected Volumes	**33**	**10**	**79**	**11**	**17**	**1**	**85**	**437**	**19**	**0**	**552**	**42**	**1286**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts	**10**	**10**	**64**	**8**	**1**	**1**	**48**	**267**	**9**	**0**	**227**	**16**	**661**
Balancing													0
Existing Volumes (Balanced)	**10**	**10**	**64**	**8**	**1**	**1**	**48**	**267**	**9**	**0**	**227**	**16**	**661**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes	3		7				7					3	
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	16%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	
Trip Assignment % - Northern Residential Exit	16%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	0	0	0	16	0	0	17	0	
Southern SF Attached Homes Trips	0	0	0	0	0	0	0	5	0	0	4	0	
Commercial New Trips	0	0	0	0	0	0	0	36	0	0	35	0	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	0	0	5	0	0	7	0	
Wawa New Trips	0	0	0	0	0	0	0	10	0	0	10	0	
Wawa Pass By Trips													
Residential North Trips	8	0	0	0	0	0	0	0	0	0	0	7	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips	(8)							(72)			(73)	(7)	
Total Pass By Trips													
Total Trip Distribution	(8)	0	0	0	0	0	0	(72)	0	0	73	7	**160**
Base growth (0.40% compounded for 10 yrs)	0	0	3	0	0	0	2	11	0	0	9	1	26
2035 Base Volumes	**13**	**10**	**74**	**8**	**1**	**1**	**57**	**278**	**9**	**0**	**236**	**20**	**707**
2035 Projected Volumes	**21**	**10**	**74**	**8**	**1**	**1**	**57**	**350**	**9**	**0**	**309**	**27**	**867**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Rt 41 & Main Access**
Synchro Node: **10** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**982**			**629**								**1611**
Balancing													0
Existing Volumes (Balanced)	**0**	**982**	**0**	**0**	**629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1611**
New Garden Elementary School		**9**			**14**								
Stonebridge		**4**			**2**								
163 Sheehan Road Townhomes		**1**			**3**								
Copperleaf Ridge		**16**			**5**								
Popeyes		**7**			**7**								

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter				53%	6%								
Trip Assignment % - Southern Detached Homes Exit	2%	49%						2%	10%				
Trip Assignment % - Southern Attached Homes Enter		17%	17%	59%							3%		
Trip Assignment % - Southern Attached Homes Exit							34%	3%					
Trip Assignment % - Commercial Enter			8%	59%							3%		
Trip Assignment % - Commercial Exit		39%					38%	3%	20%				
Trip Assignment % - Office Enter		**38%**		**59%**							**3%**		
Trip Assignment % - Office Exit							38%	3%	59%				1
Trip Assignment % - Wawa Enter	38%				59%								
Trip Assignment % - Wawa Exit										59%			
Trip Assignment % - Northern Residential Enter	38%					43%							
Trip Assignment % - Northern Residential Exit										43%			
Southern SF Detached Homes New Trips	2	65		26	3			3	13				
Southern SF Attached Homes Trips	2	36		12			21				1		
Commercial New Trips		26	10	76			25	2	13		4		
Commercial Pass By Trips				25	-25		25						
MOB Trips		76		118			16	1	25		6		
Wawa New Trips	21				33					28			
Wawa Pass By Trips	99	-99								99			
Residential North Trips	9					10				31			
2035 Base RD Sheehan Rd	82	-6			-12	12				6		34	
													0
Total New Trips	(34)	(203)	(10)	(232)	(36)	(10)	(62)	(6)	(51)	(59)	(11)		
Total Pass By Trips	(99)	(-99)		(25)	(-25)		(25)			(99)			
Total Trip Distribution	**133**	**104**	**10**	**257**	**11**	**10**	**87**	**6**	**51**	**158**	**11**	**0**	**838**
Base growth (0.40% compounded for 10 yrs)	0	40	0	0	26	0	0	0	0	0	0	0	66
2035 Base Volumes	**0**	**1059**	**0**	**0**	**686**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1745**
2035 Projected Volumes	**215**	**1157**	**10**	**257**	**685**	**22**	**87**	**6**	**51**	**164**	**11**	**34**	**2699**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**735**			**1002**								**1737**
Balancing													0
Existing Volumes (Balanced)	**0**	**735**	**0**	**0**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1737**
New Garden Elementary School		**4**			**9**								
Stonebridge		**2**			**4**								
163 Sheehan Road Townhomes		**7**			**3**								
Copperleaf Ridge		**10**			**15**								
Popeyes		**5**			**5**								
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(21)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(61)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	53.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	2.0%	49.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	10.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	17.0%	17.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	8.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	39.0%	0.0%	0.0%	0.0%	0.0%	38.0%	3.0%	20.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	38.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	3.0%	59.0%	0.0%	0.0%	0.0%	1
Trip Assignment % - Wawa Enter	38.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	38.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips	1	31		43	5			1	6				
Southern SF Attached Homes Trips	1	13		12			18	2			1		
Commercial New Trips		76	16	122			74	6	39		6		
Commercial Pass By Trips				78	-78		77						
MOB Trips		30		47			68	5			2		
Wawa New Trips	19				30					30			
Wawa Pass By Trips	63	-63								62			
Residential North Trips	21					24				18			
2035 Base RD Sheehan Rd	55	-7			-22	22				7		32	
0													0
Total New Trips	(42)	(150)	(16)	(224)	(35)	(24)	(160)	(14)	(45)	(48)	(9)		
Total Pass By Trips	(63)	(-63)		(78)	(-78)		(77)			(62)			
Total Trip Distribution	**105**	**87**	**16**	**302**	**-43**	**24**	**237**	**14**	**45**	**110**	**9**	**0**	**906**
Base growth (0.40% compounded for 10 yrs)	0	30	0	0	41	0	0	0	0	0	0	0	71
2035 Base Volumes	**0**	**765**	**0**	**0**	**1043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1808**
2035 Projected Volumes	**160**	**845**	**16**	**302**	**978**	**46**	**237**	**14**	**45**	**117**	**9**	**32**	**2801**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**851**			**898**								**1749**
Balancing													0
Existing Volumes (Balanced)	**0**	**851**	**0**	**0**	**898**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1749**
New Garden Elementary School													
Stonebridge		**3**			**5**								
163 Sheehan Road Townhomes		**6**			**3**								
Copperleaf Ridge		**14**			**13**								
Popeyes		**9**			**10**								
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	53%	6%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	2%	49%	0%	0%	0%	0%	0%	2%	10%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	17%	17%	59%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	30%	3%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	8%	59%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Commercial Exit	0%	39%	0%	0%	0%	0%	38%	3%	20%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	38%	0%	59%	0%	0%	0%	0%	0%	0%	3%	0%	1
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	38%	3%	59%	0%	0%	0%	
Trip Assignment % - Wawa Enter	38%	0%	0%	0%	59%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	0%	
Trip Assignment % - Northern Residential Enter	38%	0%	0%	0%	0%	43%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	43%	0%	0%	
0													
Southern SF Detached Homes New Trips	2	50	0	57	6	0	0	2	10	0	0	0	
Southern SF Attached Homes Trips	1	19		17	0	0	10	1	0	0	1	0	
Commercial New Trips	0	87	17	128	0	0	85	6	45	0	6	0	
Commercial Pass By Trips				50	-50		50						
MOB Trips	0	16		26	0	0	12	2		0	1	0	
Wawa New Trips	24	0	0	0	37	0	0	0	0	37	0	0	
Wawa Pass By Trips	57	-57								57			
Residential North Trips	16	0	0	0	0	18	0	0	0	19	0	0	
2035 Base RD Sheehan Rd	61				-25	25						24	
0													0
Total New Trips	(43)	(172)	(17)	(228)	(43)	(18)	(107)	(11)	(55)	(56)	(8)		
Total Pass By Trips	(57)	(-57)		(50)	(-50)		(50)			(57)			
Total Trip Distribution	(100)	115	17	278	-7	18	157	(11)	55	113	8	0	**865**
Base growth (0.40% compounded for 10 yrs)	0	35	0	0	37	0	0	0	0	0	0	0	72
2035 Base Volumes	**0**	**918**	**0**	**0**	**966**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1884**
2035 Projected Volumes	**161**	**1033**	**17**	**278**	**934**	**43**	**157**	**11**	**55**	**113**	**8**	**24**	**2834**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet

Intersection:	**Rt 41 & RIRO Eastern Access (MOB)**
Synchro Node:	**11** Adjacent intersections: West ____ East ____ North ____ South ____

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**982**			**629**								**1611**
Balancing													0
Existing Volumes (Balanced)	**0**	**982**	**0**	**0**	**629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1611**
New Garden Elementary School		**9**			**14**								
Stonebridge		**4**			**2**								
163 Sheehan Road Townhomes													
Copperleaf Ridge		**16**			**5**								
Popeyes		**7**			**7**								

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter					59%								
Trip Assignment % - Southern Detached Homes Exit		59%											
Trip Assignment % - Southern Attached Homes Enter			17%		59%								
Trip Assignment % - Southern Attached Homes Exit									59%				
Trip Assignment % - Commercial Enter					59%								
Trip Assignment % - Commercial Exit		59%											
Trip Assignment % - Office Enter					59%								
Trip Assignment % - Office Exit		59%											1
Trip Assignment % - Wawa Enter					59%								
Trip Assignment % - Wawa Exit		59%											
Trip Assignment % - Northern Residential Enter					43%								
Trip Assignment % - Northern Residential Exit		43%											
Southern SF Detached Homes New Trips		78			29								
Southern SF Attached Homes Trips		36			12								
Commercial New Trips		39			76								
Commercial Pass By Trips													
MOB Trips			76		118				25				
Wawa New Trips		28			33								
Wawa Pass By Trips													
Residential North Trips		31			10								
2035 Base RD Sheehan Rd													
													0
Total New Trips		(212)	(76)		(278)				(25)				
Total Pass By Trips													
Total Trip Distribution	**0**	**212**	**76**	**0**	**278**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**591**
Base growth (0.40% compounded for 10 yrs)	0	40	0	0	26	0	0	0	0	0	0	0	66
2035 Base Volumes	**0**	**1058**	**0**	**0**	**683**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1741**
2035 Projected Volumes	**0**	**1270**	**76**	**0**	**961**	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**2332**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**735**			**1002**								**1737**
Balancing													0
Existing Volumes (Balanced)	**0**	**735**	**0**	**0**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1737**
New Garden Elementary School		**4**			**9**								
Stonebridge		**2**			**4**								
163 Sheehan Road Townhomes													
Copperleaf Ridge		**10**			**15**								
Popeyes		**5**			**5**								
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	17.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips		37			48								
Southern SF Attached Homes Trips		13			15								
Commercial New Trips		115			122								
Commercial Pass By Trips													
MOB Trips			30		47				106				
Wawa New Trips		30			30								
Wawa Pass By Trips													
Residential North Trips		18			24								
2035 Base RD Sheehan Rd													
0													0
Total New Trips		(213)	(30)		(286)				(106)				
Total Pass By Trips													
Total Trip Distribution	**0**	**213**	**30**	**0**	**286**	**0**	**0**	**0**	**106**	**0**	**0**	**0**	**635**
Base growth (0.40% compounded for 10 yrs)	0	30	0	0	41	0	0	0	0	0	0	0	71
2035 Base Volumes	**0**	**765**	**0**	**0**	**1043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1808**
2035 Projected Volumes	**0**	**978**	**30**	**0**	**1329**	**0**	**0**	**0**	**106**	**0**	**0**	**0**	**2443**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**851**			**898**								**1749**
Balancing													0
Existing Volumes (Balanced)	**0**	**851**	**0**	**0**	**898**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1749**
New Garden Elementary School		**0**			**0**								
Stonebridge		**3**			**5**								
163 Sheehan Road Townhomes													
Copperleaf Ridge		**14**			**13**								
Popeyes		**9**			**10**								
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	59%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	17%	0%	59%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	59%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	59%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Exit	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	59%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	43%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	43%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	60	0	0	63	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	19	5	0	17	0	0	0		0	0	0	
Commercial New Trips	0	132	0	0	128	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0		16	0	26	0	0	0	17	0	0	0	
Wawa New Trips	0	37	0	0	37	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	19	0	0	18	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		0			-45	45						45	
0													0
Total New Trips		(267)	(21)		(289)				(17)				
Total Pass By Trips													
Total Trip Distribution		267	21	0	289	0	0		17	0	0	0	**594**
Base growth (0.40% compounded for 10 yrs)	0	35	0	0	37	0	0	0	0	0	0	0	72
2035 Base Volumes	**0**	**912**	**0**	**0**	**963**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1875**
2035 Projected Volumes	**0**	**1325**	**21**	**0**	**1207**	**45**	**0**	**0**	**17**	**0**	**0**	**45**	**2785**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sheehan Rd & Convenience/Gas Full Access**
Synchro Node: **12** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**53**			**29**								**82**
Balancing													0
Existing Volumes (Balanced)	**0**	**53**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**6**								
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter													
Trip Assignment % - Southern Detached Homes Exit					4%								
Trip Assignment % - Southern Attached Homes Enter		3%											
Trip Assignment % - Southern Attached Homes Exit					3%								
Trip Assignment % - Commercial Enter		3%											
Trip Assignment % - Commercial Exit					3%								
Trip Assignment % - Office Enter		3%											
Trip Assignment % - Office Exit					3%								0
Trip Assignment % - Wawa Enter			3%	38%									
Trip Assignment % - Wawa Exit							3%		59%				
Trip Assignment % - Northern Residential Enter					97%								
Trip Assignment % - Northern Residential Exit		59%											
Southern SF Detached Homes New Trips					5								
Southern SF Attached Homes Trips		1			2								
Commercial New Trips		4			2								
Commercial Pass By Trips													
MOB Trips		6			1								
Wawa New Trips			2	21			1		9				
Wawa Pass By Trips				99					31				
Residential North Trips		42			22								
2035 Base RD Sheehan Rd		-42			12								
													0
Total New Trips		(53)	(2)	(21)	(32)		(1)		(9)				
Total Pass By Trips				(99)					(31)				
Total Trip Distribution	**0**	**53**	**2**	**120**	**32**	**0**	**1**	**0**	**40**	**0**	**0**	**0**	**248**
Base growth (0.40% compounded for 10 yrs)	0	2	0	0	1	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**56**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
2035 Projected Volumes	**0**	**67**	**2**	**120**	**80**	**0**	**1**	**0**	**40**	**0**	**0**	**0**	**310**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**30**			**36**								**66**
Balancing													0
Existing Volumes (Balanced)	**0**	**30**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**8**			**7**								
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	3.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	59.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	97.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips					2								
Southern SF Attached Homes Trips		1			2								
Commercial New Trips		6			6								
Commercial Pass By Trips													
MOB Trips		2			5								
Wawa New Trips			2	19			1		10				
Wawa Pass By Trips				63					20				
Residential North Trips		25			54								
2035 Base RD Sheehan Rd		-11			27								
0													0
Total New Trips		(34)	(2)	(19)	(69)		(1)		(10)				
Total Pass By Trips				(63)					(20)				
Total Trip Distribution	**0**	**34**	**2**	**82**	**69**	**0**	**1**	**0**	**30**	**0**	**0**	**0**	**218**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**31**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**
2035 Projected Volumes	**0**	**54**	**2**	**82**	**133**	**0**	**1**	**0**	**30**	**0**	**0**	**0**	**302**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**20**			**29**								**49**
Balancing													0
Existing Volumes (Balanced)	**0**	**20**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**6**			**8**								
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	3%	38%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	3%	0%	19%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	97%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	4	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	1	0	0	2	0	0	0	0	0	0	0	
Commercial New Trips	0	6	0	0	6	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	1	0	0	2	0	0	0	0	0	0	0	
Wawa New Trips	0	0	1	24	0	0	2	0	12	0	0	0	
Wawa Pass By Trips				57					18				
Residential North Trips	0	27	0	0	41	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd					49								
0													0
Total New Trips		(35)	(1)	(24)	(55)		(2)		(12)				
Total Pass By Trips				(57)					(18)				
Total Trip Distribution		35	1	81	55	0	2		30	0	0	0	**204**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**27**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
2035 Projected Volumes	**0**	**62**	**1**	**81**	**142**	**0**	**2**	**0**	**30**	**0**	**0**	**0**	**318**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet

Intersection:	**Sheehan Rd & Main Access**
Synchro Node:	**13** Adjacent intersections: West ____ East ____ North ____ South ____

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**53**			**29**								**82**
Balancing													0
Existing Volumes (Balanced)	**0**	**53**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**6**								
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter													
Trip Assignment % - Southern Detached Homes Exit							4%						
Trip Assignment % - Southern Attached Homes Enter			3%										
Trip Assignment % - Southern Attached Homes Exit							3%						
Trip Assignment % - Commercial Enter			3%										
Trip Assignment % - Commercial Exit							3%						
Trip Assignment % - Office Enter			3%										
Trip Assignment % - Office Exit							3%						0
Trip Assignment % - Wawa Enter							**38%**						
Trip Assignment % - Wawa Exit			59%										
Trip Assignment % - Northern Residential Enter					16%		81%						
Trip Assignment % - Northern Residential Exit		16%	43%										
Southern SF Detached Homes New Trips							5						
Southern SF Attached Homes Trips			1				2						
Commercial New Trips			4				2						
Commercial Pass By Trips													
MOB Trips			6				1						
Wawa New Trips			28				21						
Wawa Pass By Trips			99				99						
Residential North Trips		11	31		3		19						
2035 Base RD Sheehan Rd		-48	6	34	-34		46		48				
													0
Total New Trips		(11)	(70)		(3)		(50)						
Total Pass By Trips			(99)				(99)						
Total Trip Distribution	**0**	**11**	**169**	**0**	**3**	**0**	**149**	**0**	**0**	**0**	**0**	**0**	**332**
Base growth (0.40% compounded for 10 yrs)	0	2	0	0	1	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**56**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
2035 Projected Volumes	**0**	**19**	**175**	**34**	**5**	**0**	**195**	**0**	**48**	**0**	**0**	**0**	**476**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**30**			**36**								**66**
Balancing													0
Existing Volumes (Balanced)	**0**	**30**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**8**			**7**								
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	16.0%	0.0%	81.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	16.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips							2						
Southern SF Attached Homes Trips			1				2						
Commercial New Trips			6				6						
Commercial Pass By Trips													
MOB Trips			2				5						
Wawa New Trips			30				19						
Wawa Pass By Trips			62				63						
Residential North Trips		7	18		9		45						
2035 Base RD Sheehan Rd		-18	7	32	-32		59		18				
0													0
Total New Trips		(7)	(57)		(9)		(79)						
Total Pass By Trips			(62)				(63)						
Total Trip Distribution	**0**	**7**	**119**	**0**	**9**	**0**	**142**	**0**	**0**	**0**	**0**	**0**	**277**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**31**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**
2035 Projected Volumes	**0**	**20**	**126**	**32**	**14**	**0**	**201**	**0**	**18**	**0**	**0**	**0**	**411**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**20**			**29**								**49**
Balancing													0
Existing Volumes (Balanced)	**0**	**20**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**6**			**8**								
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	16%	0%	81%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	16%	43%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	0	0	4	0	0	0	0	0	
Southern SF Attached Homes Trips	0	0	1	0	0	0	2	0	0	0	0	0	
Commercial New Trips	0	0	6	0	0	0	6	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	0	1	0	0	0	2	0	0	0	0	0	
Wawa New Trips	0	0	37	0	0	0	24	0	0	0	0	0	
Wawa Pass By Trips			57				57						
Residential North Trips	0	8	19	0	7	0	34	0	0	0	0	0	
2035 Base RD Sheehan Rd				24	-24		73						
0													0
Total New Trips		(8)	(64)		(7)		(72)						
Total Pass By Trips			(57)				(57)						
Total Trip Distribution		8	121	0	7	0	129		0	0	0	0	**265**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**27**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
2035 Projected Volumes	**0**	**35**	**121**	**24**	**21**	**0**	**202**	**0**	**0**	**0**	**0**	**0**	**403**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sharp Road & Northern Driveway**
Synchro Node: **14** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**92**			**89**		**181**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**89**	**0**	**181**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								**0**			**0**		
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter											3%		
Trip Assignment % - Southern Detached Homes Exit								4%					
Trip Assignment % - Southern Attached Homes Enter											3%		
Trip Assignment % - Southern Attached Homes Exit								3%					
Trip Assignment % - Commercial Enter											3%		
Trip Assignment % - Commercial Exit								3%					
Trip Assignment % - Office Enter											3%		
Trip Assignment % - Office Exit								3%					0
Trip Assignment % - Wawa Enter											3%		
Trip Assignment % - Wawa Exit								3%					
Trip Assignment % - Northern Residential Enter									39%	2%	1%		
Trip Assignment % - Northern Residential Exit				39%		2%		1%					
Southern SF Detached Homes New Trips								5			2		
Southern SF Attached Homes Trips								2			1		
Commercial New Trips								2			4		
Commercial Pass By Trips													
MOB Trips								1			6		
Wawa New Trips								1			2		
Wawa Pass By Trips													
Residential North Trips				28		1		1	9	1			
2035 Base RD Sheehan Rd													
													0
Total New Trips				(28)		(1)		(12)	(9)	(1)	(15)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**28**	**0**	**1**	**0**	**12**	**9**	**1**	**15**	**0**	**66**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	4	0	0	4	0	8
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**93**	**0**	**189**
2035 Projected Volumes	**0**	**0**	**0**	**28**	**0**	**1**	**0**	**108**	**9**	**1**	**108**	**0**	**255**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**79**			**80**		**159**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**0**	**0**	**80**	**0**	**159**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								**1**			**1**		
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.0%	2.0%	1.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	39.0%	0.0%	2.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips								2			2		
Southern SF Attached Homes Trips								2			1		
Commercial New Trips								6			6		
Commercial Pass By Trips													
MOB Trips								5			2		
Wawa New Trips								1			2		
Wawa Pass By Trips													
Residential North Trips				16		1			22	1	1		
2035 Base RD Sheehan Rd													
0													0
Total New Trips				(16)		(1)		(16)	(22)	(1)	(14)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**16**	**0**	**1**	**0**	**16**	**22**	**1**	**14**	**0**	**70**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	3	0	0	3	0	6
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**83**	**0**	**165**
2035 Projected Volumes	**0**	**0**	**0**	**16**	**0**	**1**	**0**	**98**	**22**	**1**	**97**	**0**	**235**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**90**			**55**		**145**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**55**	**0**	**145**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								**1**			**0**		
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	0%	39%	2%	1%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	39%	0%	2%	0%	1%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	0	0	0	4	0	0	4	0	
Southern SF Attached Homes Trips	0	0	0	0	0	0	0	2	0	0	1	0	
Commercial New Trips	0	0	0	0	0	0	0	6	0	0	6	0	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	0	0	2	0	0	1	0	
Wawa New Trips	0	0	0	0	0	0	0	2	0	0	1	0	
Wawa Pass By Trips													
Residential North Trips	0	0	0	18	0	1	0	0	17	1	0	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips				(18)		(1)		(16)	(17)	(1)	(13)		
Total Pass By Trips													
Total Trip Distribution		0	0	18	0	1	0	(16)	17	1	13	0	**66**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	4	0	0	2	0	6
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**0**	**0**	**57**	**0**	**152**
2035 Projected Volumes	**0**	**0**	**0**	**18**	**0**	**1**	**0**	**111**	**17**	**1**	**70**	**0**	**218**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sharp Road & Southern Site Driveway**
Synchro Node: **15** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**92**			**89**		**181**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**89**	**0**	**181**
								0			**0**		
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								**0**			**0**		
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter											3%		
Trip Assignment % - Southern Detached Homes Exit								4%					
Trip Assignment % - Southern Attached Homes Enter											3%		
Trip Assignment % - Southern Attached Homes Exit								3%					
Trip Assignment % - Commercial Enter											3%		
Trip Assignment % - Commercial Exit								3%					
Trip Assignment % - Office Enter											3%		
Trip Assignment % - Office Exit								3%					0
Trip Assignment % - Wawa Enter											3%		
Trip Assignment % - Wawa Exit								3%					
Trip Assignment % - Northern Residential Enter								39%	58%	1%			
Trip Assignment % - Northern Residential Exit				58%		1%					39%		
Southern SF Detached Homes New Trips								5			2		
Southern SF Attached Homes Trips								2			1		
Commercial New Trips								2			4		
Commercial Pass By Trips													
MOB Trips								1			6		
Wawa New Trips								1			2		
Wawa Pass By Trips													
Residential North Trips				41		1		9	13		28		
2035 Base RD Sheehan Rd													
													0
Total New Trips				(41)		(1)		(20)	(13)		(43)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**41**	**0**	**1**	**0**	**20**	**13**	**0**	**43**	**0**	**118**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	4	0	0	4	0	8
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**0**	**93**	**0**	**189**
2035 Projected Volumes	**0**	**0**	**0**	**41**	**0**	**1**	**0**	**116**	**13**	**0**	**136**	**0**	**307**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**79**			**80**		**159**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**0**	**0**	**80**	**0**	**159**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								**1**			**1**		
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.0%	58.0%	1.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	58.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	39.0%	0.0%	
0													
Southern SF Detached Homes New Trips								2			2		
Southern SF Attached Homes Trips								2			1		
Commercial New Trips								6			6		
Commercial Pass By Trips													
MOB Trips								5			2		
Wawa New Trips								1			2		
Wawa Pass By Trips													
Residential North Trips				25				22	32	1	16		
2035 Base RD Sheehan Rd													
0													0
Total New Trips				(25)				(38)	(32)	(1)	(29)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**38**	**32**	**1**	**29**	**0**	**125**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	3	0	0	3	0	6
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**0**	**83**	**0**	**165**
2035 Projected Volumes	**0**	**0**	**0**	**25**	**0**	**0**	**0**	**120**	**32**	**1**	**112**	**0**	**290**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**90**			**55**		**145**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**90**	**0**	**0**	**55**	**0**	**145**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes								**1**			**0**		
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	39%	58%	1%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	58%	0%	1%	0%	0%	0%	0%	39%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	0	0	0	4	0	0	4	0	
Southern SF Attached Homes Trips	0	0	0	0	0	0	0	2	0	0	1	0	
Commercial New Trips	0	0	0	0	0	0	0	6	0	0	6	0	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	0	0	2	0	0	1	0	
Wawa New Trips	0	0	0	0	0	0	0	2	0	0	1	0	
Wawa Pass By Trips													
Residential North Trips	0	0	0	26	0	0	0	17	24	0	18	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips				(26)				(33)	(24)		(31)		
Total Pass By Trips													
Total Trip Distribution		0	0	26	0	0	0	(33)	24	0	31	0	**114**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	4	0	0	2	0	6
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**95**	**0**	**0**	**57**	**0**	**152**
2035 Projected Volumes	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**128**	**24**	**0**	**88**	**0**	**266**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Sunny Dell Rd & Site Driveway**
Synchro Node: **16** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**182**			**212**		**394**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**182**	**0**	**0**	**212**	**0**	**394**
New Garden Elementary School								1			1		
Stonebridge													
163 Sheehan Road Townhomes													
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter								1%	4%	37%			
Trip Assignment % - Southern Detached Homes Exit				6%		37%							
Trip Assignment % - Southern Attached Homes Enter								4%	4%				
Trip Assignment % - Southern Attached Homes Exit				8%									
Trip Assignment % - Commercial Enter								8%					
Trip Assignment % - Commercial Exit											8%		
Trip Assignment % - Office Enter								8%					
Trip Assignment % - Office Exit											8%		0
Trip Assignment % - Wawa Enter								8%					
Trip Assignment % - Wawa Exit											8%		
Trip Assignment % - Northern Residential Enter								8%					
Trip Assignment % - Northern Residential Exit											8%		
Southern SF Detached Homes New Trips				8		49		1	2	19			
Southern SF Attached Homes Trips				5				1	1				
Commercial New Trips								10			5		
Commercial Pass By Trips													
MOB Trips								16			4		
Wawa New Trips								4			4		
Wawa Pass By Trips													
Residential North Trips								2			6		
2035 Base RD Sheehan Rd													
													0
Total New Trips				(13)		(49)		(34)	(3)	(19)	(19)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**13**	**0**	**49**	**0**	**34**	**3**	**19**	**19**	**0**	**137**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	7	0	0	9	0	16
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**190**	**0**	**0**	**222**	**0**	**412**
2035 Projected Volumes	**0**	**0**	**0**	**13**	**0**	**49**	**0**	**224**	**3**	**19**	**241**	**0**	**549**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**103**			**170**		**273**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**103**	**0**	**0**	**170**	**0**	**273**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes													
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	4.0%	37.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	5.0%	0.0%	37.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	
0													
Southern SF Detached Homes New Trips				3		23		1	4	29			
Southern SF Attached Homes Trips				2				1	1				
Commercial New Trips								16			16		
Commercial Pass By Trips													
MOB Trips								6			14		
Wawa New Trips								4			4		
Wawa Pass By Trips													
Residential North Trips								4			3		
2035 Base RD Sheehan Rd													
0													0
Total New Trips				(5)		(23)		(32)	(5)	(29)	(37)		
Total Pass By Trips													
Total Trip Distribution	**0**	**0**	**0**	**5**	**0**	**23**	**0**	**32**	**5**	**29**	**37**	**0**	**131**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	4	0	0	7	0	11
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**107**	**0**	**0**	**177**	**0**	**284**
2035 Projected Volumes	**0**	**0**	**0**	**5**	**0**	**23**	**0**	**139**	**5**	**29**	**214**	**0**	**415**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts								**66**			**86**		**152**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**0**	**86**	**0**	**152**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes													
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	1%	5%	37%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	4%	0%	37%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	4%	4%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	4	0	38	0	1	5	40	0	0	
Southern SF Attached Homes Trips	0	0	0	2	0	0	0	1	1	0	0	0	
Commercial New Trips	0	0	0	0	0	0	0	17	0	0	18	0	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	0	0	3	0	0	2	0	
Wawa New Trips	0	0	0	0	0	0	0	5	0	0	5	0	
Wawa Pass By Trips													
Residential North Trips	0	0	0	0	0	0	0	3	0	0	3	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips				(6)		(38)		(30)	(6)	(40)	(28)		
Total Pass By Trips													
Total Trip Distribution		0	0	6	0	38	0	(30)	6	40	28	0	**148**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	3	0	0	4	0	7
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**69**	**0**	**0**	**90**	**0**	**159**
2035 Projected Volumes	**0**	**0**	**0**	**6**	**0**	**38**	**0**	**99**	**6**	**40**	**118**	**0**	**307**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: Rt 41 & Eastern RIRO Commercial Driveway
Synchro Node: 17 **Adjacent intersections:** West | East | North | South

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**982**			**629**								**1611**
Balancing													0
Existing Volumes (Balanced)	**0**	**982**	**0**	**0**	**629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1611**
New Garden Elementary School		**9**			**14**								
Stonebridge		**4**			**2**								
163 Sheehan Road Townhomes		**0**			**0**								
Copperleaf Ridge		**16**			**5**								
Popeyes		**7**			**7**								

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter					6%								
Trip Assignment % - Southern Detached Homes Exit		51%											
Trip Assignment % - Southern Attached Homes Enter		34%											
Trip Assignment % - Southern Attached Homes Exit					30%								
Trip Assignment % - Commercial Enter		8%	15%										
Trip Assignment % - Commercial Exit		19%			38%				20%				
Trip Assignment % - Office Enter		38%											
Trip Assignment % - Office Exit					38%								0
Trip Assignment % - Wawa Enter		38%											
Trip Assignment % - Wawa Exit					38%								
Trip Assignment % - Northern Residential Enter		38%											
Trip Assignment % - Northern Residential Exit													
Southern SF Detached Homes New Trips		67			3								
Southern SF Attached Homes Trips		38			18								
Commercial New Trips		23	19		25				13				
Commercial Pass By Trips		-20	20						20				
MOB Trips		76			17								
Wawa New Trips		21			18								
Wawa Pass By Trips													
Residential North Trips		9											
2035 Base RD Sheehan Rd		76			22								
													0
Total New Trips		(234)	(19)		(81)				(13)				
Total Pass By Trips		(-20)	(20)						(20)				
Total Trip Distribution	**0**	**214**	**39**	**0**	**81**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**367**
Base growth (0.40% compounded for 10 yrs)	0	40	0	0	26	0	0	0	0	0	0	0	66
2035 Base Volumes	**0**	**1058**	**0**	**0**	**683**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1741**
2035 Projected Volumes	**0**	**1348**	**39**	**0**	**786**	**0**	**0**	**0**	**33**	**0**	**0**	**0**	**2206**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**735**			**1002**								**1737**
Balancing													0
Existing Volumes (Balanced)	**0**	**735**	**0**	**0**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1737**
New Garden Elementary School		**4**			**9**								
Stonebridge		**2**			**4**								
163 Sheehan Road Townhomes		**0**			**0**								
Copperleaf Ridge		**10**			**15**								
Popeyes		**5**			**5**								
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	51.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	8.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	19.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips		32			5								
Southern SF Attached Homes Trips		14			8								
Commercial New Trips		53	31		74				39				
Commercial Pass By Trips		-28	28						28				
MOB Trips		30			68								
Wawa New Trips		19			19								
Wawa Pass By Trips													
Residential North Trips		21											
2035 Base RD Sheehan Rd		48			10								
0													0
Total New Trips		(169)	(31)		(174)				(39)				
Total Pass By Trips		(-28)	(28)						(28)				
Total Trip Distribution	**0**	**141**	**59**	**0**	**174**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**441**
Base growth (0.40% compounded for 10 yrs)	0	30	0	0	41	0	0	0	0	0	0	0	71
2035 Base Volumes	**0**	**765**	**0**	**0**	**1043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1808**
2035 Projected Volumes	**0**	**954**	**59**	**0**	**1227**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**2307**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**851**			**898**								**1749**
Balancing													0
Existing Volumes (Balanced)	**0**	**851**	**0**	**0**	**898**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1749**
New Garden Elementary School		**0**			**0**								
Stonebridge		**3**			**5**								
163 Sheehan Road Townhomes		**0**			**0**								
Copperleaf Ridge		**14**			**13**								
Popeyes		**9**			**10**								
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	51%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	8%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	19%	0%	0%	38%	0%	0%	0%	20%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	52	0	0	6	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	20	0	0	10	0	0	0	0	0	0	0	
Commercial New Trips	0	59	33	0	85	0	0	0	45	0	0	0	
Commercial Pass By Trips		-24	24						24				
MOB Trips	0	16	0	0	12	0	0	0	0	0	0	0	
Wawa New Trips	0	24	0	0	24	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	16	0	0	0	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd					-1								
0													0
Total New Trips		(187)	(33)		(137)				(45)				
Total Pass By Trips		(-24)	(24)						(24)				
Total Trip Distribution		163	57	0	137	0	0		69	0	0	0	**426**
Base growth (0.40% compounded for 10 yrs)	0	35	0	0	37	0	0	0	0	0	0	0	72
2035 Base Volumes	**0**	**912**	**0**	**0**	**963**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1875**
2035 Projected Volumes	**0**	**982**	**57**	**0**	**1099**	**0**	**0**	**0**	**69**	**0**	**0**	**0**	**2207**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: Reynolds Road & Western Estate Driveway
Synchro Node: 18 Adjacent intersections: West | East | North | South

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**27**			**50**								**77**
Balancing													0
Existing Volumes (Balanced)	**0**	**27**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**0**								
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter	1%	1%											
Trip Assignment % - Southern Detached Homes Exit												2%	
Trip Assignment % - Southern Attached Homes Enter					2%								
Trip Assignment % - Southern Attached Homes Exit		2%											
Trip Assignment % - Commercial Enter					2%								
Trip Assignment % - Commercial Exit		2%											
Trip Assignment % - Office Enter					2%								
Trip Assignment % - Office Exit		2%											0
Trip Assignment % - Wawa Enter					2%								
Trip Assignment % - Wawa Exit		2%											
Trip Assignment % - Northern Residential Enter					2%								
Trip Assignment % - Northern Residential Exit		2%											
Southern SF Detached Homes New Trips	1											2	
Southern SF Attached Homes Trips		1											
Commercial New Trips		1			3								
Commercial Pass By Trips													
MOB Trips		1			4								
Wawa New Trips		1			1								
Wawa Pass By Trips													
Residential North Trips		1											
2035 Base RD Sheehan Rd													
													0
Total New Trips	(1)	(5)			(8)							(2)	
Total Pass By Trips													
Total Trip Distribution	**1**	**5**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**16**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	2	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**29**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**81**
2035 Projected Volumes	**1**	**34**	**0**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**97**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**43**			**31**								**74**
Balancing													0
Existing Volumes (Balanced)	**0**	**43**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes					**1**								
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips	1	1										1	
Southern SF Attached Homes Trips		1			1								
Commercial New Trips		4			4								
Commercial Pass By Trips													
MOB Trips		4			2								
Wawa New Trips		1			1								
Wawa Pass By Trips													
Residential North Trips		1			1								
2035 Base RD Sheehan Rd													
0													0
Total New Trips	(1)	(12)			(9)							(1)	
Total Pass By Trips													
Total Trip Distribution	**1**	**12**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**
Base growth (0.40% compounded for 10 yrs)	0	2	0	0	1	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**45**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**
2035 Projected Volumes	**1**	**57**	**0**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**100**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**28**			**19**								**47**
Balancing													0
Existing Volumes (Balanced)	**0**	**28**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**1**								
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	1	1	0	0	1	0	0	0	0	0	0	2	
Southern SF Attached Homes Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Commercial New Trips	0	4	0	0	4	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Wawa New Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	1	0	0	1	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips	(1)	(9)			(9)							(2)	
Total Pass By Trips													
Total Trip Distribution	(1)	(9)	0	0	9	0	0		0	0	0	2	**21**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**30**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
2035 Projected Volumes	**1**	**39**	**0**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**72**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet

Intersection:	**Reynolds Road & Eastern Estate Driveway**
Synchro Node:	**26** Adjacent intersections: West ____ East ____ North ____ South ____

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**27**			**50**								**77**
Balancing													0
Existing Volumes (Balanced)	**0**	**27**	**0**	**0**	**50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**0**								
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter	1%					1%							
Trip Assignment % - Southern Detached Homes Exit										1%			
Trip Assignment % - Southern Attached Homes Enter					2%								
Trip Assignment % - Southern Attached Homes Exit		2%											
Trip Assignment % - Commercial Enter					2%								
Trip Assignment % - Commercial Exit		2%											
Trip Assignment % - Office Enter					2%								
Trip Assignment % - Office Exit		2%											0
Trip Assignment % - Wawa Enter					2%								
Trip Assignment % - Wawa Exit		2%											
Trip Assignment % - Northern Residential Enter					2%								
Trip Assignment % - Northern Residential Exit		2%											
Southern SF Detached Homes New Trips						1				1			
Southern SF Attached Homes Trips		1											
Commercial New Trips		1			3								
Commercial Pass By Trips													
MOB Trips		1			4								
Wawa New Trips		1			1								
Wawa Pass By Trips													
Residential North Trips		1											
2035 Base RD Sheehan Rd													
													0
Total New Trips		(5)			(8)	(1)				(1)			
Total Pass By Trips													
Total Trip Distribution	**0**	**5**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**15**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	2	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**29**	**0**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**81**
2035 Projected Volumes	**0**	**34**	**0**	**0**	**60**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**96**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**43**			**31**								**74**
Balancing													0
Existing Volumes (Balanced)	**0**	**43**	**0**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes					**1**								
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	1.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips	1					1				1			
Southern SF Attached Homes Trips		1			1								
Commercial New Trips		4			4								
Commercial Pass By Trips													
MOB Trips		4			2								
Wawa New Trips		1			1								
Wawa Pass By Trips													
Residential North Trips		1			1								
2035 Base RD Sheehan Rd													
0													0
Total New Trips	(1)	(11)			(9)	(1)				(1)			
Total Pass By Trips													
Total Trip Distribution	**1**	**11**	**0**	**0**	**9**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**23**
Base growth (0.40% compounded for 10 yrs)	0	2	0	0	1	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**45**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**
2035 Projected Volumes	**1**	**56**	**0**	**0**	**41**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**100**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**28**			**19**								**47**
Balancing													0
Existing Volumes (Balanced)	**0**	**28**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**1**								
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	1%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	1	0	0	0	1	1	0	0	0	2	0	0	
Southern SF Attached Homes Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Commercial New Trips	0	4	0	0	4	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Wawa New Trips	0	1	0	0	1	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	1	0	0	1	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		0											
0													0
Total New Trips	(1)	(8)			(9)	(1)				(2)			
Total Pass By Trips													
Total Trip Distribution	(1)	(8)	0	0	9	1	0		0	2	0	0	**21**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**30**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**51**
2035 Projected Volumes	**1**	**38**	**0**	**0**	**30**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**72**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: Rt 41 & Western RIRO
Synchro Node: 21 **Adjacent intersections:** West | East | North | South

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**982**			**629**								**1611**
Balancing													0
Existing Volumes (Balanced)	**0**	**982**	**0**	**0**	**629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1611**
New Garden Elementary School		**9**			**14**								
Stonebridge		**4**			**2**								
163 Sheehan Road Townhomes													
Copperleaf Ridge		**16**			**5**								
Popeyes		**7**			**7**								

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter			2%		6%								
Trip Assignment % - Southern Detached Homes Exit		8%							43%				
Trip Assignment % - Southern Attached Homes Enter		34%											
Trip Assignment % - Southern Attached Homes Exit					30%								
Trip Assignment % - Commercial Enter		38%											
Trip Assignment % - Commercial Exit					38%								
Trip Assignment % - Office Enter		38%											
Trip Assignment % - Office Exit					38%								0
Trip Assignment % - Wawa Enter		38%											
Trip Assignment % - Wawa Exit					38%								
Trip Assignment % - Northern Residential Enter		38%											
Trip Assignment % - Northern Residential Exit													
Southern SF Detached Homes New Trips		10	1		3				57				
Southern SF Attached Homes Trips		3	4		18				19				
Commercial New Trips		48			25								
Commercial Pass By Trips													
MOB Trips		76			17								
Wawa New Trips		21			18								
Wawa Pass By Trips													
Residential North Trips		9											
2035 Base RD Sheehan Rd		76			22								
													0
Total New Trips		(167)	(5)		(81)				(76)				
Total Pass By Trips													
Total Trip Distribution	**0**	**167**	**5**	**0**	**81**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**329**
Base growth (0.40% compounded for 10 yrs)	0	40	0	0	26	0	0	0	0	0	0	0	66
2035 Base Volumes	**0**	**1058**	**0**	**0**	**683**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1741**
2035 Projected Volumes	**0**	**1301**	**5**	**0**	**786**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**2168**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**735**			**1002**								**1737**
Balancing													0
Existing Volumes (Balanced)	**0**	**735**	**0**	**0**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1737**
New Garden Elementary School		**4**			**9**								
Stonebridge		**2**			**4**								
163 Sheehan Road Townhomes													
Copperleaf Ridge		**10**			**15**								
Popeyes		**5**			**5**								
0													

	SF Det S.	SF Att S.	Retail	Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	2.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips		5	2		5				27				
Southern SF Attached Homes Trips		4	5		8				7				
Commercial New Trips		78			74								
Commercial Pass By Trips													
MOB Trips		30			68								
Wawa New Trips		19			19								
Wawa Pass By Trips													
Residential North Trips		21											
2035 Base RD Sheehan Rd		48			10								
0													0
Total New Trips		(157)	(7)		(174)				(34)				
Total Pass By Trips													
Total Trip Distribution	**0**	**157**	**7**	**0**	**174**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**372**
Base growth (0.40% compounded for 10 yrs)	0	30	0	0	41	0	0	0	0	0	0	0	71
2035 Base Volumes	**0**	**765**	**0**	**0**	**1043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1808**
2035 Projected Volumes	**0**	**970**	**7**	**0**	**1227**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**2238**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**851**			**898**								**1749**
Balancing													0
Existing Volumes (Balanced)	**0**	**851**	**0**	**0**	**898**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1749**
New Garden Elementary School		**0**			**0**								
Stonebridge		**3**			**5**								
163 Sheehan Road Townhomes													
Copperleaf Ridge		**14**			**13**								
Popeyes		**9**			**10**								
0													

	S. Det	S. Att	Comm.	Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	2%	0%	6%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	8%	0%	0%	0%	0%	0%	0%	43%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	8	2	0	6	0	0	0	44	0	0	0	
Southern SF Attached Homes Trips	0	4	5	0	10	0	0	0	10	0	0	0	
Commercial New Trips	0	83	0	0	85	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	16	0	0	12	0	0	0	0	0	0	0	
Wawa New Trips	0	24	0	0	24	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	16	0	0	0	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd					-1								
0													0
Total New Trips		(151)	(7)		(137)				(54)				
Total Pass By Trips													
Total Trip Distribution		151	7	0	137	0	0		54	0	0	0	**349**
Base growth (0.40% compounded for 10 yrs)	0	35	0	0	37	0	0	0	0	0	0	0	72
2035 Base Volumes	**0**	**912**	**0**	**0**	**963**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1875**
2035 Projected Volumes	**0**	**1063**	**7**	**0**	**1099**	**0**	**0**	**0**	**54**	**0**	**0**	**0**	**2223**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: Rt 41 & Center RIRO Commercial Driveway
Synchro Node: 22 Adjacent intersections: West | East | North | South

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**982**			**629**								**1611**
Balancing													0
Existing Volumes (Balanced)	**0**	**982**	**0**	**0**	**629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1611**
New Garden Elementary School		**9**			**14**								
Stonebridge		**4**			**2**								
163 Sheehan Road Townhomes		**0**			**0**								
Copperleaf Ridge		**16**			**5**								
Popeyes		**7**			**7**								

	SF Det S.	SF Att S.	Retail		Towns	Wawa	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	200
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	43

Trip Assignment % - Southern Detached Homes Enter					**6%**								
Trip Assignment % - Southern Detached Homes Exit		**51%**											
Trip Assignment % - Southern Attached Homes Enter		34%											
Trip Assignment % - Southern Attached Homes Exit					30%								
Trip Assignment % - Commercial Enter		23%	15%										
Trip Assignment % - Commercial Exit					38%				19%				
Trip Assignment % - Office Enter		38%											
Trip Assignment % - Office Exit					38%								0
Trip Assignment % - Wawa Enter		38%											
Trip Assignment % - Wawa Exit					38%								
Trip Assignment % - Northern Residential Enter		38%											
Trip Assignment % - Northern Residential Exit													
Southern SF Detached Homes New Trips		67			3								
Southern SF Attached Homes Trips		19	3		18				19				
Commercial New Trips		29	19		25				13				
Commercial Pass By Trips		-20	20						20				
MOB Trips		76			17								
Wawa New Trips		21			18								
Wawa Pass By Trips													
Residential North Trips		9											
2035 Base RD Sheehan Rd		76			22								
													0
Total New Trips		(221)	(22)		(81)				(32)				
Total Pass By Trips		(-20)	(20)						(20)				
Total Trip Distribution	**0**	**201**	**42**	**0**	**81**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**376**
Base growth (0.40% compounded for 10 yrs)	0	40	0	0	26	0	0	0	0	0	0	0	66
2035 Base Volumes	**0**	**1058**	**0**	**0**	**683**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1741**
2035 Projected Volumes	**0**	**1335**	**42**	**0**	**786**	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**2215**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**735**			**1002**								**1737**
Balancing													0
Existing Volumes (Balanced)	**0**	**735**	**0**	**0**	**1002**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1737**
New Garden Elementary School		**4**			**9**								
Stonebridge		**2**			**4**								
163 Sheehan Road Townhomes		**0**			**0**								
Copperleaf Ridge		**10**			**15**								
Popeyes		**5**			**5**								
0													

	SF Det S.	SF Att S.	Retail		Towns	Wawa	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**(56)**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**(42)**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	51.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	23.0%	15.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	19.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips		32			5								
Southern SF Attached Homes Trips		7	4		8				7				
Commercial New Trips		47	31		74				37				
Commercial Pass By Trips		-28	28						28				
MOB Trips		30			68								
Wawa New Trips		19			19								
Wawa Pass By Trips													
Residential North Trips		21											
2035 Base RD Sheehan Rd		48			10								
0													0
Total New Trips		(156)	(35)		(174)				(44)				
Total Pass By Trips		(-28)	(28)						(28)				
Total Trip Distribution	**0**	**128**	**63**	**0**	**174**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**437**
Base growth (0.40% compounded for 10 yrs)	0	30	0	0	41	0	0	0	0	0	0	0	71
2035 Base Volumes	**0**	**765**	**0**	**0**	**1043**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1808**
2035 Projected Volumes	**0**	**941**	**63**	**0**	**1227**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**2303**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**851**			**898**								**1749**
Balancing													0
Existing Volumes (Balanced)	**0**	**851**	**0**	**0**	**898**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1749**
New Garden Elementary School		**0**			**0**								
Stonebridge		**3**			**5**								
163 Sheehan Road Townhomes		**0**			**0**								
Copperleaf Ridge		**14**			**13**								
Popeyes		**9**			**10**								
0													

	Grocery	Apt	Comm.		Towns	Wawa	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**(42)**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**(45)**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	51%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	23%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	38%	0%	0%	0%	19%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	52	0	0	6	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	10	4	0	10	0	0	0	10	0	0	0	
Commercial New Trips	0	50	33	0	85	0	0	0	42	0	0	0	
Commercial Pass By Trips		-25	25						25				
MOB Trips	0	16	0	0	12	0	0	0	0	0	0	0	
Wawa New Trips	0	24	0	0	24	0	0	0	0	0	0	0	
Wawa Pass By Trips													
Residential North Trips	0	16	0	0	0	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd					-1								
0													0
Total New Trips		(168)	(37)		(137)				(52)				
Total Pass By Trips		(-25)	(25)						(25)				
Total Trip Distribution		143	62	0	137	0	0		77	0	0	0	**419**
Base growth (0.40% compounded for 10 yrs)	0	35	0	0	37	0	0	0	0	0	0	0	72
2035 Base Volumes	**0**	**912**	**0**	**0**	**963**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1875**
2035 Projected Volumes	**0**	**962**	**62**	**0**	**1099**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**2200**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Rt 41 & RIRO Wawa Access**
Synchro Node: **24** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		982			629								**1611**
Balancing													0
Existing Volumes (Balanced)	0	982	0	0	629	0	0	0	0	0	0	0	**1611**
New Garden Elementary School		9			14								
Stonebridge		4			2								
163 Sheehan Road Townhomes													
Copperleaf Ridge		16			5								
Popeyes		7			7								

	SF Det S.	SF Att S.	Retail	Towns	Wawa	MOB
ENTER =	**50**	**(21)**	**(128)**	**(56)**	**23**	200
EXIT =	**133**	**(61)**	**(66)**	**(47)**	**71**	43

Trip Assignment % - Southern Detached Homes Enter					**6%**								
Trip Assignment % - Southern Detached Homes Exit		**51%**											
Trip Assignment % - Southern Attached Homes Enter		34%											
Trip Assignment % - Southern Attached Homes Exit					30%								
Trip Assignment % - Commercial Enter		8%											
Trip Assignment % - Commercial Exit		39%			38%								
Trip Assignment % - Office Enter		38%											
Trip Assignment % - Office Exit					38%								0
Trip Assignment % - Wawa Enter		38%				59%							
Trip Assignment % - Wawa Exit												38%	
Trip Assignment % - Northern Residential Enter		38%											
Trip Assignment % - Northern Residential Exit													
Southern SF Detached Homes New Trips	0	67	0	0	3	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	38	0	0	18	0	0	0	0	0	0	0	
Commercial New Trips	0	36	0	0	25	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	76	0	0	17	0	0	0	0	0	0	0	
Wawa New Trips	0	21	0	0	0	33	0	0	0	0	0	18	
Wawa Pass By Trips					-64	64						64	
Residential North Trips	0	9	0	0	0	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		76			22								
													0
Total New Trips		(247)			(63)	(33)						(18)	
Total Pass By Trips					(-64)	(64)						(64)	
Total Trip Distribution		247	0	0	-1	97		0	0	0	0	82	**425**
Base growth (0.40% compounded for 10 yrs)	0	40	0	0	26	0	0	0	0	0	0	0	66
2035 Base Volumes	0	1058	0	0	683	0	0	0	0	0	0	0	**1741**
2035 Projected Volumes	0	1381	0	0	704	97	0	0	0	0	0	82	**2264**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		735			1002								**1737**
Balancing													0
Existing Volumes (Balanced)	0	735	0	0	1002	0	0	0	0	0	0	0	**1737**
New Garden Elementary School		4			9								
Stonebridge		2			4								
163 Sheehan Road Townhomes													
Copperleaf Ridge		10			15								
Popeyes		5			5								
0													

	SF Det S.	SF Att S.	Retail	Towns	Wawa	MOB
ENTER =	**81**	**(26)**	**206**	**(51)**	**(56)**	**79**
EXIT =	**62**	**(25)**	**195**	**(50)**	**(42)**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	51.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	34.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	39.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	38.0%	0.0%	0.0%	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.0%	
Trip Assignment % - Northern Residential Enter	0.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips	0	32	0	0	5	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	14	0	0	8	0	0	0	0	0	0	0	
Commercial New Trips	0	92	0	0	74	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	30	0	0	68	0	0	0	0	0	0	0	
Wawa New Trips	0	19	0	0	0	30	0	0	0	0	0	19	
Wawa Pass By Trips					-88	88						88	
Residential North Trips	0	21	0	0	0	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		48			10								
0													0
Total New Trips		(208)			(155)	(30)						(19)	
Total Pass By Trips					(-88)	(88)						(88)	
Total Trip Distribution	0	208	0	0	67	118	0	0	0	0	0	107	**500**
Base growth (0.40% compounded for 10 yrs)	0	30	0	0	41	0	0	0	0	0	0	0	71
2035 Base Volumes	0	765	0	0	1043	0	0	0	0	0	0	0	**1808**
2035 Projected Volumes	0	1021	0	0	1120	118	0	0	0	0	0	107	**2366**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		851			898								**1749**
Balancing													0
Existing Volumes (Balanced)	0	851	0	0	898	0	0	0	0	0	0	0	**1749**
New Garden Elementary School		0			0								
Stonebridge		3			5								
163 Sheehan Road Townhomes													
Copperleaf Ridge		14			13								
Popeyes		9			10								
0													

	Grocery	Apt	Comm.	Towns	Wawa	MOB
ENTER =	**107**	**(28)**	**217**	**(62)**	**(42)**	**43**
EXIT =	**102**	**(33)**	**223**	**(63)**	**(45)**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	51%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	34%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	39%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	38%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	38%	0%	0%	0%	59%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	
Trip Assignment % - Northern Residential Enter	0%	38%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	52	0	0	6	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	20	0	0	10	0	0	0	0	0	0	0	
Commercial New Trips	0	104	0	0	85	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	16	0	0	12	0	0	0	0	0	0	0	
Wawa New Trips	0	24	0	0	0	37	0	0	0	0	0	24	
Wawa Pass By Trips					-59	59						59	
Residential North Trips	0	16	0	0	0	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd		0			-1								
0													0
Total New Trips		(232)			(113)	(37)						(24)	
Total Pass By Trips					(-59)	(59)						(59)	
Total Trip Distribution		(232)	0	0	54	96	0		0	0	0	83	**465**
Base growth (0.40% compounded for 10 yrs)	0	35	0	0	37	0	0	0	0	0	0	0	72
2035 Base Volumes		912			963								**1875**
2035 Projected Volumes		1051			1016	96						83	**2246**

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: Sheehan Rd & Right-Out Convenience/Gas Driveway
Synchro Node: 25 Adjacent intersections: West | East | North | South

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**53**			**29**								**82**
Balancing													0
Existing Volumes (Balanced)	**0**	**53**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**82**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**1**			**6**								
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter													
Trip Assignment % - Southern Detached Homes Exit					4%								
Trip Assignment % - Southern Attached Homes Enter		3%											
Trip Assignment % - Southern Attached Homes Exit					3%								
Trip Assignment % - Commercial Enter		3%											
Trip Assignment % - Commercial Exit					3%								
Trip Assignment % - Office Enter		3%											
Trip Assignment % - Office Exit					3%								0
Trip Assignment % - Wawa Enter			3%	38%									
Trip Assignment % - Wawa Exit							3%		59%				
Trip Assignment % - Northern Residential Enter					97%								
Trip Assignment % - Northern Residential Exit		59%											
Southern SF Detached Homes New Trips					5								
Southern SF Attached Homes Trips		1			2								
Commercial New Trips		4			2								
Commercial Pass By Trips													
MOB Trips		6			1								
Wawa New Trips		9			21				19				
Wawa Pass By Trips		31			99				68				
Residential North Trips		42			22								
2035 Base RD Sheehan Rd		-42			12								
													0
Total New Trips		(62)			(53)				(19)				
Total Pass By Trips		(31)			(99)				(68)				
Total Trip Distribution	**0**	**93**	**0**	**0**	**152**	**0**	**0**	**0**	**87**	**0**	**0**	**0**	**332**
Base growth (0.40% compounded for 10 yrs)	0	2	0	0	1	0	0	0	0	0	0	0	3
2035 Base Volumes	**0**	**56**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**
2035 Projected Volumes	**0**	**107**	**0**	**0**	**200**	**0**	**0**	**0**	**87**	**0**	**0**	**0**	**394**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**30**			**36**								**66**
Balancing													0
Existing Volumes (Balanced)	**0**	**30**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**8**			**7**								
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Detached Homes Exit	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Exit	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Exit	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	3.0%	38.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	59.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	97.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	59.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips					2								
Southern SF Attached Homes Trips		1			2								
Commercial New Trips		6			6								
Commercial Pass By Trips													
MOB Trips		2			5								
Wawa New Trips		10			19				20				
Wawa Pass By Trips		20			63				42				
Residential North Trips		25			54								
2035 Base RD Sheehan Rd		-11			27								
0													0
Total New Trips		(44)			(88)				(20)				
Total Pass By Trips		(20)			(63)				(42)				
Total Trip Distribution	**0**	**64**	**0**	**0**	**151**	**0**	**0**	**0**	**62**	**0**	**0**	**0**	**277**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**31**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**68**
2035 Projected Volumes	**0**	**84**	**0**	**0**	**215**	**0**	**0**	**0**	**62**	**0**	**0**	**0**	**361**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts		**20**			**29**								**49**
Balancing													0
Existing Volumes (Balanced)	**0**	**20**	**0**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**49**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes		**6**			**8**								
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Detached Homes Exit	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Exit	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Exit	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
Trip Assignment % - Office Exit	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	3%	38%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	3%	0%	59%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	97%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	59%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	0	0	0	0	4	0	0	0	0	0	0	0	
Southern SF Attached Homes Trips	0	1	0	0	2	0	0	0	0	0	0	0	
Commercial New Trips	0	6	0	0	6	0	0	0	0	0	0	0	
Commercial Pass By Trips													
MOB Trips	0	1	0	0	2	0	0	0	0	0	0	0	
Wawa New Trips	0	10			20	0		0	21	0	0	0	
Wawa Pass By Trips		18			57				39				
Residential North Trips	0	27	0	0	41	0	0	0	0	0	0	0	
2035 Base RD Sheehan Rd					49								
0													0
Total New Trips		(45)			(75)				(21)				
Total Pass By Trips		(18)			(57)				(39)				
Total Trip Distribution		63	0	0	132	0	0		60	0	0	0	**255**
Base growth (0.40% compounded for 10 yrs)	0	1	0	0	1	0	0	0	0	0	0	0	2
2035 Base Volumes	**0**	**27**	**0**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**65**
2035 Projected Volumes	**0**	**90**	**0**	**0**	**219**	**0**	**0**	**0**	**60**	**0**	**0**	**0**	**369**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	White Clay Point	**Organization:**	Traffic Planning & Design
Project Location:	New Garden Township, Chester County	**Performed By:**	Mateo Kirby
Scenario Description:		**Date:**	2/11/2026
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	85	ksf	273	213	60
Retail	821	98	ksf	353	212	141
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215	437	du	272	72	200
Hotel				0		
All Other Land Uses[2]				0		
				898	497	401

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		17	0	0	0	0
Retail	9		0	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	898	497	401
Internal Capture Percentage	7%	7%	8%
External Vehicle-Trips[5]	832	464	368
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	6%	28%
Retail	9%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	1%	3%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	White Clay Point
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	213	213	1.00	60	60
Retail	1.00	212	212	1.00	141	141
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	72	72	1.00	200	200
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		17	38	0	1	0
Retail	41		18	0	20	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	4	2	40	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		68	0	0	0	0
Retail	9		0	0	1	0
Restaurant	30	17		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	6	36	0	0		0
Hotel	6	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	13	200	213	200	0	0
Retail	19	193	212	193	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	71	72	71	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	17	43	60	43	0	0
Retail	10	131	141	131	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	194	200	194	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	White Clay Point	**Organization:**	Traffic Planning & Design
Project Location:	New Garden Township, Chester County	**Performed By:**	Mateo Kirby
Scenario Description:		**Date:**	2/11/2026
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	720	85	ksf	309	93	216
Retail	821	98	ksf	847	415	432
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 215	437	du	338	205	133
Hotel				0		
All Other Land Uses[2]				0		
				1,494	713	781

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		33	0	0	4	0
Retail	9		0	0	94	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	42	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,494	713	781
Internal Capture Percentage	25%	26%	24%
External Vehicle-Trips[5]	1,120	526	594
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	15%	17%
Retail	18%	24%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	48%	35%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	White Clay Point
Analysis Period:	

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	93	93	1.00	216	216
Retail	1.00	415	415	1.00	432	432
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	205	205	1.00	133	133
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		43	9	0	4	0
Retail	9		125	17	112	22
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	5	56	28	0		4
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		33	0	0	8	0
Retail	29		0	0	94	0
Restaurant	28	208		0	33	0
Cinema/Entertainment	6	17	0		8	0
Residential	53	42	0	0		0
Hotel	0	8	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	14	79	93	79	0	0
Retail	75	340	415	340	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	98	107	205	107	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	37	179	216	179	0	0
Retail	103	329	432	329	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	47	86	133	86	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

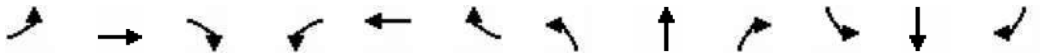
[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

APPENDIX E:
Capacity Analyses

Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	23	207	435	0	0	375	48
Future Volume (vph)	0	0	0	4	0	23	207	435	0	0	375	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	25%	0%	13%	12%	2%	0%	0%	3%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	23	207	435	0	0	375	48
Future Vol, veh/h	0	0	0	4	0	23	207	435	0	0	375	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	25	0	13	12	2	0	0	3	8
Mvmt Flow	0	0	0	4	0	24	220	463	0	0	399	51

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1302	-	463	399	0	-	-	-	0	
Stage 1	903	-	-	-	-	-	-	-	-	
Stage 2	399	-	-	-	-	-	-	-	-	
Critical Hdwy	6.25	-	6.13	4.4	-	-	-	-	-	
Critical Hdwy Stg 1	5.25	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.25	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	-	3.417	3.1	-	-	-	-	-	
Pot Cap-1 Maneuver	189	0	592	843	-	0	0	-	0	
Stage 1	414	0	-	-	-	0	0	-	0	
Stage 2	693	0	-	-	-	0	0	-	0	
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	123	0	592	843	-	-	-	-	-	
Mov Cap-2 Maneuver	123	0	-	-	-	-	-	-	-	
Stage 1	269	0	-	-	-	-	-	-	-	
Stage 2	693	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	14.9	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	843	-	123	592	-
HCM Lane V/C Ratio	0.261	-	0.035	0.041	-
HCM Control Delay (s/veh)	10.8	0	35.3	11.3	-
HCM Lane LOS	B	A	E	B	-
HCM 95th %tile Q (veh)	1	-	0.1	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	37	330	10	620	335	51
Future Volume (vph)	37	330	10	620	335	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	10%	50%	5%	4%	6%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	330	10	620	335	51
Future Vol, veh/h	37	330	10	620	335	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	10	50	5	4	6
Mvmt Flow	40	359	11	674	364	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1060	364	364	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Critical Hdwy	6.28	6.2	4.4	-	-	-
Critical Hdwy Stg 1	5.28	-	-	-	-	-
Critical Hdwy Stg 2	5.28	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	279	704	867	-	-	0
Stage 1	793	-	-	-	-	0
Stage 2	556	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	273	704	867	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	15.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	867	-	273	704	-
HCM Lane V/C Ratio	0.013	-	0.147	0.51	-
HCM Control Delay (s/veh)	9.2	0	20.5	15.3	-
HCM Lane LOS	A	A	C	C	-
HCM 95th %tile Q (veh)	0	-	0.5	2.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	78	976	617	12	6	75
Future Volume (vph)	78	976	617	12	6	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	3000		60	
Travel Time (s)		11.6	45.5		1.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	10%	11%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

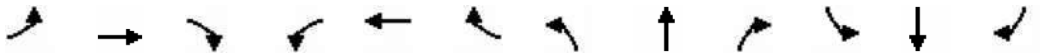
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	976	617	12	6	75
Future Vol, veh/h	78	976	617	12	6	75
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	90	90	90	90	90	90
Heavy Vehicles, %	13	10	11	0	0	7
Mvmt Flow	87	1084	686	13	7	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	699	0	-	0	1951	693
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	1258	-
Critical Hdwy	4.4	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	658	-	-	-	76	461
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	293	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	658	-	-	-	51	461
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	293	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	23
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	658	-	-	-	289
HCM Lane V/C Ratio	0.132	-	-	-	0.311
HCM Control Delay (s/veh)	11.3	0	-	-	23
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q (veh)	0.5	-	-	-	1.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	860	51	110	569	2	10	0	154	0	1	9
Future Volume (vph)	7	860	51	110	569	2	10	0	154	0	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	43%	9%	22%	2%	12%	0%	0%	0%	8%	0%	0%	33%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	860	51	110	569	2	10	0	154	0	1	9
Future Vol, veh/h	7	860	51	110	569	2	10	0	154	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	43	9	22	2	12	0	0	0	8	0	0	33
Mvmt Flow	8	945	56	121	625	2	11	0	169	0	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	627	0	0	1001	0	0	1863	1858	973	1942	1885	626
Stage 1	-	-	-	-	-	-	989	989	-	868	868	-
Stage 2	-	-	-	-	-	-	874	869	-	1074	1017	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.3	6.7	6.38	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	644	-	-	510	-	-	53	67	306	53	71	441
Stage 1	-	-	-	-	-	-	306	310	-	387	372	-
Stage 2	-	-	-	-	-	-	358	354	-	294	318	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	644	-	-	510	-	-	36	41	306	17	44	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	41	-	17	44	-
Stage 1	-	-	-	-	-	-	297	301	-	376	237	-
Stage 2	-	-	-	-	-	-	222	225	-	128	309	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	2.3	77.6	21.3
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	644	-	-	510	-	-	232
HCM Lane V/C Ratio	0.858	0.012	-	-	0.237	-	-	0.047
HCM Control Delay (s/veh)	77.6	10.7	0	-	14.2	0	-	21.3
HCM Lane LOS	F	B	A	-	B	A	-	C
HCM 95th %tile Q (veh)	6.6	0	-	-	0.9	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	47	53	169	206	2
Future Volume (vph)	11	47	53	169	206	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	947	
Travel Time (s)	16.6			18.2	16.1	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	9%	4%	4%	9%	6%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

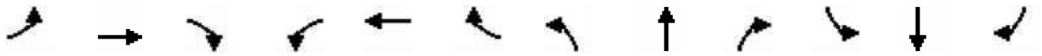
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	47	53	169	206	2
Future Vol, veh/h	11	47	53	169	206	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	9	4	4	9	6	0
Mvmt Flow	18	76	85	273	332	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	777	334	335	0	-	0
Stage 1	334	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.69	6.34	4.3	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	376	722	922	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	722	922	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.2	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	922	-	592	-	-
HCM Lane V/C Ratio	0.093	-	0.158	-	-
HCM Control Delay (s/veh)	9.3	0	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.3	-	0.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	15	40	3	18	29	26	86	4	8	34	216
Future Volume (vph)	114	15	40	3	18	29	26	86	4	8	34	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			907			1188			1070	
Travel Time (s)		14.5			17.7			20.3			18.2	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	11%	7%	13%	0%	33%	0%	15%	6%	0%	13%	12%	6%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	15	40	3	18	29	26	86	4	8	34	216
Future Vol, veh/h	114	15	40	3	18	29	26	86	4	8	34	216
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	11	7	13	0	33	0	15	6	0	13	12	6
Mvmt Flow	184	24	65	5	29	47	42	139	6	13	55	348

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	346	311	56	526	656	142	404	0	0	145	0	0
Stage 1	82	82	-	226	226	-	-	-	-	-	-	-
Stage 2	264	229	-	300	430	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.57	6.33	6.9	6.63	6.1	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.21	5.57	-	5.9	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.57	-	5.9	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4.063	3.2	3.2	4.297	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	672	596	1045	514	361	970	863	-	-	1067	-	-
Stage 1	1044	817	-	857	671	-	-	-	-	-	-	-
Stage 2	823	705	-	784	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	570	560	1044	445	339	970	862	-	-	1067	-	-
Mov Cap-2 Maneuver	570	560	-	445	339	-	-	-	-	-	-	-
Stage 1	992	806	-	815	638	-	-	-	-	-	-	-
Stage 2	711	670	-	705	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.4	12.6	2.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	569	1044	557	1067	-	-
HCM Lane V/C Ratio	0.049	-	-	0.366	0.062	0.145	0.012	-	-
HCM Control Delay (s/veh)	9.4	-	-	14.9	8.7	12.6	8.4	-	-
HCM Lane LOS	A	-	-	B	A	B	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.7	0.2	0.5	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	648	11	105	472	1	1	0	290	6	1	6
Future Volume (vph)	2	648	11	105	472	1	1	0	290	6	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	50%	14%	0%	12%	13%	0%	0%	0%	1%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	648	11	105	472	1	1	0	290	6	1	6
Future Vol, veh/h	2	648	11	105	472	1	1	0	290	6	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	50	14	0	12	13	0	0	0	1	0	0	17
Mvmt Flow	2	661	11	107	482	1	1	0	296	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	483	0	0	672	0	0	1365	1362	661	1367	1372	482
Stage 1	-	-	-	-	-	-	665	665	-	696	696	-
Stage 2	-	-	-	-	-	-	700	697	-	671	676	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.01	6.7	6.1	6.17
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	819	-	-	673	-	-	158	174	505	158	172	621
Stage 1	-	-	-	-	-	-	545	496	-	525	482	-
Stage 2	-	-	-	-	-	-	523	482	-	541	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	819	-	-	673	-	-	136	146	505	57	144	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	146	-	57	144	-
Stage 1	-	-	-	-	-	-	544	495	-	524	405	-
Stage 2	-	-	-	-	-	-	434	405	-	223	490	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2.1	21.7	42.3
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	136	505	819	-	-	673	-	-	57	422
HCM Lane V/C Ratio	0.008	0.586	0.002	-	-	0.159	-	-	0.107	0.017
HCM Control Delay (s/veh)	31.7	21.7	9.4	-	-	11.4	-	-	75.6	13.7
HCM Lane LOS	D	C	A	-	-	B	-	-	F	B
HCM 95th %tile Q (veh)	0	3.7	0	-	-	0.6	-	-	0.3	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1	181	212	0
Future Volume (vph)	0	0	1	181	212	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			947	545	
Travel Time (s)	25.0			16.1	6.4	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	0%	0%	0%	10%	8%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

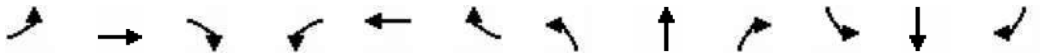
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	181	212	0
Future Vol, veh/h	0	0	1	181	212	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	10	8	0
Mvmt Flow	0	0	2	283	331	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	618	331	331	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	512	755	925	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	510	755	925	-	-	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	925	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s/veh)	8.9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	19	90	10	14	2	28	435	15	1	323	20
Future Volume (vph)	47	19	90	10	14	2	28	435	15	1	323	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	0%	3%	0%	0%	0%	4%	3%	27%	0%	3%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

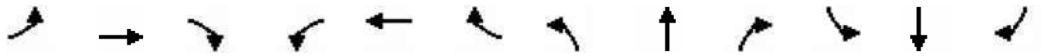
Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	19	90	10	14	2	28	435	15	1	323	20
Future Vol, veh/h	47	19	90	10	14	2	28	435	15	1	323	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	0	3	0	0	0	4	3	27	0	3	20
Mvmt Flow	52	21	99	11	15	2	31	478	16	1	355	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	925	924	366	927	927	486	377	0	0	494	0	0
Stage 1	368	368	-	548	548	-	-	-	-	-	-	-
Stage 2	557	556	-	379	379	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	6.23	7.1	6.5	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.1	3.1	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	261	271	719	271	270	615	891	-	-	811	-	-
Stage 1	715	625	-	576	520	-	-	-	-	-	-	-
Stage 2	556	516	-	716	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	239	257	719	211	257	615	891	-	-	811	-	-
Mov Cap-2 Maneuver	239	257	-	211	257	-	-	-	-	-	-	-
Stage 1	681	624	-	548	495	-	-	-	-	-	-	-
Stage 2	511	491	-	596	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	13.9	21.5	0.5	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	577	247	811	-	-
HCM Lane V/C Ratio	0.035	-	-	0.297	0.116	0.001	-	-
HCM Control Delay (s/veh)	9.2	0	-	13.9	21.5	9.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	1.2	0.4	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	615	367	0	374	0	0	0	0	0	0	255
Future Volume (vph)	0	615	367	0	374	0	0	0	0	0	0	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3000			414			440			654	
Travel Time (s)		45.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	615	367	0	374	0	0	0	0	0	0	255
Future Vol, veh/h	0	615	367	0	374	0	0	0	0	0	0	255
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	683	408	0	416	0	0	0	0	0	0	283

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	416
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	673
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	673
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	673
HCM Lane V/C Ratio	-	-	-	0.421
HCM Control Delay (s/veh)	-	-	-	14.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	2.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	615	0	0	374	0	61
Future Volume (vph)	615	0	0	374	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

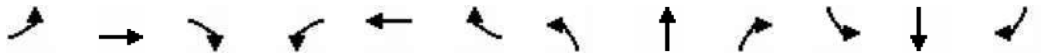
Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	615	0	0	374	0	61
Future Vol, veh/h	615	0	0	374	0	61
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	683	0	0	416	0	68

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	683
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	449
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	449
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	449	-	-
HCM Lane V/C Ratio	0.151	-	-
HCM Control Delay (s/veh)	14.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	47	304	381	0	0	494	49
Future Volume (vph)	0	0	0	12	0	47	304	381	0	0	494	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	17%	0%	2%	5%	1%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	0	47	304	381	0	0	494	49
Future Vol, veh/h	0	0	0	12	0	47	304	381	0	0	494	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	17	0	2	5	1	0	0	2	2
Mvmt Flow	0	0	0	12	0	48	313	393	0	0	509	51

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1528	-	393	509	0	-	-	-	0	
Stage 1	1019	-	-	-	-	-	-	-	-	
Stage 2	509	-	-	-	-	-	-	-	-	
Critical Hdwy	6.17	-	6.02	4.4	-	-	-	-	-	
Critical Hdwy Stg 1	5.17	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.17	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	-	3.318	3.1	-	-	-	-	-	
Pot Cap-1 Maneuver	144	0	670	770	-	0	0	-	0	
Stage 1	375	0	-	-	-	0	0	-	0	
Stage 2	628	0	-	-	-	0	0	-	0	
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	69	0	670	770	-	-	-	-	-	
Mov Cap-2 Maneuver	69	0	-	-	-	-	-	-	-	
Stage 1	180	0	-	-	-	-	-	-	-	
Stage 2	628	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	22.5	5.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	770	-	69	670	-
HCM Lane V/C Ratio	0.407	-	0.179	0.072	-
HCM Control Delay (s/veh)	12.8	0	68.2	10.8	-
HCM Lane LOS	B	A	F	B	-
HCM 95th %tile Q (veh)	2	-	0.6	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	265	11	697	470	43
Future Volume (vph)	13	265	11	697	470	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	9%	3%	3%	2%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	265	11	697	470	43
Future Vol, veh/h	13	265	11	697	470	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	5	9	3	3	2
Mvmt Flow	14	276	11	726	490	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1238	490	490	0	-	0
Stage 1	490	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Critical Hdwy	6.2	6.15	4.4	-	-	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	224	601	782	-	-	0
Stage 1	701	-	-	-	-	0
Stage 2	535	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	219	601	782	-	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	16.3	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	782	-	219	601	-
HCM Lane V/C Ratio	0.015	-	0.062	0.459	-
HCM Control Delay (s/veh)	9.7	0	22.5	16	-
HCM Lane LOS	A	A	C	C	-
HCM 95th %tile Q (veh)	0	-	0.2	2.4	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	53	728	981	21	7	67
Future Volume (vph)	53	728	981	21	7	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	3000		60	
Travel Time (s)		11.6	45.5		1.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	5%	5%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	728	981	21	7	67
Future Vol, veh/h	53	728	981	21	7	67
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	97	97	97	97	97	97
Heavy Vehicles, %	2	5	5	0	0	0
Mvmt Flow	55	751	1011	22	7	69

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1033	0	-	0	1883	1022
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	861	-
Critical Hdwy	4.4	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	496	-	-	-	84	300
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	462	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	496	-	-	-	68	300
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	462	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	496	-	-	-	227
HCM Lane V/C Ratio	0.11	-	-	-	0.336
HCM Control Delay (s/veh)	13.2	0	-	-	28.7
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q (veh)	0.4	-	-	-	1.4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	729	132	143	829	12	7	0	76	4	0	5
Future Volume (vph)	4	729	132	143	829	12	7	0	76	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
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
Heavy Vehicles (%)	0%	5%	0%	1%	5%	0%	14%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	729	132	143	829	12	7	0	76	4	0	5
Future Vol, veh/h	4	729	132	143	829	12	7	0	76	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	5	0	1	5	0	14	0	0	0	0	0
Mvmt Flow	4	759	138	149	864	13	7	0	79	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	877	0	0	897	0	0	2007	2011	828	2045	2074	871
Stage 1	-	-	-	-	-	-	836	836	-	1169	1169	-
Stage 2	-	-	-	-	-	-	1171	1175	-	876	905	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.44	6.7	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.44	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.44	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	518	-	-	557	-	-	39	53	381	44	54	340
Stage 1	-	-	-	-	-	-	365	368	-	259	269	-
Stage 2	-	-	-	-	-	-	227	251	-	383	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	518	-	-	557	-	-	22	25	381	20	25	340
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	25	-	20	25	-
Stage 1	-	-	-	-	-	-	359	362	-	255	128	-
Stage 2	-	-	-	-	-	-	107	120	-	299	352	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	2	51.2	113.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	160	518	-	-	557	-	-	42
HCM Lane V/C Ratio	0.54	0.008	-	-	0.267	-	-	0.223
HCM Control Delay (s/veh)	51.2	12	0	-	13.8	0	-	113.8
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q (veh)	2.7	0	-	-	1.1	-	-	0.7

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	6	17	77	121	41
Future Volume (vph)	20	6	17	77	121	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	947	
Travel Time (s)	16.6			18.2	16.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

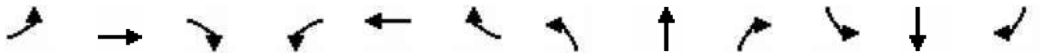
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	6	17	77	121	41
Future Vol, veh/h	20	6	17	77	121	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	22	7	19	87	136	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	284	159	182	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	778	913	1041	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	763	913	1041	-	-	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.7	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1041	-	793	-	-
HCM Lane V/C Ratio	0.018	-	0.037	-	-
HCM Control Delay (s/veh)	8.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	2	6	0	25	1	64	7	36	86	9
Future Volume (vph)	5	0	2	6	0	25	1	64	7	36	86	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			907			1188			1070	
Travel Time (s)		14.5			17.7			20.3			18.2	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	6	0	25	1	64	7	36	86	9
Future Vol, veh/h	5	0	2	6	0	25	1	64	7	36	86	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	4	0	0	0	0	0	0
Mvmt Flow	6	0	2	7	0	30	1	76	8	43	102	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	285	275	102	278	282	81	113	0	0	85	0	0
Stage 1	188	188	-	83	83	-	-	-	-	-	-	-
Stage 2	97	87	-	195	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.9	6.3	6.14	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.2	3.2	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	747	636	987	745	640	1047	1095	-	-	1120	-	-
Stage 1	915	748	-	1019	834	-	-	-	-	-	-	-
Stage 2	1027	827	-	890	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	704	611	987	720	614	1046	1095	-	-	1119	-	-
Mov Cap-2 Maneuver	704	611	-	720	614	-	-	-	-	-	-	-
Stage 1	914	720	-	1017	832	-	-	-	-	-	-	-
Stage 2	997	825	-	854	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.8	8.9	0.1	2.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1095	-	-	704	987	962	1119	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.002	0.038	0.038	-	-
HCM Control Delay (s/veh)	8.3	-	-	10.2	8.7	8.9	8.3	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	724	6	208	642	3	0	0	155	4	0	8
Future Volume (vph)	6	724	6	208	642	3	0	0	155	4	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	5%	0%	1%	6%	0%	0%	0%	1%	0%	0%	13%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	724	6	208	642	3	0	0	155	4	0	8
Future Vol, veh/h	6	724	6	208	642	3	0	0	155	4	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	5	0	1	6	0	0	0	1	0	0	13
Mvmt Flow	6	762	6	219	676	3	0	0	163	4	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	679	0	0	768	0	0	1894	1891	762	1891	1894	676
Stage 1	-	-	-	-	-	-	774	774	-	1114	1114	-
Stage 2	-	-	-	-	-	-	1120	1117	-	777	780	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.01	6.7	6.1	6.13
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	698	-	-	621	-	-	70	87	444	71	87	485
Stage 1	-	-	-	-	-	-	478	448	-	316	324	-
Stage 2	-	-	-	-	-	-	313	323	-	476	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	698	-	-	621	-	-	50	56	444	32	56	485
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	56	-	32	56	-
Stage 1	-	-	-	-	-	-	474	444	-	313	210	-
Stage 2	-	-	-	-	-	-	199	209	-	298	442	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	3.4	17.7	53
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	444	698	-	-	621	-	-	32	485
HCM Lane V/C Ratio	-	0.367	0.009	-	-	0.353	-	-	0.132	0.017
HCM Control Delay (s/veh)	0	17.7	10.2	-	-	13.9	-	-	133.9	12.6
HCM Lane LOS	A	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q (veh)	-	1.7	0	-	-	1.6	-	-	0.4	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	40	23	80	130	99
Future Volume (vph)	5	40	23	80	130	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			947	545	
Travel Time (s)	25.0			16.1	6.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

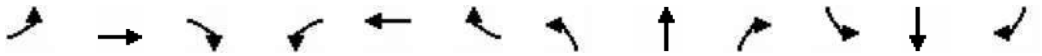
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	40	23	80	130	99
Future Vol, veh/h	5	40	23	80	130	99
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	7	55	32	110	178	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	422	248	316	0	-	0
Stage 1	248	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	672	841	936	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	645	840	934	-	-	-
Mov Cap-2 Maneuver	645	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.8	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	934	-	813	-	-
HCM Lane V/C Ratio	0.034	-	0.076	-	-
HCM Control Delay (s/veh)	9	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	25	10	76	11	16	1	82	341	18	0	462	32
Future Volume (vph)	25	10	76	11	16	1	82	341	18	0	462	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	6%	0%	0%	2%	17%	0%	1%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

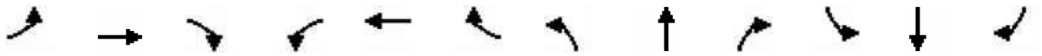
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	10	76	11	16	1	82	341	18	0	462	32
Future Vol, veh/h	25	10	76	11	16	1	82	341	18	0	462	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	6	0	0	2	17	0	1	3
Mvmt Flow	26	10	78	11	16	1	85	352	19	0	476	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1033	1034	493	1030	1041	362	509	0	0	371	0	0
Stage 1	493	493	-	532	532	-	-	-	-	-	-	-
Stage 2	540	541	-	498	509	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.21	7.1	6.56	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.1	3.1	4.054	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	229	234	609	230	226	725	802	-	-	896	-	-
Stage 1	618	550	-	588	519	-	-	-	-	-	-	-
Stage 2	582	524	-	614	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	203	609	173	196	725	802	-	-	896	-	-
Mov Cap-2 Maneuver	192	203	-	173	196	-	-	-	-	-	-	-
Stage 1	535	550	-	509	449	-	-	-	-	-	-	-
Stage 2	485	454	-	525	532	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.1	27.2	1.9	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	802	-	-	618	191	896	-	-
HCM Lane V/C Ratio	0.105	-	-	0.185	0.151	-	-	-
HCM Control Delay (s/veh)	10	0	-	12.1	27.2	0	-	-
HCM Lane LOS	B	A	-	B	D	A	-	-
HCM 95th %tile Q (veh)	0.4	-	-	0.7	0.5	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	457	278	0	649	0	0	0	0	0	0	353
Future Volume (vph)	0	457	278	0	649	0	0	0	0	0	0	353
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3000			414			440			654	
Travel Time (s)		45.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

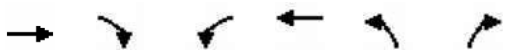
Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	457	278	0	649	0	0	0	0	0	0	353
Future Vol, veh/h	0	457	278	0	649	0	0	0	0	0	0	353
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	508	309	0	721	0	0	0	0	0	0	392

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	721
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	449
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	449
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	47.5
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	449
HCM Lane V/C Ratio	-	-	-	0.874
HCM Control Delay (s/veh)	-	-	-	47.5
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q (veh)	-	-	-	9.1



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	457	0	0	649	0	54
Future Volume (vph)	457	0	0	649	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

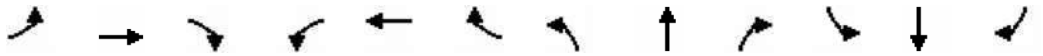
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	457	0	0	649	0	54
Future Vol, veh/h	457	0	0	649	0	54
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	508	0	0	721	0	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	508
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	565
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	565
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	565	-	-
HCM Lane V/C Ratio	0.106	-	-
HCM Control Delay (s/veh)	12.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1	24	419	288	0	0	270	18
Future Volume (vph)	0	0	0	5	1	24	419	288	0	0	270	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	1	24	419	288	0	0	270	18
Future Vol, veh/h	0	0	0	5	1	24	419	288	0	0	270	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	2	3	0	0	1	0
Mvmt Flow	0	0	0	5	1	25	432	297	0	0	278	19

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	1439	1439	297	278	0	-	-	-	0
Stage 1	1161	1161	-	-	-	-	-	-	-
Stage 2	278	278	-	-	-	-	-	-	-
Critical Hdwy	6	6.1	6	4.4	-	-	-	-	-
Critical Hdwy Stg 1	5	5.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	174	157	760	930	-	0	0	-	0
Stage 1	342	309	-	-	-	0	0	-	0
Stage 2	798	706	-	-	-	0	0	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	77	0	760	930	-	-	-	-	-
Mov Cap-2 Maneuver	77	0	-	-	-	-	-	-	-
Stage 1	152	0	-	-	-	-	-	-	-
Stage 2	798	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.7	7.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	930	-	77	760	-
HCM Lane V/C Ratio	0.464	-	0.067	0.033	-
HCM Control Delay (s/veh)	12.2	0	55.1	9.9	-
HCM Lane LOS	B	A	F	A	-
HCM 95th %tile Q (veh)	2.5	-	0.2	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	344	15	667	243	35
Future Volume (vph)	11	344	15	667	243	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	27%	4%	0%	3%	2%	3%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	344	15	667	243	35
Future Vol, veh/h	11	344	15	667	243	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	27	4	0	3	2	3
Mvmt Flow	12	362	16	702	256	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	990	256	256	0	-	0
Stage 1	256	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Critical Hdwy	6.47	6.14	4.4	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	291	813	946	-	-	0
Stage 1	877	-	-	-	-	0
Stage 2	514	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	283	813	946	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.1	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	946	-	283	813	-
HCM Lane V/C Ratio	0.017	-	0.041	0.445	-
HCM Control Delay (s/veh)	8.9	0	18.3	12.9	-
HCM Lane LOS	A	A	C	B	-
HCM 95th %tile Q (veh)	0.1	-	0.1	2.3	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	53	837	874	24	14	33
Future Volume (vph)	53	837	874	24	14	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	3000		60	
Travel Time (s)		11.6	45.5		1.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	3%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

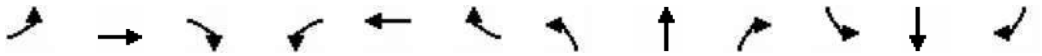
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	837	874	24	14	33
Future Vol, veh/h	53	837	874	24	14	33
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	94	94	94	94	94	94
Heavy Vehicles, %	3	4	3	5	0	0
Mvmt Flow	56	890	930	26	15	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	956	0	-	0	1945	943
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	1002	-
Critical Hdwy	4.4	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	530	-	-	-	76	334
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	530	-	-	-	60	334
Mov Cap-2 Maneuver	-	-	-	-	60	-
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	43.5
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	530	-	-	-	142
HCM Lane V/C Ratio	0.106	-	-	-	0.352
HCM Control Delay (s/veh)	12.6	0	-	-	43.5
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q (veh)	0.4	-	-	-	1.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	808	28	75	832	0	6	0	66	0	0	10
Future Volume (vph)	1	808	28	75	832	0	6	0	66	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	100%	4%	0%	0%	3%	0%	0%	0%	3%	0%	0%	10%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	808	28	75	832	0	6	0	66	0	0	10
Future Vol, veh/h	1	808	28	75	832	0	6	0	66	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	100	4	0	0	3	0	0	0	3	0	0	10
Mvmt Flow	1	860	30	80	885	0	6	0	70	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	885	0	0	890	0	0	1928	1922	875	1957	1937	885
Stage 1	-	-	-	-	-	-	877	877	-	1045	1045	-
Stage 2	-	-	-	-	-	-	1051	1045	-	912	892	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.3	6.7	6.33	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	514	-	-	560	-	-	48	61	355	51	66	326
Stage 1	-	-	-	-	-	-	357	351	-	306	308	-
Stage 2	-	-	-	-	-	-	281	291	-	365	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	514	-	-	560	-	-	36	44	355	32	47	326
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	44	-	32	47	-
Stage 1	-	-	-	-	-	-	356	350	-	305	221	-
Stage 2	-	-	-	-	-	-	195	209	-	292	362	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1	32.9	16.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	204	514	-	-	560	-	-	326
HCM Lane V/C Ratio	0.375	0.002	-	-	0.142	-	-	0.033
HCM Control Delay (s/veh)	32.9	12	0	-	12.5	0	-	16.4
HCM Lane LOS	D	B	A	-	B	A	-	C
HCM 95th %tile Q (veh)	1.6	0	-	-	0.5	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	5	9	60	77	10
Future Volume (vph)	9	5	9	60	77	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	947	
Travel Time (s)	16.6			18.2	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	5	9	60	77	10
Future Vol, veh/h	9	5	9	60	77	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	7	3	0
Mvmt Flow	10	5	10	65	84	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	175	90	95	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	908	1000	1114	-	-	-
Stage 1	1049	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	900	1000	1114	-	-	-
Mov Cap-2 Maneuver	900	-	-	-	-	-
Stage 1	1040	-	-	-	-	-
Stage 2	1055	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	933	-	-
HCM Lane V/C Ratio	0.009	-	0.016	-	-
HCM Control Delay (s/veh)	8.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	2	3	0	16	0	53	5	21	60	1
Future Volume (vph)	0	2	2	3	0	16	0	53	5	21	60	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			907			1188			1070	
Travel Time (s)		14.5			17.7			20.3			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	2	3	0	16	0	53	5	21	60	1
Future Vol, veh/h	0	2	2	3	0	16	0	53	5	21	60	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	3	0
Mvmt Flow	0	2	2	3	0	17	0	56	5	22	63	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	168	63	169	167	59	64	0	0	61	0	0
Stage 1	107	107	-	59	59	-	-	-	-	-	-	-
Stage 2	67	61	-	110	108	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.9	6.3	6.1	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.2	3.2	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	887	728	1038	876	736	1078	1140	-	-	1142	-	-
Stage 1	1014	811	-	1048	852	-	-	-	-	-	-	-
Stage 2	1067	848	-	986	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	860	714	1038	859	722	1078	1140	-	-	1142	-	-
Mov Cap-2 Maneuver	860	714	-	859	722	-	-	-	-	-	-	-
Stage 1	1014	796	-	1048	852	-	-	-	-	-	-	-
Stage 2	1050	848	-	962	800	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.3	8.5	0	2.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1140	-	-	714	1038	1036	1142	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.002	0.019	0.019	-	-
HCM Control Delay (s/veh)	0	-	-	10.1	8.5	8.5	8.2	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	712	2	102	738	3	3	1	122	6	1	3
Future Volume (vph)	8	712	2	102	738	3	3	1	122	6	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	4%	0%	0%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	712	2	102	738	3	3	1	122	6	1	3
Future Vol, veh/h	8	712	2	102	738	3	3	1	122	6	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	0	2	4	0	0	0	2	0	0	0
Mvmt Flow	8	749	2	107	777	3	3	1	128	6	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	780	0	0	751	0	0	1760	1759	749	1758	1758	777
Stage 1	-	-	-	-	-	-	765	765	-	991	991	-
Stage 2	-	-	-	-	-	-	995	994	-	767	767	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.02	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	643	-	-	630	-	-	86	104	450	87	104	436
Stage 1	-	-	-	-	-	-	483	452	-	367	365	-
Stage 2	-	-	-	-	-	-	365	364	-	482	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	643	-	-	630	-	-	73	85	450	53	85	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	85	-	53	85	-
Stage 1	-	-	-	-	-	-	477	447	-	363	303	-
Stage 2	-	-	-	-	-	-	300	302	-	339	446	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	1.4	17.4	58
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	76	450	643	-	-	630	-	-	53	215
HCM Lane V/C Ratio	0.055	0.285	0.013	-	-	0.17	-	-	0.119	0.02
HCM Control Delay (s/veh)	55.1	16.2	10.7	-	-	11.9	-	-	81.9	22.1
HCM Lane LOS	F	C	B	-	-	B	-	-	F	C
HCM 95th %tile Q (veh)	0.2	1.2	0	-	-	0.6	-	-	0.4	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	11	7	59	75	48
Future Volume (vph)	13	11	7	59	75	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			947	545	
Travel Time (s)	25.0			16.1	6.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	0%	0%	9%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

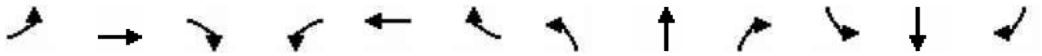
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	11	7	59	75	48
Future Vol, veh/h	13	11	7	59	75	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	8	0	0	9	3	0
Mvmt Flow	16	14	9	73	93	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	214	123	152	0	-	0
Stage 1	123	-	-	-	-	-
Stage 2	91	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	891	990	1065	-	-	-
Stage 1	1047	-	-	-	-	-
Stage 2	1085	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	883	990	1065	-	-	-
Mov Cap-2 Maneuver	883	-	-	-	-	-
Stage 1	1038	-	-	-	-	-
Stage 2	1085	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1065	-	929	-	-
HCM Lane V/C Ratio	0.008	-	0.032	-	-
HCM Control Delay (s/veh)	8.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (vph)	10	10	64	8	1	1	48	267	9	0	227	16
Future Volume (vph)	10	10	64	8	1	1	48	267	9	0	227	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	10%	0%	13%	0%	0%	0%	2%	33%	0%	1%	6%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

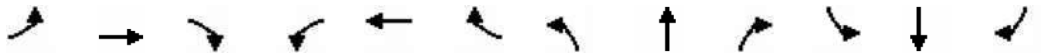
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	10	64	8	1	1	48	267	9	0	227	16
Future Vol, veh/h	10	10	64	8	1	1	48	267	9	0	227	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	10	0	13	0	0	0	2	33	0	1	6
Mvmt Flow	11	11	70	9	1	1	53	293	10	0	249	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	663	667	258	668	671	298	267	0	0	303	0	0
Stage 1	258	258	-	404	404	-	-	-	-	-	-	-
Stage 2	405	409	-	264	267	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.23	6.5	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4.09	3.1	3.1	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	412	370	830	399	380	788	973	-	-	946	-	-
Stage 1	836	680	-	683	603	-	-	-	-	-	-	-
Stage 2	693	582	-	822	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	390	346	830	338	355	788	973	-	-	946	-	-
Mov Cap-2 Maneuver	390	346	-	338	355	-	-	-	-	-	-	-
Stage 1	781	680	-	638	563	-	-	-	-	-	-	-
Stage 2	645	544	-	740	692	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.6	15.3	1.3	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	973	-	-	1089	360	946	-	-
HCM Lane V/C Ratio	0.054	-	-	0.085	0.031	-	-	-
HCM Control Delay (s/veh)	8.9	0	-	8.6	15.3	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.3	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	496	355	0	461	0	0	0	0	0	0	437
Future Volume (vph)	0	496	355	0	461	0	0	0	0	0	0	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3000			414			440			654	
Travel Time (s)		45.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	496	355	0	461	0	0	0	0	0	0	437
Future Vol, veh/h	0	496	355	0	461	0	0	0	0	0	0	437
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	551	394	0	512	0	0	0	0	0	0	486

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	512
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	593
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	593
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	32.7
HCM LOS			D

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	593
HCM Lane V/C Ratio	-	-	-	0.819
HCM Control Delay (s/veh)	-	-	-	32.7
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q (veh)	-	-	-	8.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	496	0	0	461	0	50
Future Volume (vph)	496	0	0	461	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

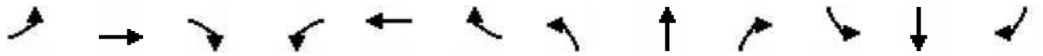
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	496	0	0	461	0	50
Future Vol, veh/h	496	0	0	461	0	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	551	0	0	512	0	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	551
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	534
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	534
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	534	-	-
HCM Lane V/C Ratio	0.104	-	-
HCM Control Delay (s/veh)	12.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.3	-	-

2035 Base Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	25	233	457	0	0	397	52
Future Volume (vph)	0	0	0	4	0	25	233	457	0	0	397	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	25%	0%	13%	12%	2%	0%	0%	3%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	25	233	457	0	0	397	52
Future Vol, veh/h	0	0	0	4	0	25	233	457	0	0	397	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	25	0	13	12	2	0	0	3	8
Mvmt Flow	0	0	0	4	0	27	248	486	0	0	422	55

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1404	-	486	422	0	-	-	-	0	
Stage 1	982	-	-	-	-	-	-	-	-	
Stage 2	422	-	-	-	-	-	-	-	-	
Critical Hdwy	6.25	-	6.13	4.4	-	-	-	-	-	
Critical Hdwy Stg 1	5.25	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.25	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	-	3.417	3.1	-	-	-	-	-	
Pot Cap-1 Maneuver	165	0	575	827	-	0	0	-	0	
Stage 1	381	0	-	-	-	0	0	-	0	
Stage 2	678	0	-	-	-	0	0	-	0	
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	97	0	575	827	-	-	-	-	-	
Mov Cap-2 Maneuver	97	0	-	-	-	-	-	-	-	
Stage 1	224	0	-	-	-	-	-	-	-	
Stage 2	678	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	16	3.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	827	-	97	575	-
HCM Lane V/C Ratio	0.3	-	0.044	0.046	-
HCM Control Delay (s/veh)	11.2	0	43.8	11.6	-
HCM Lane LOS	B	A	E	B	-
HCM 95th %tile Q (veh)	1.3	-	0.1	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	370	10	665	351	53
Future Volume (vph)	41	370	10	665	351	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	10%	50%	5%	4%	6%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	370	10	665	351	53
Future Vol, veh/h	41	370	10	665	351	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	10	50	5	4	6
Mvmt Flow	45	402	11	723	382	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1127	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Critical Hdwy	6.28	6.2	4.4	-	-	-
Critical Hdwy Stg 1	5.28	-	-	-	-	-
Critical Hdwy Stg 2	5.28	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	254	687	854	-	-	0
Stage 1	778	-	-	-	-	0
Stage 2	528	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	248	687	854	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	854	-	248	687	-
HCM Lane V/C Ratio	0.013	-	0.18	0.585	-
HCM Control Delay (s/veh)	9.3	0	22.7	17.4	-
HCM Lane LOS	A	A	C	C	-
HCM 95th %tile Q (veh)	0	-	0.6	3.8	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	82	1052	670	12	6	84
Future Volume (vph)	82	1052	670	12	6	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	3000		60	
Travel Time (s)		11.6	45.5		1.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	10%	11%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	82	1052	670	12	6	84
Future Vol, veh/h	82	1052	670	12	6	84
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	90	90	90	90	90	90
Heavy Vehicles, %	13	10	11	0	0	7
Mvmt Flow	91	1169	744	13	7	93

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	757	0	-	0	2102	751
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	1351	-
Critical Hdwy	4.4	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	627	-	-	-	61	426
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	264	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	627	-	-	-	36	426
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	264	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	29.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	627	-	-	-	247
HCM Lane V/C Ratio	0.145	-	-	-	0.405
HCM Control Delay (s/veh)	11.7	0	-	-	29.1
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q (veh)	0.5	-	-	-	1.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	932	54	115	625	2	11	0	160	0	1	9
Future Volume (vph)	7	932	54	115	625	2	11	0	160	0	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	43%	9%	22%	2%	12%	0%	0%	0%	8%	0%	0%	33%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	15.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	932	54	115	625	2	11	0	160	0	1	9
Future Vol, veh/h	7	932	54	115	625	2	11	0	160	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	43	9	22	2	12	0	0	0	8	0	0	33
Mvmt Flow	8	1024	59	126	687	2	12	0	176	0	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	689	0	0	1083	0	0	2016	2011	1054	2098	2039	688
Stage 1	-	-	-	-	-	-	1070	1070	-	940	940	-
Stage 2	-	-	-	-	-	-	946	941	-	1158	1099	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.3	6.7	6.38	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	610	-	-	475	-	-	41	53	273	41	57	405
Stage 1	-	-	-	-	-	-	273	283	-	352	345	-
Stage 2	-	-	-	-	-	-	324	327	-	263	291	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	610	-	-	475	-	-	25	29	273	9	31	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	29	-	9	31	-
Stage 1	-	-	-	-	-	-	264	273	-	340	197	-
Stage 2	-	-	-	-	-	-	179	186	-	90	281	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	2.4	162.9	25.8
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	167	610	-	-	475	-	-	184
HCM Lane V/C Ratio	1.125	0.013	-	-	0.266	-	-	0.06
HCM Control Delay (s/veh)	162.9	11	0	-	15.3	0	-	25.8
HCM Lane LOS	F	B	A	-	C	A	-	D
HCM 95th %tile Q (veh)	9.8	0	-	-	1.1	-	-	0.2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	49	55	177	216	2
Future Volume (vph)	11	49	55	177	216	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	947	
Travel Time (s)	16.6			18.2	16.1	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	9%	4%	4%	9%	6%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

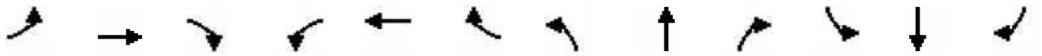
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	49	55	177	216	2
Future Vol, veh/h	11	49	55	177	216	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	9	4	4	9	6	0
Mvmt Flow	18	79	89	285	348	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	813	350	351	0	-	0
Stage 1	350	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Critical Hdwy	6.69	6.34	4.3	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	356	707	910	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	677	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	707	910	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.5	2.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	910	-	576	-	-
HCM Lane V/C Ratio	0.097	-	0.168	-	-
HCM Control Delay (s/veh)	9.4	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.3	-	0.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	16	42	3	19	30	27	91	4	8	37	225
Future Volume (vph)	119	16	42	3	19	30	27	91	4	8	37	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			907			1188			1070	
Travel Time (s)		14.5			17.7			20.3			18.2	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	11%	7%	13%	0%	33%	0%	15%	6%	0%	13%	12%	6%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	16	42	3	19	30	27	91	4	8	37	225
Future Vol, veh/h	119	16	42	3	19	30	27	91	4	8	37	225
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	11	7	13	0	33	0	15	6	0	13	12	6
Mvmt Flow	192	26	68	5	31	48	44	147	6	13	60	363

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	365	328	61	553	688	150	424	0	0	153	0	0
Stage 1	87	87	-	238	238	-	-	-	-	-	-	-
Stage 2	278	241	-	315	450	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.57	6.33	6.9	6.63	6.1	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.21	5.57	-	5.9	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.57	-	5.9	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4.063	3.2	3.2	4.297	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	652	583	1038	493	346	960	848	-	-	1060	-	-
Stage 1	1037	813	-	845	663	-	-	-	-	-	-	-
Stage 2	808	697	-	770	536	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	546	546	1037	423	324	960	847	-	-	1060	-	-
Mov Cap-2 Maneuver	546	546	-	423	324	-	-	-	-	-	-	-
Stage 1	982	802	-	801	629	-	-	-	-	-	-	-
Stage 2	692	661	-	688	529	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.2	13	2.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	847	-	-	546	1037	536	1060	-	-
HCM Lane V/C Ratio	0.051	-	-	0.399	0.065	0.156	0.012	-	-
HCM Control Delay (s/veh)	9.5	-	-	15.9	8.7	13	8.4	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	1.9	0.2	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	712	11	109	525	1	1	0	302	6	1	6
Future Volume (vph)	2	712	11	109	525	1	1	0	302	6	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	50%	14%	0%	12%	13%	0%	0%	0%	1%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	712	11	109	525	1	1	0	302	6	1	6
Future Vol, veh/h	2	712	11	109	525	1	1	0	302	6	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	50	14	0	12	13	0	0	0	1	0	0	17
Mvmt Flow	2	727	11	111	536	1	1	0	308	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	537	0	0	738	0	0	1493	1490	727	1495	1500	536
Stage 1	-	-	-	-	-	-	731	731	-	758	758	-
Stage 2	-	-	-	-	-	-	762	759	-	737	742	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.01	6.7	6.1	6.17
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	784	-	-	637	-	-	130	147	464	130	146	579
Stage 1	-	-	-	-	-	-	504	467	-	487	455	-
Stage 2	-	-	-	-	-	-	485	455	-	500	462	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	784	-	-	637	-	-	111	121	464	38	120	579
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	121	-	38	120	-
Stage 1	-	-	-	-	-	-	502	466	-	486	376	-
Stage 2	-	-	-	-	-	-	395	376	-	167	461	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	2	26.8	62
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	111	464	784	-	-	637	-	-	38	374
HCM Lane V/C Ratio	0.009	0.664	0.003	-	-	0.175	-	-	0.161	0.019
HCM Control Delay (s/veh)	37.7	26.8	9.6	-	-	11.8	-	-	117.1	14.8
HCM Lane LOS	E	D	A	-	-	B	-	-	F	B
HCM 95th %tile Q (veh)	0	4.8	0	-	-	0.6	-	-	0.5	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1	189	223	0
Future Volume (vph)	0	0	1	189	223	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			947	545	
Travel Time (s)	25.0			16.1	6.4	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	0%	0%	0%	10%	8%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	189	223	0
Future Vol, veh/h	0	0	1	189	223	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	10	8	0
Mvmt Flow	0	0	2	295	348	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	647	348	348	0	-	0
Stage 1	348	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	491	738	912	-	-	-
Stage 1	820	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	490	738	912	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	866	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	912	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s/veh)	9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	20	101	10	15	2	32	455	16	1	338	22
Future Volume (vph)	52	20	101	10	15	2	32	455	16	1	338	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	0%	3%	0%	0%	0%	4%	3%	27%	0%	3%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

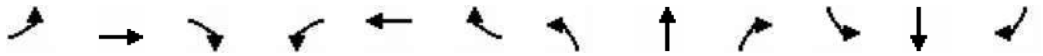
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	52	20	101	10	15	2	32	455	16	1	338	22
Future Vol, veh/h	52	20	101	10	15	2	32	455	16	1	338	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	0	3	0	0	0	4	3	27	0	3	20
Mvmt Flow	57	22	111	11	16	2	35	500	18	1	371	24

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	973	973	383	975	976	509	395	0	0	518	0	0
Stage 1	385	385	-	579	579	-	-	-	-	-	-	-
Stage 2	588	588	-	396	397	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	6.23	7.1	6.5	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.1	3.1	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	242	254	703	251	253	597	879	-	-	796	-	-
Stage 1	699	614	-	553	504	-	-	-	-	-	-	-
Stage 2	533	499	-	701	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	239	703	188	238	597	879	-	-	796	-	-
Mov Cap-2 Maneuver	218	239	-	188	238	-	-	-	-	-	-	-
Stage 1	660	613	-	522	476	-	-	-	-	-	-	-
Stage 2	484	471	-	568	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.3	23.3	0.6	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	879	-	-	537	226	796	-	-
HCM Lane V/C Ratio	0.04	-	-	0.354	0.131	0.001	-	-
HCM Control Delay (s/veh)	9.3	0	-	15.3	23.3	9.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	1.6	0.4	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	647	411	0	397	0	0	0	0	0	0	285
Future Volume (vph)	0	647	411	0	397	0	0	0	0	0	0	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3000			414			440			654	
Travel Time (s)		45.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

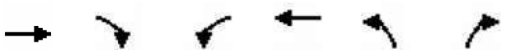
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	647	411	0	397	0	0	0	0	0	0	285
Future Vol, veh/h	0	647	411	0	397	0	0	0	0	0	0	285
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	719	457	0	441	0	0	0	0	0	0	317

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	441
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	651
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	651
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	651
HCM Lane V/C Ratio	-	-	-	0.486
HCM Control Delay (s/veh)	-	-	-	15.7
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q (veh)	-	-	-	2.7



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	647	0	0	397	0	63
Future Volume (vph)	647	0	0	397	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

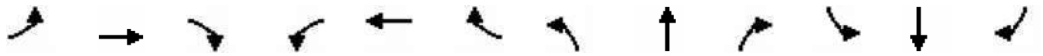
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	647	0	0	397	0	63
Future Vol, veh/h	647	0	0	397	0	63
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	719	0	0	441	0	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	719
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	428
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	428
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	428	-	-
HCM Lane V/C Ratio	0.164	-	-
HCM Control Delay (s/veh)	15	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q (veh)	0.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	49	316	397	0	0	514	51
Future Volume (vph)	0	0	0	12	0	49	316	397	0	0	514	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	17%	0%	2%	5%	1%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	0	49	316	397	0	0	514	51
Future Vol, veh/h	0	0	0	12	0	49	316	397	0	0	514	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	17	0	2	5	1	0	0	2	2
Mvmt Flow	0	0	0	12	0	51	326	409	0	0	530	53

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1591	-	409	530	0	-	-	-	0	
Stage 1	1061	-	-	-	-	-	-	-	-	
Stage 2	530	-	-	-	-	-	-	-	-	
Critical Hdwy	6.17	-	6.02	4.4	-	-	-	-	-	
Critical Hdwy Stg 1	5.17	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.17	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	-	3.318	3.1	-	-	-	-	-	
Pot Cap-1 Maneuver	132	0	657	757	-	0	0	-	0	
Stage 1	359	0	-	-	-	0	0	-	0	
Stage 2	615	0	-	-	-	0	0	-	0	
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	58	0	657	757	-	-	-	-	-	
Mov Cap-2 Maneuver	58	0	-	-	-	-	-	-	-	
Stage 1	159	0	-	-	-	-	-	-	-	
Stage 2	615	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s/v	25.1	5.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	757	-	58	657	-
HCM Lane V/C Ratio	0.43	-	0.213	0.077	-
HCM Control Delay (s/veh)	13.3	0	83.2	10.9	-
HCM Lane LOS	B	A	F	B	-
HCM 95th %tile Q (veh)	2.2	-	0.7	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	276	11	725	489	45
Future Volume (vph)	14	276	11	725	489	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	9%	3%	3%	2%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	276	11	725	489	45
Future Vol, veh/h	14	276	11	725	489	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	5	9	3	3	2
Mvmt Flow	15	288	11	755	509	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1286	509	509	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.2	6.15	4.4	-	-	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	210	586	770	-	-	0
Stage 1	688	-	-	-	-	0
Stage 2	518	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	205	586	770	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	17.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	770	-	205	586	-
HCM Lane V/C Ratio	0.015	-	0.071	0.491	-
HCM Control Delay (s/veh)	9.7	0	23.9	16.9	-
HCM Lane LOS	A	A	C	C	-
HCM 95th %tile Q (veh)	0	-	0.2	2.7	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	55	758	1021	22	7	70
Future Volume (vph)	55	758	1021	22	7	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	3000		60	
Travel Time (s)		11.6	45.5		1.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	5%	5%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

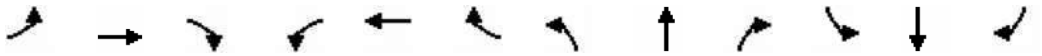
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	758	1021	22	7	70
Future Vol, veh/h	55	758	1021	22	7	70
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	97	97	97	97	97	97
Heavy Vehicles, %	2	5	5	0	0	0
Mvmt Flow	57	781	1053	23	7	72

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1076	0	-	0	1960	1065
Stage 1	-	-	-	-	1065	-
Stage 2	-	-	-	-	895	-
Critical Hdwy	4.4	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	478	-	-	-	75	283
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	478	-	-	-	59	283
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	32.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	478	-	-	-	210
HCM Lane V/C Ratio	0.119	-	-	-	0.378
HCM Control Delay (s/veh)	13.5	0	-	-	32.2
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q (veh)	0.4	-	-	-	1.7



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	759	137	149	863	12	7	0	79	4	0	5
Future Volume (vph)	4	759	137	149	863	12	7	0	79	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
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
Heavy Vehicles (%)	0%	5%	0%	1%	5%	0%	14%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	759	137	149	863	12	7	0	79	4	0	5
Future Vol, veh/h	4	759	137	149	863	12	7	0	79	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	5	0	1	5	0	14	0	0	0	0	0
Mvmt Flow	4	791	143	155	899	13	7	0	82	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	912	0	0	934	0	0	2089	2093	863	2128	2158	906
Stage 1	-	-	-	-	-	-	871	871	-	1216	1216	-
Stage 2	-	-	-	-	-	-	1218	1222	-	912	942	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.44	6.7	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.44	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.44	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	502	-	-	540	-	-	33	47	363	39	48	325
Stage 1	-	-	-	-	-	-	348	354	-	243	256	-
Stage 2	-	-	-	-	-	-	212	238	-	365	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	502	-	-	540	-	-	17	19	363	16	20	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	19	-	16	20	-
Stage 1	-	-	-	-	-	-	342	348	-	239	107	-
Stage 2	-	-	-	-	-	-	87	99	-	277	338	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	2.1	70.9	147.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	137	502	-	-	540	-	-	34
HCM Lane V/C Ratio	0.654	0.008	-	-	0.287	-	-	0.276
HCM Control Delay (s/veh)	70.9	12.2	0	-	14.3	0	-	147.2
HCM Lane LOS	F	B	A	-	B	A	-	F
HCM 95th %tile Q (veh)	3.5	0	-	-	1.2	-	-	0.9

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	6	18	80	126	43
Future Volume (vph)	21	6	18	80	126	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	947	
Travel Time (s)	16.6			18.2	16.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	6	18	80	126	43
Future Vol, veh/h	21	6	18	80	126	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	24	7	20	90	142	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	296	166	190	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	130	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	765	905	1034	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	750	905	1034	-	-	-
Mov Cap-2 Maneuver	750	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.8	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1034	-	780	-	-
HCM Lane V/C Ratio	0.02	-	0.039	-	-
HCM Control Delay (s/veh)	8.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	2	6	0	26	1	67	7	37	90	9
Future Volume (vph)	5	0	2	6	0	26	1	67	7	37	90	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			907			1188			1070	
Travel Time (s)		14.5			17.7			20.3			18.2	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	6	0	26	1	67	7	37	90	9
Future Vol, veh/h	5	0	2	6	0	26	1	67	7	37	90	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	4	0	0	0	0	0	0
Mvmt Flow	6	0	2	7	0	31	1	80	8	44	107	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	297	286	107	289	293	85	118	0	0	89	0	0
Stage 1	195	195	-	87	87	-	-	-	-	-	-	-
Stage 2	102	91	-	202	206	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.9	6.3	6.14	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.2	3.2	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	733	627	981	733	631	1042	1091	-	-	1117	-	-
Stage 1	907	743	-	1014	831	-	-	-	-	-	-	-
Stage 2	1021	823	-	883	744	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	689	601	981	708	605	1041	1091	-	-	1116	-	-
Mov Cap-2 Maneuver	689	601	-	708	605	-	-	-	-	-	-	-
Stage 1	906	714	-	1012	829	-	-	-	-	-	-	-
Stage 2	990	821	-	846	715	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.8	8.9	0.1	2.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	689	981	957	1116	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.002	0.04	0.039	-	-
HCM Control Delay (s/veh)	8.3	-	-	10.3	8.7	8.9	8.4	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	753	6	216	668	3	0	0	161	4	0	8
Future Volume (vph)	6	753	6	216	668	3	0	0	161	4	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	5%	0%	1%	6%	0%	0%	0%	1%	0%	0%	13%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	753	6	216	668	3	0	0	161	4	0	8
Future Vol, veh/h	6	753	6	216	668	3	0	0	161	4	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	5	0	1	6	0	0	0	1	0	0	13
Mvmt Flow	6	793	6	227	703	3	0	0	169	4	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	799	0	0	1968	1965	793	1965	1968	703
Stage 1	-	-	-	-	-	-	805	805	-	1157	1157	-
Stage 2	-	-	-	-	-	-	1163	1160	-	808	811	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.01	6.7	6.1	6.13
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	683	-	-	605	-	-	63	79	426	63	79	468
Stage 1	-	-	-	-	-	-	460	435	-	299	310	-
Stage 2	-	-	-	-	-	-	297	310	-	459	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	683	-	-	605	-	-	44	49	426	27	49	468
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	49	-	27	49	-
Stage 1	-	-	-	-	-	-	456	431	-	296	194	-
Stage 2	-	-	-	-	-	-	182	194	-	274	429	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	3.5	18.9	62.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	426	683	-	-	605	-	-	27	468
HCM Lane V/C Ratio	-	0.398	0.009	-	-	0.376	-	-	0.156	0.018
HCM Control Delay (s/veh)	0	18.9	10.3	-	-	14.5	-	-	161.5	12.8
HCM Lane LOS	A	C	B	-	-	B	-	-	F	B
HCM 95th %tile Q (veh)	-	1.9	0	-	-	1.7	-	-	0.5	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	42	24	83	135	103
Future Volume (vph)	5	42	24	83	135	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			947	545	
Travel Time (s)	25.0			16.1	6.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	42	24	83	135	103
Future Vol, veh/h	5	42	24	83	135	103
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	7	58	33	114	185	141

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	438	258	328	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	657	830	927	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	629	829	925	-	-	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	984	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	925	-	802	-	-
HCM Lane V/C Ratio	0.036	-	0.08	-	-
HCM Control Delay (s/veh)	9	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	10	79	11	17	1	85	355	19	0	481	33
Future Volume (vph)	26	10	79	11	17	1	85	355	19	0	481	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	6%	0%	0%	2%	17%	0%	1%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

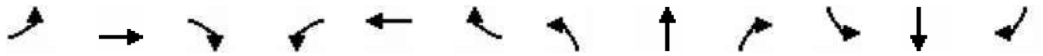
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	10	79	11	17	1	85	355	19	0	481	33
Future Vol, veh/h	26	10	79	11	17	1	85	355	19	0	481	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	6	0	0	2	17	0	1	3
Mvmt Flow	27	10	81	11	18	1	88	366	20	0	496	34

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1075	1075	513	1070	1082	376	530	0	0	386	0	0
Stage 1	513	513	-	552	552	-	-	-	-	-	-	-
Stage 2	562	562	-	518	530	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.21	7.1	6.56	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.1	3.1	4.054	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	214	221	593	215	214	711	788	-	-	885	-	-
Stage 1	602	539	-	573	508	-	-	-	-	-	-	-
Stage 2	565	513	-	598	520	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	189	593	158	183	711	788	-	-	885	-	-
Mov Cap-2 Maneuver	177	189	-	158	183	-	-	-	-	-	-	-
Stage 1	516	539	-	491	435	-	-	-	-	-	-	-
Stage 2	464	440	-	506	520	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.9	29.4	1.9	0
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	576	177	885	-	-
HCM Lane V/C Ratio	0.111	-	-	0.206	0.169	-	-	-
HCM Control Delay (s/veh)	10.1	0	-	12.9	29.4	0	-	-
HCM Lane LOS	B	A	-	B	D	A	-	-
HCM 95th %tile Q (veh)	0.4	-	-	0.8	0.6	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	476	289	0	675	0	0	0	0	0	0	367
Future Volume (vph)	0	476	289	0	675	0	0	0	0	0	0	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3000			414			440			654	
Travel Time (s)		45.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	476	289	0	675	0	0	0	0	0	0	367
Future Vol, veh/h	0	476	289	0	675	0	0	0	0	0	0	367
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	529	321	0	750	0	0	0	0	0	0	408

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	750
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	431
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	431
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	62.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	431
HCM Lane V/C Ratio	-	-	-	0.946
HCM Control Delay (s/veh)	-	-	-	62.1
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q (veh)	-	-	-	11

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	476	0	0	675	0	56
Future Volume (vph)	476	0	0	675	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

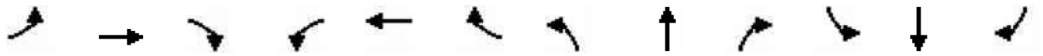
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	476	0	0	675	0	56
Future Vol, veh/h	476	0	0	675	0	56
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	529	0	0	750	0	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	529
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	550
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	550
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	550	-	-
HCM Lane V/C Ratio	0.113	-	-
HCM Control Delay (s/veh)	12.4	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1	27	461	305	0	0	288	19
Future Volume (vph)	0	0	0	5	1	27	461	305	0	0	288	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	1	27	461	305	0	0	288	19
Future Vol, veh/h	0	0	0	5	1	27	461	305	0	0	288	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	2	3	0	0	1	0
Mvmt Flow	0	0	0	5	1	28	475	314	0	0	297	20

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	1561	1561	314	297	0	-	-	-	0
Stage 1	1264	1264	-	-	-	-	-	-	-
Stage 2	297	297	-	-	-	-	-	-	-
Critical Hdwy	6	6.1	6	4.4	-	-	-	-	-
Critical Hdwy Stg 1	5	5.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	148	135	744	915	-	0	0	-	0
Stage 1	309	280	-	-	-	0	0	-	0
Stage 2	784	694	-	-	-	0	0	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	55	0	744	915	-	-	-	-	-
Mov Cap-2 Maneuver	55	0	-	-	-	-	-	-	-
Stage 1	115	0	-	-	-	-	-	-	-
Stage 2	784	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	20.5	7.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	915	-	55	744	-
HCM Lane V/C Ratio	0.519	-	0.094	0.037	-
HCM Control Delay (s/veh)	13.1	0	77.1	10	-
HCM Lane LOS	B	A	F	B	-
HCM 95th %tile Q (veh)	3.1	-	0.3	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	383	16	724	255	36
Future Volume (vph)	11	383	16	724	255	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	27%	4%	0%	3%	2%	3%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	383	16	724	255	36
Future Vol, veh/h	11	383	16	724	255	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	27	4	0	3	2	3
Mvmt Flow	12	403	17	762	268	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1064	268	268	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.47	6.14	4.4	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	262	800	937	-	-	0
Stage 1	865	-	-	-	-	0
Stage 2	479	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	254	800	937	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	14.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	937	-	254	800	-
HCM Lane V/C Ratio	0.018	-	0.046	0.504	-
HCM Control Delay (s/veh)	8.9	0	19.8	14	-
HCM Lane LOS	A	A	C	B	-
HCM 95th %tile Q (veh)	0.1	-	0.1	2.9	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	61	897	938	25	15	41
Future Volume (vph)	61	897	938	25	15	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	3000		60	
Travel Time (s)		11.6	45.5		1.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	3%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

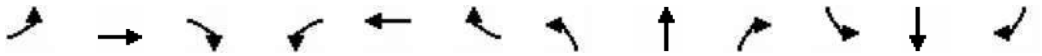
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	61	897	938	25	15	41
Future Vol, veh/h	61	897	938	25	15	41
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	94	94	94	94	94	94
Heavy Vehicles, %	3	4	3	5	0	0
Mvmt Flow	65	954	998	27	16	44

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1025	0	-	0	2096	1012
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1084	-
Critical Hdwy	4.4	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	499	-	-	-	61	305
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	359	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	499	-	-	-	44	305
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	359	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.8	0	63.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	499	-	-	-	118
HCM Lane V/C Ratio	0.13	-	-	-	0.505
HCM Control Delay (s/veh)	13.3	0	-	-	63.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q (veh)	0.4	-	-	-	2.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	872	29	79	900	0	6	0	70	0	0	10
Future Volume (vph)	1	872	29	79	900	0	6	0	70	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	100%	4%	0%	0%	3%	0%	0%	0%	3%	0%	0%	10%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	872	29	79	900	0	6	0	70	0	0	10
Future Vol, veh/h	1	872	29	79	900	0	6	0	70	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	100	4	0	0	3	0	0	0	3	0	0	10
Mvmt Flow	1	928	31	84	957	0	6	0	74	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	957	0	0	959	0	0	2077	2071	944	2108	2086	957
Stage 1	-	-	-	-	-	-	946	946	-	1125	1125	-
Stage 2	-	-	-	-	-	-	1131	1125	-	983	961	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.3	6.7	6.33	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	482	-	-	528	-	-	37	49	323	40	54	296
Stage 1	-	-	-	-	-	-	324	325	-	275	283	-
Stage 2	-	-	-	-	-	-	251	266	-	332	337	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	482	-	-	528	-	-	26	32	323	23	35	296
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	32	-	23	35	-
Stage 1	-	-	-	-	-	-	323	324	-	274	187	-
Stage 2	-	-	-	-	-	-	160	176	-	254	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	1.1	44	17.6
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	170	482	-	-	528	-	-	296
HCM Lane V/C Ratio	0.476	0.002	-	-	0.159	-	-	0.036
HCM Control Delay (s/veh)	44	12.5	0	-	13.1	0	-	17.6
HCM Lane LOS	E	B	A	-	B	A	-	C
HCM 95th %tile Q (veh)	2.3	0	-	-	0.6	-	-	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	5	9	63	81	10
Future Volume (vph)	9	5	9	63	81	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	947	
Travel Time (s)	16.6			18.2	16.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	5	9	63	81	10
Future Vol, veh/h	9	5	9	63	81	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	7	3	0
Mvmt Flow	10	5	10	68	88	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	182	94	99	0	-	0
Stage 1	94	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	899	995	1111	-	-	-
Stage 1	1044	-	-	-	-	-
Stage 2	1052	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	891	995	1111	-	-	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	1035	-	-	-	-	-
Stage 2	1052	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1111	-	926	-	-
HCM Lane V/C Ratio	0.009	-	0.016	-	-
HCM Control Delay (s/veh)	8.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2	2	3	0	17	0	56	5	22	63	1
Future Volume (vph)	0	2	2	3	0	17	0	56	5	22	63	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			907			1188			1070	
Travel Time (s)		14.5			17.7			20.3			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	2	3	0	17	0	56	5	22	63	1
Future Vol, veh/h	0	2	2	3	0	17	0	56	5	22	63	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	3	0
Mvmt Flow	0	2	2	3	0	18	0	59	5	23	66	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	183	176	66	177	175	62	67	0	0	64	0	0
Stage 1	112	112	-	62	62	-	-	-	-	-	-	-
Stage 2	71	64	-	115	113	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.9	6.3	6.1	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.2	3.2	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	875	721	1034	866	729	1074	1137	-	-	1140	-	-
Stage 1	1008	807	-	1045	850	-	-	-	-	-	-	-
Stage 2	1061	846	-	980	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	847	707	1034	849	714	1074	1137	-	-	1140	-	-
Mov Cap-2 Maneuver	847	707	-	849	714	-	-	-	-	-	-	-
Stage 1	1008	791	-	1045	850	-	-	-	-	-	-	-
Stage 2	1043	846	-	956	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.3	8.6	0	2.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1137	-	-	707	1034	1033	1140	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.002	0.02	0.02	-	-
HCM Control Delay (s/veh)	0	-	-	10.1	8.5	8.6	8.2	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	772	2	106	802	3	3	1	127	6	1	3
Future Volume (vph)	8	772	2	106	802	3	3	1	127	6	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	4%	0%	0%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	772	2	106	802	3	3	1	127	6	1	3
Future Vol, veh/h	8	772	2	106	802	3	3	1	127	6	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	0	2	4	0	0	0	2	0	0	0
Mvmt Flow	8	813	2	112	844	3	3	1	134	6	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	847	0	0	815	0	0	1901	1900	813	1899	1899	844
Stage 1	-	-	-	-	-	-	829	829	-	1068	1068	-
Stage 2	-	-	-	-	-	-	1072	1071	-	831	831	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.02	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	608	-	-	597	-	-	70	86	415	70	87	400
Stage 1	-	-	-	-	-	-	447	426	-	334	339	-
Stage 2	-	-	-	-	-	-	332	338	-	446	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	608	-	-	597	-	-	58	69	415	40	70	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	69	-	40	70	-
Stage 1	-	-	-	-	-	-	441	420	-	330	275	-
Stage 2	-	-	-	-	-	-	267	274	-	298	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.1	1.4	19.3	76.7
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	60	415	608	-	-	597	-	-	40	184
HCM Lane V/C Ratio	0.07	0.322	0.014	-	-	0.187	-	-	0.158	0.023
HCM Control Delay (s/veh)	69.5	17.7	11	-	-	12.4	-	-	111.2	25
HCM Lane LOS	F	C	B	-	-	B	-	-	F	D
HCM 95th %tile Q (veh)	0.2	1.4	0	-	-	0.7	-	-	0.5	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	11	7	62	79	50
Future Volume (vph)	14	11	7	62	79	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			947	545	
Travel Time (s)	25.0			16.1	6.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	0%	0%	9%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	11	7	62	79	50
Future Vol, veh/h	14	11	7	62	79	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	8	0	0	9	3	0
Mvmt Flow	17	14	9	77	98	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	224	129	160	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	879	983	1059	-	-	-
Stage 1	1040	-	-	-	-	-
Stage 2	1080	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	871	983	1059	-	-	-
Mov Cap-2 Maneuver	871	-	-	-	-	-
Stage 1	1031	-	-	-	-	-
Stage 2	1080	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.1	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1059	-	917	-	-
HCM Lane V/C Ratio	0.008	-	0.034	-	-
HCM Control Delay (s/veh)	8.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	10	74	8	1	1	57	278	9	0	236	20
Future Volume (vph)	13	10	74	8	1	1	57	278	9	0	236	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	10%	0%	13%	0%	0%	0%	2%	33%	0%	1%	6%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

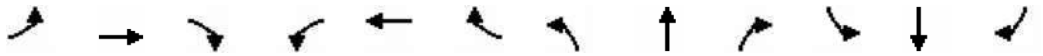
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	10	74	8	1	1	57	278	9	0	236	20
Future Vol, veh/h	13	10	74	8	1	1	57	278	9	0	236	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	10	0	13	0	0	0	2	33	0	1	6
Mvmt Flow	14	11	81	9	1	1	63	305	10	0	259	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	707	711	270	712	717	310	281	0	0	315	0	0
Stage 1	270	270	-	436	436	-	-	-	-	-	-	-
Stage 2	437	441	-	276	281	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.23	6.5	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4.09	3.1	3.1	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	384	348	818	372	358	776	962	-	-	937	-	-
Stage 1	824	672	-	655	583	-	-	-	-	-	-	-
Stage 2	665	564	-	809	682	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	359	320	818	307	329	776	962	-	-	937	-	-
Mov Cap-2 Maneuver	359	320	-	307	329	-	-	-	-	-	-	-
Stage 1	758	672	-	603	536	-	-	-	-	-	-	-
Stage 2	610	519	-	717	682	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	8.7	16.3	1.5	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	962	-	-	1072	329	937	-	-
HCM Lane V/C Ratio	0.065	-	-	0.099	0.033	-	-	-
HCM Control Delay (s/veh)	9	0	-	8.7	16.3	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.3	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	517	394	0	483	0	0	0	0	0	0	480
Future Volume (vph)	0	517	394	0	483	0	0	0	0	0	0	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3000			414			440			654	
Travel Time (s)		45.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	517	394	0	483	0	0	0	0	0	0	480
Future Vol, veh/h	0	517	394	0	483	0	0	0	0	0	0	480
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	574	438	0	537	0	0	0	0	0	0	533

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	537
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	574
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	574
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	49
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	574
HCM Lane V/C Ratio	-	-	-	0.929
HCM Control Delay (s/veh)	-	-	-	49
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q (veh)	-	-	-	11.8

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	517	0	0	483	0	52
Future Volume (vph)	517	0	0	483	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

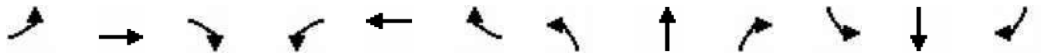
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	517	0	0	483	0	52
Future Vol, veh/h	517	0	0	483	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	574	0	0	537	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	574
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	518
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	518	-	-
HCM Lane V/C Ratio	0.112	-	-
HCM Control Delay (s/veh)	12.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-

2035 Projected Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	25	376	514	0	0	397	124
Future Volume (vph)	0	0	0	4	0	25	376	514	0	0	397	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	25%	0%	13%	12%	2%	0%	0%	3%	8%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	25	376	514	0	0	397	124
Future Vol, veh/h	0	0	0	4	0	25	376	514	0	0	397	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	25	0	13	12	2	0	0	3	8
Mvmt Flow	0	0	0	4	0	27	400	547	0	0	422	132

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1769	-	547	422	0	-	-	-	0	
Stage 1	1347	-	-	-	-	-	-	-	-	
Stage 2	422	-	-	-	-	-	-	-	-	
Critical Hdwy	6.25	-	6.13	4.4	-	-	-	-	-	
Critical Hdwy Stg 1	5.25	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.25	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	-	3.417	3.1	-	-	-	-	-	
Pot Cap-1 Maneuver	100	0	532	827	-	0	0	-	0	
Stage 1	259	0	-	-	-	0	0	-	0	
Stage 2	678	0	-	-	-	0	0	-	0	
Platoon blocked, %					-			-		
Mov Cap-1 Maneuver	31	0	532	827	-	-	-	-	-	
Mov Cap-2 Maneuver	31	0	-	-	-	-	-	-	-	
Stage 1	79	0	-	-	-	-	-	-	-	
Stage 2	678	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	29.6	5.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	827	-	31	532	-
HCM Lane V/C Ratio	0.484	-	0.137	0.05	-
HCM Ctrl Dly (s/v)	13.4	0	138.8	12.1	-
HCM Lane LOS	B	A	F	B	-
HCM 95th %tile Q (veh)	2.7	-	0.4	0.2	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	496	10	808	351	53
Future Volume (vph)	98	496	10	808	351	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	10%	50%	5%	4%	6%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

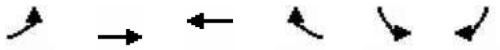
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	496	10	808	351	53
Future Vol, veh/h	98	496	10	808	351	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	10	50	5	4	6
Mvmt Flow	107	539	11	878	382	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1282	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.28	6.2	4.4	-	-	-
Critical Hdwy Stg 1	5.28	-	-	-	-	-
Critical Hdwy Stg 2	5.28	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	205	687	854	-	-	0
Stage 1	778	-	-	-	-	0
Stage 2	446	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	200	687	854	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	29.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	854	-	200	687	-
HCM Lane V/C Ratio	0.013	-	0.533	0.785	-
HCM Ctrl Dly (s/v)	9.3	0	41.8	26.6	-
HCM Lane LOS	A	A	E	D	-
HCM 95th %tile Q (veh)	0	-	2.8	7.7	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1306	785	0	0	79
Future Volume (vph)	0	1306	785	0	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	466		60	
Travel Time (s)		11.6	7.1		1.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	10%	11%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	1306	785	0	0	79
Future Vol, veh/h	0	1306	785	0	0	79
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	90	90	90	90	90	90
Heavy Vehicles, %	13	10	11	0	0	7
Mvmt Flow	0	1451	872	0	0	88

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	872
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	0	362
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	362
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	362
HCM Lane V/C Ratio	-	-	0.242
HCM Ctrl Dly (s/v)	-	-	18.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1061	68	139	711	2	51	0	203	0	1	9
Future Volume (vph)	7	1061	68	139	711	2	51	0	203	0	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	43%	9%	22%	2%	12%	0%	0%	0%	8%	0%	0%	33%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	278

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1061	68	139	711	2	51	0	203	0	1	9
Future Vol, veh/h	7	1061	68	139	711	2	51	0	203	0	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	43	9	22	2	12	0	0	0	8	0	0	33
Mvmt Flow	8	1166	75	153	781	2	56	0	223	0	1	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	783	0	0	1241	0	0	2314	2309	1204	2419	2345	782
Stage 1	-	-	-	-	-	-	1220	1220	-	1088	1088	-
Stage 2	-	-	-	-	-	-	1094	1089	-	1331	1257	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.3	6.7	6.38	7.1	6.5	6.53
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	562	-	-	415	-	-	~ 25	34	~ 221	24	37	356
Stage 1	-	-	-	-	-	-	222	238	-	289	294	-
Stage 2	-	-	-	-	-	-	264	277	-	208	245	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	562	-	-	415	-	-	~ 11	11	~ 221	-	12	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 11	11	-	-	12	-
Stage 1	-	-	-	-	-	-	212	227	-	275	102	-
Stage 2	-	-	-	-	-	-	88	96	-	-	233	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	3	$ 2453.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	562	-	-	415	-	-	-
HCM Lane V/C Ratio	6.068	0.014	-	-	0.368	-	-	-
HCM Ctrl Dly (s/v)	$ 2453.9	11.5	0	-	18.6	0	-	-
HCM Lane LOS	F	B	A	-	C	A	-	-
HCM 95th %tile Q (veh)	32.4	0	-	-	1.7	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	49	55	205	239	11
Future Volume (vph)	20	49	55	205	239	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	385	
Travel Time (s)	16.6			18.2	6.6	
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	9%	4%	4%	9%	6%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	49	55	205	239	11
Future Vol, veh/h	20	49	55	205	239	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	62	62	62	62	62	62
Heavy Vehicles, %	9	4	4	9	6	0
Mvmt Flow	32	79	89	331	385	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	903	394	403	0	-	0
Stage 1	394	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.69	6.34	4.3	-	-	-
Critical Hdwy Stg 1	5.69	-	-	-	-	-
Critical Hdwy Stg 2	5.69	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	312	666	873	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	666	873	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	643	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15	2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	873	-	470	-	-
HCM Lane V/C Ratio	0.102	-	0.237	-	-
HCM Ctrl Dly (s/v)	9.6	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0.3	-	0.9	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	16	42	4	19	39	27	110	5	13	55	225
Future Volume (vph)	119	16	42	4	19	39	27	110	5	13	55	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			1655			1188			1070	
Travel Time (s)		14.5			32.2			20.3			18.2	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62	0.62
Heavy Vehicles (%)	11%	7%	13%	0%	33%	0%	15%	6%	0%	13%	12%	6%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	16	42	4	19	39	27	110	5	13	55	225
Future Vol, veh/h	119	16	42	4	19	39	27	110	5	13	55	225
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	11	7	13	0	33	0	15	6	0	13	12	6
Mvmt Flow	192	26	68	6	31	63	44	177	8	21	89	363

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	448	405	90	629	764	181	453	0	0	185	0	0
Stage 1	132	132	-	269	269	-	-	-	-	-	-	-
Stage 2	316	273	-	360	495	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.57	6.33	6.9	6.63	6.1	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.21	5.57	-	5.9	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.57	-	5.9	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4.063	3.2	3.2	4.297	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	571	527	999	440	313	923	828	-	-	1033	-	-
Stage 1	978	778	-	814	643	-	-	-	-	-	-	-
Stage 2	769	675	-	729	512	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	462	489	998	372	290	923	827	-	-	1033	-	-
Mov Cap-2 Maneuver	462	489	-	372	290	-	-	-	-	-	-	-
Stage 1	925	762	-	771	609	-	-	-	-	-	-	-
Stage 2	644	639	-	643	501	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.9	13.5	1.8	0.4
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	827	-	-	465	998	523	1033	-	-
HCM Lane V/C Ratio	0.053	-	-	0.468	0.068	0.191	0.02	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	19.4	8.9	13.5	8.6	-	-
HCM Lane LOS	A	-	-	C	A	B	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	2.4	0.2	0.7	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	855	11	109	651	1	1	0	302	6	1	6
Future Volume (vph)	2	855	11	109	651	1	1	0	302	6	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	50%	14%	0%	12%	13%	0%	0%	0%	1%	0%	0%	17%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	855	11	109	651	1	1	0	302	6	1	6
Future Vol, veh/h	2	855	11	109	651	1	1	0	302	6	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	50	14	0	12	13	0	0	0	1	0	0	17
Mvmt Flow	2	872	11	111	664	1	1	0	308	6	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	665	0	0	883	0	0	1766	1763	872	1768	1773	664
Stage 1	-	-	-	-	-	-	876	876	-	886	886	-
Stage 2	-	-	-	-	-	-	890	887	-	882	887	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.01	6.7	6.1	6.17
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	706	-	-	564	-	-	86	103	385	85	102	489
Stage 1	-	-	-	-	-	-	422	407	-	417	403	-
Stage 2	-	-	-	-	-	-	415	403	-	419	403	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	706	-	-	564	-	-	71	83	385	14	82	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	71	83	-	14	82	-
Stage 1	-	-	-	-	-	-	421	406	-	416	324	-
Stage 2	-	-	-	-	-	-	328	324	-	83	402	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.9	42.8	191.3
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	71	385	706	-	-	564	-	-	14	286
HCM Lane V/C Ratio	0.014	0.8	0.003	-	-	0.197	-	-	0.437	0.025
HCM Ctrl Dly (s/v)	56.4	42.8	10.1	-	-	12.9	-	-	$ 393.7	17.9
HCM Lane LOS	F	E	B	-	-	B	-	-	F	C
HCM 95th %tile Q (veh)	0	7	0	-	-	0.7	-	-	1.1	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	1	272	256	0
Future Volume (vph)	0	0	1	272	256	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			562	545	
Travel Time (s)	25.0			9.6	6.4	
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64
Heavy Vehicles (%)	0%	0%	0%	10%	8%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	272	256	0
Future Vol, veh/h	0	0	1	272	256	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	0	0	0	10	8	0
Mvmt Flow	0	0	2	425	400	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	829	400	400	0	-	0
Stage 1	400	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	381	689	875	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	689	875	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	750	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	875	-	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	20	101	10	15	2	32	512	16	1	410	25
Future Volume (vph)	63	20	101	10	15	2	32	512	16	1	410	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	15%	0%	3%	0%	0%	0%	4%	3%	27%	0%	3%	20%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	63	20	101	10	15	2	32	512	16	1	410	25
Future Vol, veh/h	63	20	101	10	15	2	32	512	16	1	410	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	0	3	0	0	0	4	3	27	0	3	20
Mvmt Flow	69	22	111	11	16	2	35	563	18	1	451	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1118	1118	465	1120	1122	572	478	0	0	581	0	0
Stage 1	467	467	-	642	642	-	-	-	-	-	-	-
Stage 2	651	651	-	478	480	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.5	6.23	7.1	6.5	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.25	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.1	3.1	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	190	209	630	199	208	549	822	-	-	756	-	-
Stage 1	627	565	-	509	472	-	-	-	-	-	-	-
Stage 2	490	468	-	630	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	168	195	630	142	194	549	822	-	-	756	-	-
Mov Cap-2 Maneuver	168	195	-	142	194	-	-	-	-	-	-	-
Stage 1	587	564	-	477	442	-	-	-	-	-	-	-
Stage 2	440	439	-	498	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.2	29.2	0.5	0
HCM LOS	C	D		

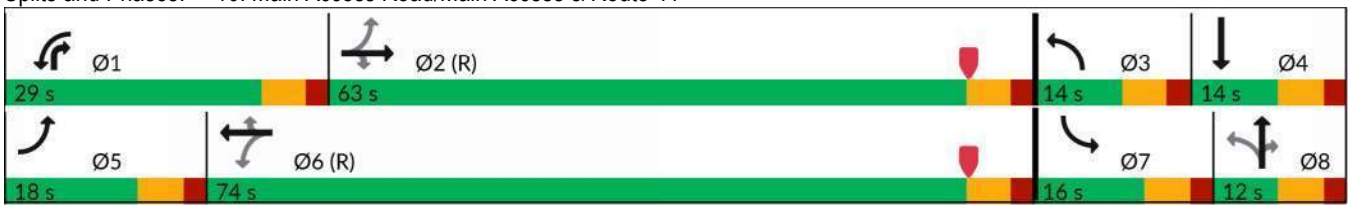
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	385	178	756	-	-
HCM Lane V/C Ratio	0.043	-	-	0.525	0.167	0.001	-	-
HCM Ctrl Dly (s/v)	9.6	0	-	24.2	29.2	9.8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q (veh)	0.1	-	-	2.9	0.6	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1157	10	257	685	22	87	6	51	164	11	34
Future Volume (vph)	215	1157	10	257	685	22	87	6	51	164	11	34
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	250		175	275		150	175		0	0		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		236			321			395			335	
Travel Time (s)		3.6			4.9			10.8			9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	
Total Split (s)	18.0	63.0	63.0	29.0	74.0	74.0	14.0	12.0	29.0	16.0	14.0	
Total Split (%)	15.0%	52.5%	52.5%	24.2%	61.7%	61.7%	11.7%	10.0%	24.2%	13.3%	11.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

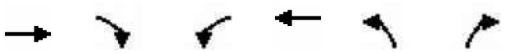
Splits and Phases: 10: Main Access Road/Main Access & Route 41



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1157	10	257	685	22	87	6	51	164	11	34
Future Volume (veh/h)	215	1157	10	257	685	22	87	6	51	164	11	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	234	1258	11	279	745	24	95	7	55	178	12	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	521	1994	877	361	2038	897	241	124	219	257	29	88
Arrive On Green	0.08	0.59	0.58	0.09	0.61	0.60	0.07	0.07	0.06	0.08	0.08	0.07
Sat Flow, veh/h	1688	3367	1502	1688	3367	1502	1688	1772	1502	3274	382	1178
Grp Volume(v), veh/h	234	1258	11	279	745	24	95	7	55	178	0	49
Grp Sat Flow(s),veh/h/ln	1688	1683	1502	1688	1683	1502	1688	1772	1502	1637	0	1560
Q Serve(g_s), s	6.3	29.2	0.4	7.5	13.5	0.8	6.1	0.4	3.9	6.4	0.0	3.6
Cycle Q Clear(g_c), s	6.3	29.2	0.4	7.5	13.5	0.8	6.1	0.4	3.9	6.4	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	521	1994	877	361	2038	897	241	124	219	257	0	117
V/C Ratio(X)	0.45	0.63	0.01	0.77	0.37	0.03	0.39	0.06	0.25	0.69	0.00	0.42
Avail Cap(c_a), veh/h	570	1994	877	542	2038	897	244	124	219	300	0	117
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	15.9	10.5	17.3	12.0	9.9	46.7	52.1	45.4	53.9	0.0	53.4
Incr Delay (d2), s/veh	0.6	1.5	0.0	3.9	0.5	0.1	1.0	0.9	2.7	5.5	0.0	10.7
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	3.7	15.8	0.2	7.7	8.3	0.5	4.8	0.4	3.0	5.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	17.4	10.5	21.3	12.5	10.0	47.8	53.0	48.2	59.4	0.0	64.0
LnGrp LOS	A	B	B	C	B	A	D	D	D	E		E
Approach Vol, veh/h		1503			1048			157			227	
Approach Delay, s/veh		16.1			14.8			48.2			60.4	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	76.1	13.8	14.0	14.6	77.7	14.4	13.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	57.0	8.0	8.0	12.0	68.0	10.0	6.0
Max Q Clear Time (g_c+I1), s	9.5	31.2	8.1	5.6	8.3	15.5	8.4	5.9
Green Ext Time (p_c), s	0.6	9.7	0.0	0.0	0.2	5.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	20.8
HCM 6th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1270	76	0	961	0	25
Future Volume (vph)	1270	76	0	961	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	321			892	342	
Travel Time (s)	4.9			13.5	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1270	76	0	961	0	25
Future Vol, veh/h	1270	76	0	961	0	25
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1380	83	0	1045	0	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1422
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	173
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	173
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	29.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	173	-	-	-
HCM Lane V/C Ratio	0.157	-	-	-
HCM Ctrl Dly (s/v)	29.6	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	67	2	120	80	1	40
Future Volume (vph)	67	2	120	80	1	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	681			285	134	
Travel Time (s)	18.6			7.8	3.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	67	2	120	80	1	40
Future Vol, veh/h	67	2	120	80	1	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	73	2	130	87	1	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	75	0	421	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1524	-	589	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	536	988
Mov Cap-2 Maneuver	-	-	-	-	536	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4.5	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	968	-	-	1524	-
HCM Lane V/C Ratio	0.046	-	-	0.086	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	19	175	34	5	195	48
Future Volume (vph)	19	175	34	5	195	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	387			625	335	
Travel Time (s)	10.6			17.0	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	175	34	5	195	48
Future Vol, veh/h	19	175	34	5	195	48
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	190	37	5	212	52

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	195	116
Stage 1	-	-	-	-	116	-
Stage 2	-	-	-	-	79	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	794	936
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1360	-	773	936
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	6.7	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	801	-	-	1360	-
HCM Lane V/C Ratio	0.33	-	-	0.027	-
HCM Ctrl Dly (s/v)	11.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	1.4	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	1	108	9	1	108
Future Volume (vph)	28	1	108	9	1	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	540		452			724
Travel Time (s)	14.7		8.8			14.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	1	108	9	1	108
Future Vol, veh/h	28	1	108	9	1	108
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	1	117	10	1	117

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	241	122	0	0	127	0
Stage 1	122	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	862	991	-	-	1087	-
Stage 1	1050	-	-	-	-	-
Stage 2	1054	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	861	991	-	-	1087	-
Mov Cap-2 Maneuver	861	-	-	-	-	-
Stage 1	1050	-	-	-	-	-
Stage 2	1053	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	865	1087	-
HCM Lane V/C Ratio	-	-	0.036	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.3	8.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	41	1	116	13	0	136
Future Volume (vph)	41	1	116	13	0	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	490		593			452
Travel Time (s)	13.4		11.6			8.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	1	116	13	0	136
Future Vol, veh/h	41	1	116	13	0	136
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	1	126	14	0	148

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	281	133	0	0	140	0
Stage 1	133	-	-	-	-	-
Stage 2	148	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	815	977	-	-	1076	-
Stage 1	1038	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	815	977	-	-	1076	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	1038	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	818	1076	-
HCM Lane V/C Ratio	-	-	0.056	-	-
HCM Ctrl Dly (s/v)	-	-	9.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	49	224	3	19	241
Future Volume (vph)	13	49	224	3	19	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Link Speed (mph)	25		40			40
Link Distance (ft)	555		385			562
Travel Time (s)	15.1		6.6			9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

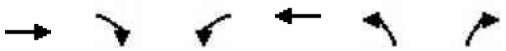
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	49	224	3	19	241
Future Vol, veh/h	13	49	224	3	19	241
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	53	243	3	21	262

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	549	245	0	0	246	0
Stage 1	245	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	562	844	-	-	989	-
Stage 1	917	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	548	844	-	-	989	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	989	-
HCM Lane V/C Ratio	-	-	0.089	0.021	-
HCM Ctrl Dly (s/v)	-	-	10.2	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.3	0.1	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	39	0	786	0	33
Future Volume (vph)	1348	39	0	786	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	244			566	379	
Travel Time (s)	3.7			8.6	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

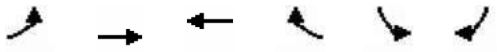
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1348	39	0	786	0	33
Future Vol, veh/h	1348	39	0	786	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1465	42	0	854	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1465
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	163
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	163
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	33.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	163	-	-	-
HCM Lane V/C Ratio	0.22	-	-	-
HCM Ctrl Dly (s/v)	33.2	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q (veh)	0.8	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	34	60	0	0	2
Future Volume (vph)	1	34	60	0	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)		-2%	-1%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		568	625		518	
Travel Time (s)		11.1	12.2		14.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	34	60	0	0	2
Future Vol, veh/h	1	34	60	0	0	2
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, %	-	-2	-1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	38	67	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	107	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	40	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1535	-	-	-	891	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	890	997
Mov Cap-2 Maneuver	-	-	-	-	890	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	982	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	997
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	81	0	0	69	79
Future Volume (vph)	0	81	0	0	69	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	35		35			35
Link Distance (ft)	464		60			593
Travel Time (s)	9.0		1.2			11.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	11%	100%	7%	16%	1%	4%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	81	0	0	69	79
Future Vol, veh/h	0	81	0	0	69	79
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	90	90	90	90	90	90
Heavy Vehicles, %	11	100	7	16	1	4
Mvmt Flow	0	90	0	0	77	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	242	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.51	7.2	-	-	4.6	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.1	3.4	-	-	3.3	-
Pot Cap-1 Maneuver	831	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	888	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	831	-	-	-	-	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	888	-	-	-	-	-

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

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

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1301	5	0	786	0	76
Future Volume (vph)	1301	5	0	786	0	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	466			275	406	
Travel Time (s)	7.1			4.2	11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

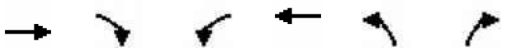
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1301	5	0	786	0	76
Future Vol, veh/h	1301	5	0	786	0	76
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1414	5	0	854	0	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1417
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	174
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	174
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	43.1
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	174	-	-	-
HCM Lane V/C Ratio	0.475	-	-	-
HCM Ctrl Dly (s/v)	43.1	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q (veh)	2.3	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1335	42	0	786	0	52
Future Volume (vph)	1335	42	0	786	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	275			244	392	
Travel Time (s)	4.2			3.7	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

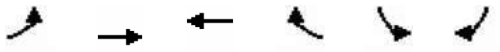
Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	1335	42	0	786	0	52
Future Vol, veh/h	1335	42	0	786	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1451	46	0	854	0	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1451
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	166
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	166
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	37.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	166	-	-	-
HCM Lane V/C Ratio	0.34	-	-	-
HCM Ctrl Dly (s/v)	37.5	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q (veh)	1.4	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1381	704	97	0	82
Future Volume (vph)	0	1381	704	97	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			225	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		566	236		209	
Travel Time (s)		8.6	3.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

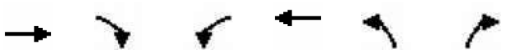
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1381	704	97	0	82
Future Vol, veh/h	0	1381	704	97	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	225	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1501	765	105	0	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	383
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	2.9
Pot Cap-1 Maneuver	0	-	-	-	0	689
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	689
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	689
HCM Lane V/C Ratio	-	-	-	0.129
HCM Ctrl Dly (s/v)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.4



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	107	0	0	200	0	87
Future Volume (vph)	107	0	0	200	0	87
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Link Speed (mph)	25			25	25	
Link Distance (ft)	285			387	143	
Travel Time (s)	7.8			10.6	3.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

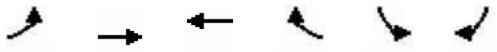
Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	107	0	0	200	0	87
Future Vol, veh/h	107	0	0	200	0	87
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	0	0	222	0	97

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	119
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	933
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	933
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	933	-	-
HCM Lane V/C Ratio	0.104	-	-
HCM Ctrl Dly (s/v)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q (veh)	0.3	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	34	60	1	1	0
Future Volume (vph)	0	34	60	1	1	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)		-2%	-1%		0%	
Link Speed (mph)		35	35		25	
Link Distance (ft)		625	214		505	
Travel Time (s)		12.2	4.2		13.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	60	1	1	0
Future Vol, veh/h	0	34	60	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	-2	-1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	38	67	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	68	0	-	0	106	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	892	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	892	995
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1533	-	-	-	892
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	9	5	5	17	18	5	5	4	124	5	134
Future Volume (vph)	79	9	5	5	17	18	5	5	4	124	5	134
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		286			304			380			395	
Travel Time (s)		7.8			8.3			10.4			10.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	79	9	5	5	17	18	5	5	4	124	5	134
Future Vol, veh/h	79	9	5	5	17	18	5	5	4	124	5	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	10	6	6	19	20	6	6	4	138	6	149

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	397	379	81	385	451	8	155	0	0	10	0	0
Stage 1	357	357	-	20	20	-	-	-	-	-	-	-
Stage 2	40	22	-	365	431	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	563	553	979	573	504	1074	1425	-	-	1610	-	-
Stage 1	661	628	-	999	879	-	-	-	-	-	-	-
Stage 2	975	877	-	654	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	498	979	519	454	1074	1425	-	-	1610	-	-
Mov Cap-2 Maneuver	495	498	-	519	454	-	-	-	-	-	-	-
Stage 1	658	568	-	995	875	-	-	-	-	-	-	-
Stage 2	932	873	-	578	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.9	11.2	2.7	3.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1425	-	-	509	627	1610	-	-
HCM Lane V/C Ratio	0.004	-	-	0.203	0.071	0.086	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	13.9	11.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.8	0.2	0.3	-	-

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		50	50		25	
Link Distance (ft)		730	567		528	
Travel Time (s)		10.0	7.7		14.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

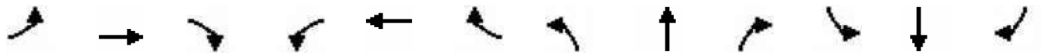
Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	314	0	73
Future Volume (vph)	0	0	0	314	0	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	166			440	256	
Travel Time (s)	4.5			12.0	7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	701	594	0	460	0	0	0	0	0	0	500
Future Volume (vph)	0	701	594	0	460	0	0	0	0	0	0	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		892			414			440			654	
Travel Time (s)		13.5			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

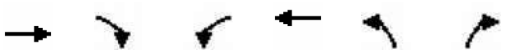
Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	701	594	0	460	0	0	0	0	0	0	500
Future Vol, veh/h	0	701	594	0	460	0	0	0	0	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	779	660	0	511	0	0	0	0	0	0	556

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	511
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	594
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	594
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	49.1
HCM LOS			E

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	594
HCM Lane V/C Ratio	-	-	-	0.935
HCM Ctrl Dly (s/v)	-	-	-	49.1
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q (veh)	-	-	-	12.2



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	701	0	0	460	0	63
Future Volume (vph)	701	0	0	460	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	701	0	0	460	0	63
Future Vol, veh/h	701	0	0	460	0	63
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	779	0	0	511	0	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	779
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	396
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	396
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	396	-	-
HCM Lane V/C Ratio	0.177	-	-
HCM Ctrl Dly (s/v)	16	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q (veh)	0.6	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	49	466	479	0	0	514	122
Future Volume (vph)	0	0	0	12	0	49	466	479	0	0	514	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	17%	0%	2%	5%	1%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	12	0	49	466	479	0	0	514	122
Future Vol, veh/h	0	0	0	12	0	49	466	479	0	0	514	122
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	17	0	2	5	1	0	0	2	2
Mvmt Flow	0	0	0	12	0	51	480	494	0	0	530	126

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	1984	-	494	530	0	-	-	-	0
Stage 1	1454	-	-	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-	-	-
Critical Hdwy	6.17	-	6.02	4.4	-	-	-	-	-
Critical Hdwy Stg 1	5.17	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.17	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	-	3.318	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	77	0	591	757	-	0	0	-	0
Stage 1	238	0	-	-	-	0	0	-	0
Stage 2	615	0	-	-	-	0	0	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	~ 10	0	591	757	-	-	-	-	-
Mov Cap-2 Maneuver	~ 10	0	-	-	-	-	-	-	-
Stage 1	30	0	-	-	-	-	-	-	-
Stage 2	615	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	180.4	8.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	757	-	10	591	-
HCM Lane V/C Ratio	0.635	-	1.237	0.085	-
HCM Ctrl Dly (s/v)	17.6	0$	869.2	11.7	-
HCM Lane LOS	C	A	F	B	-
HCM 95th %tile Q (veh)	4.6	-	2.3	0.3	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	96	444	11	875	489	45
Future Volume (vph)	96	444	11	875	489	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	9%	3%	3%	2%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

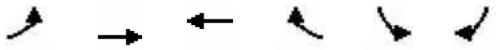
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	444	11	875	489	45
Future Vol, veh/h	96	444	11	875	489	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	5	9	3	3	2
Mvmt Flow	100	463	11	911	509	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1442	509	509	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Critical Hdwy	6.2	6.15	4.4	-	-	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	169	586	770	-	-	0
Stage 1	688	-	-	-	-	0
Stage 2	439	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	164	586	770	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	34.9	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	770	-	164	586	-
HCM Lane V/C Ratio	0.015	-	0.61	0.789	-
HCM Ctrl Dly (s/v)	9.7	0	56.3	30.3	-
HCM Lane LOS	A	A	F	D	-
HCM 95th %tile Q (veh)	0	-	3.3	7.5	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	977	1227	0	0	56
Future Volume (vph)	0	977	1227	0	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	459		60	
Travel Time (s)		11.6	7.0		1.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	5%	5%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	977	1227	0	0	56
Future Vol, veh/h	0	977	1227	0	0	56
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	97	97	97	97	97	97
Heavy Vehicles, %	2	5	5	0	0	0
Mvmt Flow	0	1007	1265	0	0	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1265
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	0	216
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	216
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	27.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	216
HCM Lane V/C Ratio	-	-	0.267
HCM Ctrl Dly (s/v)	-	-	27.6
HCM Lane LOS	-	-	D
HCM 95th %tile Q (veh)	-	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	887	159	193	1012	12	26	0	115	4	0	5
Future Volume (vph)	4	887	159	193	1012	12	26	0	115	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
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
Heavy Vehicles (%)	0%	5%	0%	1%	5%	0%	14%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	887	159	193	1012	12	26	0	115	4	0	5
Future Vol, veh/h	4	887	159	193	1012	12	26	0	115	4	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	5	0	1	5	0	14	0	0	0	0	0
Mvmt Flow	4	924	166	201	1054	13	27	0	120	4	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1067	0	0	1090	0	0	2480	2484	1007	2538	2561	1061
Stage 1	-	-	-	-	-	-	1015	1015	-	1463	1463	-
Stage 2	-	-	-	-	-	-	1465	1469	-	1075	1098	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.44	6.7	6.3	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.44	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.44	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	437	-	-	472	-	-	~ 17	26	298	19	27	265
Stage 1	-	-	-	-	-	-	283	301	-	174	195	-
Stage 2	-	-	-	-	-	-	149	178	-	294	291	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	437	-	-	472	-	-	-	0	298	-	0	265
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	276	294	-	170	0	-
Stage 2	-	-	-	-	-	-	-	0	-	172	284	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	2.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	437	-	-	472	-	-	-
HCM Lane V/C Ratio	-	0.01	-	-	0.426	-	-	-
HCM Ctrl Dly (s/v)	-	13.3	0	-	18.2	0	-	-
HCM Lane LOS	-	B	A	-	C	A	-	-
HCM 95th %tile Q (veh)	-	0	-	-	2.1	-	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	6	18	109	158	53
Future Volume (vph)	29	6	18	109	158	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	384	
Travel Time (s)	16.6			18.2	6.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	6	18	109	158	53
Future Vol, veh/h	29	6	18	109	158	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	33	7	20	122	178	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	370	208	238	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	688	856	996	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	673	856	996	-	-	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.5	1.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	996	-	699	-	-
HCM Lane V/C Ratio	0.02	-	0.056	-	-
HCM Ctrl Dly (s/v)	8.7	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	2	7	0	36	1	86	9	48	111	9
Future Volume (vph)	5	0	2	7	0	36	1	86	9	48	111	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			1647			1188			1070	
Travel Time (s)		14.5			32.1			20.3			18.2	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

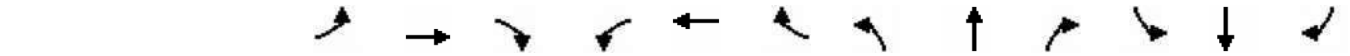
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	2	7	0	36	1	86	9	48	111	9
Future Vol, veh/h	5	0	2	7	0	36	1	86	9	48	111	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	0	0	4	0	0	0	0	0	0
Mvmt Flow	6	0	2	8	0	43	1	102	11	57	132	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	377	362	132	364	368	109	143	0	0	114	0	0
Stage 1	246	246	-	111	111	-	-	-	-	-	-	-
Stage 2	131	116	-	253	257	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.9	6.3	6.14	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.2	3.2	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	647	569	950	655	576	1010	1069	-	-	1094	-	-
Stage 1	849	706	-	985	812	-	-	-	-	-	-	-
Stage 2	984	803	-	830	709	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	595	538	950	626	545	1009	1069	-	-	1093	-	-
Mov Cap-2 Maneuver	595	538	-	626	545	-	-	-	-	-	-	-
Stage 1	848	669	-	983	810	-	-	-	-	-	-	-
Stage 2	941	801	-	785	672	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.4	9.2	0.1	2.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1069	-	-	595	950	918	1093	-	-
HCM Lane V/C Ratio	0.001	-	-	0.01	0.003	0.056	0.052	-	-
HCM Ctrl Dly (s/v)	8.4	-	-	11.1	8.8	9.2	8.5	-	-
HCM Lane LOS	A	-	-	B	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.2	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	903	6	216	836	3	0	0	161	4	0	8
Future Volume (vph)	6	903	6	216	836	3	0	0	161	4	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	17%	5%	0%	1%	6%	0%	0%	0%	1%	0%	0%	13%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	903	6	216	836	3	0	0	161	4	0	8
Future Vol, veh/h	6	903	6	216	836	3	0	0	161	4	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	17	5	0	1	6	0	0	0	1	0	0	13
Mvmt Flow	6	951	6	227	880	3	0	0	169	4	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	883	0	0	957	0	0	2303	2300	951	2300	2303	880
Stage 1	-	-	-	-	-	-	963	963	-	1334	1334	-
Stage 2	-	-	-	-	-	-	1340	1337	-	966	969	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.01	6.7	6.1	6.13
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	590	-	-	529	-	-	37	51	348	37	50	370
Stage 1	-	-	-	-	-	-	380	375	-	241	261	-
Stage 2	-	-	-	-	-	-	239	260	-	379	372	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	590	-	-	529	-	-	24	29	348	13	28	370
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	29	-	13	28	-
Stage 1	-	-	-	-	-	-	376	371	-	239	149	-
Stage 2	-	-	-	-	-	-	133	148	-	192	368	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	3.4	24.8	137.3
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	348	590	-	-	529	-	-	13	370
HCM Lane V/C Ratio	-	0.487	0.011	-	-	0.43	-	-	0.324	0.023
HCM Ctrl Dly (s/v)	0	24.8	11.2	-	-	16.8	-	-	$ 381.8	15
HCM Lane LOS	A	C	B	-	-	C	-	-	F	C
HCM 95th %tile Q (veh)	-	2.6	0	-	-	2.1	-	-	0.8	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	42	24	138	185	103
Future Volume (vph)	5	42	24	138	185	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			564	545	
Travel Time (s)	25.0			9.6	6.4	
Confl. Peds. (#/hr)			2			2
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

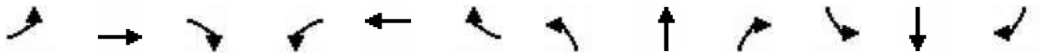
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	42	24	138	185	103
Future Vol, veh/h	5	42	24	138	185	103
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	1	0	0
Mvmt Flow	7	58	33	189	253	141

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	581	326	396	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	539	760	878	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	514	759	877	-	-	-
Mov Cap-2 Maneuver	514	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	907	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.5	1.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	877	-	722	-	-
HCM Lane V/C Ratio	0.037	-	0.089	-	-
HCM Ctrl Dly (s/v)	9.3	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	10	79	11	17	1	85	437	19	0	552	42
Future Volume (vph)	33	10	79	11	17	1	85	437	19	0	552	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	1%	0%	6%	0%	0%	2%	17%	0%	1%	3%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	10	79	11	17	1	85	437	19	0	552	42
Future Vol, veh/h	33	10	79	11	17	1	85	437	19	0	552	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	6	0	0	2	17	0	1	3
Mvmt Flow	34	10	81	11	18	1	88	451	20	0	569	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1238	1238	591	1233	1249	461	612	0	0	471	0	0
Stage 1	591	591	-	637	637	-	-	-	-	-	-	-
Stage 2	647	647	-	596	612	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.21	7.1	6.56	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.1	3.1	4.054	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	164	177	535	166	170	636	737	-	-	827	-	-
Stage 1	544	498	-	513	465	-	-	-	-	-	-	-
Stage 2	506	470	-	541	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	148	535	117	142	636	737	-	-	827	-	-
Mov Cap-2 Maneuver	130	148	-	117	142	-	-	-	-	-	-	-
Stage 1	456	498	-	430	390	-	-	-	-	-	-	-
Stage 2	404	394	-	449	478	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.1	39.1	1.7	0
HCM LOS	C	E		

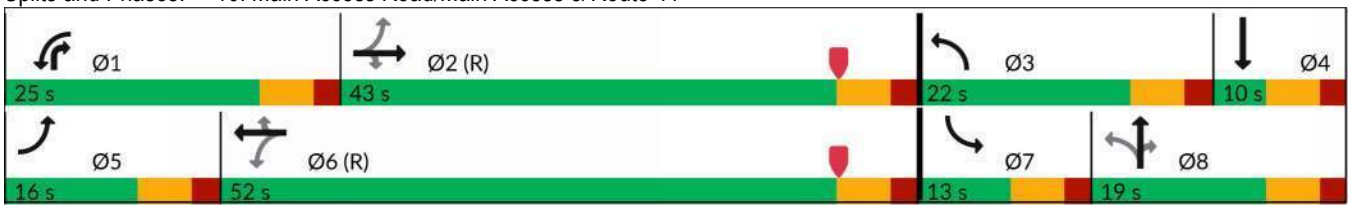
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	380	135	827	-	-
HCM Lane V/C Ratio	0.119	-	-	0.331	0.221	-	-	-
HCM Ctrl Dly (s/v)	10.5	0	-	19.1	39.1	0	-	-
HCM Lane LOS	B	A	-	C	E	A	-	-
HCM 95th %tile Q (veh)	0.4	-	-	1.4	0.8	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	845	16	302	978	46	237	14	45	117	9	32
Future Volume (vph)	160	845	16	302	978	46	237	14	45	117	9	32
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	250		175	275		150	175		0	0		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		232			342			398			362	
Travel Time (s)		3.5			5.2			10.9			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	
Total Split (s)	16.0	43.0	43.0	25.0	52.0	52.0	22.0	19.0	25.0	13.0	10.0	
Total Split (%)	16.0%	43.0%	43.0%	25.0%	52.0%	52.0%	22.0%	19.0%	25.0%	13.0%	10.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

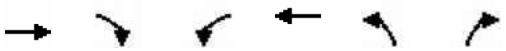
Splits and Phases: 10: Main Access Road/Main Access & Route 41



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	845	16	302	978	46	237	14	45	117	9	32
Future Volume (veh/h)	160	845	16	302	978	46	237	14	45	117	9	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	174	918	17	328	1063	50	258	15	49	127	10	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	1515	661	433	1678	733	383	268	396	217	17	60
Arrive On Green	0.08	0.45	0.44	0.13	0.50	0.49	0.17	0.15	0.14	0.07	0.05	0.04
Sat Flow, veh/h	1688	3367	1502	1688	3367	1502	1688	1772	1502	3274	345	1209
Grp Volume(v), veh/h	174	918	17	328	1063	50	258	15	49	127	0	45
Grp Sat Flow(s),veh/h/ln	1688	1683	1502	1688	1683	1502	1688	1772	1502	1637	0	1554
Q Serve(g_s), s	5.4	20.6	0.6	9.6	23.2	1.8	13.8	0.7	2.5	3.8	0.0	2.8
Cycle Q Clear(g_c), s	5.4	20.6	0.6	9.6	23.2	1.8	13.8	0.7	2.5	3.8	0.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	342	1515	661	433	1678	733	383	268	396	217	0	78
V/C Ratio(X)	0.51	0.61	0.03	0.76	0.63	0.07	0.67	0.06	0.12	0.58	0.00	0.58
Avail Cap(c_a), veh/h	386	1515	661	548	1678	733	387	268	396	262	0	78
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	20.8	15.9	15.7	18.4	13.5	34.4	36.3	28.0	45.3	0.0	46.9
Incr Delay (d2), s/veh	1.2	1.8	0.1	4.6	1.8	0.2	4.5	0.4	0.6	2.5	0.0	27.8
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	3.5	12.3	0.4	6.5	13.2	1.1	10.2	0.6	1.7	2.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	22.6	15.9	20.3	20.2	13.7	39.0	36.7	28.7	47.8	0.0	74.6
LnGrp LOS	B	C	B	C	C	B	D	D	C	D		E
Approach Vol, veh/h		1109			1441			322			172	
Approach Delay, s/veh		21.4			20.0			37.3			54.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	50.0	21.8	10.0	13.4	54.8	11.6	20.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	37.0	16.0	4.0	10.0	46.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	11.6	22.6	15.8	4.8	7.4	25.2	5.8	4.5
Green Ext Time (p_c), s	0.6	5.1	0.0	0.0	0.1	7.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.3
HCM 6th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	30	0	1329	0	106
Future Volume (vph)	978	30	0	1329	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	342			911	398	
Travel Time (s)	5.2			13.8	10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	30	0	1329	0	106
Future Vol, veh/h	978	30	0	1329	0	106
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1063	33	0	1445	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1080
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	276
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	276	-	-	-
HCM Lane V/C Ratio	0.417	-	-	-
HCM Ctrl Dly (s/v)	27.1	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q (veh)	2	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	54	2	82	133	1	30
Future Volume (vph)	54	2	82	133	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	1134			245	124	
Travel Time (s)	30.9			6.7	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	2	82	133	1	30
Future Vol, veh/h	54	2	82	133	1	30
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	2	89	145	1	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	383	60
Stage 1	-	-	-	-	60	-
Stage 2	-	-	-	-	323	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1542	-	620	1005
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	581	1005
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.9	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	982	-	-	1542	-
HCM Lane V/C Ratio	0.034	-	-	0.058	-
HCM Ctrl Dly (s/v)	8.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	126	32	14	201	18
Future Volume (vph)	20	126	32	14	201	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	429			910	362	
Travel Time (s)	11.7			24.8	9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	126	32	14	201	18
Future Vol, veh/h	20	126	32	14	201	18
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	137	35	15	218	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	176	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	814	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	794	967
Mov Cap-2 Maneuver	-	-	-	-	794	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	5.3	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	806	-	-	1420	-
HCM Lane V/C Ratio	0.295	-	-	0.024	-
HCM Ctrl Dly (s/v)	11.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	1.2	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	16	1	98	22	1	97
Future Volume (vph)	16	1	98	22	1	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	688		433			422
Travel Time (s)	18.8		8.4			8.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	1	98	22	1	97
Future Vol, veh/h	16	1	98	22	1	97
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	1	107	24	1	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	226	119	0	0	131	0
Stage 1	119	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	880	995	-	-	1083	-
Stage 1	1054	-	-	-	-	-
Stage 2	1068	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	879	995	-	-	1083	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	1054	-	-	-	-	-
Stage 2	1067	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	885	1083	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.2	8.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	0	120	32	1	112
Future Volume (vph)	25	0	120	32	1	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	633		583			433
Travel Time (s)	17.3		11.4			8.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	0	120	32	1	112
Future Vol, veh/h	25	0	120	32	1	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	0	130	35	1	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	272	148	0	0	165	0
Stage 1	148	-	-	-	-	-
Stage 2	124	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	826	958	-	-	1055	-
Stage 1	1021	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	825	958	-	-	1055	-
Mov Cap-2 Maneuver	825	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1047	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.5	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	825	1055	-
HCM Lane V/C Ratio	-	-	0.033	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.5	8.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	23	139	5	29	214
Future Volume (vph)	5	23	139	5	29	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Link Speed (mph)	25		40			40
Link Distance (ft)	571		384			564
Travel Time (s)	15.6		6.5			9.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	23	139	5	29	214
Future Vol, veh/h	5	23	139	5	29	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	25	151	5	32	233

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	451	154	0	0	156	0
Stage 1	154	-	-	-	-	-
Stage 2	297	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	644	950	-	-	1062	-
Stage 1	1014	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	621	950	-	-	1062	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	836	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.3	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	868	1062	-
HCM Lane V/C Ratio	-	-	0.035	0.03	-
HCM Ctrl Dly (s/v)	-	-	9.3	8.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	954	59	0	1227	0	67
Future Volume (vph)	954	59	0	1227	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	334			480	356	
Travel Time (s)	5.1			7.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

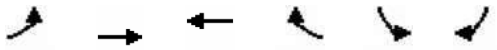
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	954	59	0	1227	0	67
Future Vol, veh/h	954	59	0	1227	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1037	64	0	1334	0	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1037
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	293
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	293
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	293	-	-	-
HCM Lane V/C Ratio	0.249	-	-	-
HCM Ctrl Dly (s/v)	21.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	1	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	57	41	0	0	1
Future Volume (vph)	1	57	41	0	0	1
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)		0%	-1%		0%	
Link Speed (mph)		25	35		25	
Link Distance (ft)		581	665		452	
Travel Time (s)		15.8	13.0		12.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	57	41	0	0	1
Future Vol, veh/h	1	57	41	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	63	46	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	46	0	-	0	111	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	65	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1562	-	-	-	886	1023
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	958	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	885	1023
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	958	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1562	-	-	-	1023
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	134	0	7	49	56
Future Volume (vph)	0	134	0	7	49	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	35		35			35
Link Distance (ft)	1134		60			583
Travel Time (s)	22.1		1.2			11.4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	4%	0%	0%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	134	0	7	49	56
Future Vol, veh/h	0	134	0	7	49	56
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	0	138	0	7	51	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	164	4	0	0	7	0
Stage 1	4	-	-	-	-	-
Stage 2	160	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.6	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.1	3.4	-	-	3.3	-
Pot Cap-1 Maneuver	930	1054	-	-	1085	-
Stage 1	1156	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	884	1054	-	-	1085	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	1156	-	-	-	-	-
Stage 2	930	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.9	0	4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1054	1085	-
HCM Lane V/C Ratio	-	-	0.131	0.047	-
HCM Ctrl Dly (s/v)	-	-	8.9	8.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	7	0	1227	0	34
Future Volume (vph)	970	7	0	1227	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	459			242	461	
Travel Time (s)	7.0			3.7	12.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	970	7	0	1227	0	34
Future Vol, veh/h	970	7	0	1227	0	34
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1054	8	0	1334	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1058
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	284
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	284
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	284	-	-	-
HCM Lane V/C Ratio	0.13	-	-	-
HCM Ctrl Dly (s/v)	19.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.4	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	941	63	0	1227	0	72
Future Volume (vph)	941	63	0	1227	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	242			334	390	
Travel Time (s)	3.7			5.1	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

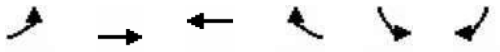
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	941	63	0	1227	0	72
Future Vol, veh/h	941	63	0	1227	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1023	68	0	1334	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1023
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	298
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	298	-	-	-
HCM Lane V/C Ratio	0.263	-	-	-
HCM Ctrl Dly (s/v)	21.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	1	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1021	1120	118	0	107
Future Volume (vph)	0	1021	1120	118	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			225	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		480	232		173	
Travel Time (s)		7.3	3.5		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

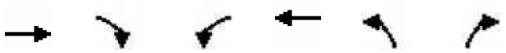
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1021	1120	118	0	107
Future Vol, veh/h	0	1021	1120	118	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	225	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1110	1217	128	0	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	609
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	2.9
Pot Cap-1 Maneuver	0	-	-	-	0	486
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	486
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	486
HCM Lane V/C Ratio	-	-	-	0.239
HCM Ctrl Dly (s/v)	-	-	-	14.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.9



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	84	0	0	215	0	62
Future Volume (vph)	84	0	0	215	0	62
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Link Speed (mph)	25			25	25	
Link Distance (ft)	245			429	114	
Travel Time (s)	6.7			11.7	3.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

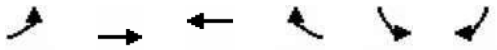
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	84	0	0	215	0	62
Future Vol, veh/h	84	0	0	215	0	62
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	0	0	239	0	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	93
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	964
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	964
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	964	-	-
HCM Lane V/C Ratio	0.071	-	-
HCM Ctrl Dly (s/v)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	56	41	1	1	0
Future Volume (vph)	1	56	41	1	1	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)		0%	-1%		0%	
Link Speed (mph)		25	35		25	
Link Distance (ft)		665	254		427	
Travel Time (s)		18.1	4.9		11.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↾	
Traffic Vol, veh/h	1	56	41	1	1	0
Future Vol, veh/h	1	56	41	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	62	46	1	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	111	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	886	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	885	1022
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	959	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	885
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Ctrl Dly (s/v)	7.3	-	-	-	9.1
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	9	5	5	37	77	5	5	5	49	5	208
Future Volume (vph)	135	9	5	5	37	77	5	5	5	49	5	208
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			273			329			398	
Travel Time (s)		8.2			7.4			9.0			10.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	135	9	5	5	37	77	5	5	5	49	5	208
Future Vol, veh/h	135	9	5	5	37	77	5	5	5	49	5	208
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	150	10	6	6	41	86	6	6	6	54	6	231

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	315	254	122	259	366	9	237	0	0	12	0	0
Stage 1	230	230	-	21	21	-	-	-	-	-	-	-
Stage 2	85	24	-	238	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	638	650	929	694	562	1073	1330	-	-	1607	-	-
Stage 1	773	714	-	998	878	-	-	-	-	-	-	-
Stage 2	923	875	-	765	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	621	929	658	537	1073	1330	-	-	1607	-	-
Mov Cap-2 Maneuver	534	621	-	658	537	-	-	-	-	-	-	-
Stage 1	769	685	-	993	874	-	-	-	-	-	-	-
Stage 2	805	871	-	719	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.4	10.4	2.6	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	546	803	1607	-	-
HCM Lane V/C Ratio	0.004	-	-	0.303	0.165	0.034	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14.4	10.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	1.3	0.6	0.1	-	-

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		50	50		25	
Link Distance (ft)		730	567		528	
Travel Time (s)		10.0	7.7		14.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

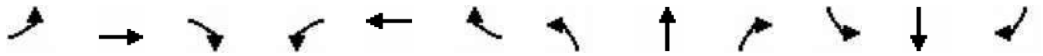
Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations				↑	↑	
Traffic Volume (vph)	0	0	0	314	0	73
Future Volume (vph)	0	0	0	314	0	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	166			440	256	
Travel Time (s)	4.5			12.0	7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	545	539	0	740	0	0	0	0	0	0	588
Future Volume (vph)	0	545	539	0	740	0	0	0	0	0	0	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		911			414			440			654	
Travel Time (s)		13.8			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	81.8

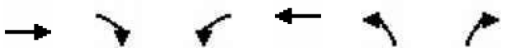
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	545	539	0	740	0	0	0	0	0	0	588
Future Vol, veh/h	0	545	539	0	740	0	0	0	0	0	0	588
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	606	599	0	822	0	0	0	0	0	0	653

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	822
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	~ 392
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	~ 392
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	$ 335.6
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	392
HCM Lane V/C Ratio	-	-	-	1.667
HCM Ctrl Dly (s/v)	-	-	-	$ 335.6
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q (veh)	-	-	-	39

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	545	0	0	740	0	56
Future Volume (vph)	545	0	0	740	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	545	0	0	740	0	56
Future Vol, veh/h	545	0	0	740	0	56
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	606	0	0	822	0	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	606
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	497
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	497
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	497	-	-
HCM Lane V/C Ratio	0.125	-	-
HCM Ctrl Dly (s/v)	13.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	1	27	611	377	0	0	288	92
Future Volume (vph)	0	0	0	5	1	27	611	377	0	0	288	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	5	1	27	611	377	0	0	288	92
Future Vol, veh/h	0	0	0	5	1	27	611	377	0	0	288	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Stop	-	-	None	-	-	Free
Storage Length	-	-	-	0	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-2	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0	2	3	0	0	1	0
Mvmt Flow	0	0	0	5	1	28	630	389	0	0	297	95

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1946	1946	389	297	0	-	-	-	0
Stage 1	1649	1649	-	-	-	-	-	-	-
Stage 2	297	297	-	-	-	-	-	-	-
Critical Hdwy	6	6.1	6	4.4	-	-	-	-	-
Critical Hdwy Stg 1	5	5.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5	5.1	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.1	-	-	-	-	-
Pot Cap-1 Maneuver	89	81	678	915	-	0	0	-	0
Stage 1	209	190	-	-	-	0	0	-	0
Stage 2	784	694	-	-	-	0	0	-	0
Platoon blocked, %					-			-	
Mov Cap-1 Maneuver	11	0	678	915	-	-	-	-	-
Mov Cap-2 Maneuver	11	0	-	-	-	-	-	-	-
Stage 1	25	0	-	-	-	-	-	-	-
Stage 2	784	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	87.2	10.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT
Capacity (veh/h)	915	-	11	678	-
HCM Lane V/C Ratio	0.688	-	0.469	0.041	-
HCM Ctrl Dly (s/v)	17.1	0$	501.3	10.5	-
HCM Lane LOS	C	A	F	B	-
HCM 95th %tile Q (veh)	5.7	-	1.1	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	83	533	16	874	255	36
Future Volume (vph)	83	533	16	874	255	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	27%	4%	0%	3%	2%	3%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

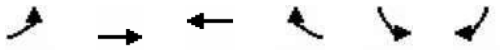
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	533	16	874	255	36
Future Vol, veh/h	83	533	16	874	255	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	27	4	0	3	2	3
Mvmt Flow	87	561	17	920	268	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1222	268	268	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Critical Hdwy	6.47	6.14	4.4	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	209	800	937	-	-	0
Stage 1	865	-	-	-	-	0
Stage 2	400	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	201	800	937	-	-	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	21.6	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	937	-	201	800	-
HCM Lane V/C Ratio	0.018	-	0.435	0.701	-
HCM Ctrl Dly (s/v)	8.9	0	36	19.3	-
HCM Lane LOS	A	A	E	C	-
HCM 95th %tile Q (veh)	0.1	-	2	5.9	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Volume (vph)	0	977	1099	0	0	38
Future Volume (vph)	0	977	1099	0	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	432		60	
Travel Time (s)		11.6	6.5		1.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	3%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

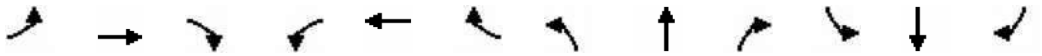
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	977	1099	0	0	38
Future Vol, veh/h	0	977	1099	0	0	38
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	94	94	94	94	94	94
Heavy Vehicles, %	3	4	3	5	0	0
Mvmt Flow	0	1039	1169	0	0	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1169
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	0	246
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	246
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	246
HCM Lane V/C Ratio	-	-	0.164
HCM Ctrl Dly (s/v)	-	-	22.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	887	59	117	1020	0	37	0	107	0	0	10
Future Volume (vph)	1	887	59	117	1020	0	37	0	107	0	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		1721			768			545			1254	
Travel Time (s)		26.1			11.6			9.3			34.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	100%	4%	0%	0%	3%	0%	0%	0%	3%	0%	0%	10%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	90.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	887	59	117	1020	0	37	0	107	0	0	10
Future Vol, veh/h	1	887	59	117	1020	0	37	0	107	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	1	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	100	4	0	0	3	0	0	0	3	0	0	10
Mvmt Flow	1	944	63	124	1085	0	39	0	114	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1085	0	0	1007	0	0	2317	2311	976	2368	2342	1085
Stage 1	-	-	-	-	-	-	978	978	-	1333	1333	-
Stage 2	-	-	-	-	-	-	1339	1333	-	1035	1009	-
Critical Hdwy	4.6	-	-	4.4	-	-	7.3	6.7	6.33	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.3	5.7	-	6.1	5.5	-
Follow-up Hdwy	3.3	-	-	3.1	-	-	3.1	4	3.1	3	4	3.5
Pot Cap-1 Maneuver	430	-	-	507	-	-	~ 24	34	309	26	37	249
Stage 1	-	-	-	-	-	-	310	314	-	208	225	-
Stage 2	-	-	-	-	-	-	188	209	-	310	320	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	430	-	-	507	-	-	~ 12	13	309	8	14	249
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	13	-	8	14	-
Stage 1	-	-	-	-	-	-	308	312	-	207	86	-
Stage 2	-	-	-	-	-	-	69	80	-	195	318	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	1.5	$ 1390.3	20.1
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	42	430	-	-	507	-	-	249
HCM Lane V/C Ratio	3.647	0.002	-	-	0.245	-	-	0.043
HCM Ctrl Dly (s/v)	$ 1390.3	13.4	0	-	14.4	0	-	20.1
HCM Lane LOS	F	B	A	-	B	A	-	C
HCM 95th %tile Q (veh)	17.2	0	-	-	1	-	-	0.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	5	9	91	106	19
Future Volume (vph)	18	5	9	91	106	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12
Grade (%)	1%			0%	0%	
Link Speed (mph)	35			40	40	
Link Distance (ft)	850			1070	422	
Travel Time (s)	16.6			18.2	7.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	7%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

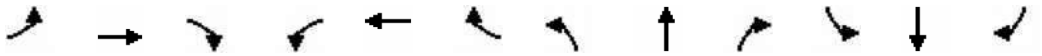
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	5	9	91	106	19
Future Vol, veh/h	18	5	9	91	106	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	1	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	7	3	0
Mvmt Flow	20	5	10	99	115	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	126	136	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.6	6.3	4.3	-	-	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3	-	-	-
Pot Cap-1 Maneuver	822	954	1079	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	814	954	1079	-	-	-
Mov Cap-2 Maneuver	814	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1079	-	841	-	-
HCM Lane V/C Ratio	0.009	-	0.03	-	-
HCM Ctrl Dly (s/v)	8.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	2	5	0	26	0	75	7	30	80	1
Future Volume (vph)	0	0	2	5	0	26	0	75	7	30	80	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	15	10	10	10	10	13	13	12	13	13
Grade (%)		0%			-1%			0%			1%	
Storage Length (ft)	0		120	0		0	101		0	103		184
Storage Lanes	0		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		742			1641			1188			1070	
Travel Time (s)		14.5			32.0			20.3			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	6%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	5	0	26	0	75	7	30	80	1
Future Vol, veh/h	0	0	2	5	0	26	0	75	7	30	80	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	120	-	-	-	101	-	-	103	-	184
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-1	-	-	0	-	-	1	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	6	0	0	3	0
Mvmt Flow	0	0	2	5	0	27	0	79	7	32	84	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	244	234	84	233	232	83	85	0	0	86	0	0
Stage 1	148	148	-	83	83	-	-	-	-	-	-	-
Stage 2	96	86	-	150	149	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	6.9	6.3	6.1	4.4	-	-	4.4	-	-
Critical Hdwy Stg 1	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	5.9	5.3	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4	3.2	3.2	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	796	670	1010	797	680	1045	1120	-	-	1119	-	-
Stage 1	963	779	-	1019	834	-	-	-	-	-	-	-
Stage 2	1028	827	-	940	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	759	651	1010	778	660	1045	1120	-	-	1119	-	-
Mov Cap-2 Maneuver	759	651	-	778	660	-	-	-	-	-	-	-
Stage 1	963	756	-	1019	834	-	-	-	-	-	-	-
Stage 2	1001	827	-	911	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.6	8.8	0	2.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1120	-	-	-	1010	990	1119	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	0.033	0.028	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	8.6	8.8	8.3	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	-	0	0.1	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	903	2	106	954	3	3	1	127	6	1	3
Future Volume (vph)	8	903	2	106	954	3	3	1	127	6	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	9	11	12	11	9	11	13	13	14	10	14	14
Grade (%)		0%			0%			-2%			-2%	
Storage Length (ft)	70		0	170		170	0		175	60		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		1170			1721			1701			574	
Travel Time (s)		17.7			26.1			33.1			15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	2%	4%	0%	0%	0%	2%	0%	0%	0%
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	903	2	106	954	3	3	1	127	6	1	3
Future Vol, veh/h	8	903	2	106	954	3	3	1	127	6	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	None
Storage Length	70	-	0	170	-	170	-	-	175	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-2	-	-	-2	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	4	0	2	4	0	0	0	2	0	0	0
Mvmt Flow	8	951	2	112	1004	3	3	1	134	6	1	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1007	0	0	953	0	0	2199	2198	951	2197	2197	1004
Stage 1	-	-	-	-	-	-	967	967	-	1228	1228	-
Stage 2	-	-	-	-	-	-	1232	1231	-	969	969	-
Critical Hdwy	4.3	-	-	4.4	-	-	6.7	6.1	6.02	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.7	5.1	-	5.7	5.1	-
Follow-up Hdwy	3	-	-	3.1	-	-	3	4	3.1	3	4	3.1
Pot Cap-1 Maneuver	533	-	-	531	-	-	44	58	347	44	58	325
Stage 1	-	-	-	-	-	-	378	373	-	274	290	-
Stage 2	-	-	-	-	-	-	273	289	-	377	372	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	533	-	-	531	-	-	35	45	347	22	45	325
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	45	-	22	45	-
Stage 1	-	-	-	-	-	-	372	367	-	270	229	-
Stage 2	-	-	-	-	-	-	212	228	-	228	366	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	1.4	24.5	148.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	37	347	533	-	-	531	-	-	22	127
HCM Lane V/C Ratio	0.114	0.385	0.016	-	-	0.21	-	-	0.287	0.033
HCM Ctrl Dly (s/v)	114.4	21.7	11.9	-	-	13.6	-	-	224.7	34.3
HCM Lane LOS	F	C	B	-	-	B	-	-	F	D
HCM 95th %tile Q (veh)	0.4	1.8	0	-	-	0.8	-	-	0.8	0.1

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	11	7	129	129	50
Future Volume (vph)	14	11	7	129	129	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			1%	-1%	
Link Speed (mph)	25			40	40	
Link Distance (ft)	915			525	545	
Travel Time (s)	25.0			8.9	6.4	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	8%	0%	0%	9%	3%	0%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

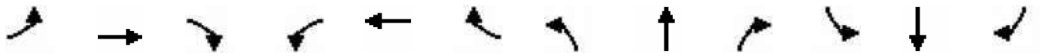
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	11	7	129	129	50
Future Vol, veh/h	14	11	7	129	129	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	1	-1	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	8	0	0	9	3	0
Mvmt Flow	17	14	9	159	159	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	367	190	221	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.48	6.2	4.3	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3	3.1	3	-	-	-
Pot Cap-1 Maneuver	719	908	1009	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	712	908	1009	-	-	-
Mov Cap-2 Maneuver	712	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	986	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	787	-	-
HCM Lane V/C Ratio	0.009	-	0.039	-	-
HCM Ctrl Dly (s/v)	8.6	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	10	74	8	1	1	57	350	9	0	309	27
Future Volume (vph)	21	10	74	8	1	1	57	350	9	0	309	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		1141			1213			799			726	
Travel Time (s)		31.1			33.1			15.6			19.8	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	10%	0%	13%	0%	0%	0%	2%	33%	0%	1%	6%
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	10	74	8	1	1	57	350	9	0	309	27
Future Vol, veh/h	21	10	74	8	1	1	57	350	9	0	309	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	10	0	13	0	0	0	2	33	0	1	6
Mvmt Flow	23	11	81	9	1	1	63	385	10	0	340	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	872	876	355	877	886	390	370	0	0	395	0	0
Stage 1	355	355	-	516	516	-	-	-	-	-	-	-
Stage 2	517	521	-	361	370	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.6	6.2	7.23	6.5	6.2	4.3	-	-	4.3	-	-
Critical Hdwy Stg 1	6.1	5.6	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.6	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.1	4.09	3.1	3.1	4	3.1	3	-	-	3	-	-
Pot Cap-1 Maneuver	296	279	731	284	286	698	896	-	-	879	-	-
Stage 1	739	616	-	589	538	-	-	-	-	-	-	-
Stage 2	599	519	-	723	624	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	274	254	731	227	260	698	896	-	-	879	-	-
Mov Cap-2 Maneuver	274	254	-	227	260	-	-	-	-	-	-	-
Stage 1	672	616	-	536	490	-	-	-	-	-	-	-
Stage 2	543	472	-	631	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	20.3	1.3	0
HCM LOS	A	C		

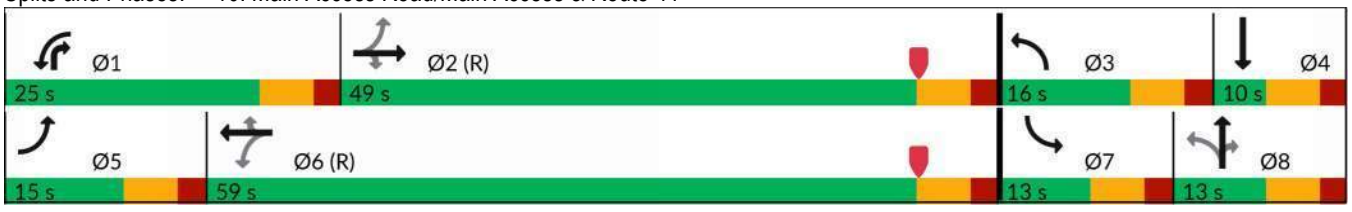
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	896	-	-	905	247	879	-	-
HCM Lane V/C Ratio	0.07	-	-	0.127	0.044	-	-	-
HCM Ctrl Dly (s/v)	9.3	0	-	9.6	20.3	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	0.4	0.1	0	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	845	17	278	934	43	157	11	55	117	8	24
Future Volume (vph)	161	845	17	278	934	43	157	11	55	117	8	24
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	250		175	275		150	175		0	0		0
Storage Lanes	1		1	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		243			325			385			378	
Travel Time (s)		3.7			4.9			10.5			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2		2	6		6	8		8			
Detector Phase	5	2	2	1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	
Total Split (s)	15.0	49.0	49.0	25.0	59.0	59.0	16.0	13.0	25.0	13.0	10.0	
Total Split (%)	15.0%	49.0%	49.0%	25.0%	59.0%	59.0%	16.0%	13.0%	25.0%	13.0%	10.0%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	Max	None	None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

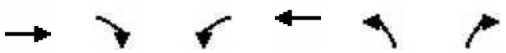
Splits and Phases: 10: Main Access Road/Main Access & Route 41



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	845	17	278	934	43	157	11	55	117	8	24
Future Volume (veh/h)	161	845	17	278	934	43	157	11	55	117	8	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	175	918	18	302	1015	47	171	12	60	127	9	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	1774	776	461	1898	831	294	166	280	217	20	58
Arrive On Green	0.08	0.53	0.52	0.11	0.56	0.55	0.11	0.09	0.08	0.07	0.05	0.04
Sat Flow, veh/h	1688	3367	1502	1688	3367	1502	1688	1772	1502	3274	402	1161
Grp Volume(v), veh/h	175	918	18	302	1015	47	171	12	60	127	0	35
Grp Sat Flow(s),veh/h/ln	1688	1683	1502	1688	1683	1502	1688	1772	1502	1637	0	1563
Q Serve(g_s), s	4.6	17.7	0.6	7.7	18.8	1.4	9.3	0.6	3.4	3.8	0.0	2.2
Cycle Q Clear(g_c), s	4.6	17.7	0.6	7.7	18.8	1.4	9.3	0.6	3.4	3.8	0.0	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	390	1774	776	461	1898	831	294	166	280	217	0	78
V/C Ratio(X)	0.45	0.52	0.02	0.66	0.53	0.06	0.58	0.07	0.21	0.58	0.00	0.45
Avail Cap(c_a), veh/h	430	1774	776	608	1898	831	294	166	280	262	0	78
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.5	15.4	11.8	11.2	13.6	10.3	38.1	41.4	34.5	45.3	0.0	46.5
Incr Delay (d2), s/veh	0.8	1.1	0.1	1.6	1.1	0.1	2.9	0.8	1.7	2.5	0.0	17.5
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	2.8	10.4	0.4	4.5	10.7	0.9	7.4	0.6	2.5	2.9	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	16.5	11.9	12.8	14.7	10.4	40.9	42.2	36.2	47.8	0.0	64.0
LnGrp LOS	B	B	B	B	B	B	D	D	D	D		E
Approach Vol, veh/h		1111			1364			243			162	
Approach Delay, s/veh		15.6			14.1			39.8			51.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	57.7	16.0	10.0	12.6	61.4	11.6	14.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	43.0	10.0	4.0	9.0	53.0	7.0	7.0
Max Q Clear Time (g_c+I1), s	9.7	19.7	11.3	4.2	6.6	20.8	5.8	5.4
Green Ext Time (p_c), s	0.6	6.3	0.0	0.0	0.1	7.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	19.0
HCM 6th LOS	B



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	21	0	1207	0	17
Future Volume (vph)	978	21	0	1207	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	325			1066	415	
Travel Time (s)	4.9			16.2	11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	21	0	1207	0	17
Future Vol, veh/h	978	21	0	1207	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1063	23	0	1312	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1075
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	278
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	278
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	278	-	-	-
HCM Lane V/C Ratio	0.066	-	-	-
HCM Ctrl Dly (s/v)	18.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	54	1	81	142	2	30
Future Volume (vph)	54	1	81	142	2	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			35	25	
Link Distance (ft)	1101			204	95	
Travel Time (s)	30.0			4.0	2.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	1	81	142	2	30
Future Vol, veh/h	54	1	81	142	2	30
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	1	90	158	2	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	61	0	399	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1542	-	607	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1542	-	568	1004
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.7	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	958	-	-	1542	-
HCM Lane V/C Ratio	0.037	-	-	0.058	-
HCM Ctrl Dly (s/v)	8.9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	20	126	24	21	202	18
Future Volume (vph)	20	126	24	21	202	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	352			776	378	
Travel Time (s)	9.6			21.2	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	20	126	24	21	202	18
Future Vol, veh/h	20	126	24	21	202	18
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	137	26	23	220	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	166	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	824	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	808	967
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	1420	-
HCM Lane V/C Ratio	0.292	-	-	0.018	-
HCM Ctrl Dly (s/v)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	1.2	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	1	111	17	1	70
Future Volume (vph)	18	1	111	17	1	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	760		443			414
Travel Time (s)	20.7		8.6			8.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	1	111	17	1	70
Future Vol, veh/h	18	1	111	17	1	70
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	1	121	18	1	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	208	130	0	0	139	0
Stage 1	130	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	902	981	-	-	1076	-
Stage 1	1041	-	-	-	-	-
Stage 2	1102	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	901	981	-	-	1076	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	1041	-	-	-	-	-
Stage 2	1101	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.1	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	1076	-
HCM Lane V/C Ratio	-	-	0.023	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.1	8.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	0	128	24	0	88
Future Volume (vph)	26	0	128	24	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25		35			35
Link Distance (ft)	744		652			443
Travel Time (s)	20.3		12.7			8.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	0	128	24	0	88
Future Vol, veh/h	26	0	128	24	0	88
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	139	26	0	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	248	152	0	0	165	0
Stage 1	152	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	854	953	-	-	1055	-
Stage 1	1016	-	-	-	-	-
Stage 2	1081	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	854	953	-	-	1055	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1081	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	854	1055	-
HCM Lane V/C Ratio	-	-	0.033	-	-
HCM Ctrl Dly (s/v)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	38	99	6	40	118
Future Volume (vph)	6	38	99	6	40	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		1%			0%
Link Speed (mph)	25		40			40
Link Distance (ft)	758		422			525
Travel Time (s)	20.7		7.2			8.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

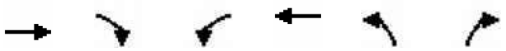
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	38	99	6	40	118
Future Vol, veh/h	6	38	99	6	40	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	1	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	41	108	7	43	128

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	326	112	0	0	115	0
Stage 1	112	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.3	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	766	1004	-	-	1097	-
Stage 1	1062	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	734	1004	-	-	1097	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	1062	-	-	-	-	-
Stage 2	909	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	956	1097	-
HCM Lane V/C Ratio	-	-	0.05	0.04	-
HCM Ctrl Dly (s/v)	-	-	9	8.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0.1	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	982	57	0	1099	0	69
Future Volume (vph)	982	57	0	1099	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	292			356	531	
Travel Time (s)	4.4			5.4	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

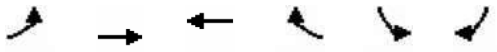
Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	982	57	0	1099	0	69
Future Vol, veh/h	982	57	0	1099	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1067	62	0	1195	0	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1067
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	281
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	281
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	281	-	-	-
HCM Lane V/C Ratio	0.267	-	-	-
HCM Ctrl Dly (s/v)	22.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	1	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	39	30	0	0	2
Future Volume (vph)	1	39	30	0	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)		0%	-1%		0%	
Link Speed (mph)		25	35		25	
Link Distance (ft)		579	706		486	
Travel Time (s)		15.8	13.8		13.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	39	30	0	0	2
Future Vol, veh/h	1	39	30	0	0	2
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	-1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	43	33	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	33	0	-	0	78	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1579	-	-	-	925	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1579	-	-	-	924	1041
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	977	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1579	-	-	-	1041
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	145	0	5	59	38
Future Volume (vph)	0	145	0	5	59	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	35		35			35
Link Distance (ft)	1101		60			652
Travel Time (s)	21.4		1.2			12.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	3%	2%	1%	0%
Shared Lane Traffic (%)						
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

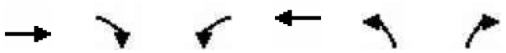
Intersection	
Int Delay, s/veh	7.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	145	0	5	59	38
Future Vol, veh/h	0	145	0	5	59	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	2	1	0
Mvmt Flow	0	154	0	5	63	40

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	169	3	0	0	5	0
Stage 1	3	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.6	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.1	3.4	-	-	3.3	-
Pot Cap-1 Maneuver	924	1055	-	-	1086	-
Stage 1	1158	-	-	-	-	-
Stage 2	972	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	869	1055	-	-	1086	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	1158	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0	5.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1055	1086	-
HCM Lane V/C Ratio	-	-	0.146	0.058	-
HCM Ctrl Dly (s/v)	-	-	9	8.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.2	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	7	0	1099	0	54
Future Volume (vph)	970	7	0	1099	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	432			287	552	
Travel Time (s)	6.5			4.3	15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

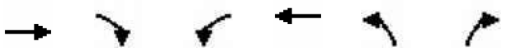
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	970	7	0	1099	0	54
Future Vol, veh/h	970	7	0	1099	0	54
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1054	8	0	1195	0	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1058
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	284
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	284
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	284	-	-	-
HCM Lane V/C Ratio	0.207	-	-	-
HCM Ctrl Dly (s/v)	20.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.8	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	962	62	0	1099	0	77
Future Volume (vph)	962	62	0	1099	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	287			292	526	
Travel Time (s)	4.3			4.4	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

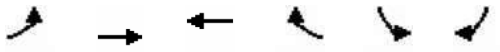
Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	962	62	0	1099	0	77
Future Vol, veh/h	962	62	0	1099	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1046	67	0	1195	0	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1046
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	289
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	289
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	289	-	-	-
HCM Lane V/C Ratio	0.29	-	-	-
HCM Ctrl Dly (s/v)	22.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	1.2	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1051	1016	96	0	83
Future Volume (vph)	0	1051	1016	96	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			225	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		356	243		162	
Travel Time (s)		5.4	3.7		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

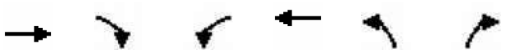
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1051	1016	96	0	83
Future Vol, veh/h	0	1051	1016	96	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	225	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1142	1104	104	0	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	552
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	2.9
Pot Cap-1 Maneuver	0	-	-	-	0	531
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	531
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	531
HCM Lane V/C Ratio	-	-	-	0.17
HCM Ctrl Dly (s/v)	-	-	-	13.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.6



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	84	0	0	219	0	60
Future Volume (vph)	84	0	0	219	0	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Link Speed (mph)	25			35	25	
Link Distance (ft)	204			352	117	
Travel Time (s)	5.6			6.9	3.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

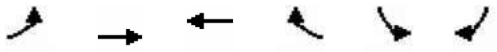
Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	84	0	0	219	0	60
Future Vol, veh/h	84	0	0	219	0	60
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	0	0	243	0	67

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	93
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	964
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	964
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	964	-	-
HCM Lane V/C Ratio	0.069	-	-
HCM Ctrl Dly (s/v)	9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	38	30	1	2	0
Future Volume (vph)	1	38	30	1	2	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Grade (%)		0%	-1%		0%	
Link Speed (mph)		25	35		25	
Link Distance (ft)		706	221		493	
Travel Time (s)		19.3	4.3		13.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

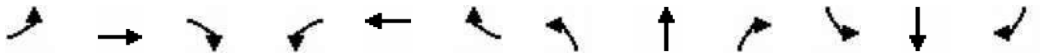
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	38	30	1	2	0
Future Vol, veh/h	1	38	30	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	-1	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	42	33	1	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	34	0	-	0	78	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1578	-	-	-	925	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1578	-	-	-	924	1039
Mov Cap-2 Maneuver	-	-	-	-	924	-
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	978	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1578	-	-	-	924
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Ctrl Dly (s/v)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	8	5	5	26	13	5	5	5	27	5	231
Future Volume (vph)	160	8	5	5	26	13	5	5	5	27	5	231
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		253			252			354			385	
Travel Time (s)		6.9			6.9			9.7			10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	8	5	5	26	13	5	5	5	27	5	231
Future Vol, veh/h	160	8	5	5	26	13	5	5	5	27	5	231
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	178	9	6	6	29	14	6	6	6	30	6	257

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	238	219	135	223	344	9	263	0	0	12	0	0
Stage 1	195	195	-	21	21	-	-	-	-	-	-	-
Stage 2	43	24	-	202	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	716	679	914	733	579	1073	1301	-	-	1607	-	-
Stage 1	807	739	-	998	878	-	-	-	-	-	-	-
Stage 2	971	875	-	800	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	664	660	914	706	563	1073	1301	-	-	1607	-	-
Mov Cap-2 Maneuver	664	660	-	706	563	-	-	-	-	-	-	-
Stage 1	803	722	-	993	874	-	-	-	-	-	-	-
Stage 2	922	871	-	767	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.5	10.8	2.6	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	669	673	1607	-	-
HCM Lane V/C Ratio	0.004	-	-	0.287	0.073	0.019	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	12.5	10.8	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	1.2	0.2	0.1	-	-

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		50	50		25	
Link Distance (ft)		730	567		528	
Travel Time (s)		10.0	7.7		14.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

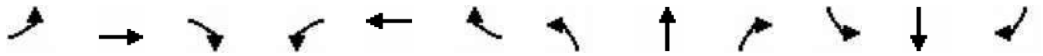
Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Lane Group	SBL	SBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	314	0	73
Future Volume (vph)	0	0	0	314	0	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	25			25	25	
Link Distance (ft)	166			440	256	
Travel Time (s)	4.5			12.0	7.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	545	616	0	549	0	0	0	0	0	0	703
Future Volume (vph)	0	545	616	0	549	0	0	0	0	0	0	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		1066			414			440			654	
Travel Time (s)		16.2			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	74.9

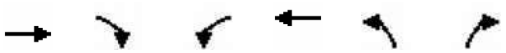
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	545	616	0	549	0	0	0	0	0	0	703
Future Vol, veh/h	0	545	616	0	549	0	0	0	0	0	0	703
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	606	684	0	610	0	0	0	0	0	0	781

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	-	0	0	-	-	0			-	-	610
Stage 1	-	-	-	-	-	-			-	-	-
Stage 2	-	-	-	-	-	-			-	-	-
Critical Hdwy	-	-	-	-	-	-			-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	-	-	-	-			-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	-	0			0	0	~ 520
Stage 1	0	-	-	0	-	0			0	0	-
Stage 2	0	-	-	0	-	0			0	0	-
Platoon blocked, %		-	-		-						
Mov Cap-1 Maneuver	-	-	-	-	-	-			-	0	~ 520
Mov Cap-2 Maneuver	-	-	-	-	-	-			-	0	-
Stage 1	-	-	-	-	-	-			-	0	-
Stage 2	-	-	-	-	-	-			-	0	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	257
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	-	-	-	520
HCM Lane V/C Ratio	-	-	-	1.502
HCM Ctrl Dly (s/v)	-	-	-	257
HCM Lane LOS	-	-	-	F
HCM 95th %tile Q (veh)	-	-	-	40

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	545	0	0	549	0	52
Future Volume (vph)	545	0	0	549	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	414			730	166	
Travel Time (s)	6.3			11.1	4.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	545	0	0	549	0	52
Future Vol, veh/h	545	0	0	549	0	52
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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	606	0	0	610	0	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	606
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	497
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	497
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	497	-	-
HCM Lane V/C Ratio	0.116	-	-
HCM Ctrl Dly (s/v)	13.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q (veh)	0.4	-	-

2035 Projected Conditions
With Site Related Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	25	376	514	0	0	397	124
Future Volume (vph)	0	0	0	4	0	25	376	514	0	0	397	124
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	25%	0%	13%	12%	2%	0%	0%	3%	8%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases				8			2					
Detector Phase		4		8	8		2	2			6	
Switch Phase												
Minimum Initial (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Minimum Split (s)		21.0		21.0	21.0		21.0	21.0			21.0	
Total Split (s)		21.0		21.0	21.0		69.0	69.0			69.0	
Total Split (%)		23.3%		23.3%	23.3%		76.7%	76.7%			76.7%	
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: Route 7/Limestone Road & WB Rt 41 On Ramp/WB Rt 41 Off Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	4	0	25	376	514	0	0	397	124
Future Volume (veh/h)	0	0	0	4	0	25	376	514	0	0	397	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	0	1800	0	1580	1950	1757	1632	1772	0	0	1758	1755
Adj Flow Rate, veh/h	0	0	0	4	0	27	400	547	0	0	422	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	25	0	13	12	2	0	0	3	8
Cap, veh/h	0	60	0	52	0	47	762	1516	0	0	1504	
Arrive On Green	0.00	0.00	0.00	0.03	0.00	0.03	0.86	0.86	0.00	0.00	0.86	0.00
Sat Flow, veh/h	0	1800	0	210	0	1417	842	1772	0	0	1758	0
Grp Volume(v), veh/h	0	0	0	31	0	0	400	547	0	0	422	0
Grp Sat Flow(s),veh/h/ln	0	1800	0	1627	0	0	842	1772	0	0	1758	0
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	15.5	5.8	0.0	0.0	4.1	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.7	0.0	0.0	19.6	5.8	0.0	0.0	4.1	0.0
Prop In Lane	0.00		0.00	0.13		0.87	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	60	0	100	0	0	762	1516	0	0	1504	
V/C Ratio(X)	0.00	0.00	0.00	0.31	0.00	0.00	0.53	0.36	0.00	0.00	0.28	
Avail Cap(c_a), veh/h	0	320	0	334	0	0	762	1516	0	0	1504	
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	42.9	0.0	0.0	3.1	1.4	0.0	0.0	1.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	2.6	0.7	0.0	0.0	0.5	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	0.0	0.0	0.0	1.3	0.0	0.0	2.3	0.5	0.0	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	44.6	0.0	0.0	5.7	2.0	0.0	0.0	1.7	0.0
LnGrp LOS				D			A	A			A	
Approach Vol, veh/h		0			31			947			422	
Approach Delay, s/veh		0.0			44.6			3.6			1.7	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	82.0	8.0	82.0	8.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	63.0	15.0	63.0	15.0
Max Q Clear Time (g_c+I1), s	21.6	0.0	6.1	3.7
Green Ext Time (p_c), s	6.0	0.0	1.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	3.9
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	98	496	10	808	351	53
Future Volume (vph)	98	496	10	808	351	53
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	100			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	10%	50%	5%	4%	6%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

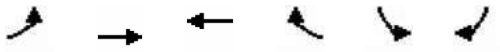
Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	496	10	808	351	53
Future Vol, veh/h	98	496	10	808	351	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	10	50	5	4	6
Mvmt Flow	107	539	11	878	382	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1282	382	382	0	-	0
Stage 1	382	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Critical Hdwy	6.28	6.2	4.4	-	-	-
Critical Hdwy Stg 1	5.28	-	-	-	-	-
Critical Hdwy Stg 2	5.28	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	205	687	854	-	-	0
Stage 1	778	-	-	-	-	0
Stage 2	446	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	202	687	854	-	-	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	768	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	25.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	854	-	340	687	-
HCM Lane V/C Ratio	0.013	-	0.313	0.785	-
HCM Ctrl Dly (s/v)	9.3	-	20.3	26.6	-
HCM Lane LOS	A	-	C	D	-
HCM 95th %tile Q (veh)	0	-	1.3	7.7	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1306	785	0	0	79
Future Volume (vph)	0	1306	785	0	0	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	466		60	
Travel Time (s)		11.6	7.1		1.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	13%	10%	11%	0%	0%	7%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	1306	785	0	0	79
Future Vol, veh/h	0	1306	785	0	0	79
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	90	90	90	90	90	90
Heavy Vehicles, %	13	10	11	0	0	7
Mvmt Flow	0	1451	872	0	0	88

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	872
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.305
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	0	359
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	359
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

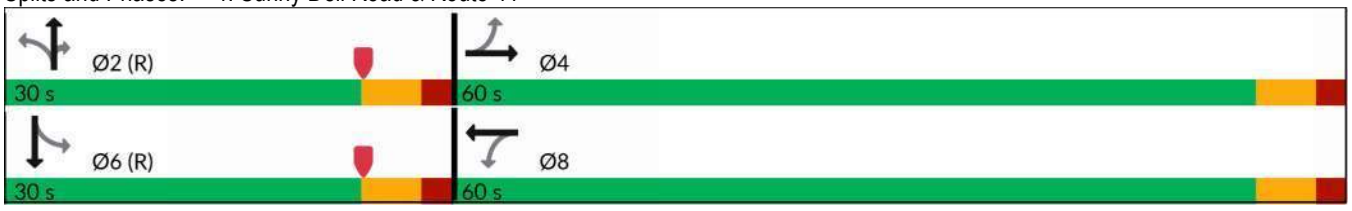
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	18.2
HCM LOS			C

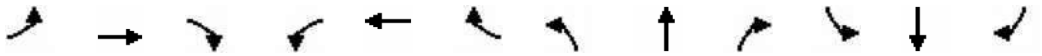
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	359
HCM Lane V/C Ratio	-	-	0.245
HCM Ctrl Dly (s/v)	-	-	18.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.9

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1061	68	139	711	2	51	0	203	0	1	9
Future Volume (vph)	7	1061	68	139	711	2	51	0	203	0	1	9
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Storage Length (ft)	75		225	225		0	0		200	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		700			768			545			1254	
Travel Time (s)		10.6			11.6			9.3			34.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	43%	9%	22%	2%	12%	0%	0%	0%	8%	0%	0%	33%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm		NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	60.0	60.0		60.0	60.0		30.0	30.0	30.0	30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%		33.3%	33.3%	33.3%	33.3%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: Sunny Dell Road & Route 41





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1061	68	139	711	2	51	0	203	0	1	9
Future Volume (veh/h)	7	1061	68	139	711	2	51	0	203	0	1	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1196	1674	1491	1772	1632	1800	1794	1794	1682	1800	1800	1337
Adj Flow Rate, veh/h	8	1166	75	153	781	2	56	0	223	0	1	10
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	43	9	22	2	12	0	0	0	8	0	0	33
Cap, veh/h	294	1854	119	236	1938	5	447	0	396	0	39	391
Arrive On Green	0.61	0.61	0.60	0.61	0.61	0.60	0.27	0.00	0.28	0.00	0.28	0.27
Sat Flow, veh/h	442	3034	195	425	3172	8	1320	0	1426	0	141	1406
Grp Volume(v), veh/h	8	611	630	153	382	401	56	0	223	0	0	11
Grp Sat Flow(s),veh/h/ln	442	1590	1639	425	1550	1630	1320	0	1426	0	0	1547
Q Serve(g_s), s	0.9	21.8	21.9	32.1	11.4	11.4	2.9	0.0	12.1	0.0	0.0	0.5
Cycle Q Clear(g_c), s	12.3	21.8	21.9	54.0	11.4	11.4	3.4	0.0	12.1	0.0	0.0	0.5
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		0.91
Lane Grp Cap(c), veh/h	294	972	1001	236	947	996	432	0	396	0	0	430
V/C Ratio(X)	0.03	0.63	0.63	0.65	0.40	0.40	0.13	0.00	0.56	0.00	0.00	0.03
Avail Cap(c_a), veh/h	294	972	1001	236	947	996	432	0	396	0	0	430
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	11.0	11.1	28.1	9.0	9.0	25.2	0.0	27.8	0.0	0.0	24.0
Incr Delay (d2), s/veh	0.0	1.3	1.3	6.1	0.3	0.3	0.6	0.0	5.7	0.0	0.0	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	0.1	10.6	10.9	6.0	5.7	6.0	1.8	0.0	8.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.2	12.3	12.4	34.2	9.3	9.3	25.9	0.0	33.5	0.0	0.0	24.1
LnGrp LOS	B	B	B	C	A	A	C		C			C
Approach Vol, veh/h		1249			936			279			11	
Approach Delay, s/veh		12.4			13.4			32.0			24.1	
Approach LOS		B			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0		60.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		54.0		24.0		54.0				
Max Q Clear Time (g_c+I1), s		14.1		23.9		2.5		56.0				
Green Ext Time (p_c), s		0.8		6.1		0.0		0.0				

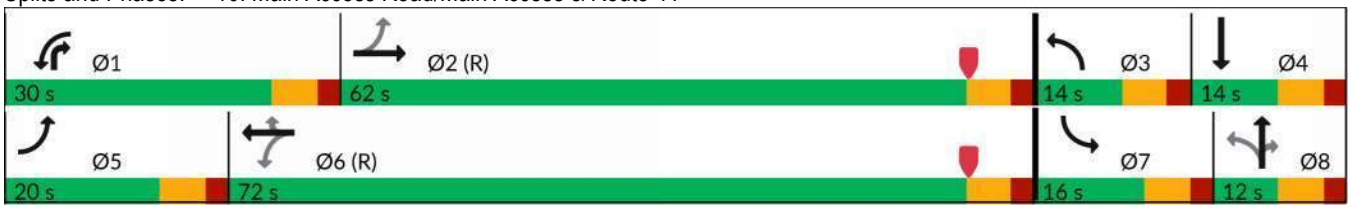
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			15.0									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	1157	10	257	685	22	87	6	51	164	11	34
Future Volume (vph)	215	1157	10	257	685	22	87	6	51	164	11	34
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	250		175	275		150	175		0	0		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		236			321			414			335	
Travel Time (s)		3.6			4.9			11.3			9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6		6	8		8			
Detector Phase	5	2		1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	9.0	9.0		9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	
Total Split (s)	20.0	62.0		30.0	72.0	72.0	14.0	12.0	30.0	16.0	14.0	
Total Split (%)	16.7%	51.7%		25.0%	60.0%	60.0%	11.7%	10.0%	25.0%	13.3%	11.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	None	None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

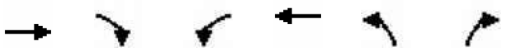
Splits and Phases: 10: Main Access Road/Main Access & Route 41



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	1157	10	257	685	22	87	6	51	164	11	34
Future Volume (veh/h)	215	1157	10	257	685	22	87	6	51	164	11	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	234	1258	11	279	745	24	95	7	55	178	12	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	522	2025	18	363	2036	896	241	124	219	257	29	88
Arrive On Green	0.08	0.59	0.58	0.09	0.60	0.60	0.07	0.07	0.06	0.08	0.08	0.07
Sat Flow, veh/h	1688	3420	30	1688	3367	1502	1688	1772	1502	3274	382	1178
Grp Volume(v), veh/h	234	619	650	279	745	24	95	7	55	178	0	49
Grp Sat Flow(s),veh/h/ln	1688	1683	1767	1688	1683	1502	1688	1772	1502	1637	0	1560
Q Serve(g_s), s	6.3	28.5	28.5	7.5	13.5	0.8	6.1	0.4	3.9	6.4	0.0	3.6
Cycle Q Clear(g_c), s	6.3	28.5	28.5	7.5	13.5	0.8	6.1	0.4	3.9	6.4	0.0	3.6
Prop In Lane	1.00		0.02	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	522	997	1046	363	2036	896	241	124	219	257	0	117
V/C Ratio(X)	0.45	0.62	0.62	0.77	0.37	0.03	0.39	0.06	0.25	0.69	0.00	0.42
Avail Cap(c_a), veh/h	597	997	1046	558	2036	896	244	124	219	300	0	117
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	15.8	15.8	17.0	12.0	9.9	46.7	52.1	45.4	53.9	0.0	53.4
Incr Delay (d2), s/veh	0.6	2.9	2.8	3.4	0.5	0.1	1.0	0.9	2.7	5.5	0.0	10.7
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	3.7	16.0	16.6	7.3	8.3	0.5	4.8	0.4	2.9	5.1	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	18.7	18.6	20.4	12.5	10.0	47.8	53.0	48.2	59.4	0.0	64.0
LnGrp LOS	A	B	B	C	B	A	D	D	D	E		E
Approach Vol, veh/h		1503			1048			157			227	
Approach Delay, s/veh		17.1			14.6			48.1			60.4	
Approach LOS		B			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	76.1	13.8	14.0	14.6	77.6	14.4	13.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	56.0	8.0	8.0	14.0	66.0	10.0	6.0
Max Q Clear Time (g_c+I1), s	9.5	30.5	8.1	5.6	8.3	15.5	8.4	5.9
Green Ext Time (p_c), s	0.7	8.8	0.0	0.0	0.3	5.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	21.2
HCM 6th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1270	76	0	961	0	25
Future Volume (vph)	1270	76	0	961	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	321			254	342	
Travel Time (s)	4.9			3.8	9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

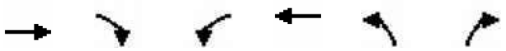
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1270	76	0	961	0	25
Future Vol, veh/h	1270	76	0	961	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1380	83	0	1045	0	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	690
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	407
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	407
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	407	-	-	-
HCM Lane V/C Ratio	0.067	-	-	-
HCM Ctrl Dly (s/v)	14.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1348	39	0	786	0	33
Future Volume (vph)	1348	39	0	786	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	244			566	379	
Travel Time (s)	3.7			8.6	10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

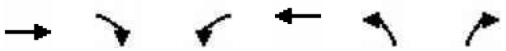
Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1348	39	0	786	0	33
Future Vol, veh/h	1348	39	0	786	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1465	42	0	854	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	733
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	381
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	381
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	381	-	-	-
HCM Lane V/C Ratio	0.094	-	-	-
HCM Ctrl Dly (s/v)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.3	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1301	5	0	786	0	76
Future Volume (vph)	1301	5	0	786	0	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	466			275	406	
Travel Time (s)	7.1			4.2	11.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1301	5	0	786	0	76
Future Vol, veh/h	1301	5	0	786	0	76
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1414	5	0	854	0	83

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	710
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	395
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	395
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	395	-	-	-
HCM Lane V/C Ratio	0.209	-	-	-
HCM Ctrl Dly (s/v)	16.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.8	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1335	42	0	786	0	52
Future Volume (vph)	1335	42	0	786	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	275			244	392	
Travel Time (s)	4.2			3.7	10.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

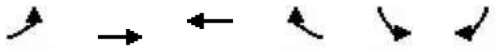
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1335	42	0	786	0	52
Future Vol, veh/h	1335	42	0	786	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1451	46	0	854	0	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	726
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	385
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	385
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	385	-	-	-
HCM Lane V/C Ratio	0.147	-	-	-
HCM Ctrl Dly (s/v)	16	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Volume (vph)	0	1381	704	97	0	82
Future Volume (vph)	0	1381	704	97	0	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			225	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		566	236		209	
Travel Time (s)		8.6	3.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

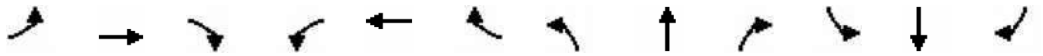
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1381	704	97	0	82
Future Vol, veh/h	0	1381	704	97	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	225	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1501	765	105	0	89

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	383
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	2.9
Pot Cap-1 Maneuver	0	-	-	-	0	689
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	689
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	689
HCM Lane V/C Ratio	-	-	-	0.129
HCM Ctrl Dly (s/v)	-	-	-	11
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	701	594	0	460	0	0	0	0	0	0	500
Future Volume (vph)	0	701	594	0	460	0	0	0	0	0	0	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		638			414			440			654	
Travel Time (s)		9.7			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Free	

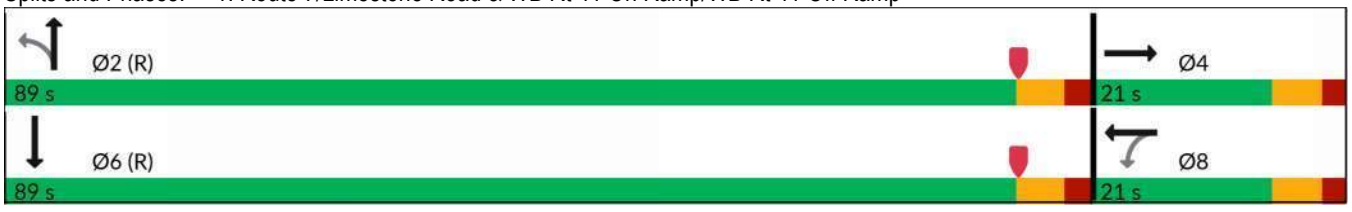
Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	49	466	479	0	0	514	122
Future Volume (vph)	0	0	0	12	0	49	466	479	0	0	514	122
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	17%	0%	2%	5%	1%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases				8			2					
Detector Phase		4		8	8		2	2			6	
Switch Phase												
Minimum Initial (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Minimum Split (s)		21.0		21.0	21.0		21.0	21.0			21.0	
Total Split (s)		21.0		21.0	21.0		89.0	89.0			89.0	
Total Split (%)		19.1%		19.1%	19.1%		80.9%	80.9%			80.9%	
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 110	
Actuated Cycle Length: 110	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: Route 7/Limestone Road & WB Rt 41 On Ramp/WB Rt 41 Off Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	12	0	49	466	479	0	0	514	122
Future Volume (veh/h)	0	0	0	12	0	49	466	479	0	0	514	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	0	1800	0	1698	1950	1920	1730	1786	0	0	1772	1843
Adj Flow Rate, veh/h	0	0	0	12	0	51	480	494	0	0	530	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	17	0	2	5	1	0	0	2	2
Cap, veh/h	0	103	0	53	4	76	702	1521	0	0	1509	
Arrive On Green	0.00	0.00	0.00	0.06	0.00	0.06	0.85	0.85	0.00	0.00	0.85	0.00
Sat Flow, veh/h	0	1800	0	241	70	1323	808	1786	0	0	1772	0
Grp Volume(v), veh/h	0	0	0	63	0	0	480	494	0	0	530	0
Grp Sat Flow(s),veh/h/ln	0	1800	0	1634	0	0	808	1786	0	0	1772	0
Q Serve(g_s), s	0.0	0.0	0.0	2.8	0.0	0.0	34.1	6.2	0.0	0.0	7.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.1	0.0	0.0	41.1	6.2	0.0	0.0	7.0	0.0
Prop In Lane	0.00		0.00	0.19		0.81	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	103	0	133	0	0	702	1521	0	0	1509	
V/C Ratio(X)	0.00	0.00	0.00	0.47	0.00	0.00	0.68	0.32	0.00	0.00	0.35	
Avail Cap(c_a), veh/h	0	262	0	275	0	0	702	1521	0	0	1509	
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	50.8	0.0	0.0	6.1	1.7	0.0	0.0	1.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.6	0.0	0.0	5.3	0.6	0.0	0.0	0.6	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	0.0	0.0	0.0	3.3	0.0	0.0	7.6	1.4	0.0	0.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	53.4	0.0	0.0	11.4	2.2	0.0	0.0	2.4	0.0
LnGrp LOS				D			B	A			A	
Approach Vol, veh/h		0			63			974			530	
Approach Delay, s/veh		0.0			53.4			6.8			2.4	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	98.7	11.3	98.7	11.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	83.0	15.0	83.0	15.0
Max Q Clear Time (g_c+I1), s	43.1	0.0	9.0	6.1
Green Ext Time (p_c), s	6.9	0.0	2.4	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	7.1
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	96	444	11	875	489	45
Future Volume (vph)	96	444	11	875	489	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	100			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	5%	9%	3%	3%	2%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

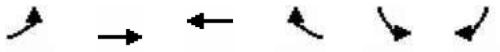
Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	444	11	875	489	45
Future Vol, veh/h	96	444	11	875	489	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	5	9	3	3	2
Mvmt Flow	100	463	11	911	509	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1442	509	509	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Critical Hdwy	6.2	6.15	4.4	-	-	-
Critical Hdwy Stg 1	5.2	-	-	-	-	-
Critical Hdwy Stg 2	5.2	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	169	586	770	-	-	0
Stage 1	688	-	-	-	-	0
Stage 2	439	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	167	586	770	-	-	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	439	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.8	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	770	-	314	586	-
HCM Lane V/C Ratio	0.015	-	0.318	0.789	-
HCM Ctrl Dly (s/v)	9.7	-	21.7	30.3	-
HCM Lane LOS	A	-	C	D	-
HCM 95th %tile Q (veh)	0	-	1.3	7.5	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	977	1227	0	0	56
Future Volume (vph)	0	977	1227	0	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	459		60	
Travel Time (s)		11.6	7.0		1.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	5%	5%	0%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	977	1227	0	0	56
Future Vol, veh/h	0	977	1227	0	0	56
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	97	97	97	97	97	97
Heavy Vehicles, %	2	5	5	0	0	0
Mvmt Flow	0	1007	1265	0	0	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1265
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	0	216
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	216
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

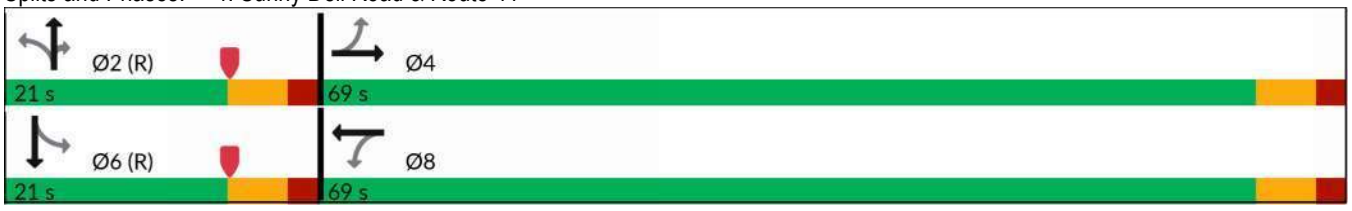
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	27.6
HCM LOS			D

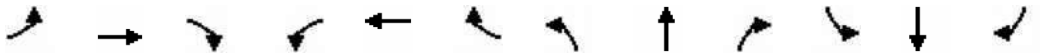
Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	216
HCM Lane V/C Ratio	-	-	0.267
HCM Ctrl Dly (s/v)	-	-	27.6
HCM Lane LOS	-	-	D
HCM 95th %tile Q (veh)	-	-	1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	887	159	193	1012	12	26	0	115	4	0	5
Future Volume (vph)	4	887	159	193	1012	12	26	0	115	4	0	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Storage Length (ft)	75		225	225		0	0		200	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		672			768			545			1254	
Travel Time (s)		10.2			11.6			9.3			34.2	
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
Heavy Vehicles (%)	0%	5%	0%	1%	5%	0%	14%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	69.0	69.0		69.0	69.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	76.7%	76.7%		76.7%	76.7%		23.3%	23.3%	23.3%	23.3%	23.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: Sunny Dell Road & Route 41





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	887	159	193	1012	12	26	0	115	4	0	5
Future Volume (veh/h)	4	887	159	193	1012	12	26	0	115	4	0	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1800	1730	1800	1786	1730	1800	1598	1794	1794	1800	1800	1800
Adj Flow Rate, veh/h	4	924	166	201	1054	12	27	0	120	4	0	5
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	5	0	1	5	0	14	0	0	0	0	0
Cap, veh/h	322	1787	321	309	2137	24	416	0	376	191	21	193
Arrive On Green	0.64	0.64	0.63	0.64	0.64	0.63	0.24	0.00	0.25	0.24	0.00	0.24
Sat Flow, veh/h	509	2783	500	494	3328	38	1360	0	1521	539	86	781
Grp Volume(v), veh/h	4	545	545	201	520	546	27	0	120	9	0	0
Grp Sat Flow(s),veh/h/ln	509	1643	1640	494	1643	1723	1360	0	1521	1406	0	0
Q Serve(g_s), s	0.4	16.0	16.1	33.2	14.9	14.9	0.9	0.0	5.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.3	16.0	16.1	49.3	14.9	14.9	1.3	0.0	5.8	0.4	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.02	1.00		1.00	0.44		0.56
Lane Grp Cap(c), veh/h	322	1055	1053	309	1055	1106	401	0	376	389	0	0
V/C Ratio(X)	0.01	0.52	0.52	0.65	0.49	0.49	0.07	0.00	0.32	0.02	0.00	0.00
Avail Cap(c_a), veh/h	358	1169	1166	343	1169	1225	401	0	376	389	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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	8.6	8.7	21.9	8.4	8.4	26.4	0.0	27.7	26.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	3.7	0.4	0.3	0.3	0.0	2.2	0.1	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	0.1	8.0	8.1	6.6	7.6	7.9	0.9	0.0	4.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.5	9.0	9.1	25.6	8.8	8.8	26.7	0.0	29.9	26.2	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	C		C	C		
Approach Vol, veh/h		1094			1267			147			9	
Approach Delay, s/veh		9.1			11.5			29.3			26.2	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.2		62.8		27.2		62.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		63.0		15.0		63.0				
Max Q Clear Time (g_c+I1), s		7.8		18.1		2.4		51.3				
Green Ext Time (p_c), s		0.3		5.2		0.0		5.5				

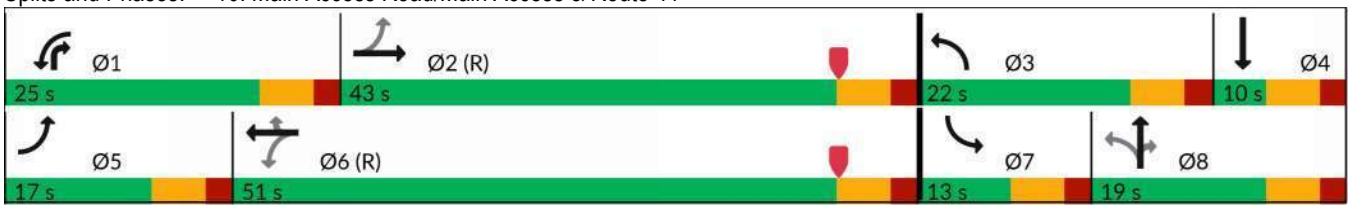
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.5									
HCM 6th LOS			B									

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	845	16	302	978	46	237	14	45	117	9	32
Future Volume (vph)	160	845	16	302	978	46	237	14	45	117	9	32
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	250		175	275		150	175		0	0		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		232			342			394			362	
Travel Time (s)		3.5			5.2			10.7			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6		6	8		8			
Detector Phase	5	2		1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	9.0	9.0		9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	
Total Split (s)	17.0	43.0		25.0	51.0	51.0	22.0	19.0	25.0	13.0	10.0	
Total Split (%)	17.0%	43.0%		25.0%	51.0%	51.0%	22.0%	19.0%	25.0%	13.0%	10.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	None	None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

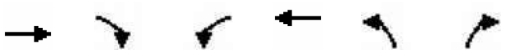
Splits and Phases: 10: Main Access Road/Main Access & Route 41



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	845	16	302	978	46	237	14	45	117	9	32
Future Volume (veh/h)	160	845	16	302	978	46	237	14	45	117	9	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	174	918	17	328	1063	50	258	15	49	127	10	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	1522	28	434	1677	733	383	268	396	217	17	60
Arrive On Green	0.08	0.45	0.44	0.13	0.50	0.49	0.17	0.15	0.14	0.07	0.05	0.04
Sat Flow, veh/h	1688	3381	63	1688	3367	1502	1688	1772	1502	3274	345	1209
Grp Volume(v), veh/h	174	457	478	328	1063	50	258	15	49	127	0	45
Grp Sat Flow(s),veh/h/ln	1688	1683	1761	1688	1683	1502	1688	1772	1502	1637	0	1554
Q Serve(g_s), s	5.4	20.5	20.5	9.6	23.2	1.8	13.8	0.7	2.5	3.8	0.0	2.8
Cycle Q Clear(g_c), s	5.4	20.5	20.5	9.6	23.2	1.8	13.8	0.7	2.5	3.8	0.0	2.8
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.78
Lane Grp Cap(c), veh/h	342	758	792	434	1677	733	383	268	396	217	0	78
V/C Ratio(X)	0.51	0.60	0.60	0.76	0.63	0.07	0.67	0.06	0.12	0.58	0.00	0.58
Avail Cap(c_a), veh/h	402	758	792	549	1677	733	387	268	396	262	0	78
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.7	20.8	20.8	15.7	18.4	13.6	34.4	36.3	28.0	45.3	0.0	46.9
Incr Delay (d2), s/veh	1.2	3.5	3.4	4.5	1.8	0.2	4.5	0.4	0.6	2.5	0.0	27.8
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	3.5	12.7	13.2	6.5	13.3	1.1	10.2	0.6	1.7	2.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	24.3	24.2	20.2	20.3	13.7	39.0	36.7	28.7	47.8	0.0	74.6
LnGrp LOS	B	C	C	C	C	B	D	D	C	D		E
Approach Vol, veh/h		1109			1441			322			172	
Approach Delay, s/veh		22.9			20.0			37.3			54.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	50.0	21.8	10.0	13.4	54.8	11.6	20.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	19.0	37.0	16.0	4.0	11.0	45.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	11.6	22.5	15.8	4.8	7.4	25.2	5.8	4.5
Green Ext Time (p_c), s	0.6	4.7	0.0	0.0	0.1	7.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	24.9
HCM 6th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	30	0	1329	0	106
Future Volume (vph)	978	30	0	1329	0	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	342			206	398	
Travel Time (s)	5.2			3.1	10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

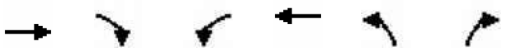
Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	30	0	1329	0	106
Future Vol, veh/h	978	30	0	1329	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1063	33	0	1445	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	532
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	519
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	519	-	-	-
HCM Lane V/C Ratio	0.222	-	-	-
HCM Ctrl Dly (s/v)	13.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.8	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	954	59	0	1227	0	67
Future Volume (vph)	954	59	0	1227	0	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	334			480	356	
Travel Time (s)	5.1			7.3	9.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	954	59	0	1227	0	67
Future Vol, veh/h	954	59	0	1227	0	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1037	64	0	1334	0	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	519
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	529
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	529
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	529	-	-	-
HCM Lane V/C Ratio	0.138	-	-	-
HCM Ctrl Dly (s/v)	12.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	7	0	1227	0	34
Future Volume (vph)	970	7	0	1227	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	459			242	461	
Travel Time (s)	7.0			3.7	12.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	970	7	0	1227	0	34
Future Vol, veh/h	970	7	0	1227	0	34
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1054	8	0	1334	0	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	520
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	520
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	520	-	-	-
HCM Lane V/C Ratio	0.071	-	-	-
HCM Ctrl Dly (s/v)	12.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.2	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	941	63	0	1227	0	72
Future Volume (vph)	941	63	0	1227	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	242			334	390	
Travel Time (s)	3.7			5.1	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

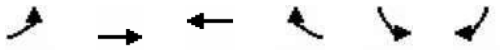
Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	941	63	0	1227	0	72
Future Vol, veh/h	941	63	0	1227	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1023	68	0	1334	0	78

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	512
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	535
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	535	-	-	-
HCM Lane V/C Ratio	0.146	-	-	-
HCM Ctrl Dly (s/v)	12.9	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Volume (vph)	0	1021	1120	118	0	107
Future Volume (vph)	0	1021	1120	118	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			225	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		480	232		173	
Travel Time (s)		7.3	3.5		4.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

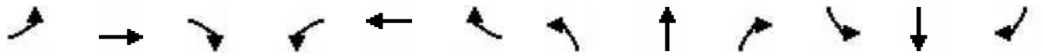
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1021	1120	118	0	107
Future Vol, veh/h	0	1021	1120	118	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	225	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1110	1217	128	0	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	609
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	2.9
Pot Cap-1 Maneuver	0	-	-	-	0	486
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	486
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	486
HCM Lane V/C Ratio	-	-	-	0.239
HCM Ctrl Dly (s/v)	-	-	-	14.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.9



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	545	539	0	740	0	0	0	0	0	0	588
Future Volume (vph)	0	545	539	0	740	0	0	0	0	0	0	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		706			414			440			654	
Travel Time (s)		10.7			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	5	0	27	611	377	0	0	288	92
Future Volume (vph)	0	0	0	5	0	27	611	377	0	0	288	92
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	16	16	16	11	11	11	11	11	16
Grade (%)		0%			-2%			0%			0%	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			50			35	
Link Distance (ft)		654			528			434			799	
Travel Time (s)		17.8			14.4			5.9			15.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	2%	3%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases		4			8			2			6	
Permitted Phases				8			2					
Detector Phase		4		8	8		2	2			6	
Switch Phase												
Minimum Initial (s)		3.0		3.0	3.0		3.0	3.0			3.0	
Minimum Split (s)		21.0		21.0	21.0		21.0	21.0			21.0	
Total Split (s)		21.0		21.0	21.0		69.0	69.0			69.0	
Total Split (%)		23.3%		23.3%	23.3%		76.7%	76.7%			76.7%	
Yellow Time (s)		4.0		4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)		2.0		2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)		0.0			0.0		-1.0	-1.0			-1.0	
Total Lost Time (s)		6.0			6.0		5.0	5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode		None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 1: Route 7/Limestone Road & WB Rt 41 On Ramp/WB Rt 41 Off Ramp

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	5	0	27	611	377	0	0	288	92
Future Volume (veh/h)	0	0	0	5	0	27	611	377	0	0	288	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	0	1800	0	1950	1950	1950	1772	1758	0	0	1786	1872
Adj Flow Rate, veh/h	0	0	0	5	0	28	630	389	0	0	297	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	2	3	0	0	1	0
Cap, veh/h	0	43	0	52	0	33	925	1501	0	0	1525	
Arrive On Green	0.00	0.00	0.00	0.04	0.00	0.04	0.85	0.85	0.00	0.00	0.85	0.00
Sat Flow, veh/h	0	1800	0	246	0	1377	1025	1758	0	0	1786	0
Grp Volume(v), veh/h	0	0	0	33	0	0	630	389	0	0	297	0
Grp Sat Flow(s),veh/h/ln	0	1800	0	1623	0	0	1025	1758	0	0	1786	0
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	25.2	3.7	0.0	0.0	2.6	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	1.8	0.0	0.0	27.8	3.7	0.0	0.0	2.6	0.0
Prop In Lane	0.00		0.00	0.15		0.85	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	43	0	103	0	0	925	1501	0	0	1525	
V/C Ratio(X)	0.00	0.00	0.00	0.32	0.00	0.00	0.68	0.26	0.00	0.00	0.19	
Avail Cap(c_a), veh/h	0	300	0	335	0	0	925	1501	0	0	1525	
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)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	43.2	0.0	0.0	3.6	1.2	0.0	0.0	1.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	4.0	0.4	0.0	0.0	0.3	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	0.0	0.0	0.0	1.4	0.0	0.0	3.6	0.3	0.0	0.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	45.0	0.0	0.0	7.6	1.7	0.0	0.0	1.4	0.0
LnGrp LOS				D			A	A			A	
Approach Vol, veh/h		0			33			1019			297	
Approach Delay, s/veh		0.0			45.0			5.3			1.4	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	81.8	8.2	81.8	8.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	63.0	15.0	63.0	15.0
Max Q Clear Time (g_c+I1), s	29.8	0.0	4.6	3.8
Green Ext Time (p_c), s	6.2	0.0	1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.5
HCM 6th LOS	A

Notes

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

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	83	533	16	874	255	36
Future Volume (vph)	83	533	16	874	255	36
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	14	14	12	12	11	11
Grade (%)	-1%			1%	-1%	
Storage Length (ft)	0	80	100			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			50	50	
Link Distance (ft)	256			826	434	
Travel Time (s)	7.0			11.3	5.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	27%	4%	0%	3%	2%	3%
Shared Lane Traffic (%)						
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

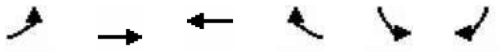
Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	533	16	874	255	36
Future Vol, veh/h	83	533	16	874	255	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	0	80	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	-1	-	-	1	-1	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	27	4	0	3	2	3
Mvmt Flow	87	561	17	920	268	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1222	268	268	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Critical Hdwy	6.47	6.14	4.4	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.1	3.2	3.1	-	-	-
Pot Cap-1 Maneuver	209	800	937	-	-	0
Stage 1	865	-	-	-	-	0
Stage 2	400	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	205	800	937	-	-	-
Mov Cap-2 Maneuver	324	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	400	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	937	-	324	800	-
HCM Lane V/C Ratio	0.018	-	0.27	0.701	-
HCM Ctrl Dly (s/v)	8.9	-	20.2	19.3	-
HCM Lane LOS	A	-	C	C	-
HCM 95th %tile Q (veh)	0.1	-	1.1	5.9	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	977	1099	0	0	38
Future Volume (vph)	0	977	1099	0	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	13	13
Link Speed (mph)		45	45		35	
Link Distance (ft)		768	432		60	
Travel Time (s)		11.6	6.5		1.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	3%	5%	0%	0%
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	977	1099	0	0	38
Future Vol, veh/h	0	977	1099	0	0	38
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	94	94	94	94	94	94
Heavy Vehicles, %	3	4	3	5	0	0
Mvmt Flow	0	1039	1169	0	0	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1169
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	0	-	-	0	0	246
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	246
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

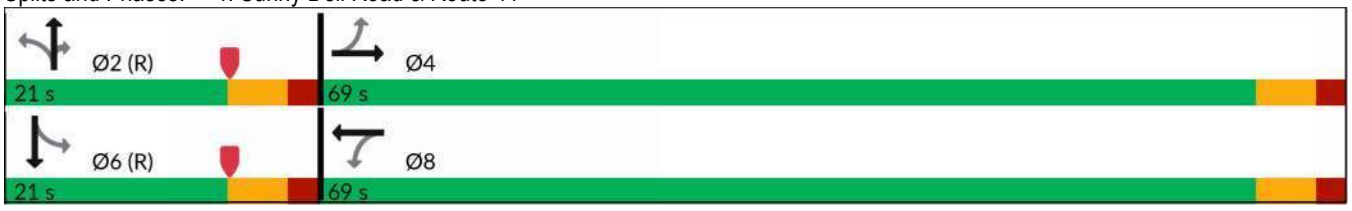
Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	246
HCM Lane V/C Ratio	-	-	0.164
HCM Ctrl Dly (s/v)	-	-	22.5
HCM Lane LOS	-	-	C
HCM 95th %tile Q (veh)	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	887	59	117	1020	0	37	0	107	0	0	10
Future Volume (vph)	1	887	59	117	1020	0	37	0	107	0	0	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12	12	11	12	12	12	12
Grade (%)		0%			0%			1%			0%	
Storage Length (ft)	75		225	225		0	0		200	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			40			25	
Link Distance (ft)		672			768			545			1254	
Travel Time (s)		10.2			11.6			9.3			34.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	100%	4%	0%	0%	3%	0%	0%	0%	3%	0%	0%	10%
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm		NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0	21.0	21.0	21.0	
Total Split (s)	69.0	69.0		69.0	69.0		21.0	21.0	21.0	21.0	21.0	
Total Split (%)	76.7%	76.7%		76.7%	76.7%		23.3%	23.3%	23.3%	23.3%	23.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0	-1.0		-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 4: Sunny Dell Road & Route 41



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	887	59	117	1020	0	37	0	107	0	0	10
Future Volume (veh/h)	1	887	59	117	1020	0	37	0	107	0	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	396	1744	1800	1800	1758	1800	1794	1794	1752	1800	1800	1660
Adj Flow Rate, veh/h	1	944	63	124	1085	0	39	0	114	0	0	11
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	100	4	0	0	3	0	0	0	3	0	0	10
Cap, veh/h	112	1647	110	251	1745	0	567	0	544	0	0	559
Arrive On Green	0.52	0.52	0.51	0.52	0.52	0.00	0.36	0.00	0.37	0.00	0.00	0.36
Sat Flow, veh/h	110	3152	210	539	3428	0	1329	0	1485	0	0	1525
Grp Volume(v), veh/h	1	496	511	124	1085	0	39	0	114	0	0	11
Grp Sat Flow(s),veh/h/ln	110	1657	1706	539	1670	0	1329	0	1485	0	0	1525
Q Serve(g_s), s	0.6	18.4	18.4	18.4	20.7	0.0	1.7	0.0	4.7	0.0	0.0	0.4
Cycle Q Clear(g_c), s	21.3	18.4	18.4	36.8	20.7	0.0	2.2	0.0	4.7	0.0	0.0	0.4
Prop In Lane	1.00		0.12	1.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	112	866	891	251	1745	0	552	0	544	0	0	559
V/C Ratio(X)	0.01	0.57	0.57	0.49	0.62	0.00	0.07	0.00	0.21	0.00	0.00	0.02
Avail Cap(c_a), veh/h	133	1178	1213	353	2375	0	552	0	544	0	0	559
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	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	22.7	14.6	14.7	27.2	15.2	0.0	19.2	0.0	19.6	0.0	0.0	18.5
Incr Delay (d2), s/veh	0.0	0.6	0.6	1.5	0.4	0.0	0.2	0.0	0.9	0.0	0.0	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	0.0	10.1	10.4	4.1	11.1	0.0	1.0	0.0	3.0	0.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.7	15.2	15.3	28.7	15.6	0.0	19.5	0.0	20.4	0.0	0.0	18.6
LnGrp LOS	C	B	B	C	B		B		C			B
Approach Vol, veh/h		1008			1209			153			11	
Approach Delay, s/veh		15.3			16.9			20.2			18.6	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		52.0		38.0		52.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		15.0		63.0		15.0		63.0				
Max Q Clear Time (g_c+I1), s		6.7		23.3		2.4		38.8				
Green Ext Time (p_c), s		0.3		4.5		0.0		7.3				

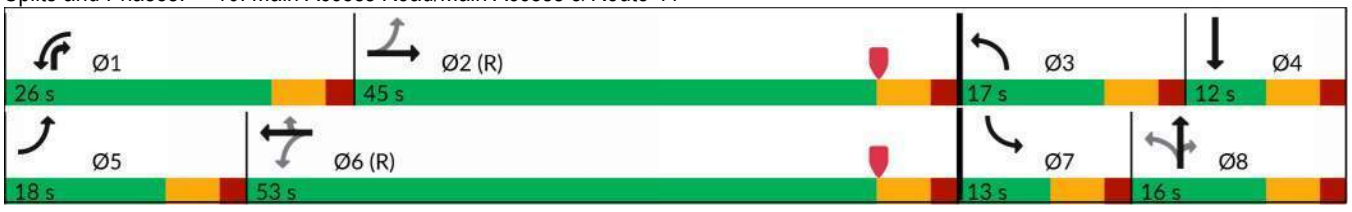
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.4									
HCM 6th LOS			B									

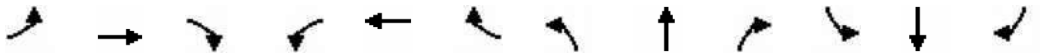
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	845	17	278	934	43	157	11	55	117	8	24
Future Volume (vph)	161	845	17	278	934	43	157	11	55	117	8	24
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	250		175	275		150	175		0	0		0
Storage Lanes	1		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			No
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		211			325			385			378	
Travel Time (s)		3.2			4.9			10.5			10.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases	2			6		6	8		8			
Detector Phase	5	2		1	6	6	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	9.0	9.0		9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	
Total Split (s)	18.0	45.0		26.0	53.0	53.0	17.0	16.0	26.0	13.0	12.0	
Total Split (%)	18.0%	45.0%		26.0%	53.0%	53.0%	17.0%	16.0%	26.0%	13.0%	12.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	0.0	-1.0	-1.0	0.0	-1.0	-1.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	6.0	5.0	5.0	6.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?												
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max	None	None	Max	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 10: Main Access Road/Main Access & Route 41

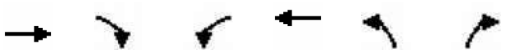




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	845	17	278	934	43	157	11	55	117	8	24
Future Volume (veh/h)	161	845	17	278	934	43	157	11	55	117	8	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	175	918	18	302	1015	47	171	12	60	127	9	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1664	33	445	1788	782	335	216	332	217	28	81
Arrive On Green	0.08	0.49	0.48	0.12	0.53	0.52	0.12	0.12	0.11	0.07	0.07	0.06
Sat Flow, veh/h	1688	3377	66	1688	3367	1502	1688	1772	1502	3274	402	1161
Grp Volume(v), veh/h	175	458	478	302	1015	47	171	12	60	127	0	35
Grp Sat Flow(s),veh/h/ln	1688	1683	1760	1688	1683	1502	1688	1772	1502	1637	0	1563
Q Serve(g_s), s	4.9	18.9	18.9	8.3	20.2	1.5	8.9	0.6	3.2	3.8	0.0	2.1
Cycle Q Clear(g_c), s	4.9	18.9	18.9	8.3	20.2	1.5	8.9	0.6	3.2	3.8	0.0	2.1
Prop In Lane	1.00		0.04	1.00		1.00	1.00		1.00	1.00		0.74
Lane Grp Cap(c), veh/h	374	829	867	445	1788	782	335	216	332	217	0	109
V/C Ratio(X)	0.47	0.55	0.55	0.68	0.57	0.06	0.51	0.06	0.18	0.58	0.00	0.32
Avail Cap(c_a), veh/h	457	829	867	598	1788	782	338	216	332	262	0	109
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	17.7	17.7	13.0	15.7	11.8	35.0	38.8	31.6	45.3	0.0	44.6
Incr Delay (d2), s/veh	0.9	2.6	2.5	1.9	1.3	0.1	1.3	0.5	1.2	2.5	0.0	7.6
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	3.1	11.6	12.0	5.0	11.6	1.0	6.8	0.5	2.3	2.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.1	20.3	20.2	14.9	17.1	12.0	36.2	39.3	32.8	47.8	0.0	52.1
LnGrp LOS	B	C	C	B	B	B	D	D	C	D		D
Approach Vol, veh/h		1111			1364			243			162	
Approach Delay, s/veh		19.1			16.4			35.5			48.8	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	54.3	16.8	12.0	13.1	58.1	11.6	17.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	39.0	11.0	6.0	12.0	47.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	10.3	20.9	10.9	4.1	6.9	22.2	5.8	5.2
Green Ext Time (p_c), s	0.6	5.2	0.0	0.0	0.2	7.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	20.9
HCM 6th LOS	C



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	978	21	0	1207	0	17
Future Volume (vph)	978	21	0	1207	0	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	325			222	415	
Travel Time (s)	4.9			3.4	11.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

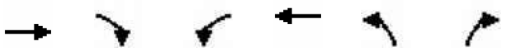
Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	978	21	0	1207	0	17
Future Vol, veh/h	978	21	0	1207	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1063	23	0	1312	0	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	532
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	519
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	519	-	-	-
HCM Lane V/C Ratio	0.036	-	-	-
HCM Ctrl Dly (s/v)	12.2	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.1	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	982	57	0	1099	0	69
Future Volume (vph)	982	57	0	1099	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	292			388	531	
Travel Time (s)	4.4			5.9	14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	982	57	0	1099	0	69
Future Vol, veh/h	982	57	0	1099	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1067	62	0	1195	0	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	534
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	517
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	517
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	517	-	-	-
HCM Lane V/C Ratio	0.145	-	-	-
HCM Ctrl Dly (s/v)	13.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.5	-	-	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	7	0	1099	0	54
Future Volume (vph)	970	7	0	1099	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	45			45	25	
Link Distance (ft)	432			287	552	
Travel Time (s)	6.5			4.3	15.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

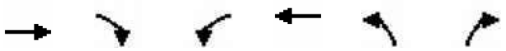
Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	970	7	0	1099	0	54
Future Vol, veh/h	970	7	0	1099	0	54
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1054	8	0	1195	0	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	531
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	520
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	520
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	520	-	-	-
HCM Lane V/C Ratio	0.113	-	-	-
HCM Ctrl Dly (s/v)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.4	-	-	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	962	62	0	1099	0	77
Future Volume (vph)	962	62	0	1099	0	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125	0		0	0
Storage Lanes		1	0		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	45			45	25	
Link Distance (ft)	287			292	526	
Travel Time (s)	4.3			4.4	14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

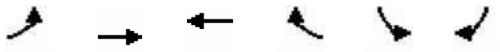
Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	962	62	0	1099	0	77
Future Vol, veh/h	962	62	0	1099	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	125	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1046	67	0	1195	0	84

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	523
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.1
Pot Cap-1 Maneuver	-	-	0	-	0	526
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	526	-	-	-
HCM Lane V/C Ratio	0.159	-	-	-
HCM Ctrl Dly (s/v)	13.1	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q (veh)	0.6	-	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Volume (vph)	0	1051	1016	96	0	83
Future Volume (vph)	0	1051	1016	96	0	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			225	0	0
Storage Lanes	0			1	0	1
Taper Length (ft)	25				25	
Link Speed (mph)		45	45		25	
Link Distance (ft)		388	211		162	
Travel Time (s)		5.9	3.2		4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

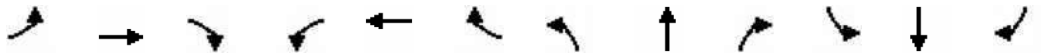
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1051	1016	96	0	83
Future Vol, veh/h	0	1051	1016	96	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	225	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1142	1104	104	0	90

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	552
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	2.9
Pot Cap-1 Maneuver	0	-	-	-	0	531
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	531
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	531
HCM Lane V/C Ratio	-	-	-	0.17
HCM Ctrl Dly (s/v)	-	-	-	13.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	545	616	0	549	0	0	0	0	0	0	703
Future Volume (vph)	0	545	616	0	549	0	0	0	0	0	0	703
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		844			414			440			654	
Travel Time (s)		12.8			6.3			12.0			17.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Free			Free			Stop			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

APPENDIX F:
Auxiliary Turn Lane Warrant Analysis

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	7	43.0%	9
	Through	-	1061	9.0%	1109
	Right	Yes	68	22.0%	76
Opposing	Left	Yes	139	2.0%	141
	Through	-	711	12.0%	754
	Right	Yes	2	0.0%	2

Advancing Volume:	1194
Opposing Volume:	897
Left Turn Volume:	9
% Left Turns in Advancing Volume:	0.75%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	139	2.0%	N/A
	Through	-	711	12.0%	N/A
	Right	-	2	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	9
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

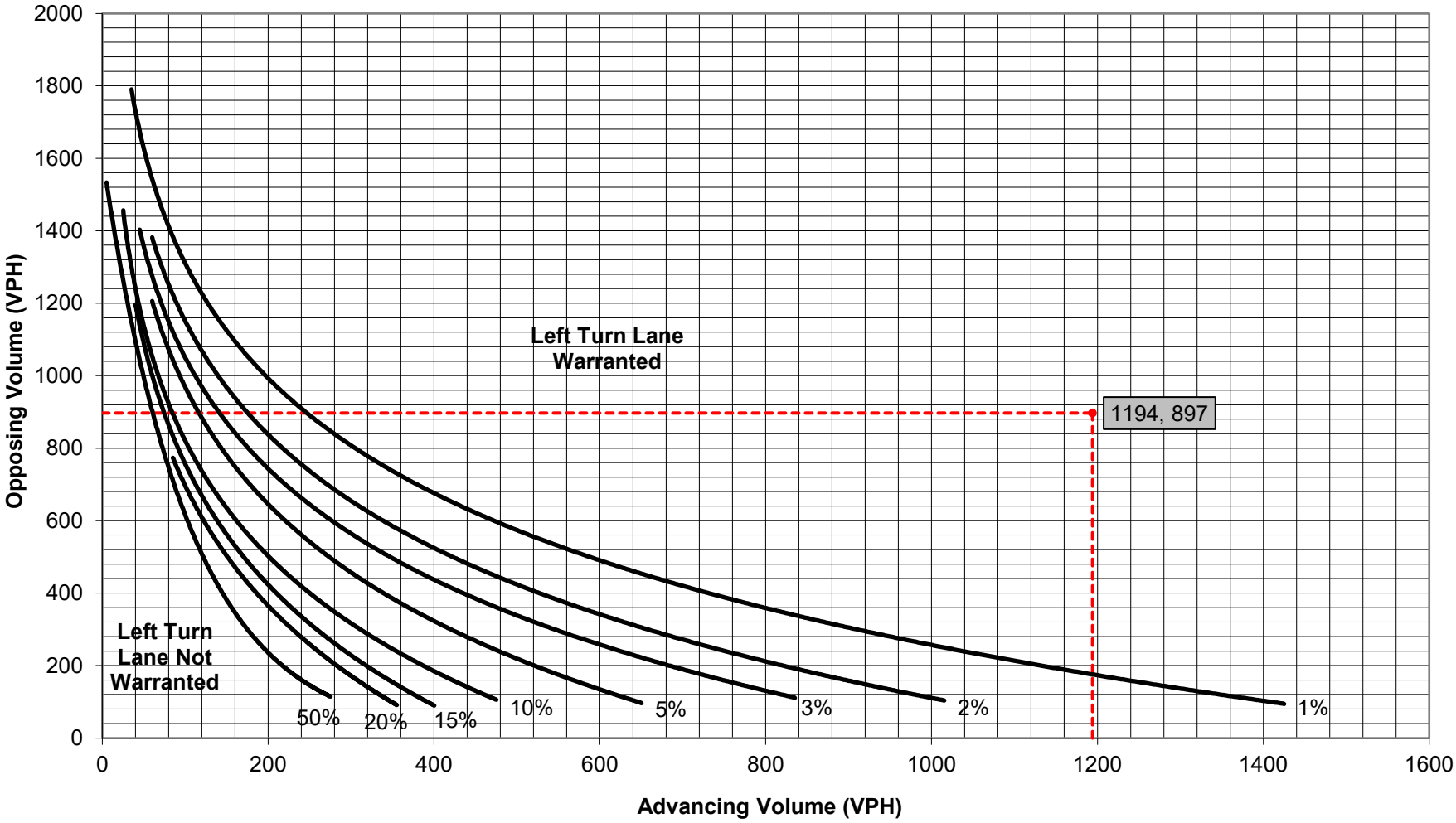
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	7	43.0%	N/A
	Through	-	1061	9.0%	N/A
	Right	Yes	68	22.0%	N/A
Opposing	Left	Yes	139	2.0%	N/A
	Through	-	711	12.0%	N/A
	Right	Yes	2	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	139	2.0%	141
	Through	-	711	12.0%	754
	Right	-	2	0.0%	2

Advancing Volume:	897
Right Turn Volume:	2

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

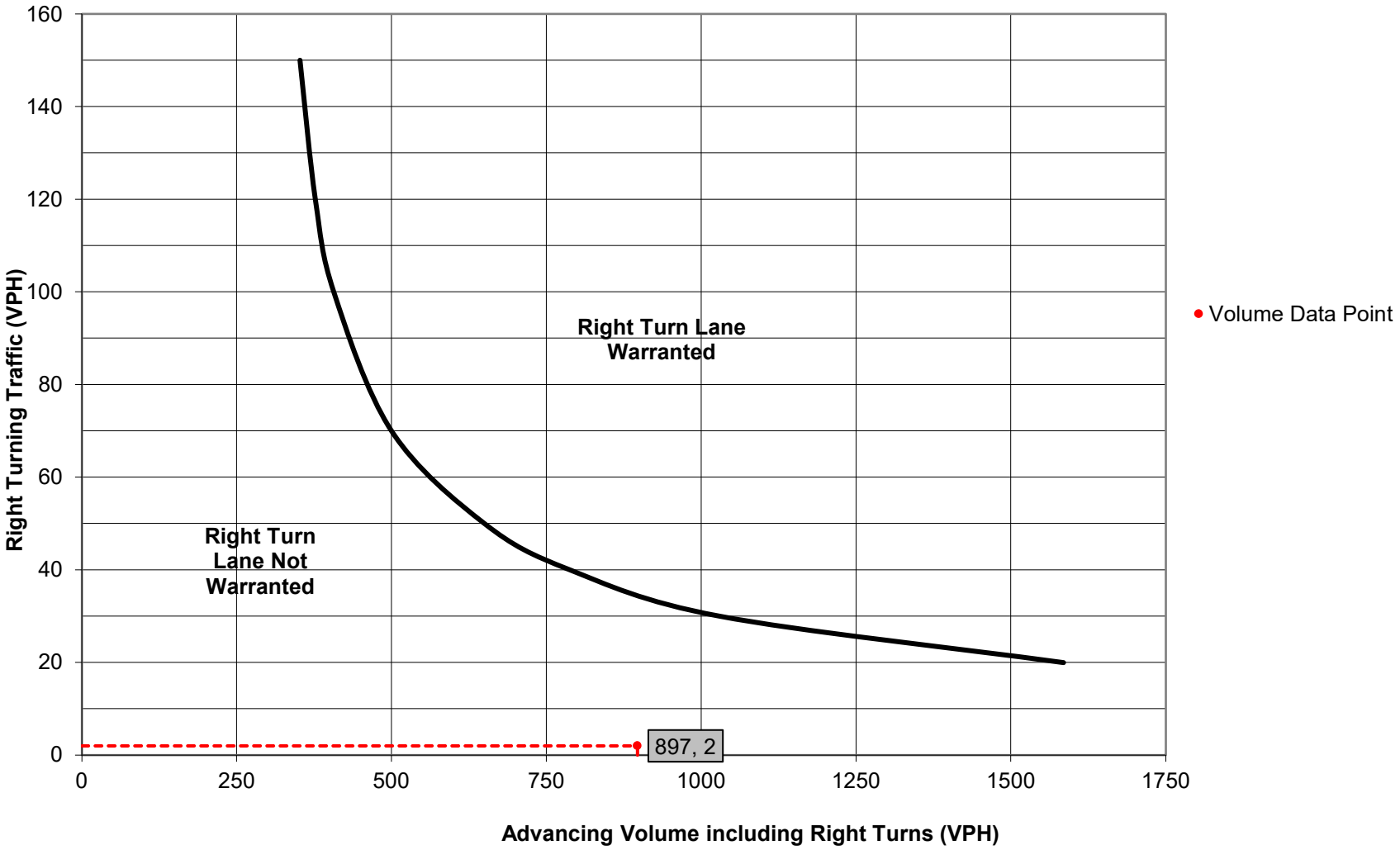
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	0.0%	4
	Through	-	887	5.0%	910
	Right	Yes	159	0.0%	159
Opposing	Left	Yes	193	1.0%	194
	Through	-	1012	5.0%	1038
	Right	Yes	12	0.0%	12

Advancing Volume:	1073
Opposing Volume:	1244
Left Turn Volume:	4
% Left Turns in Advancing Volume:	0.37%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	193	1.0%	N/A
	Through	-	1012	5.0%	N/A
	Right	-	12	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	4
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

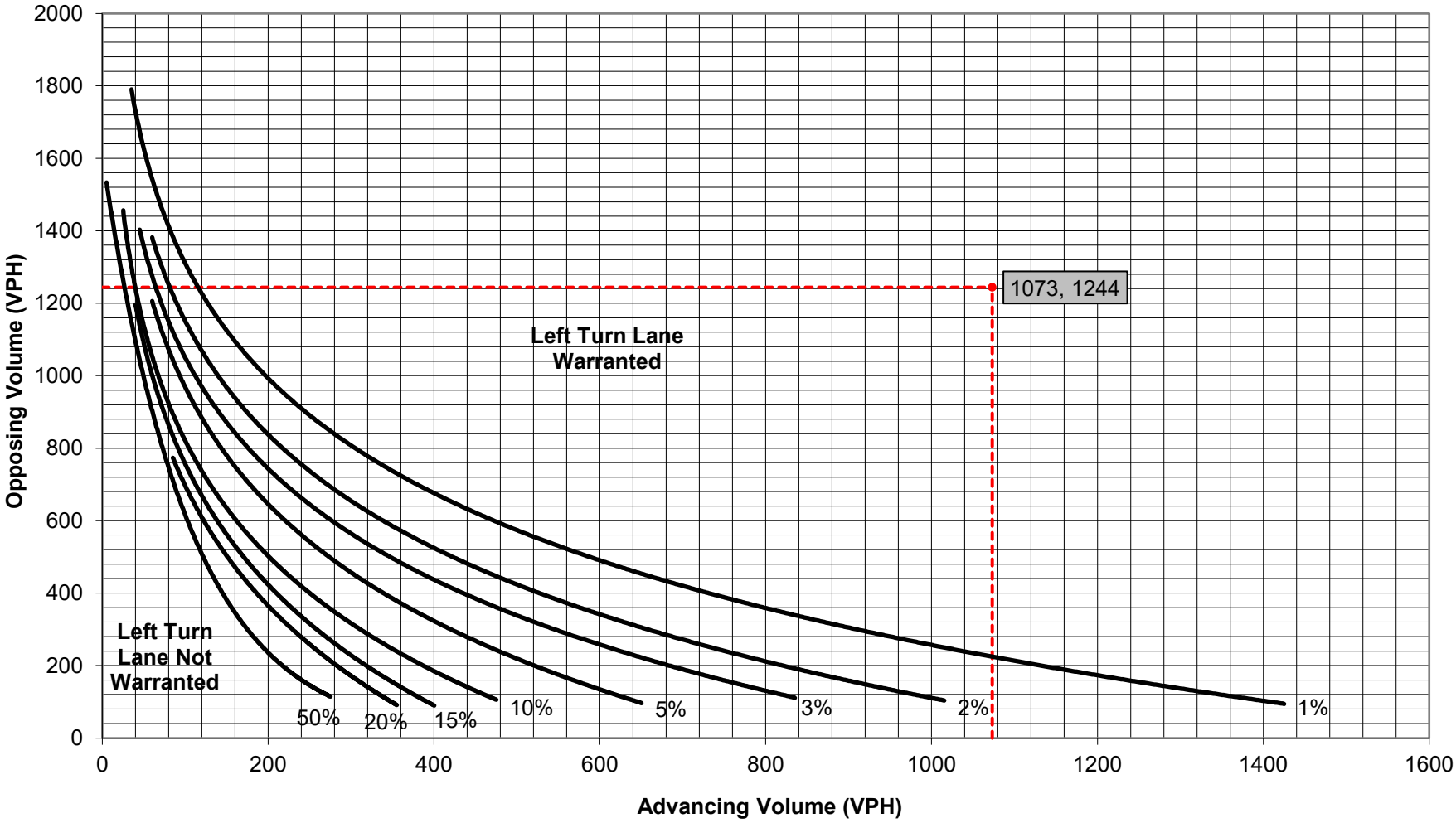
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	0.0%	N/A
	Through	-	887	5.0%	N/A
	Right	Yes	159	0.0%	N/A
Opposing	Left	Yes	193	1.0%	N/A
	Through	-	1012	5.0%	N/A
	Right	Yes	12	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	193	1.0%	194
	Through	-	1012	5.0%	1038
	Right	-	12	0.0%	12

Advancing Volume:	1244
Right Turn Volume:	12

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	12
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

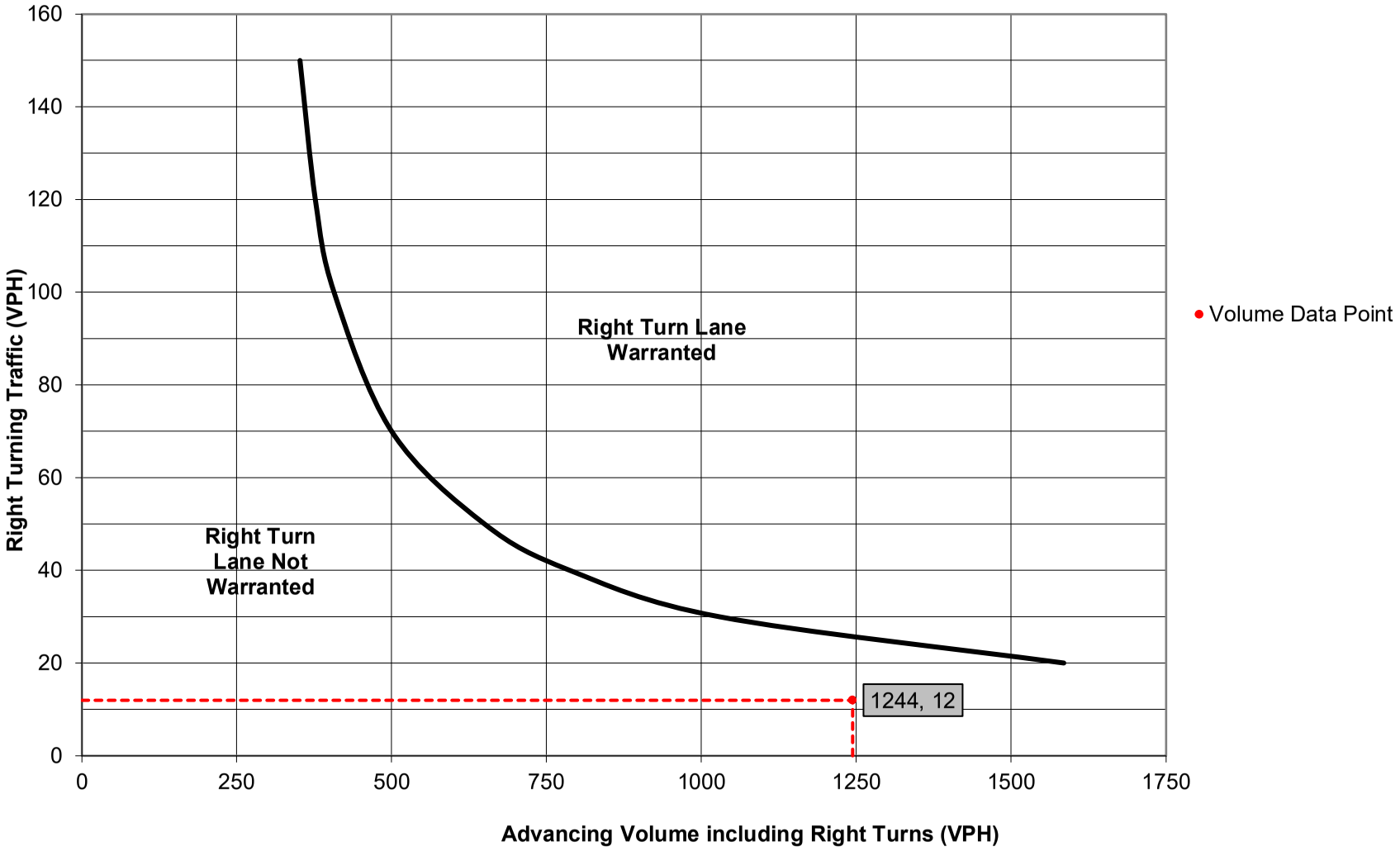
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	100.0%	2
	Through	-	887	4.0%	905
	Right	Yes	59	0.0%	59
Opposing	Left	Yes	117	0.0%	117
	Through	-	1020	3.0%	1036
	Right	Yes	0	0.0%	0

Advancing Volume:	966
Opposing Volume:	1153
Left Turn Volume:	2
% Left Turns in Advancing Volume:	0.21%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	117	0.0%	N/A
	Through	-	1020	3.0%	N/A
	Right	-	0	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

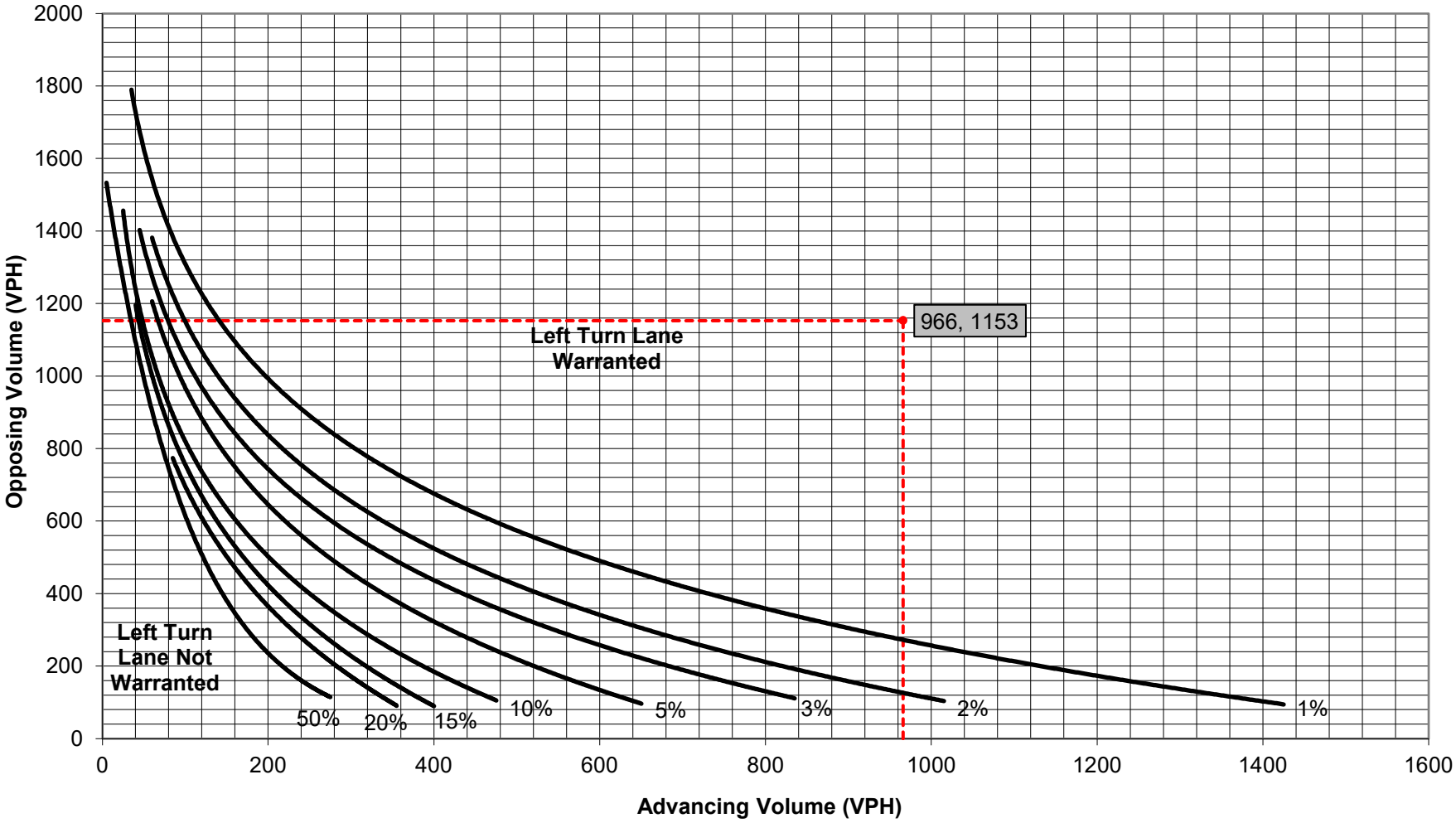
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	100.0%	N/A
	Through	-	887	4.0%	N/A
	Right	Yes	59	0.0%	N/A
Opposing	Left	Yes	117	0.0%	N/A
	Through	-	1020	3.0%	N/A
	Right	Yes	0	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	117	0.0%	117
	Through	-	1020	3.0%	1036
	Right	-	0	0.0%	0

Advancing Volume:	1153
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

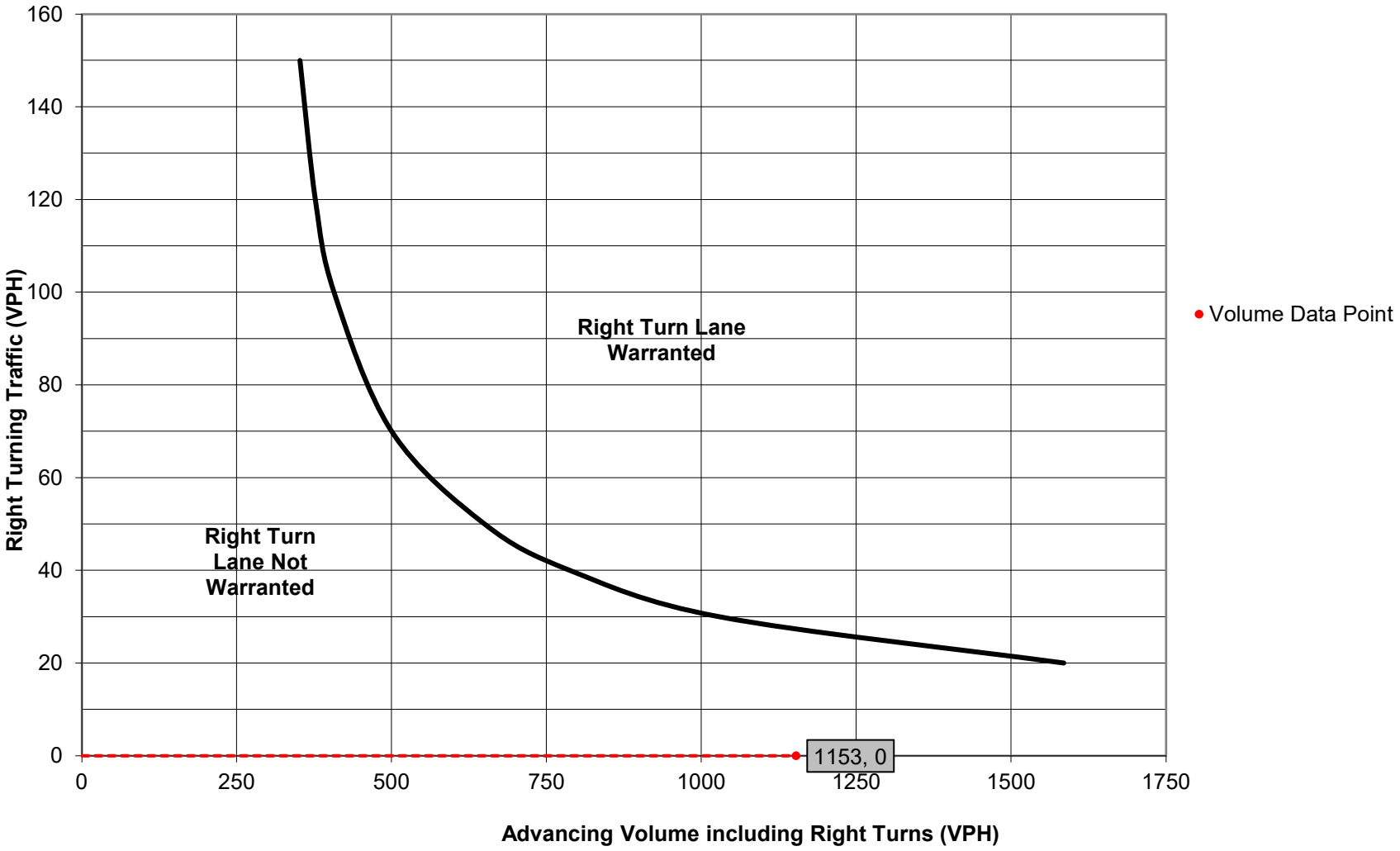
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (WBL & EBR)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	139	2.0%	141
	Through	-	711	12.0%	754
	Right	Yes	2	0.0%	2
Opposing	Left	Yes	7	43.0%	9
	Through	-	1061	9.0%	1109
	Right	Yes	68	22.0%	76

Advancing Volume:	897
Opposing Volume:	1194
Left Turn Volume:	141
% Left Turns in Advancing Volume:	15.72%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	7	43.0%	N/A
	Through	-	1061	9.0%	N/A
	Right	-	68	22.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	141
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 2.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

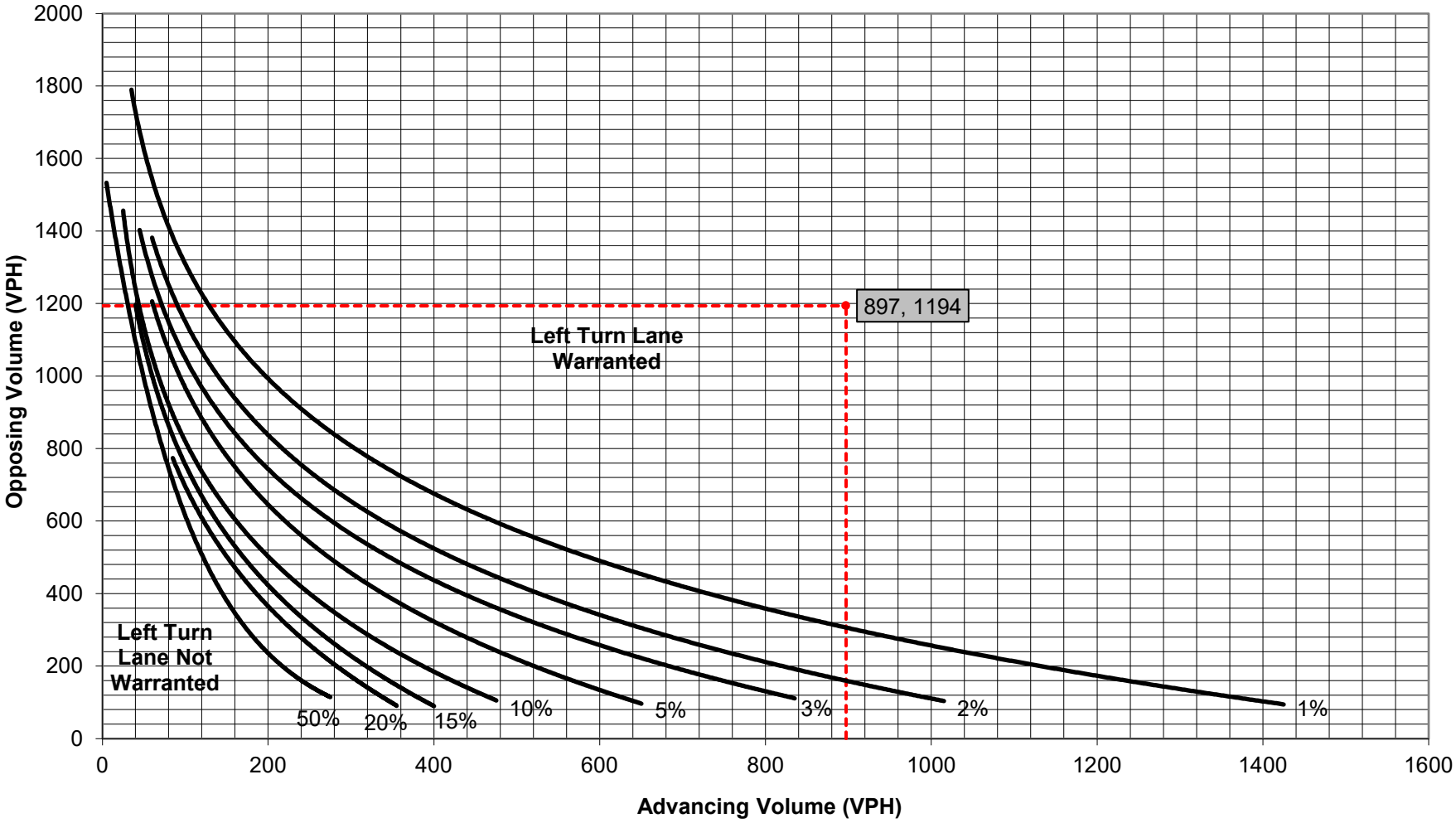
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	175	Feet
Required Left Turn Lane Storage Length:	175	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (WBL & EBR)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	139	2.0%	N/A
	Through	-	711	12.0%	N/A
	Right	Yes	2	0.0%	N/A
Opposing	Left	Yes	7	43.0%	N/A
	Through	-	1061	9.0%	N/A
	Right	Yes	68	22.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	7	43.0%	9
	Through	-	1061	9.0%	1109
	Right	-	68	22.0%	76

Advancing Volume:	1194
Right Turn Volume:	76

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	76
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

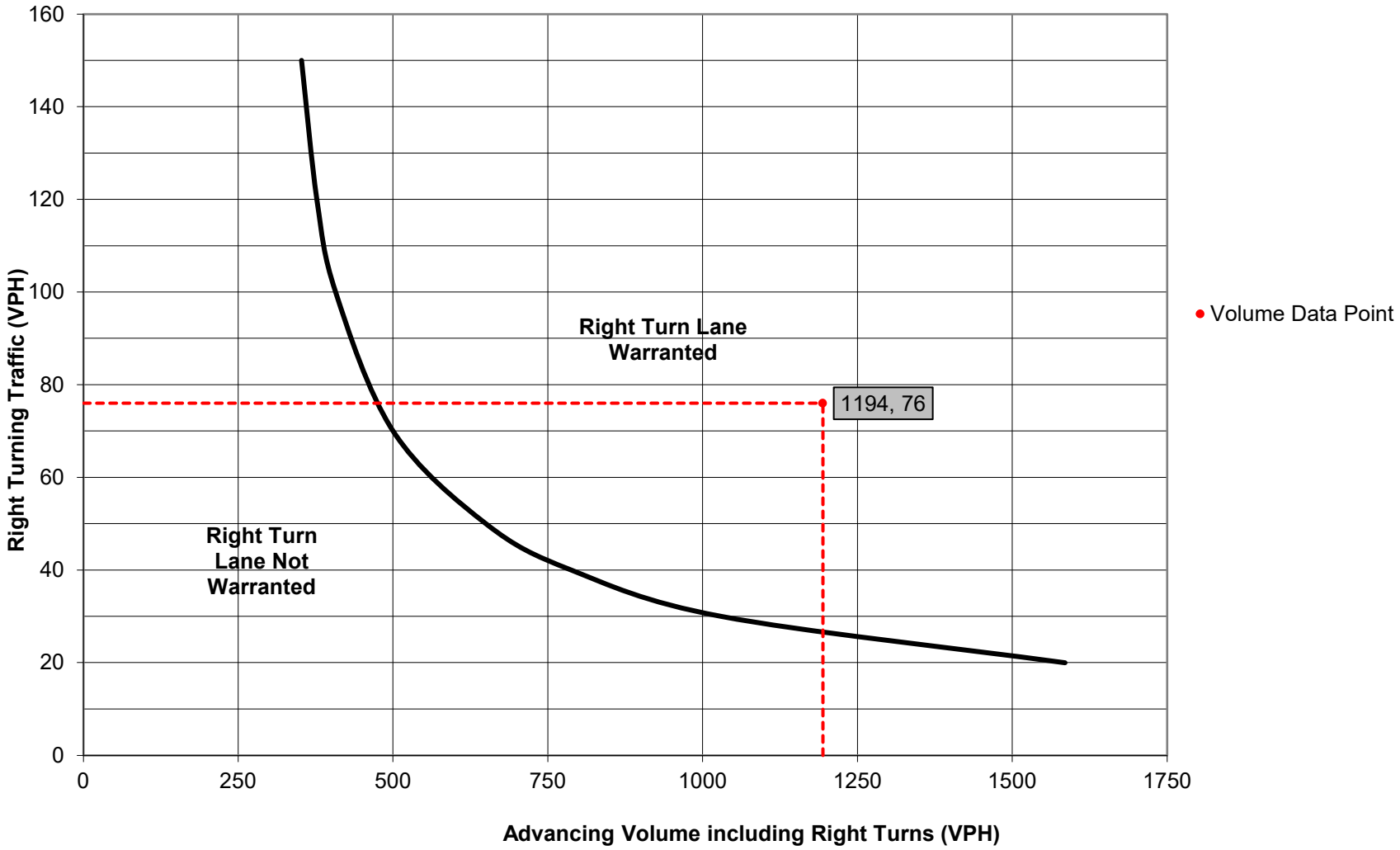
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	150	Feet
Required Right Turn Lane Storage Length:	150	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	9/25/2025
County:	Chester County	**Conducted By:**	SL
PennDOT Engineering District:	6	**Checked By:**	
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (WBL & EBR)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	193	1.0%	194
	Through	-	1012	5.0%	1038
	Right	Yes	12	0.0%	12
Opposing	Left	Yes	4	0.0%	4
	Through	-	887	5.0%	910
	Right	Yes	159	0.0%	159

Advancing Volume:	1244
Opposing Volume:	1073
Left Turn Volume:	194
% Left Turns in Advancing Volume:	15.59%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	0.0%	N/A
	Through	-	887	5.0%	N/A
	Right	-	159	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	194
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 3.0

PennDOT Publication 46, Exhibit 11-6

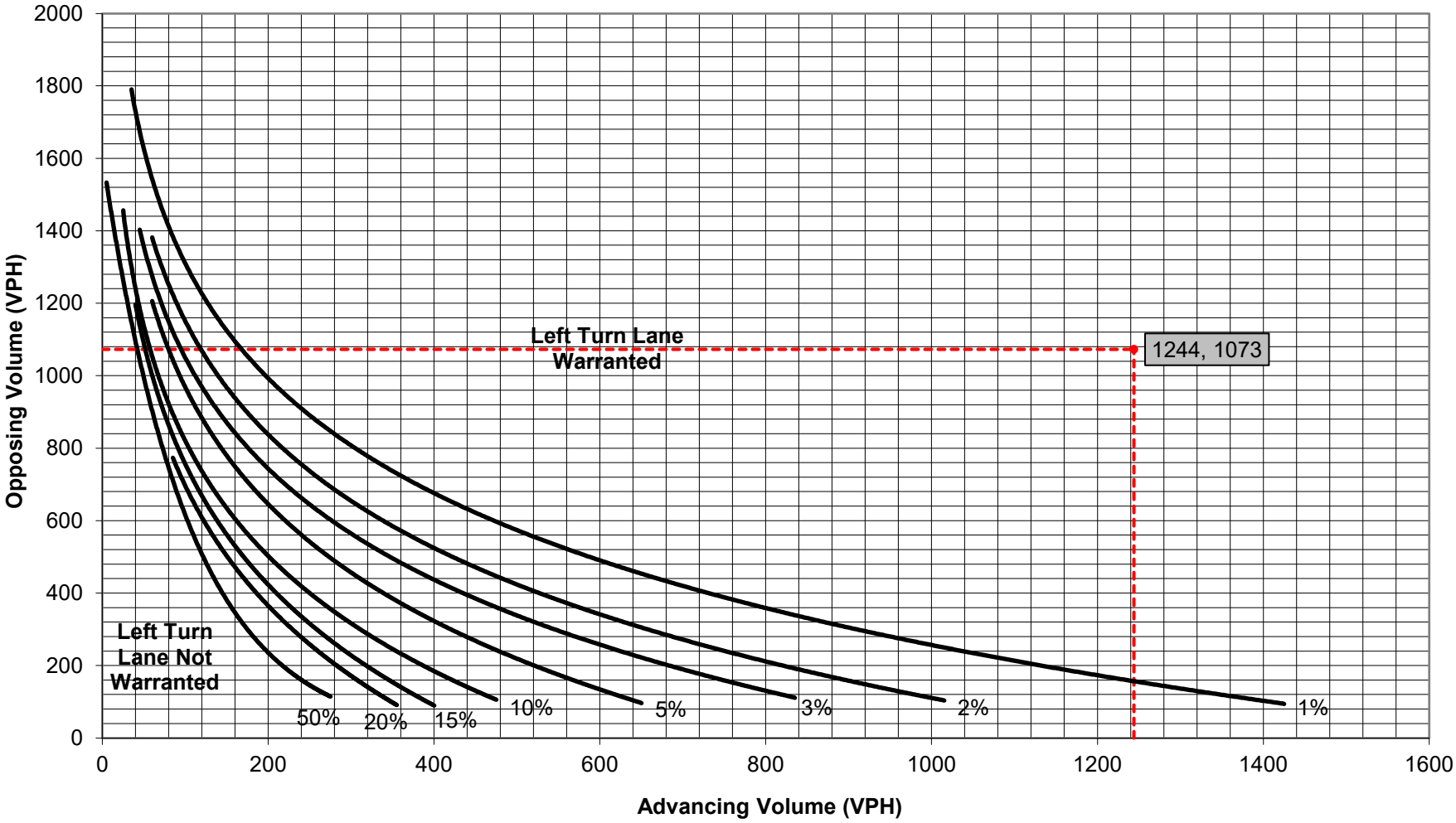
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	225	Feet
Required Left Turn Lane Storage Length:	225	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	9/25/2025
County:	Chester County	**Conducted By:**	SL
PennDOT Engineering District:	6	**Checked By:**	
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (WBL & EBR)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	193	1.0%	N/A
	Through	-	1012	5.0%	N/A
	Right	Yes	12	0.0%	N/A
Opposing	Left	Yes	4	0.0%	N/A
	Through	-	887	5.0%	N/A
	Right	Yes	159	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	4	0.0%	4
	Through	-	887	5.0%	910
	Right	-	159	0.0%	159

Advancing Volume:	1073
Right Turn Volume:	159

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	159
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 3.0

PennDOT Publication 46, Exhibit 11-6

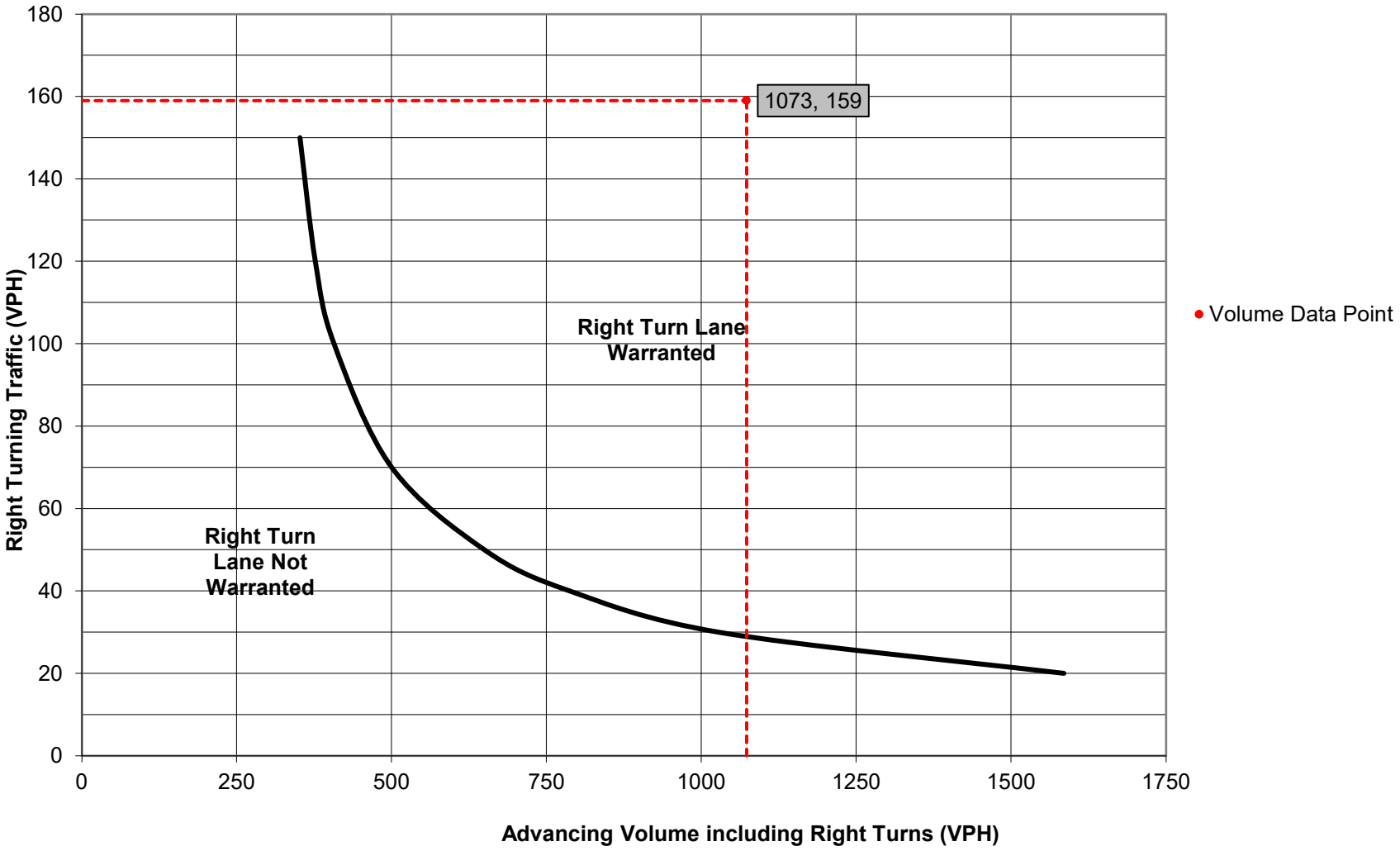
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	225	Feet
Required Right Turn Lane Storage Length:	225	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	9/25/2025
County:	Chester County	**Conducted By:**	SL
PennDOT Engineering District:	6	**Checked By:**	
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (WBL & EBR)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	117	0.0%	117
	Through	-	1020	3.0%	1036
	Right	Yes	0	0.0%	0
Opposing	Left	Yes	1	100.0%	2
	Through	-	887	4.0%	905
	Right	Yes	59	0.0%	59

Advancing Volume:	1153
Opposing Volume:	966
Left Turn Volume:	117
% Left Turns in Advancing Volume:	10.15%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	100.0%	N/A
	Through	-	887	4.0%	N/A
	Right	-	59	0.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	117
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 2.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

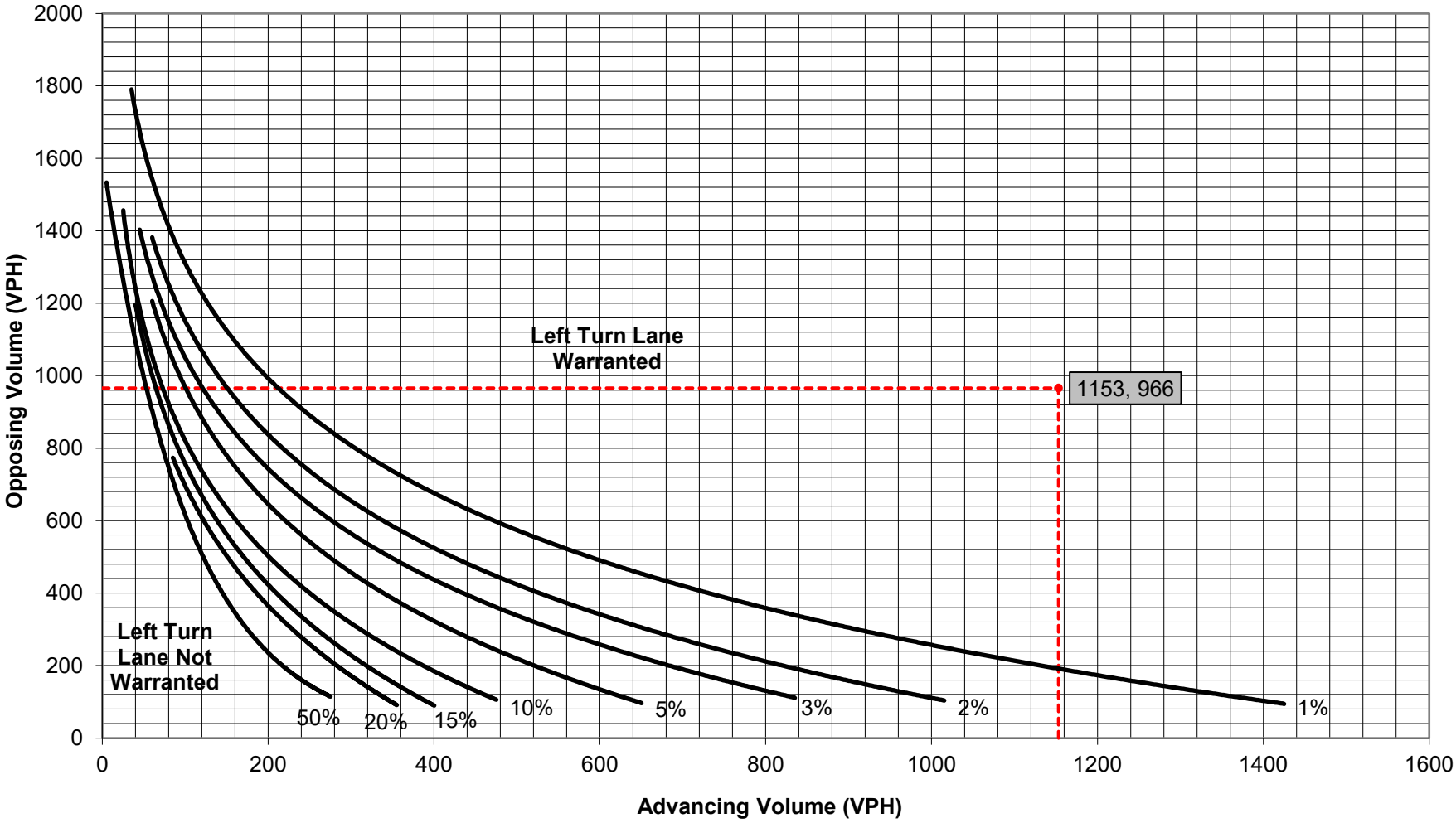
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	175	Feet
Required Left Turn Lane Storage Length:	175	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	9/25/2025
County:	Chester County	**Conducted By:**	SL
PennDOT Engineering District:	6	**Checked By:**	
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Sunny Dell Rd (WBL & EBR)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	117	0.0%	N/A
	Through	-	1020	3.0%	N/A
	Right	Yes	0	0.0%	N/A
Opposing	Left	Yes	1	100.0%	N/A
	Through	-	887	4.0%	N/A
	Right	Yes	59	0.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	100.0%	2
	Through	-	887	4.0%	905
	Right	-	59	0.0%	59

Advancing Volume:	966
Right Turn Volume:	59

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	59
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

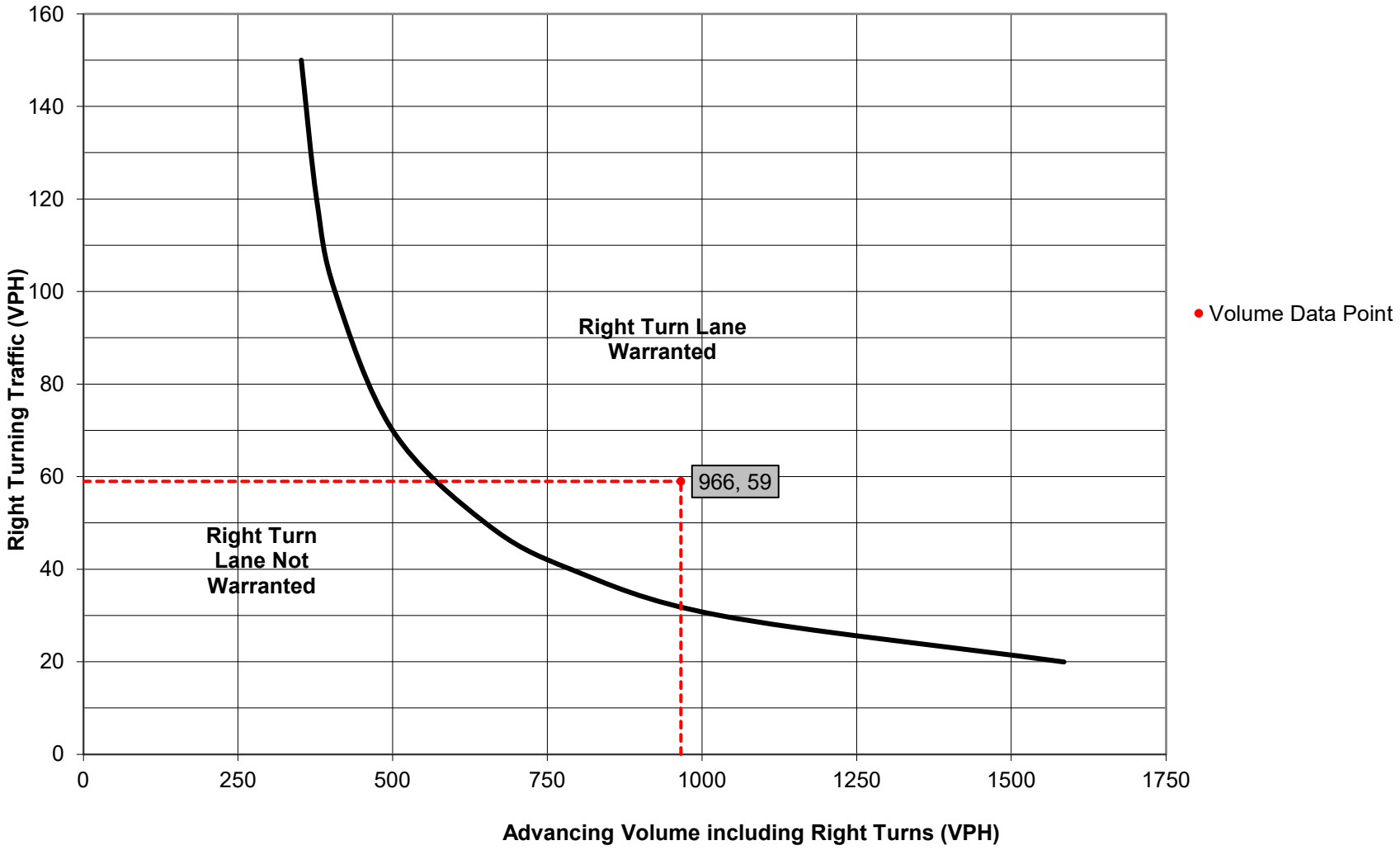
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	150	Feet
Required Right Turn Lane Storage Length:	150	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #11 (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	215	2.0%	218
	Through	-	1157	2.0%	1169
	Right	Yes	10	2.0%	11
Opposing	Left	Yes	257	2.0%	260
	Through	-	685	2.0%	692
	Right	Yes	22	2.0%	23

Advancing Volume:	1398
Opposing Volume:	975
Left Turn Volume:	218
% Left Turns in Advancing Volume:	15.59%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	257	0.0%	N/A
	Through	-	685	2.0%	N/A
	Right	-	22	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	218
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 4.0

PennDOT Publication 46, Exhibit 11-6

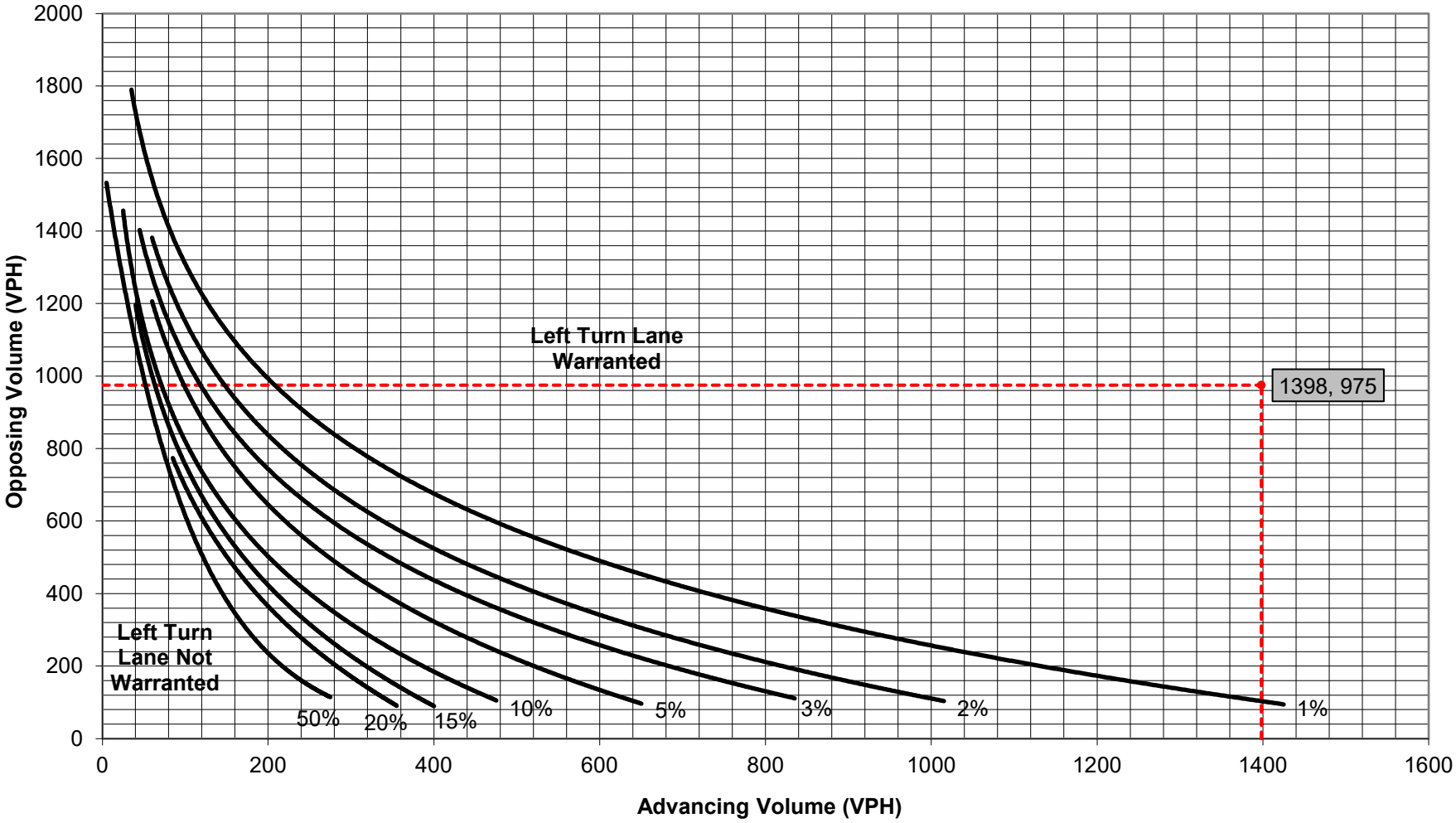
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	250	Feet
Required Left Turn Lane Storage Length:	250	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #11 (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	215	2.0%	N/A
	Through	-	1157	2.0%	N/A
	Right	Yes	10	2.0%	N/A
Opposing	Left	Yes	257	2.0%	N/A
	Through	-	685	2.0%	N/A
	Right	Yes	22	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	257	0.0%	257
	Through	-	685	2.0%	692
	Right	-	22	2.0%	23

Advancing Volume:	972
Right Turn Volume:	23

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	23
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

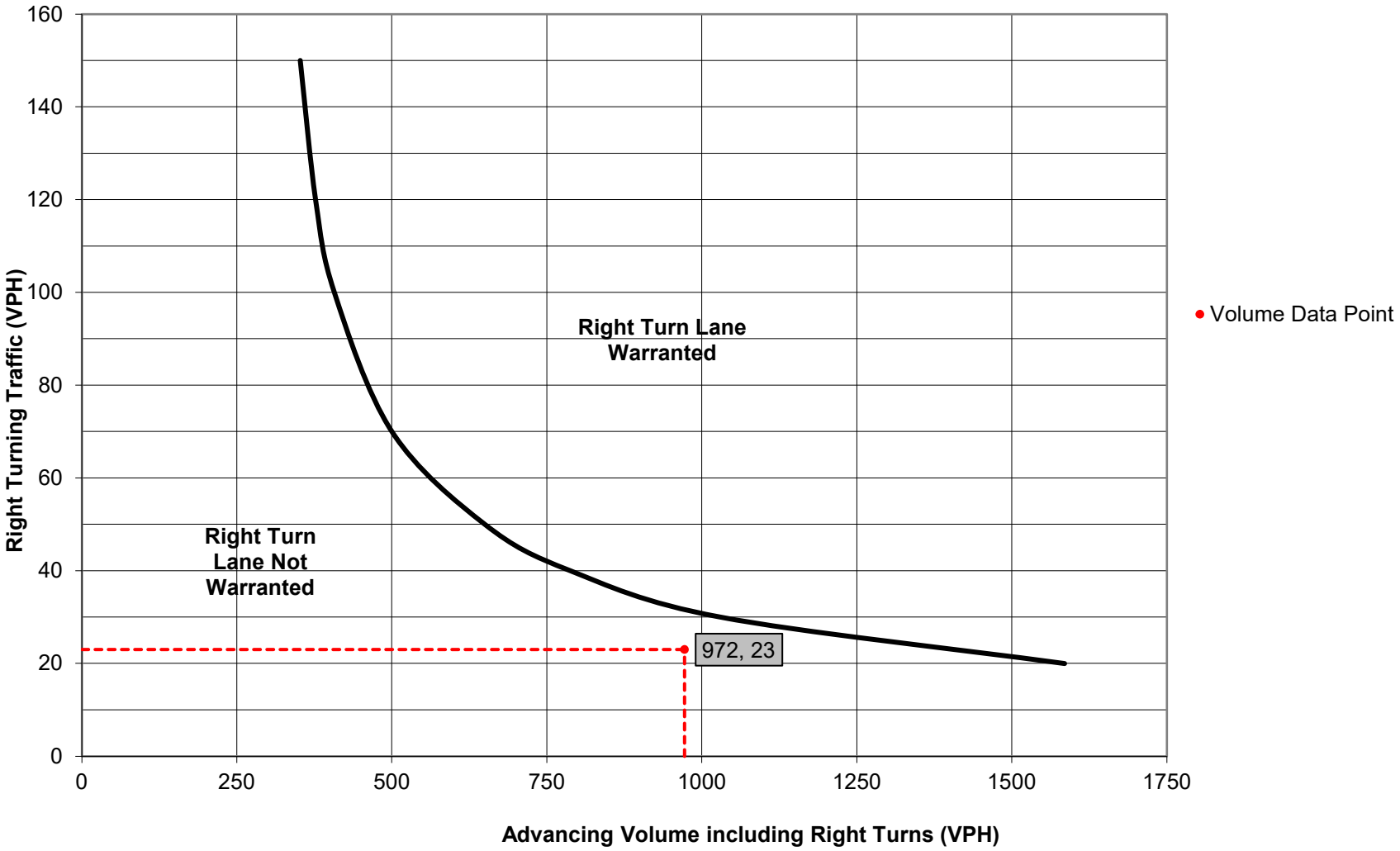
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	160	2.0%	162
	Through	-	845	2.0%	854
	Right	Yes	16	2.0%	17
Opposing	Left	Yes	302	2.0%	306
	Through	-	978	2.0%	988
	Right	Yes	46	2.0%	47

Advancing Volume:	1033
Opposing Volume:	1341
Left Turn Volume:	162
% Left Turns in Advancing Volume:	15.68%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	302	0.0%	N/A
	Through	-	978	2.0%	N/A
	Right	-	46	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	162
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 3.0

PennDOT Publication 46, Exhibit 11-6

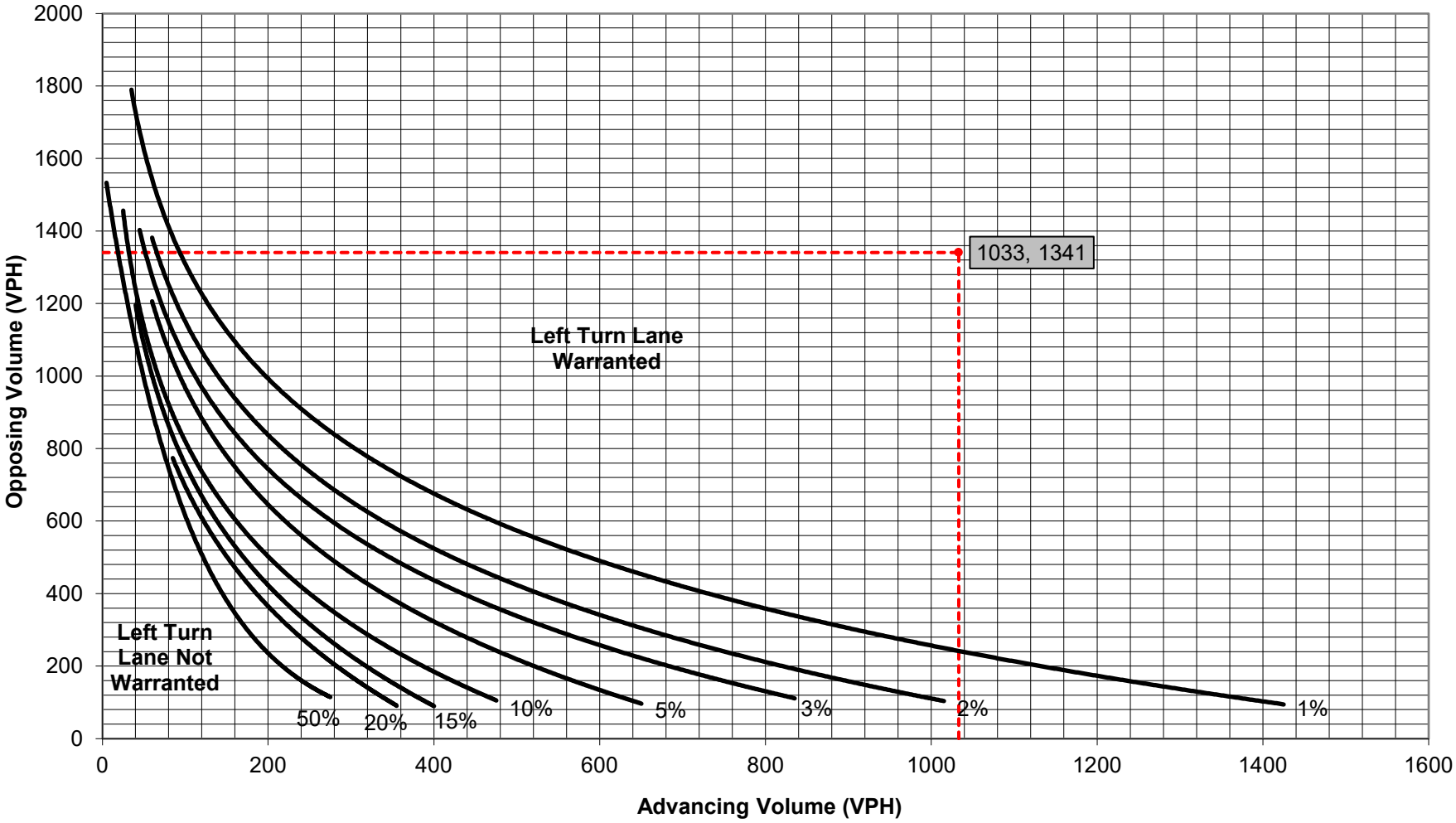
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	225	Feet
Required Left Turn Lane Storage Length:	225	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	160	2.0%	N/A
	Through	-	845	2.0%	N/A
	Right	Yes	16	2.0%	N/A
Opposing	Left	Yes	302	2.0%	N/A
	Through	-	978	2.0%	N/A
	Right	Yes	46	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	302	0.0%	302
	Through	-	978	2.0%	988
	Right	-	46	2.0%	47

Advancing Volume:	1337
Right Turn Volume:	47

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	47
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

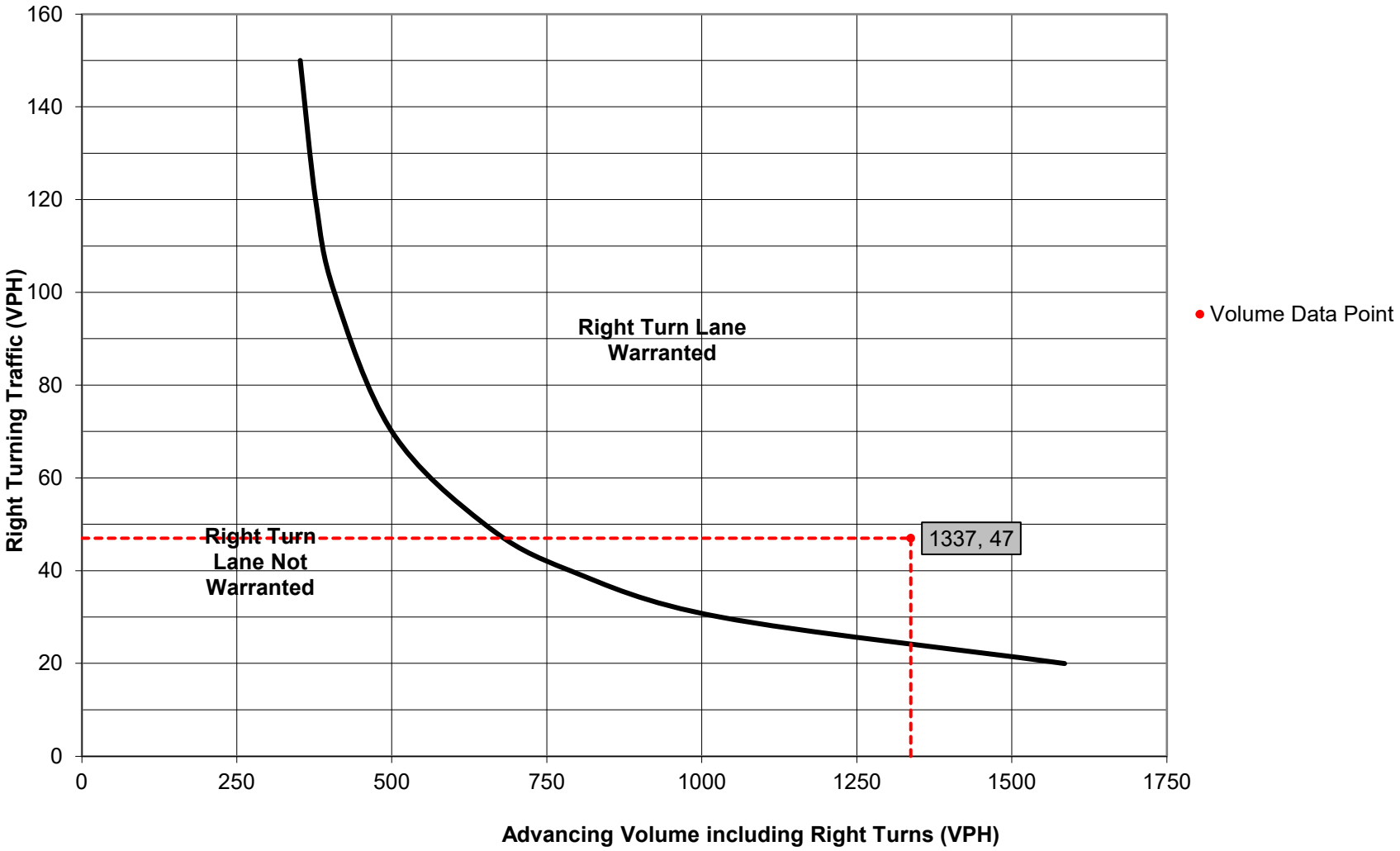
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	150	Feet
Required Right Turn Lane Storage Length:	150	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	161	2.0%	163
	Through	-	845	2.0%	854
	Right	Yes	17	2.0%	18
Opposing	Left	Yes	278	2.0%	281
	Through	-	934	2.0%	944
	Right	Yes	43	2.0%	44

Advancing Volume:	1035
Opposing Volume:	1269
Left Turn Volume:	163
% Left Turns in Advancing Volume:	15.75%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	278	0.0%	N/A
	Through	-	934	2.0%	N/A
	Right	-	43	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	163
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 3.0

PennDOT Publication 46, Exhibit 11-6

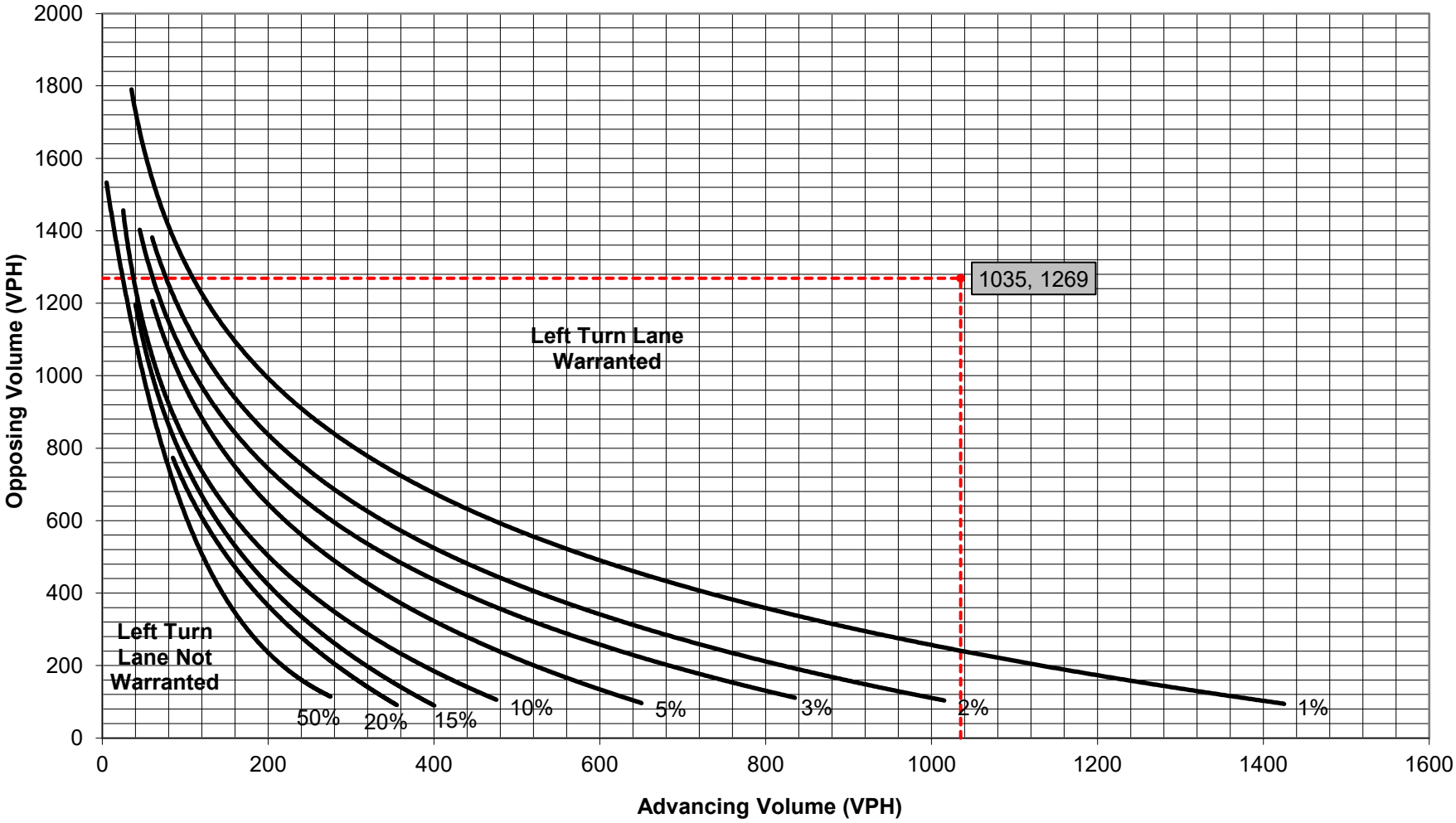
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	225	Feet
Required Left Turn Lane Storage Length:	225	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (EB L & WB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	161	2.0%	N/A
	Through	-	845	2.0%	N/A
	Right	Yes	17	2.0%	N/A
Opposing	Left	Yes	278	2.0%	N/A
	Through	-	934	2.0%	N/A
	Right	Yes	43	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	278	0.0%	278
	Through	-	934	2.0%	944
	Right	-	43	2.0%	44

Advancing Volume:	1266
Right Turn Volume:	44

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	44
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

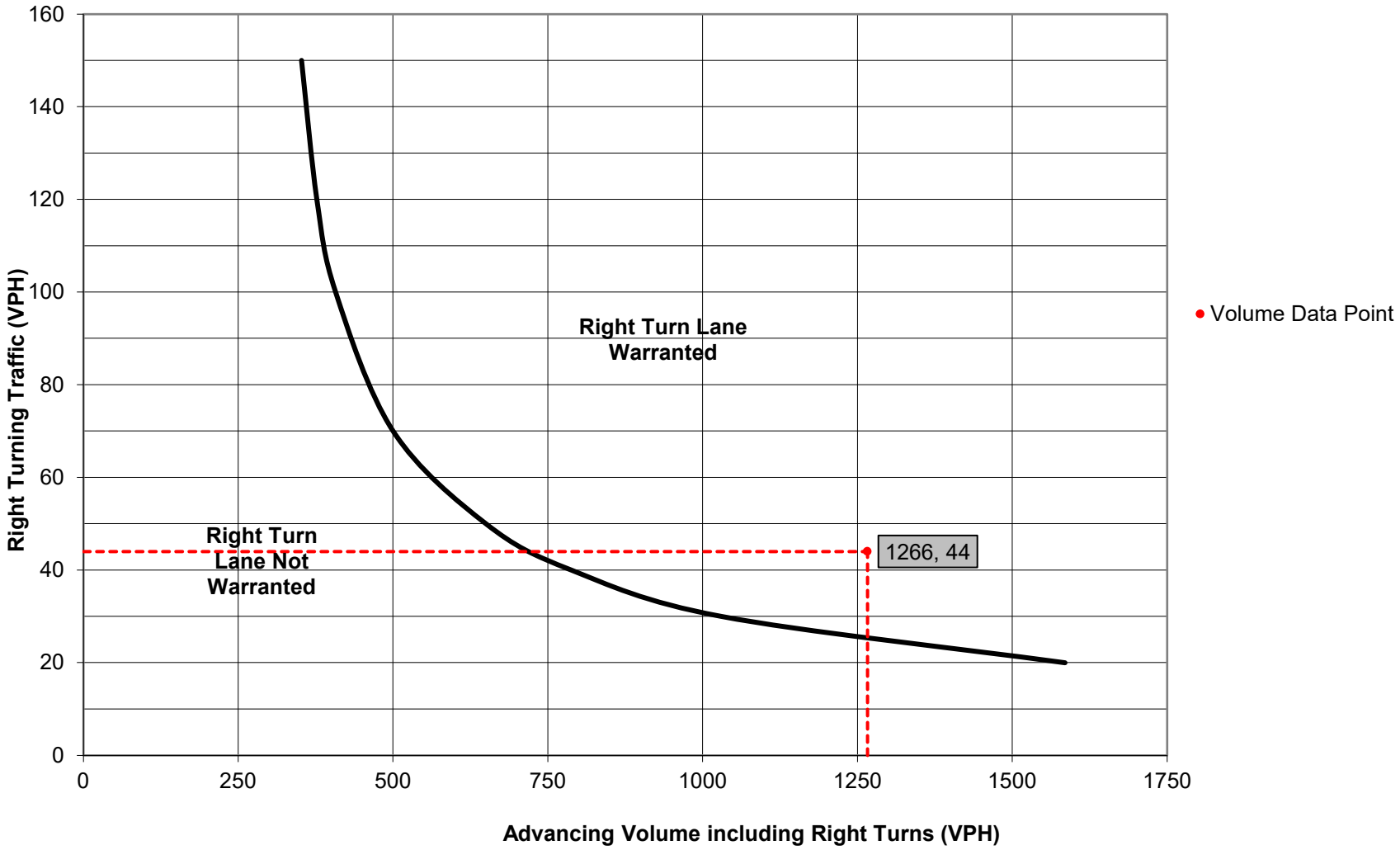
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	150	Feet
Required Right Turn Lane Storage Length:	150	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (WB L & EB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	257	2.0%	260
	Through	-	685	2.0%	692
	Right	Yes	22	2.0%	23
Opposing	Left	Yes	215	2.0%	218
	Through	-	1157	2.0%	1169
	Right	Yes	10	2.0%	11

Advancing Volume:	975
Opposing Volume:	1398
Left Turn Volume:	260
% Left Turns in Advancing Volume:	26.67%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	215	0.0%	N/A
	Through	-	1157	2.0%	N/A
	Right	-	10	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	260
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 4.0

PennDOT Publication 46, Exhibit 11-6

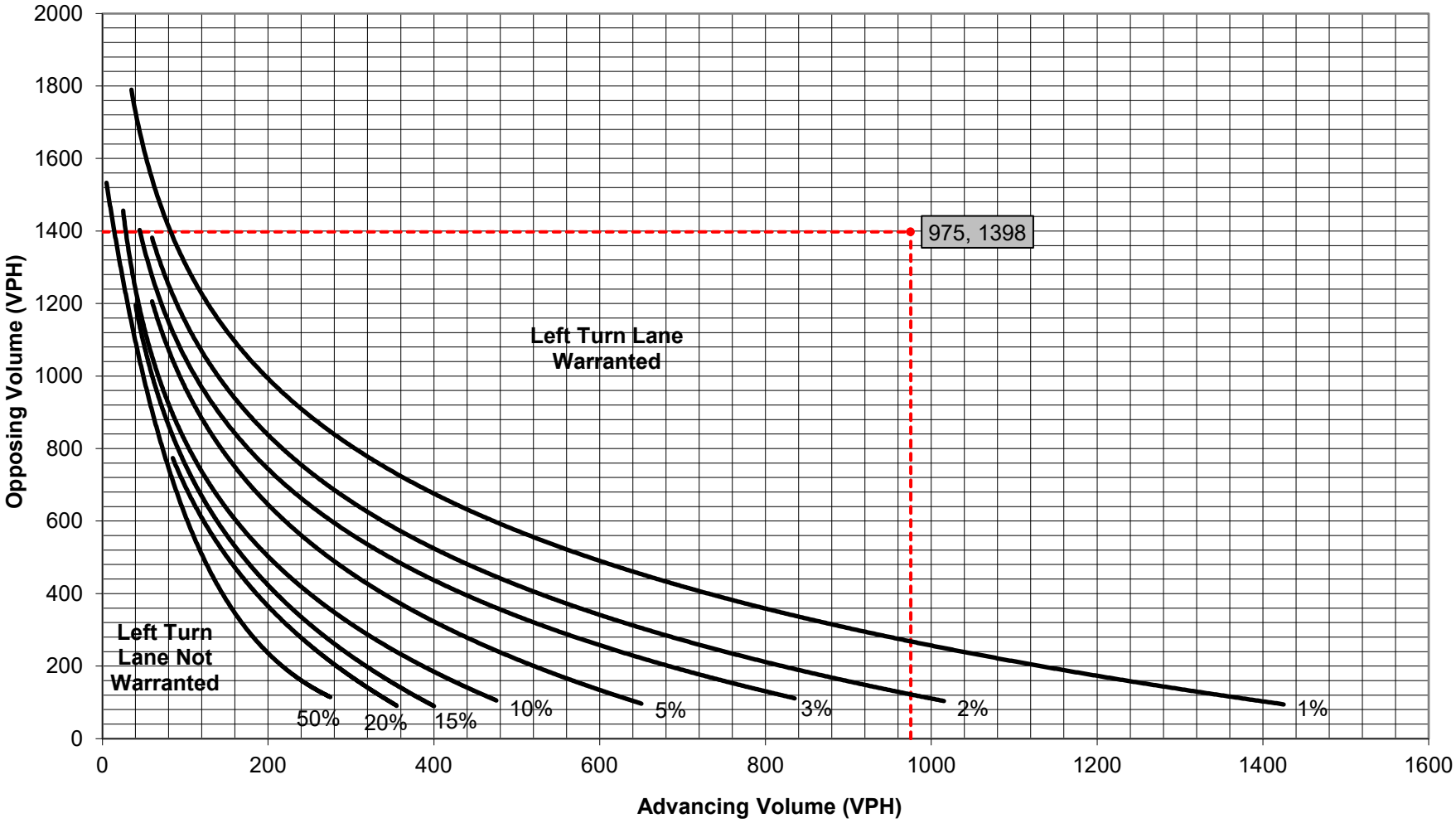
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	250	Feet
Required Left Turn Lane Storage Length:	250	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (WB L & EB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	257	2.0%	N/A
	Through	-	685	2.0%	N/A
	Right	Yes	22	2.0%	N/A
Opposing	Left	Yes	215	2.0%	N/A
	Through	-	1157	2.0%	N/A
	Right	Yes	10	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	215	0.0%	215
	Through	-	1157	2.0%	1169
	Right	-	10	2.0%	11

Advancing Volume:	1395
Right Turn Volume:	11

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	11
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

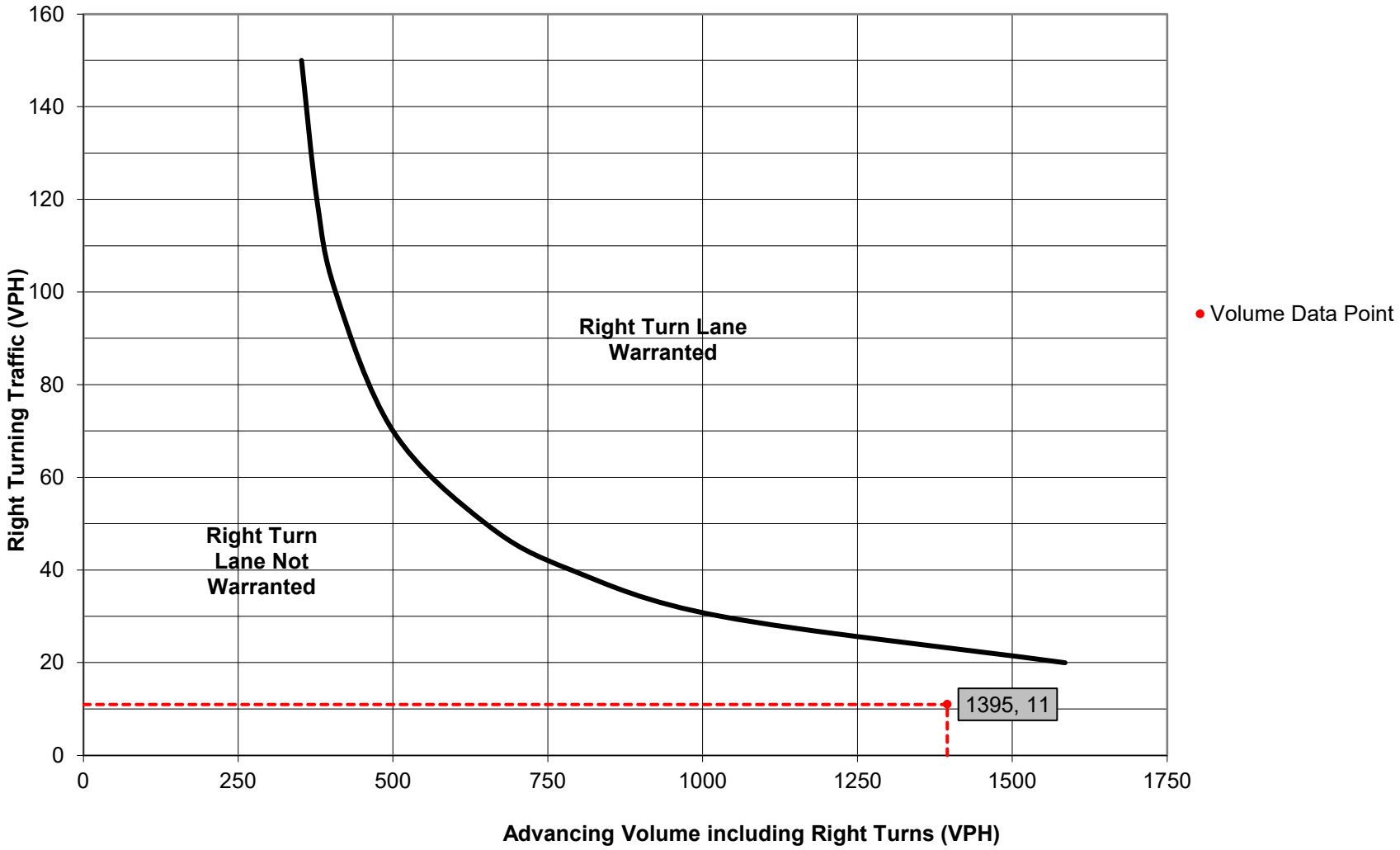
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (WB L & EB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	302	2.0%	306
	Through	-	978	2.0%	988
	Right	Yes	46	2.0%	47
Opposing	Left	Yes	160	2.0%	162
	Through	-	845	2.0%	854
	Right	Yes	16	2.0%	17

Advancing Volume:	1341
Opposing Volume:	1033
Left Turn Volume:	306
% Left Turns in Advancing Volume:	22.82%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	160	0.0%	N/A
	Through	-	845	2.0%	N/A
	Right	-	16	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	306
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 5.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

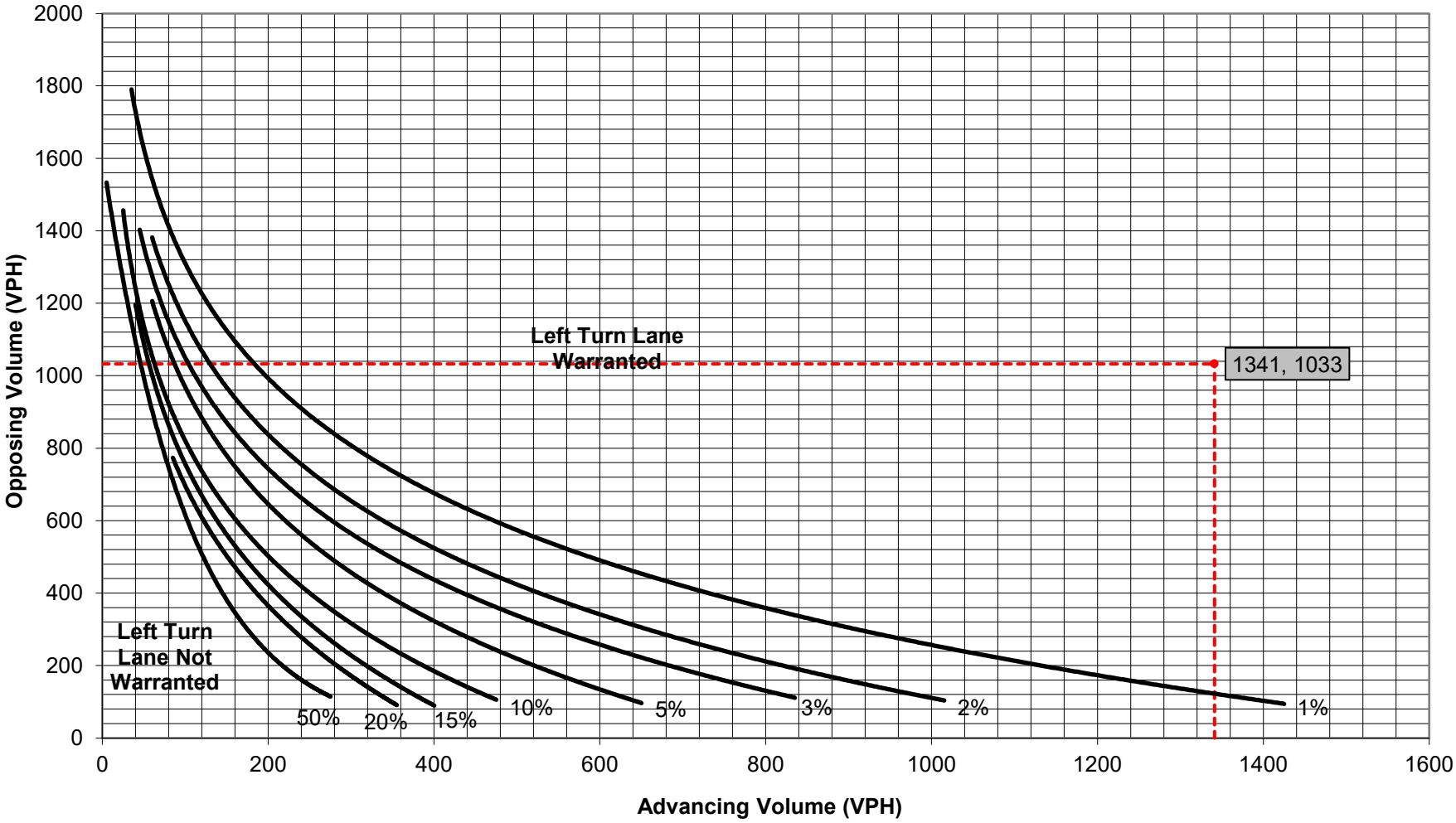
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	275	Feet
Required Left Turn Lane Storage Length:	275	Feet

Additional Findings:

Consider Dual Left Turn Lanes and Operational Analyses

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (WB L & EB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	302	2.0%	N/A
	Through	-	978	2.0%	N/A
	Right	Yes	46	2.0%	N/A
Opposing	Left	Yes	160	2.0%	N/A
	Through	-	845	2.0%	N/A
	Right	Yes	16	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	160	0.0%	160
	Through	-	845	2.0%	854
	Right	-	16	2.0%	17

Advancing Volume:	1031
Right Turn Volume:	17

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	17
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

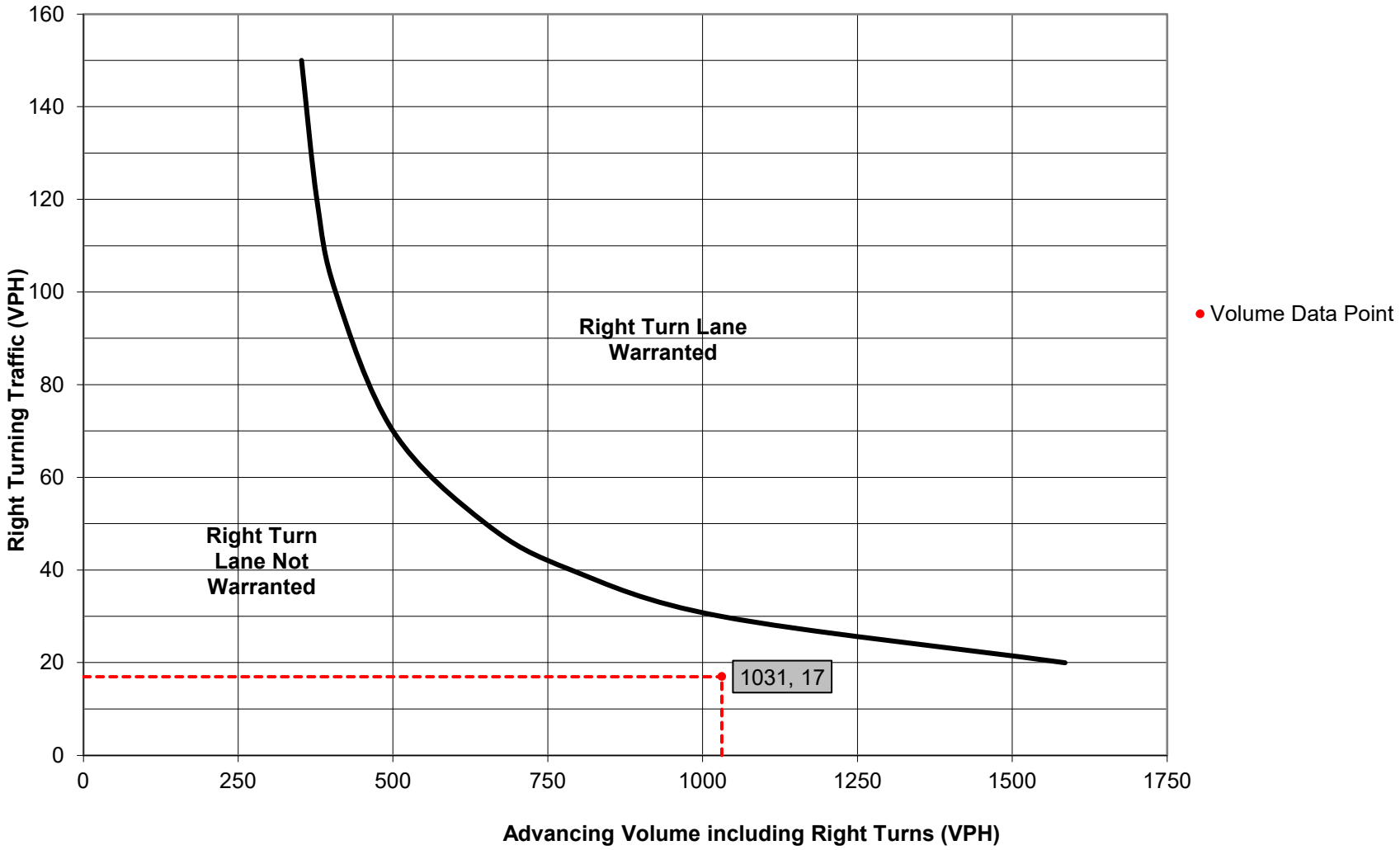
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (WB L & EB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	278	2.0%	281
	Through	-	934	2.0%	944
	Right	Yes	43	2.0%	44
Opposing	Left	Yes	161	2.0%	163
	Through	-	845	2.0%	854
	Right	Yes	17	2.0%	18

Advancing Volume:	1269
Opposing Volume:	1035
Left Turn Volume:	281
% Left Turns in Advancing Volume:	22.14%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	148	0.0%	N/A
	Through	-	845	2.0%	N/A
	Right	-	17	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 7

Warrant Met?: Yes

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	281
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 5.0

PennDOT Publication 46, Exhibit 11-6

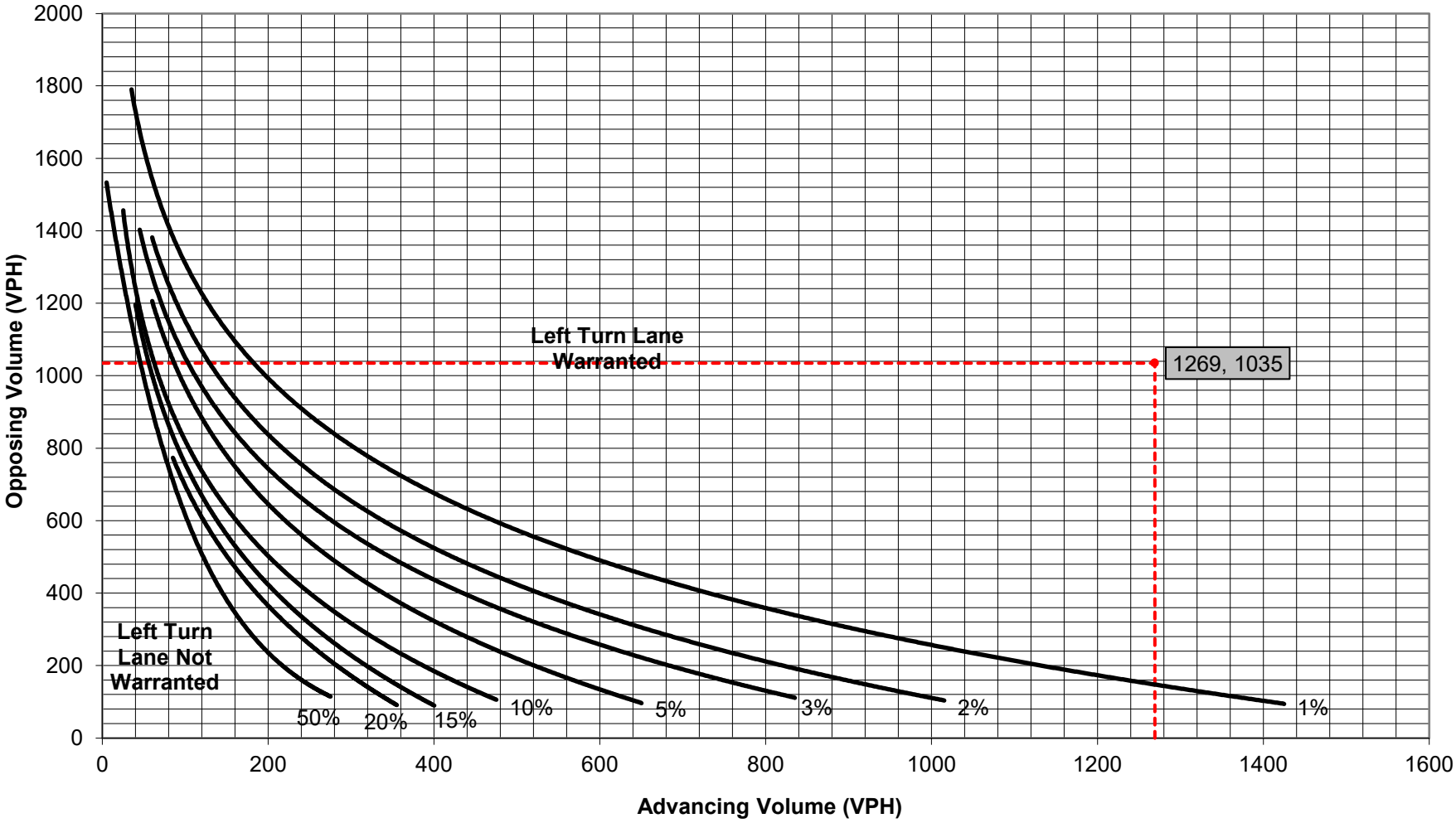
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	275	Feet
Required Left Turn Lane Storage Length:	275	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 7. Warrant for left turn lanes on four-lane, undivided highways (unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Main Access #10 (WB L & EB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Signalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	278	2.0%	N/A
	Through	-	934	2.0%	N/A
	Right	Yes	43	2.0%	N/A
Opposing	Left	Yes	161	2.0%	N/A
	Through	-	845	2.0%	N/A
	Right	Yes	17	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	148	0.0%	148
	Through	-	845	2.0%	854
	Right	-	17	2.0%	18

Advancing Volume:	1020
Right Turn Volume:	18

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Signalized
Design Hour Volume of Turning Lane:	18
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

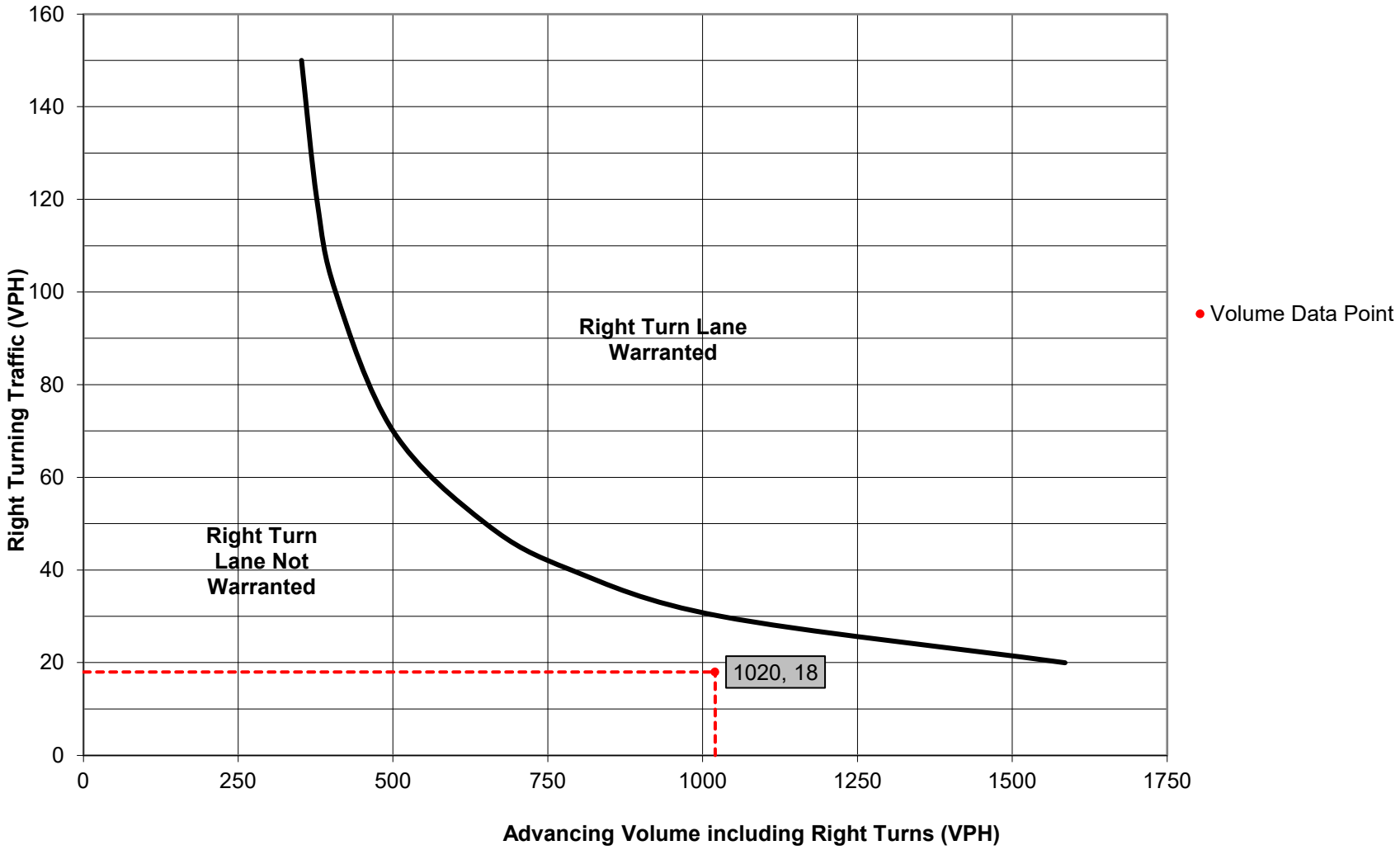
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Medical Office RIRO (Eastern) #11

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	961	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	1270	2.0%	N/A
	Right	Yes	76	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	1270	2.0%	1283
	Right	-	76	2.0%	77

Advancing Volume:	1360
Right Turn Volume:	77

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	77
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

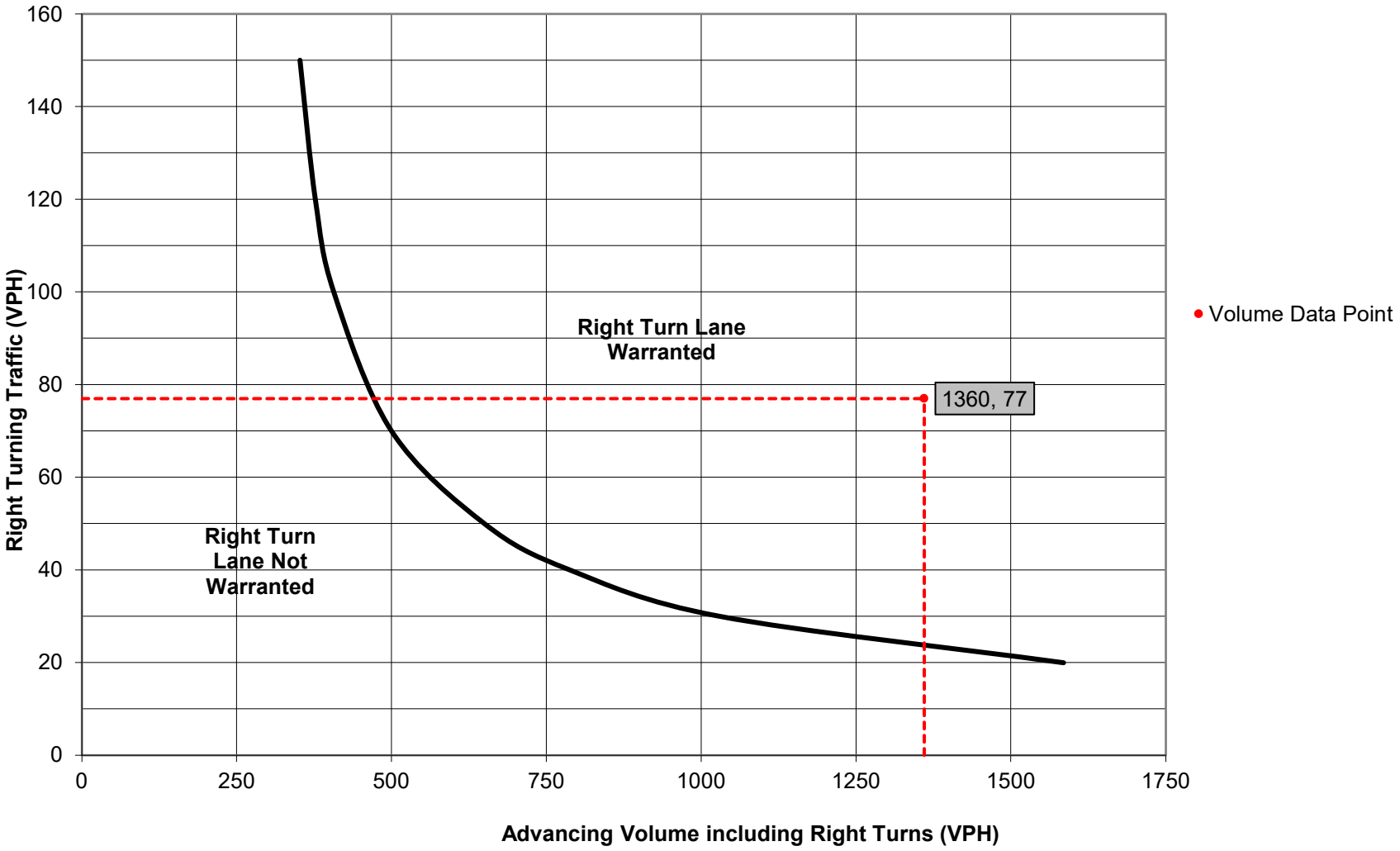
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Medical Office RIRO (Eastern) #11

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		2.0%	N/A
	Through	-	1329	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	978	2.0%	N/A
	Right	Yes	30	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		0.0%	N/A
	Through	-	978	2.0%	988
	Right	-	30	2.0%	31

Advancing Volume:	1019
Right Turn Volume:	31

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	31
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

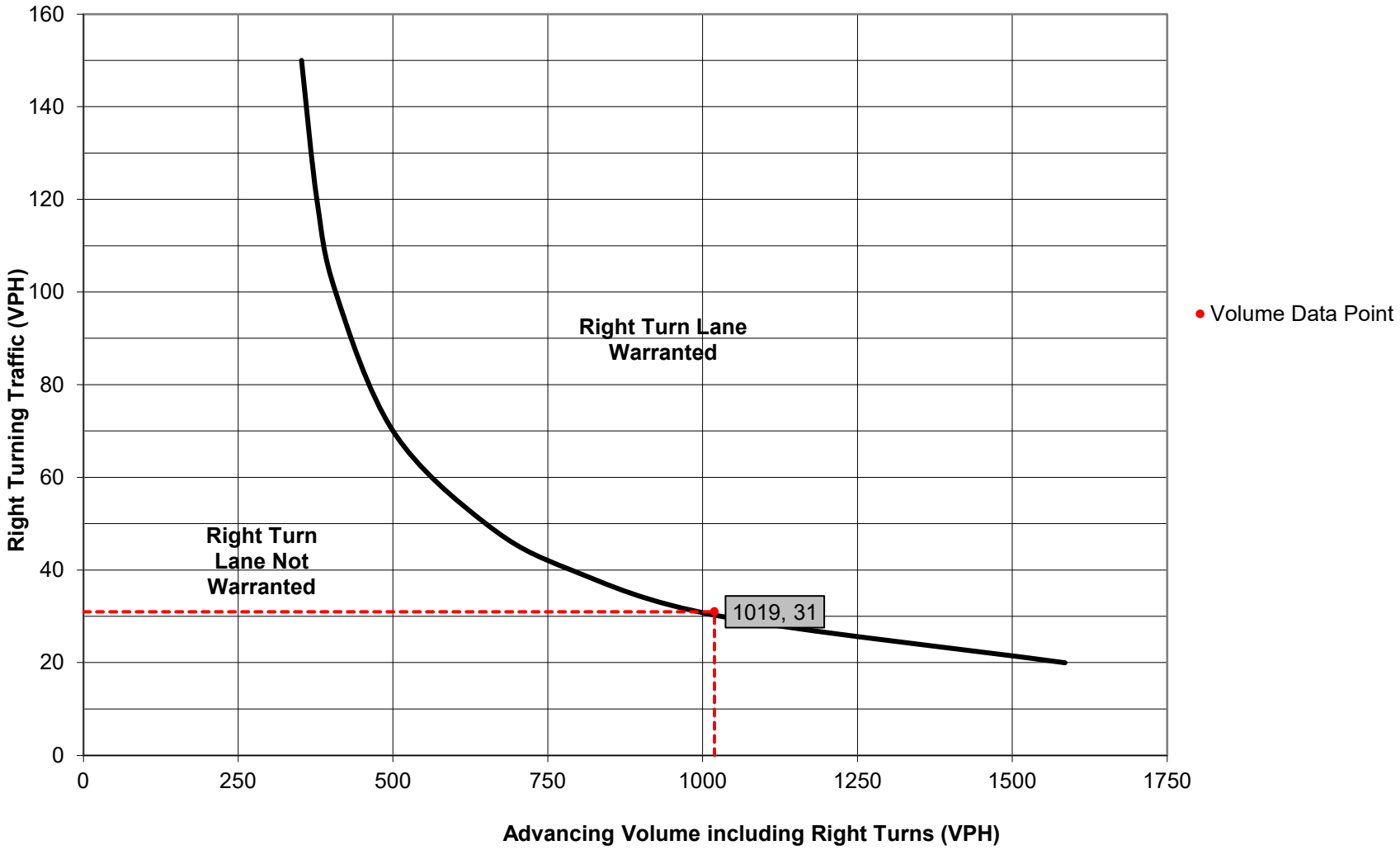
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Medical Office RIRO (Eastern) #11

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		2.0%	N/A
	Through	-	1207	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	978	2.0%	N/A
	Right	Yes	21	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		0.0%	N/A
	Through	-	978	2.0%	988
	Right	-	21	2.0%	22

Advancing Volume:	1010
Right Turn Volume:	22

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	22
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

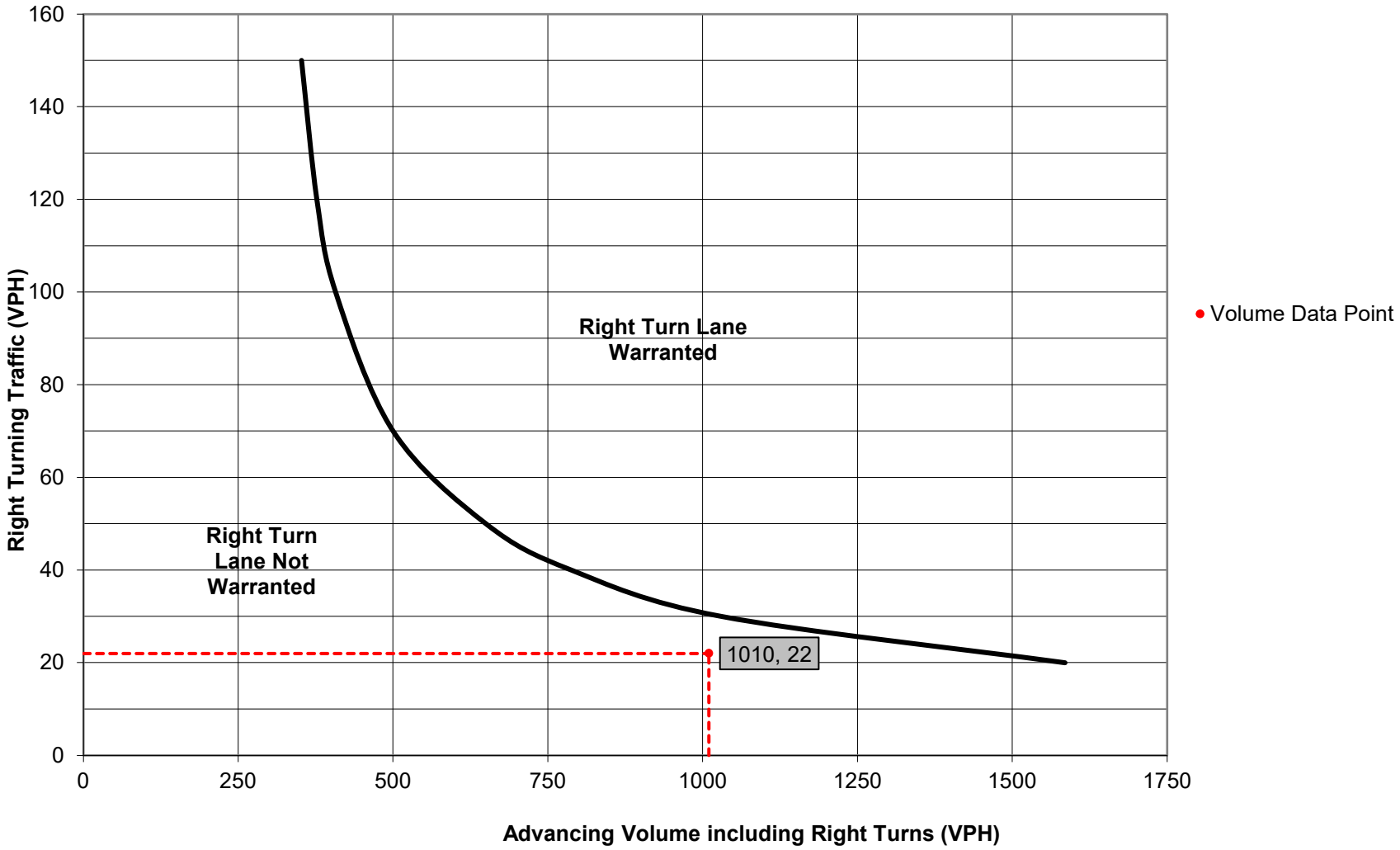
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Northern Site Driveway (#14)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	108	2.0%	110
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	108	2.0%	110
	Right	Yes	9	2.0%	10

Advancing Volume:	112
Opposing Volume:	120
Left Turn Volume:	2
% Left Turns in Advancing Volume:	1.79%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	108	2.0%	N/A
	Right	-	9	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

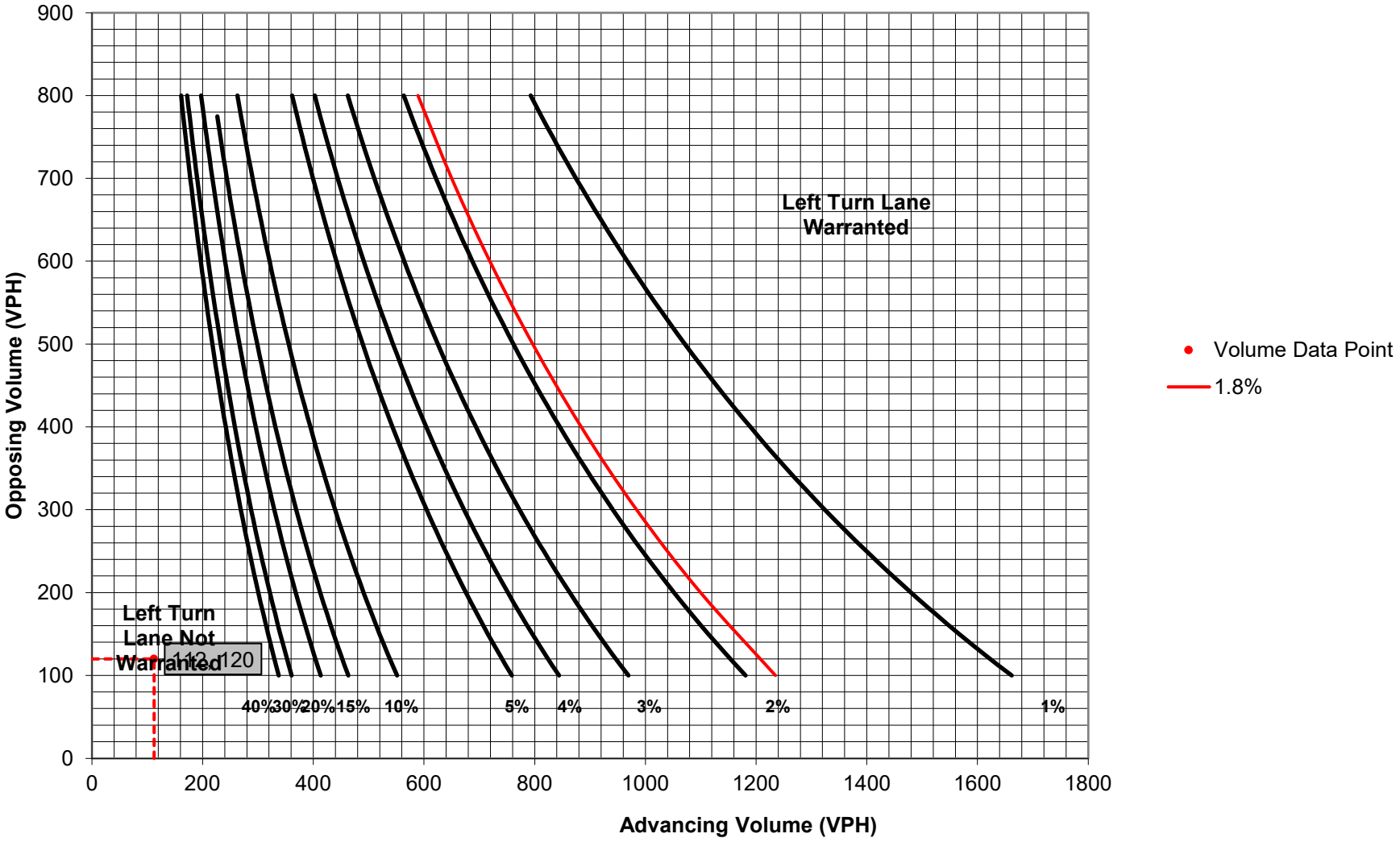
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Northern Site Driveway (#14)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	108	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	108	2.0%	N/A
	Right	Yes	9	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	108	2.0%	110
	Right	-	9	2.0%	10

Advancing Volume:	120
Right Turn Volume:	10

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	10
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

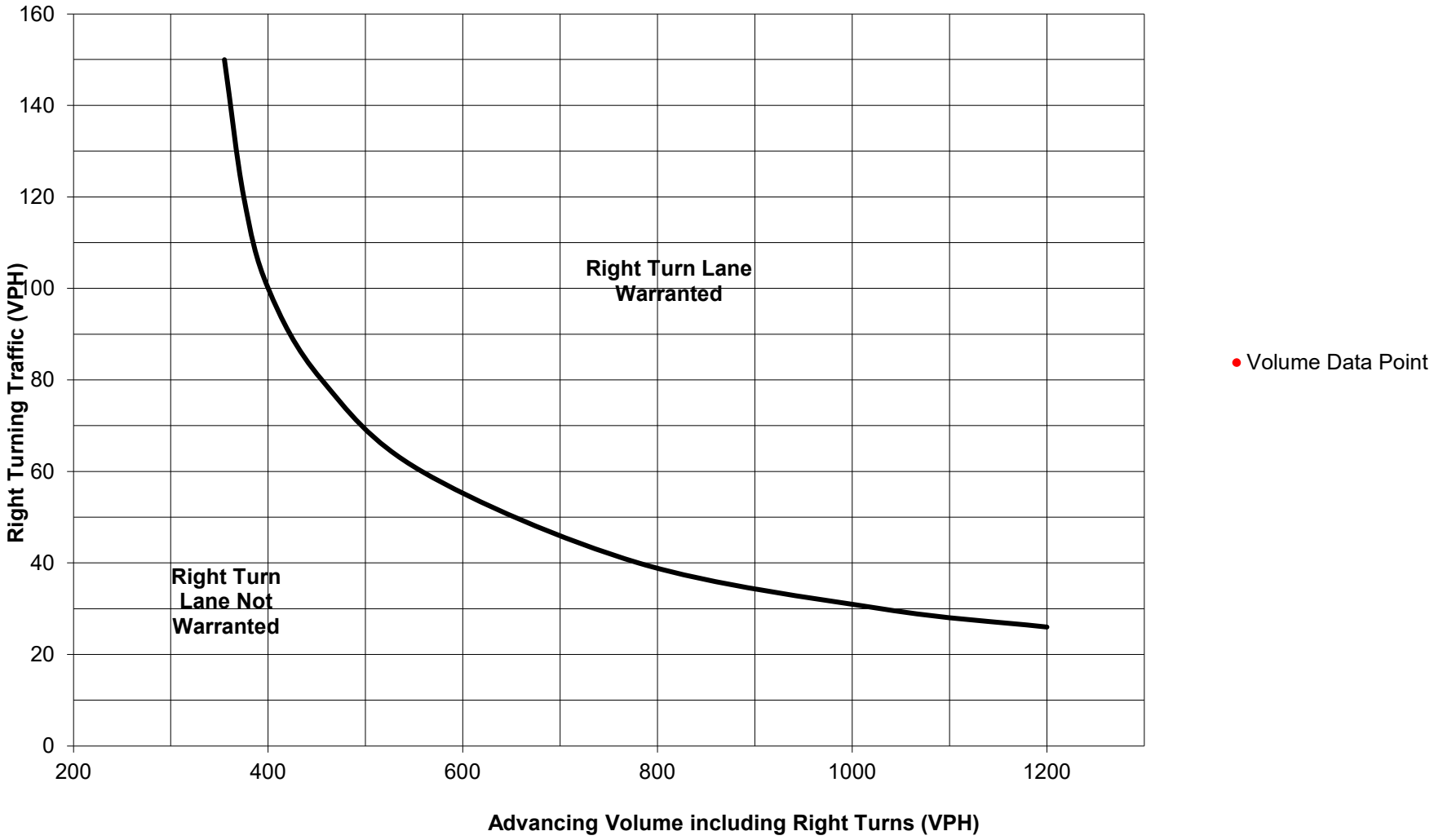
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	02/18/20226
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Northern Site Driveway (#14)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	97	2.0%	98
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	98	2.0%	99
	Right	Yes	22	2.0%	23

Advancing Volume:	100
Opposing Volume:	122
Left Turn Volume:	2
% Left Turns in Advancing Volume:	2.00%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	98	2.0%	N/A
	Right	-	22	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 1**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

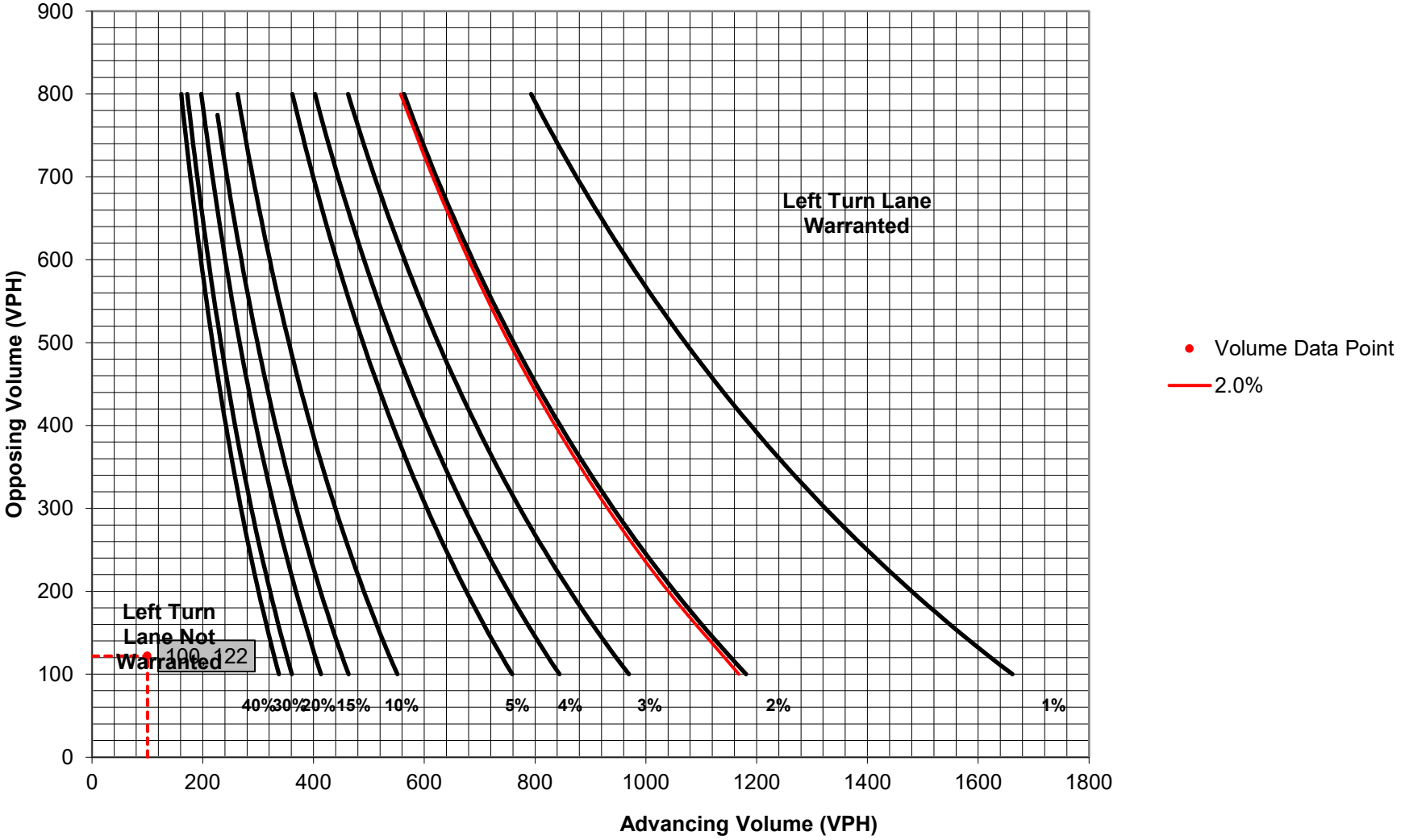
Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	02/18/20226
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Northern Site Driveway (#14)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	97	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	98	2.0%	N/A
	Right	Yes	22	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	98	2.0%	99
	Right	-	22	2.0%	23

Advancing Volume:	122
Right Turn Volume:	23

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	23
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

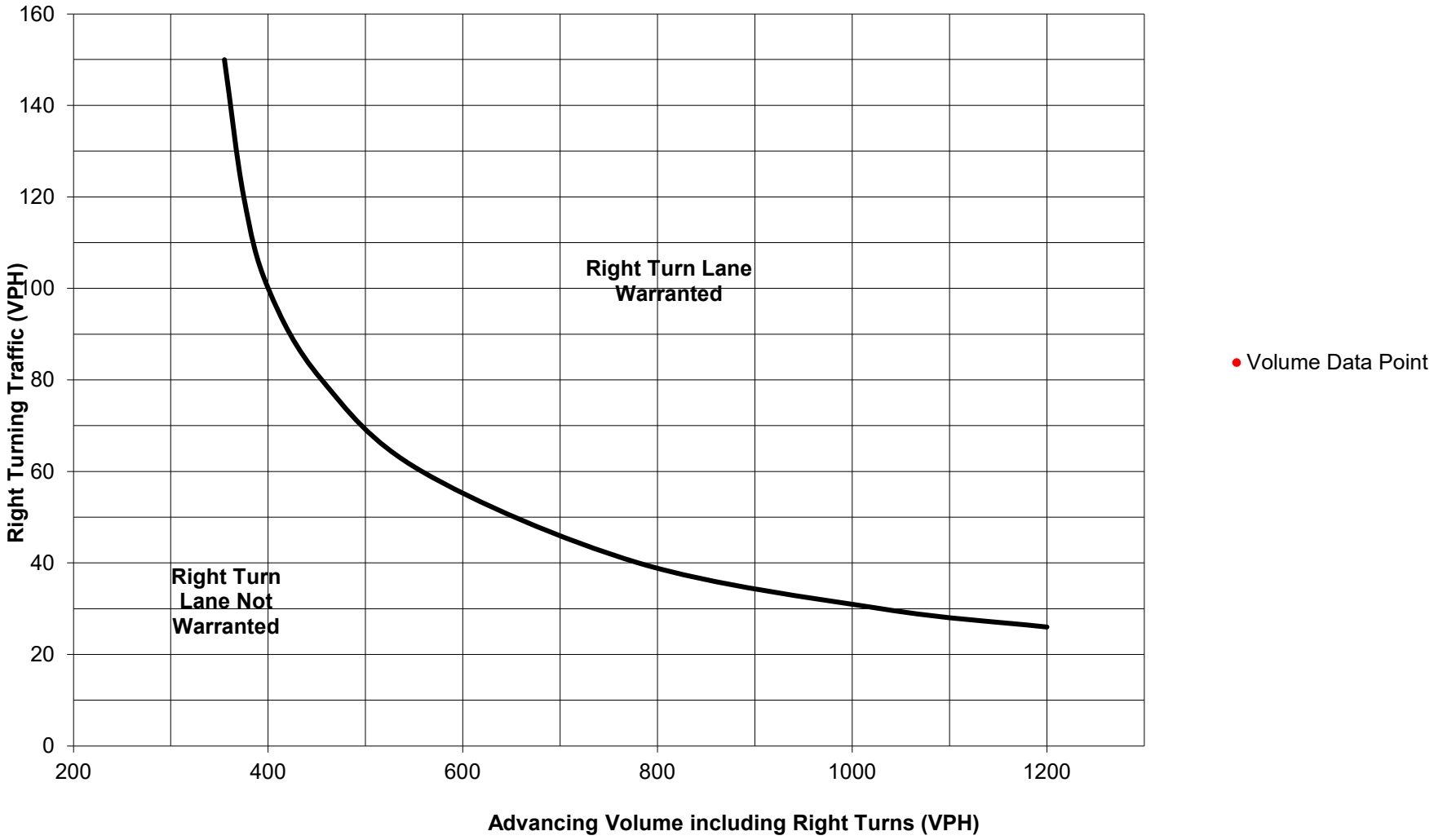
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Northern Site Driveway (#14)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	70	2.0%	71
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	111	2.0%	113
	Right	Yes	17	2.0%	18

Advancing Volume:	73
Opposing Volume:	131
Left Turn Volume:	2
% Left Turns in Advancing Volume:	2.74%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	111	2.0%	N/A
	Right	-	17	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

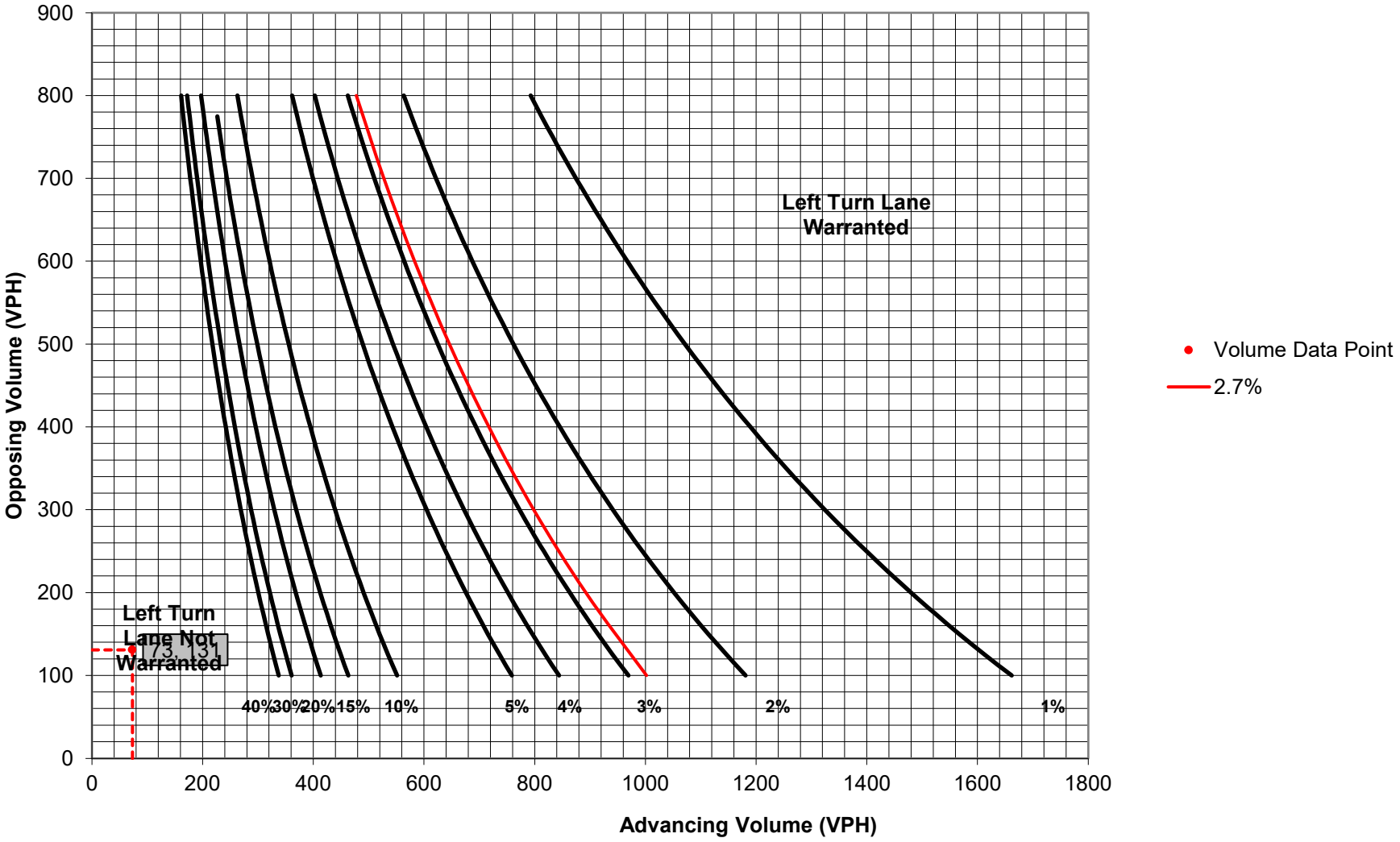
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Northern Site Driveway (#14)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	70	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	111	2.0%	N/A
	Right	Yes	17	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	111	2.0%	113
	Right	-	17	2.0%	18

Advancing Volume:	131
Right Turn Volume:	18

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	18
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

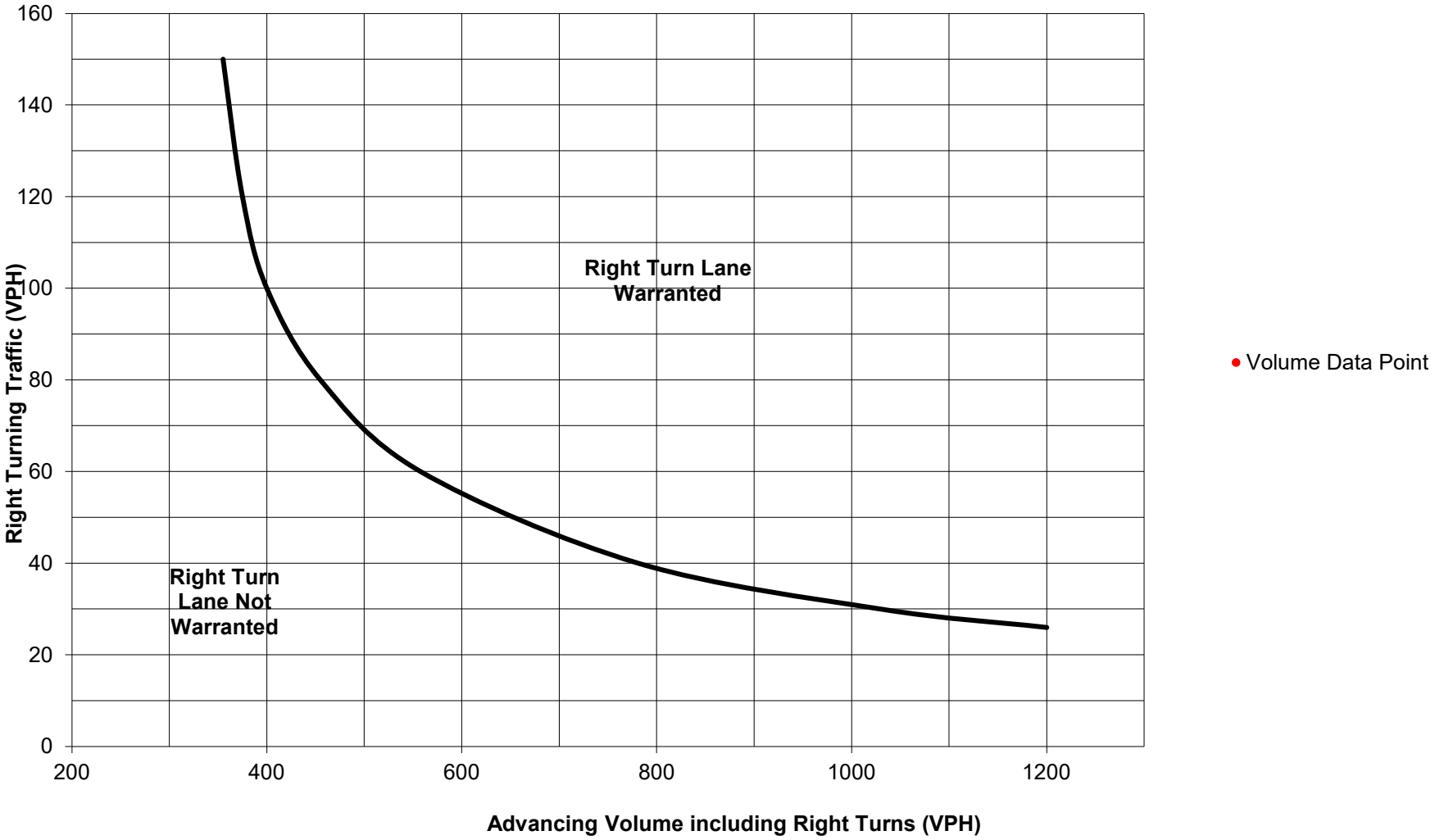
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Southern Site Driveway (#15)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	136	2.0%	138
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	116	2.0%	118
	Right	Yes	13	2.0%	14

Advancing Volume:	138
Opposing Volume:	132
Left Turn Volume:	0
% Left Turns in Advancing Volume:	0.00%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	116	2.0%	N/A
	Right	-	13	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: #DIV/0!

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: #DIV/0!

PennDOT Publication 46, Exhibit 11-6

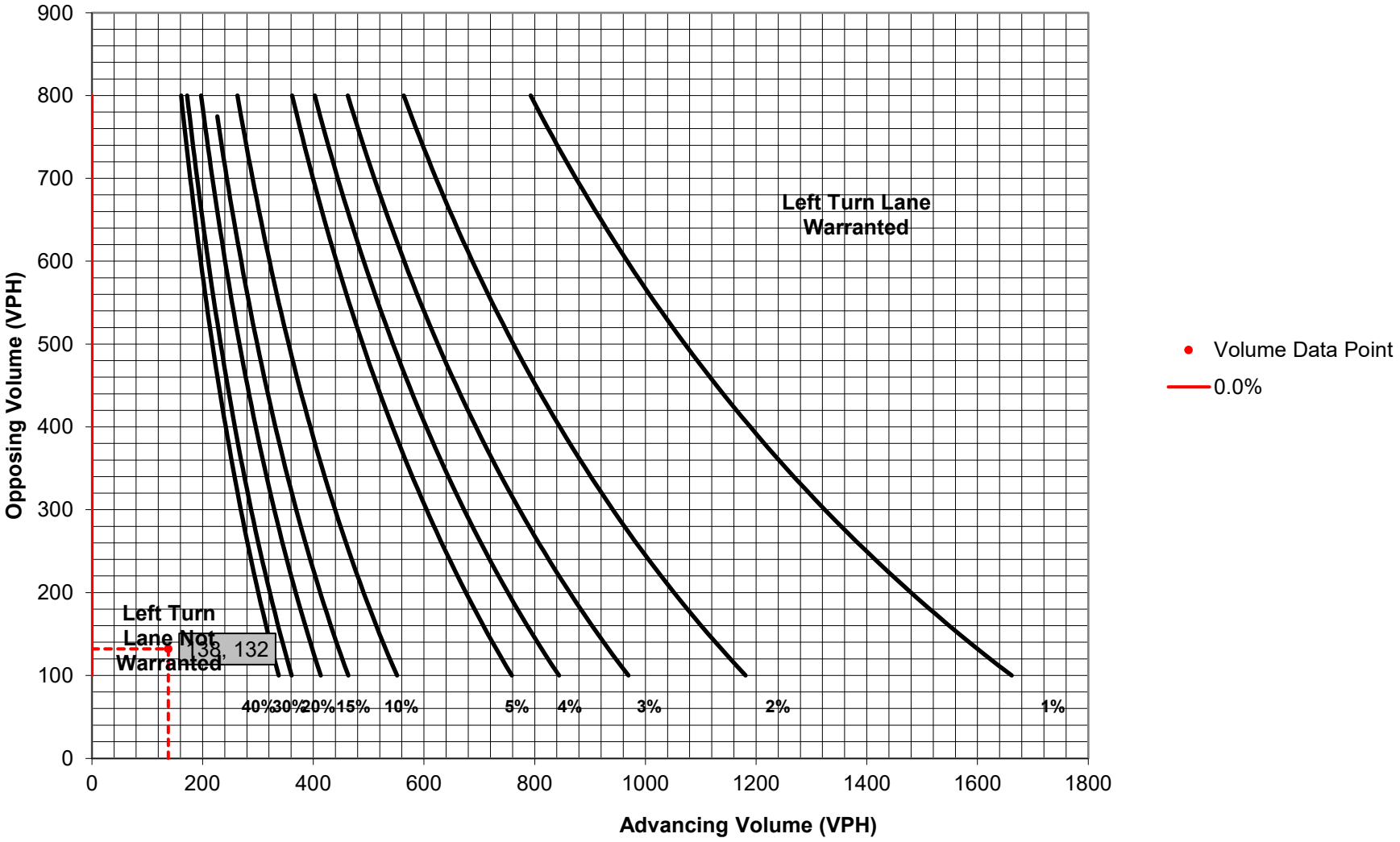
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	#DIV/0!	Feet
Condition B:	#DIV/0!	Feet
Condition C:	#DIV/0!	Feet
Required Left Turn Lane Storage Length:	#DIV/0!	Feet

Additional Findings: #DIV/0!

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Southern Site Driveway (#15)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	136	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	116	2.0%	N/A
	Right	Yes	13	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	116	2.0%	118
	Right	-	13	2.0%	14

Advancing Volume:	132
Right Turn Volume:	14

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	14
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

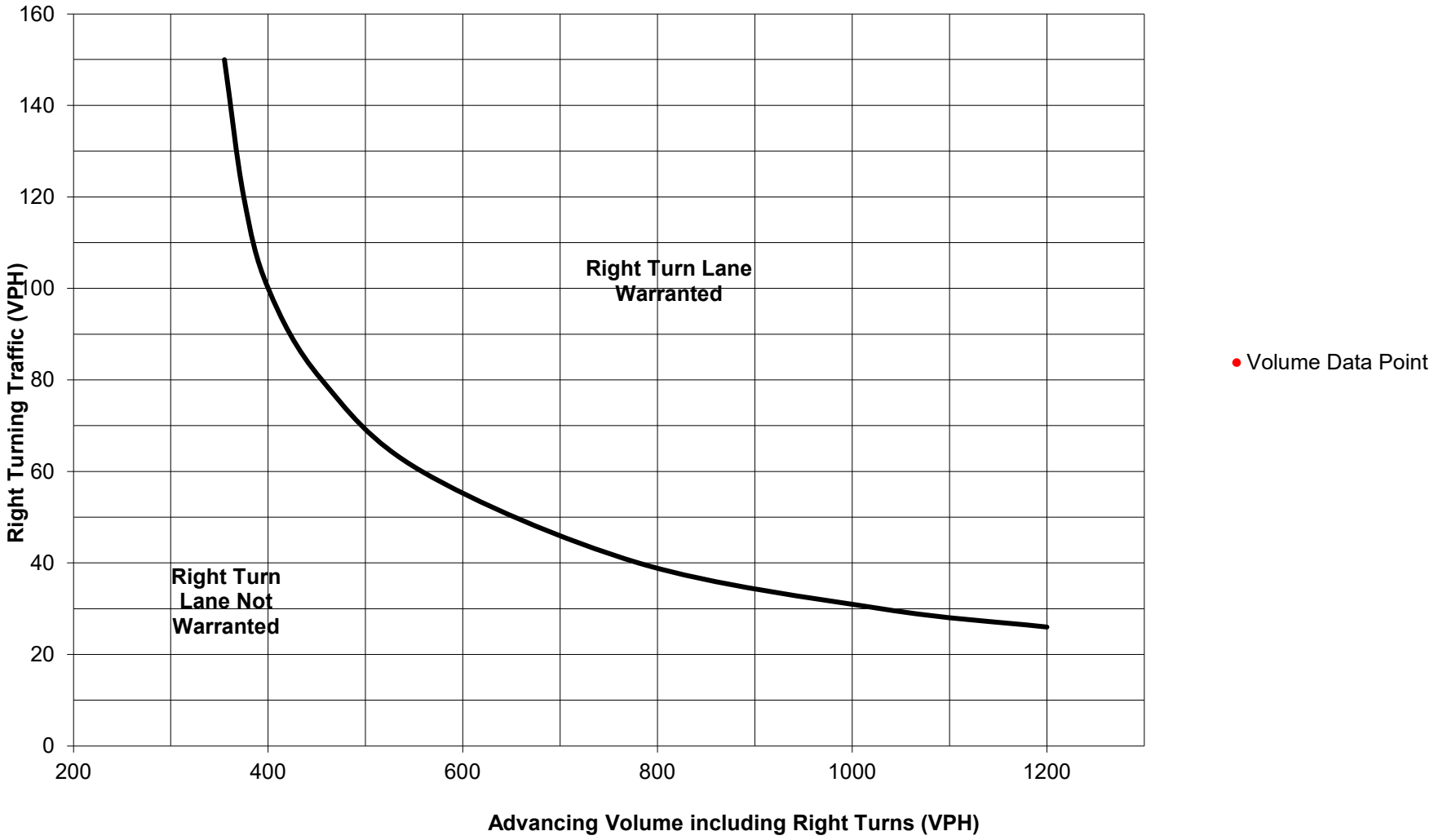
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Southern Site Driveway (#15)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	112	2.0%	114
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	120	2.0%	122
	Right	Yes	32	2.0%	33

Advancing Volume:	116
Opposing Volume:	155
Left Turn Volume:	2
% Left Turns in Advancing Volume:	1.72%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	120	2.0%	N/A
	Right	-	32	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

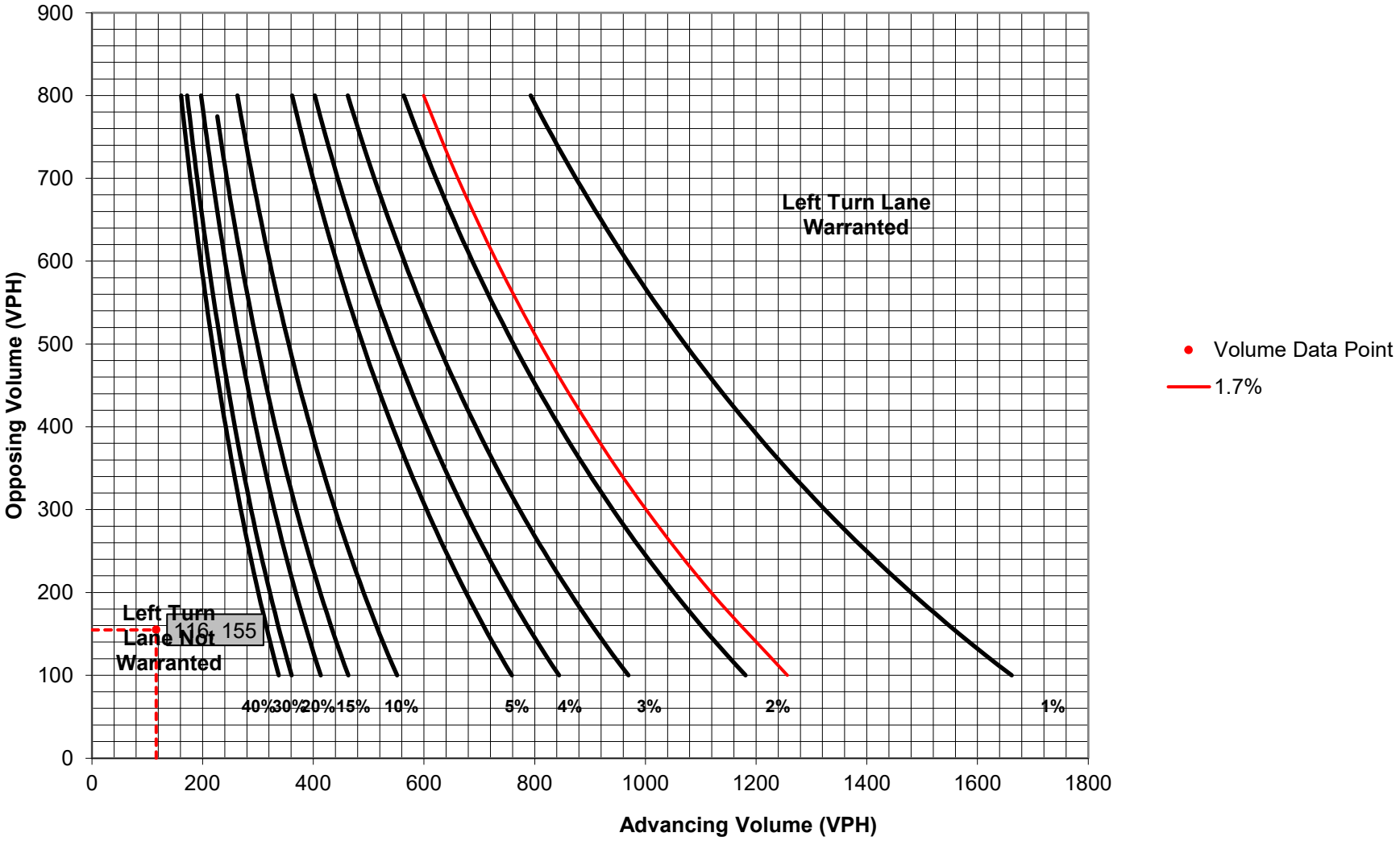
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways (speeds to 35 mph, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Southern Site Driveway (#15)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	112	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	120	2.0%	N/A
	Right	Yes	32	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	120	2.0%	122
	Right	-	32	2.0%	33

Advancing Volume:	155
Right Turn Volume:	33

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	33
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

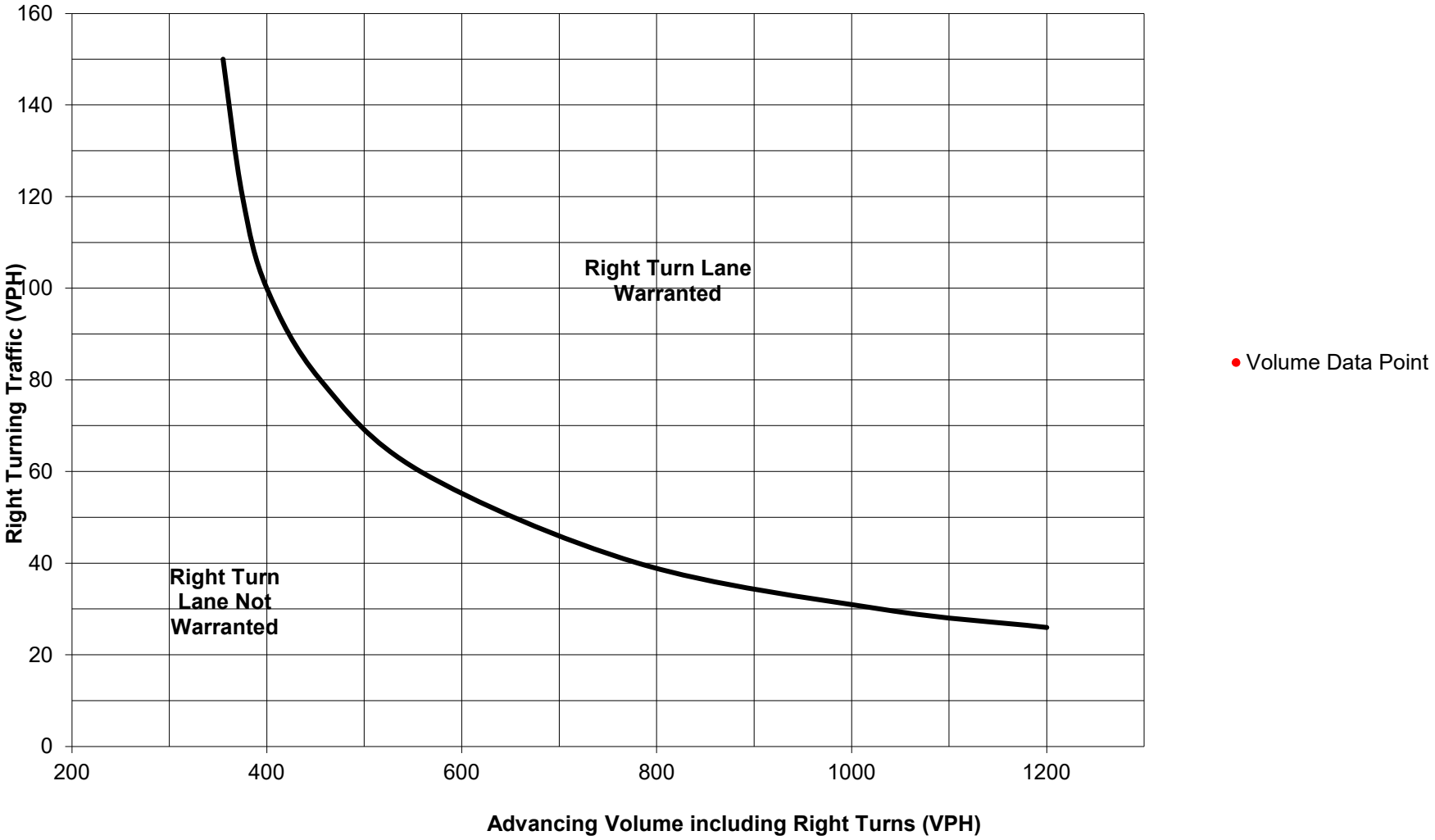
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Southern Site Driveway (#15)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	88	2.0%	89
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	128	2.0%	130
	Right	Yes	24	2.0%	25

Advancing Volume:	89
Opposing Volume:	155
Left Turn Volume:	0
% Left Turns in Advancing Volume:	0.00%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	128	2.0%	N/A
	Right	-	24	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: #DIV/0!

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: #DIV/0!

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

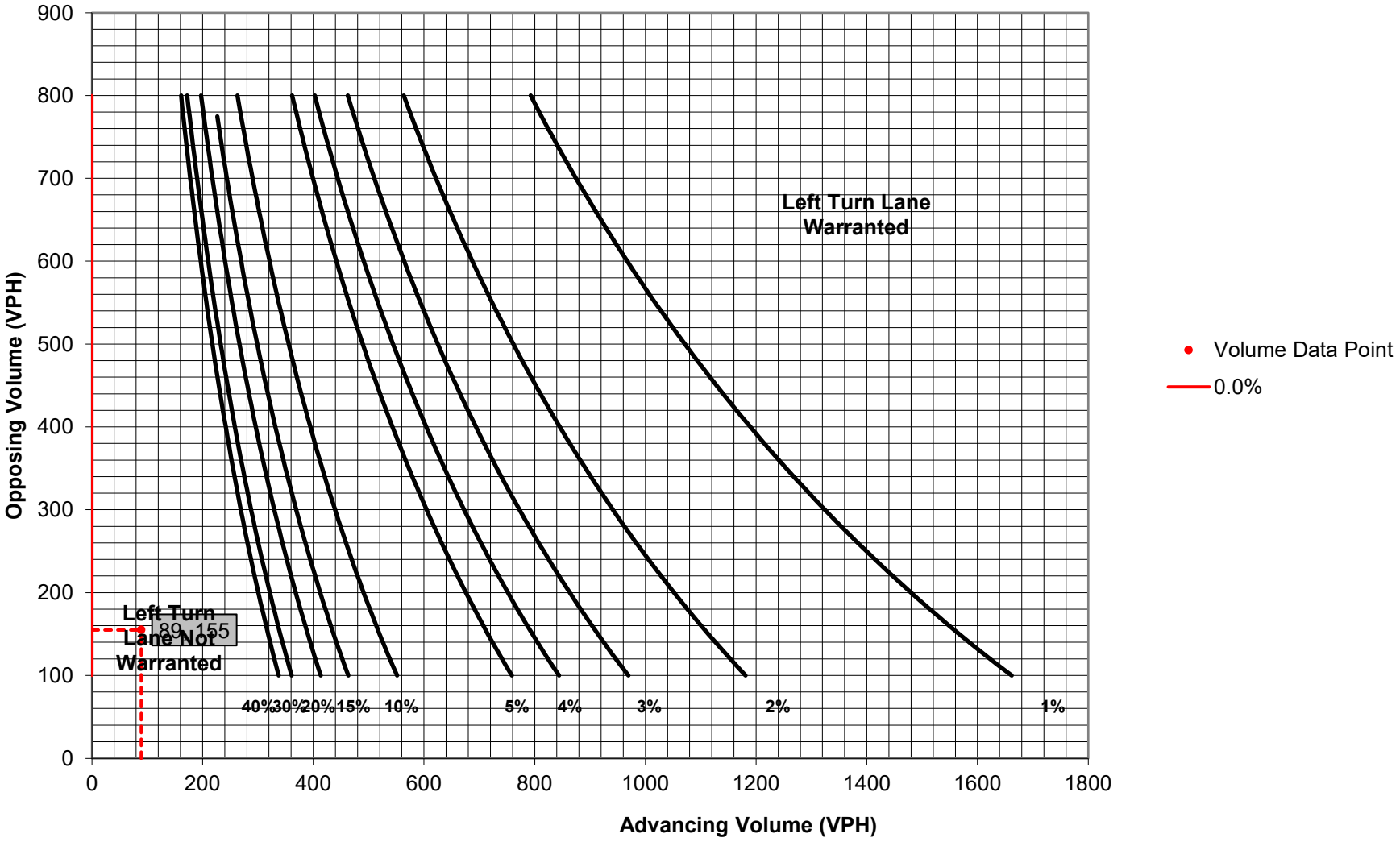
Left Turn Lane Storage Length, Condition A:	#DIV/0!	Feet
Condition B:	#DIV/0!	Feet
Condition C:	#DIV/0!	Feet
Required Left Turn Lane Storage Length:	#DIV/0!	Feet

Additional Findings: #DIV/0!

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways (speeds to 35 mph, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sharp Rd & Southern Site Driveway (#15)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	88	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	128	2.0%	N/A
	Right	Yes	24	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	128	2.0%	130
	Right	-	24	2.0%	25

Advancing Volume:	155
Right Turn Volume:	25

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	25
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

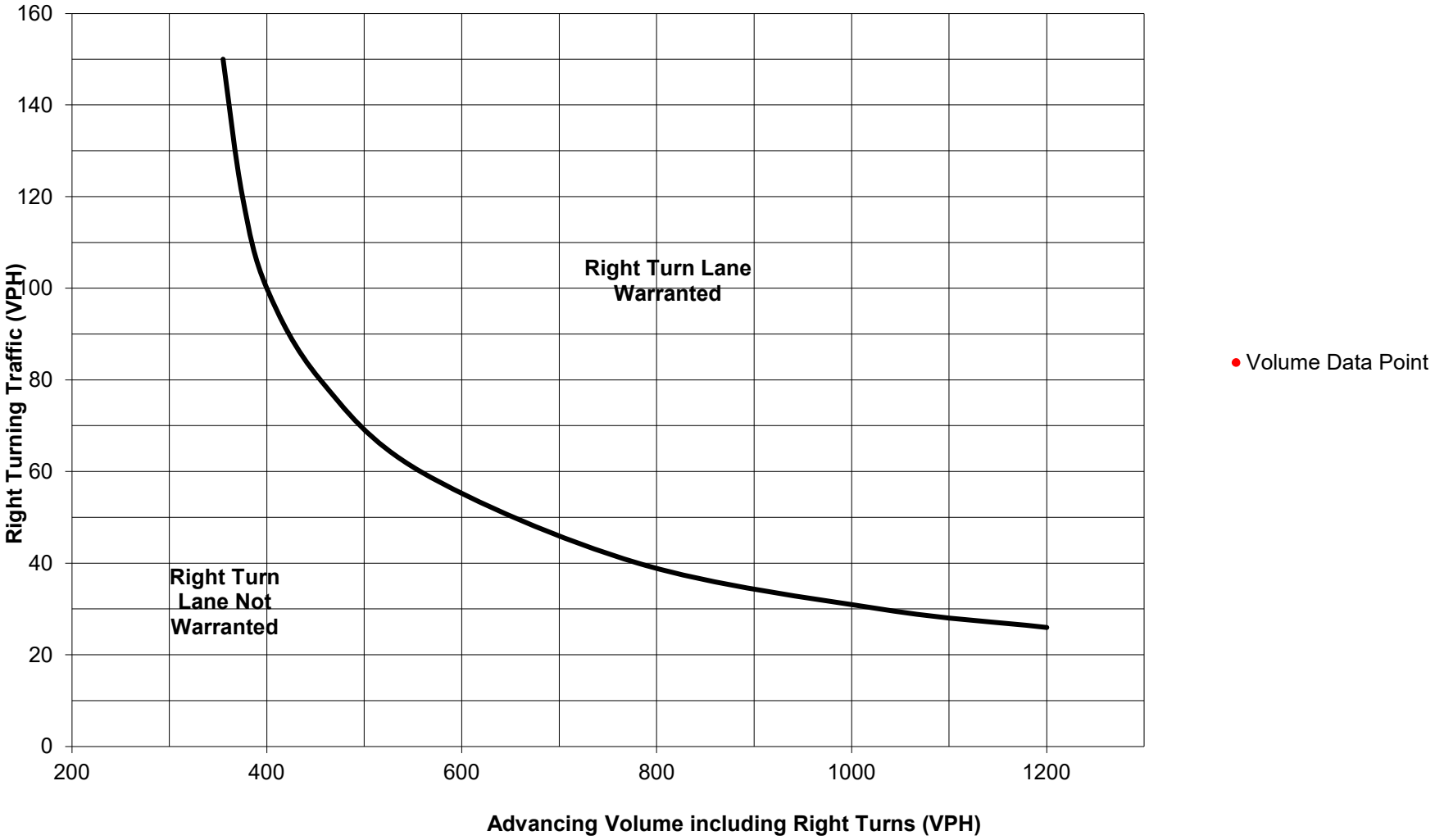
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	02/18/20226
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sunny Dell Rd & Site Driveway (#16)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	19	2.0%	20
	Through	-	241	2.0%	244
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	224	2.0%	227
	Right	Yes	3	2.0%	4

Advancing Volume:	264
Opposing Volume:	231
Left Turn Volume:	20
% Left Turns in Advancing Volume:	7.58%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	224	2.0%	N/A
	Right	-	3	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	20
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

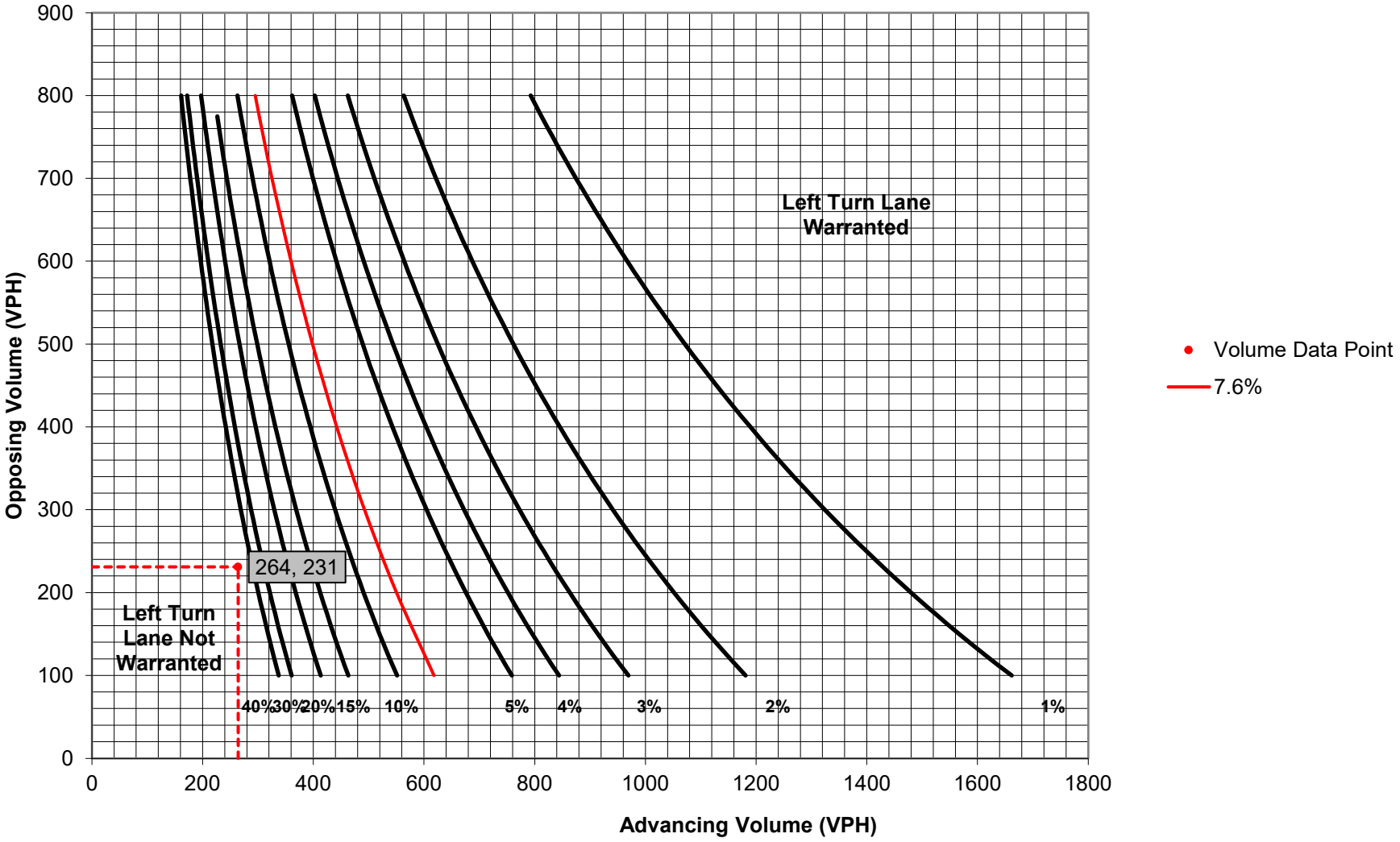
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways (speeds to 35 mph, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	02/18/20226
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sunny Dell Rd & Site Driveway (#16)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	19	2.0%	N/A
	Through	-	241	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	224	2.0%	N/A
	Right	Yes	3	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	224	2.0%	227
	Right	-	3	2.0%	4

Advancing Volume:	231
Right Turn Volume:	4

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	4
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

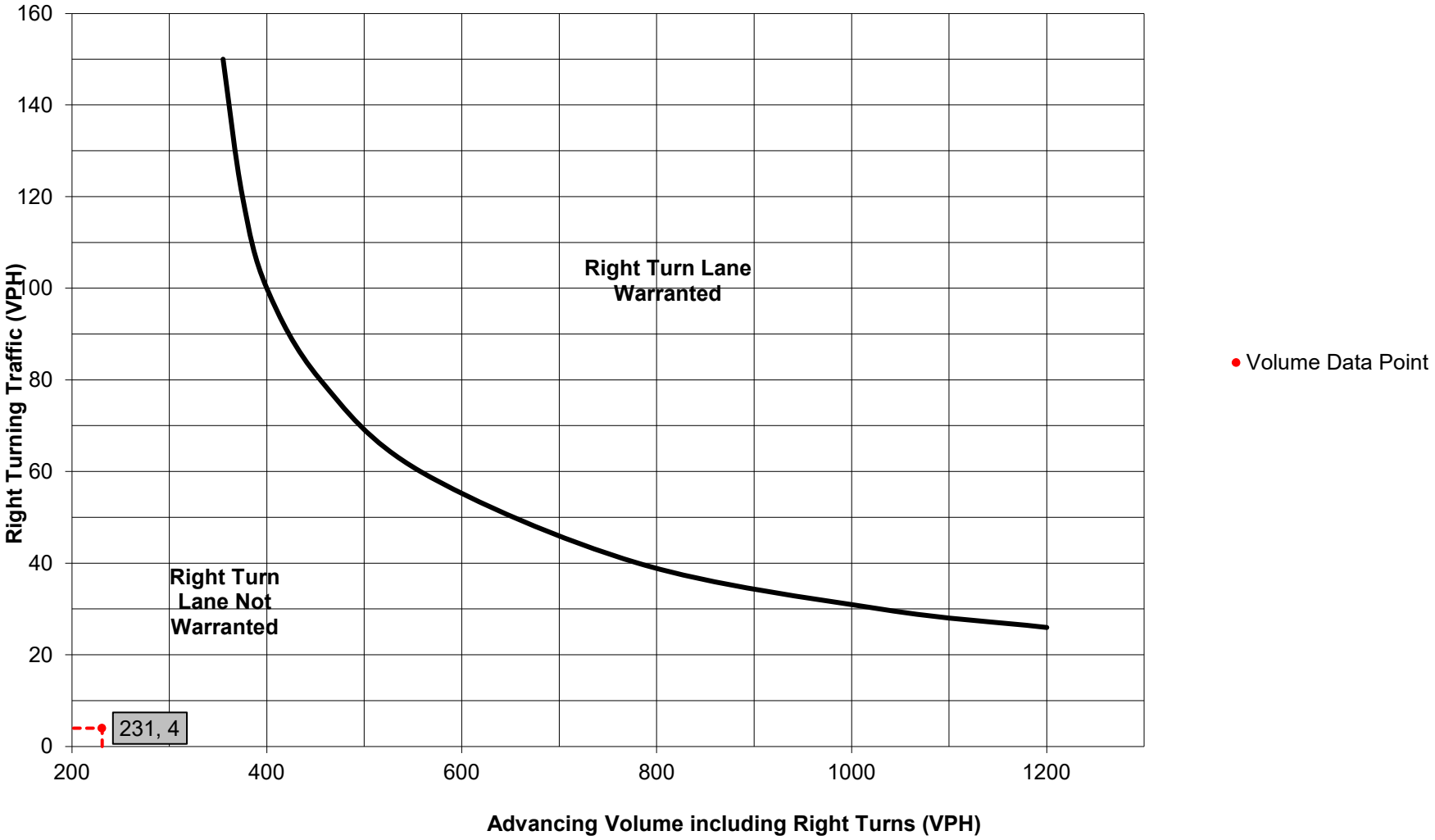
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sunny Dell Rd & Site Driveway (#16)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	29	2.0%	30
	Through	-	214	2.0%	217
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	139	2.0%	141
	Right	Yes	5	2.0%	6

Advancing Volume:	247
Opposing Volume:	147
Left Turn Volume:	30
% Left Turns in Advancing Volume:	12.15%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	139	2.0%	N/A
	Right	-	5	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	30
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

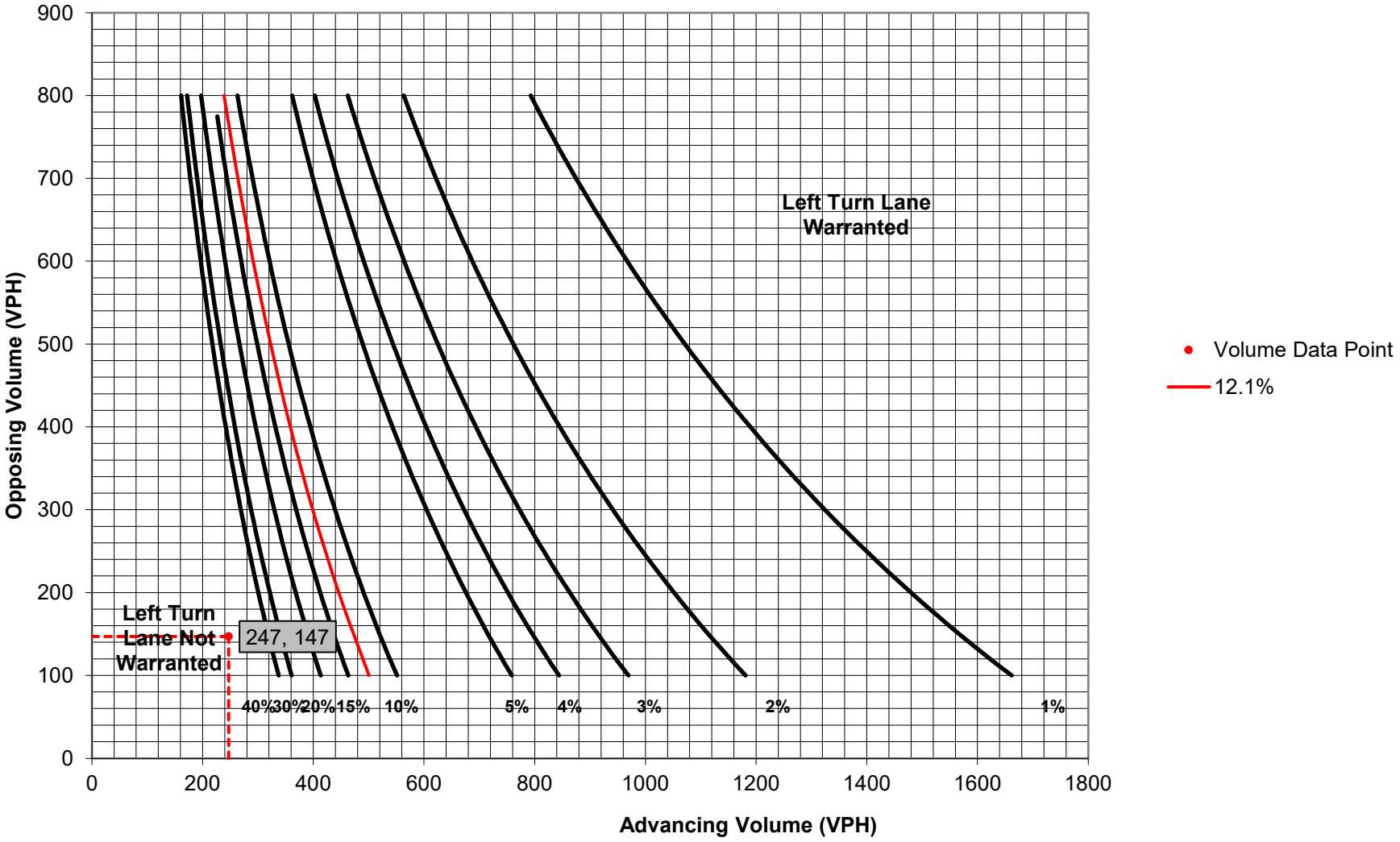
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sunny Dell Rd & Site Driveway (#16)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	29	2.0%	N/A
	Through	-	214	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	139	2.0%	N/A
	Right	Yes	5	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	139	2.0%	141
	Right	-	5	2.0%	6

Advancing Volume:	147
Right Turn Volume:	6

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

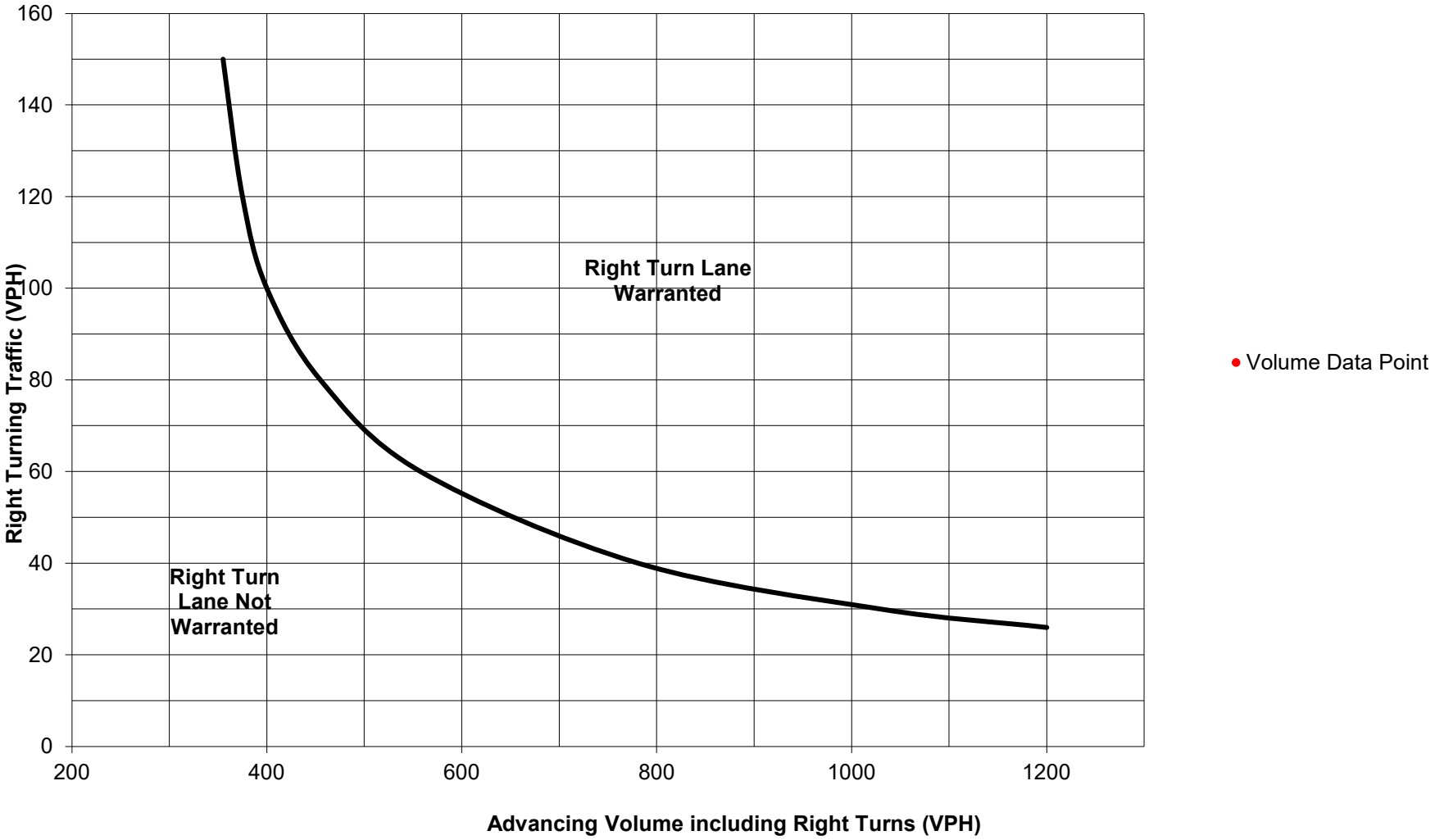
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sunny Dell Rd & Site Driveway (#16)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	40	2.0%	41
	Through	-	118	2.0%	120
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	99	2.0%	100
	Right	Yes	6	2.0%	7

Advancing Volume:	161
Opposing Volume:	107
Left Turn Volume:	41
% Left Turns in Advancing Volume:	25.47%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	99	2.0%	N/A
	Right	-	6	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: **Figure 1**

Warrant Met?: **No**

Right Turn Lane Warrant Findings

Applicable Warrant Figure: **N/A**

Warrant Met?: **N/A**

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	41
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

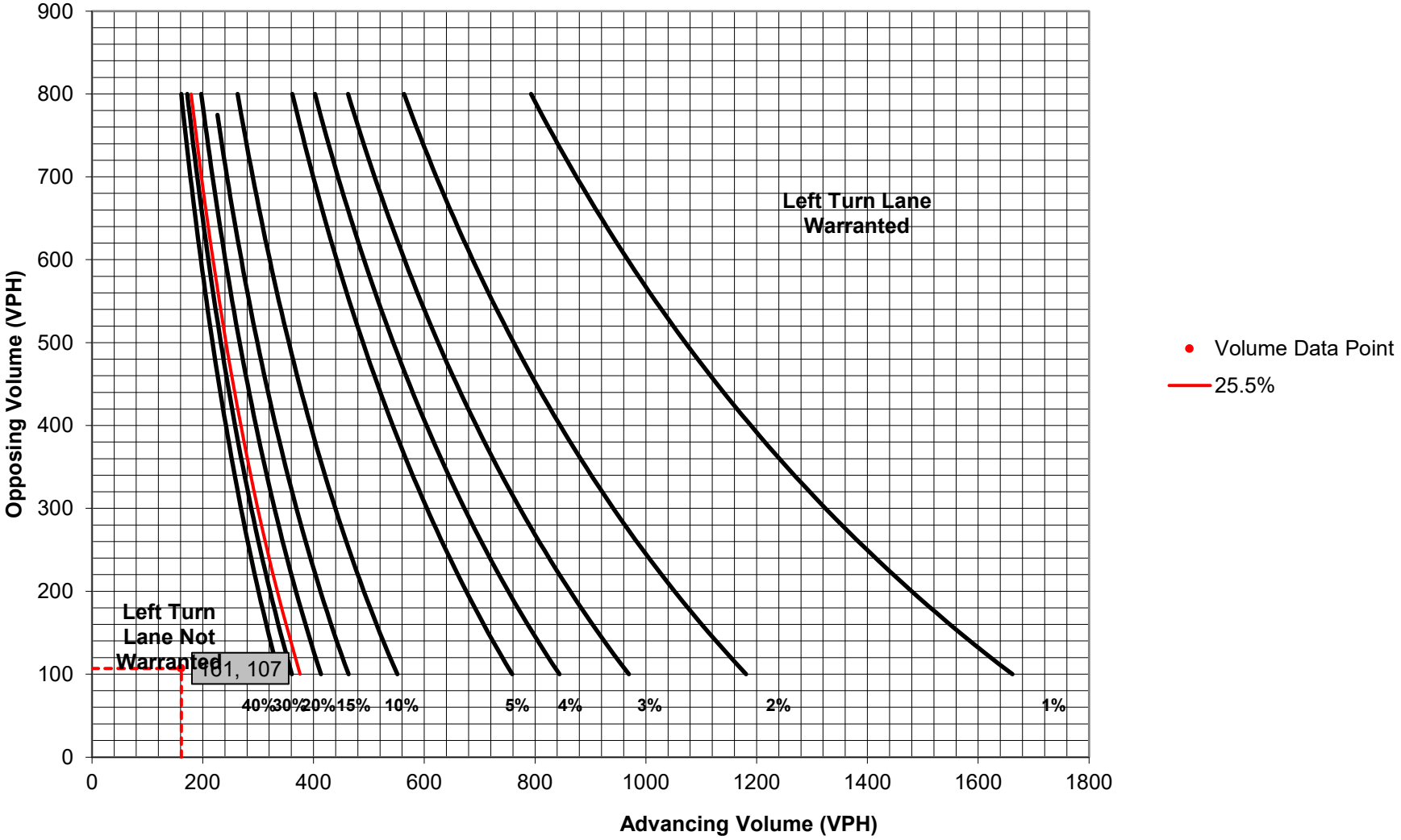
Left Turn Lane Storage Length, Condition A:	**N/A**	**Feet**
Condition B:	**N/A**	**Feet**
Condition C:	**N/A**	**Feet**
Required Left Turn Lane Storage Length:	**N/A**	**Feet**

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Sunny Dell Rd & Site Driveway (#16)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	40	2.0%	N/A
	Through	-	118	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	99	2.0%	N/A
	Right	Yes	6	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	99	2.0%	100
	Right	-	6	2.0%	7

Advancing Volume:	107
Right Turn Volume:	7

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	7
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

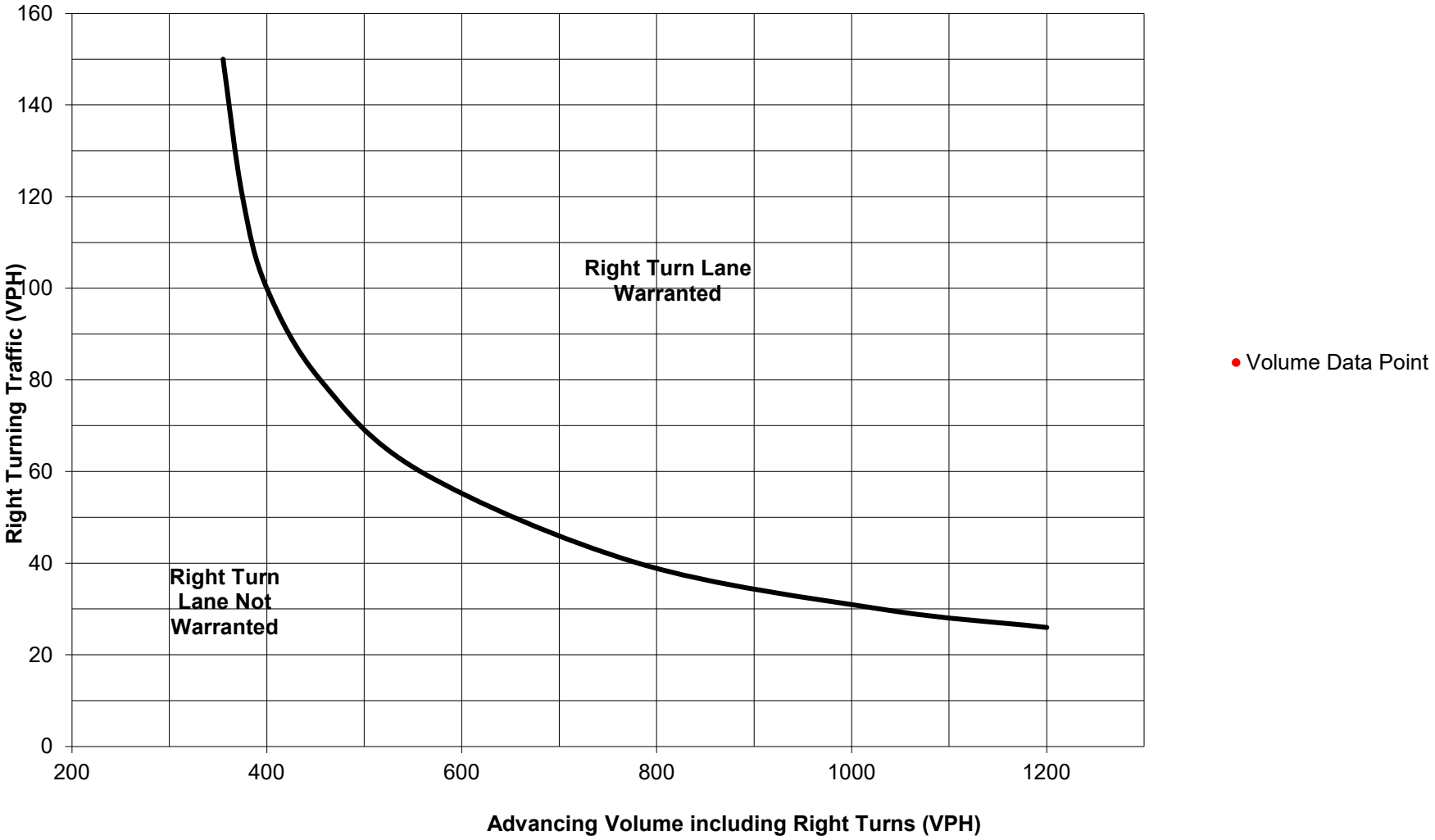
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Commercial RIRO (Western) #17

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	786	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	1348	2.0%	N/A
	Right	Yes	39	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	1348	2.0%	1362
	Right	-	39	2.0%	40

Advancing Volume:	1402
Right Turn Volume:	40

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	40
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

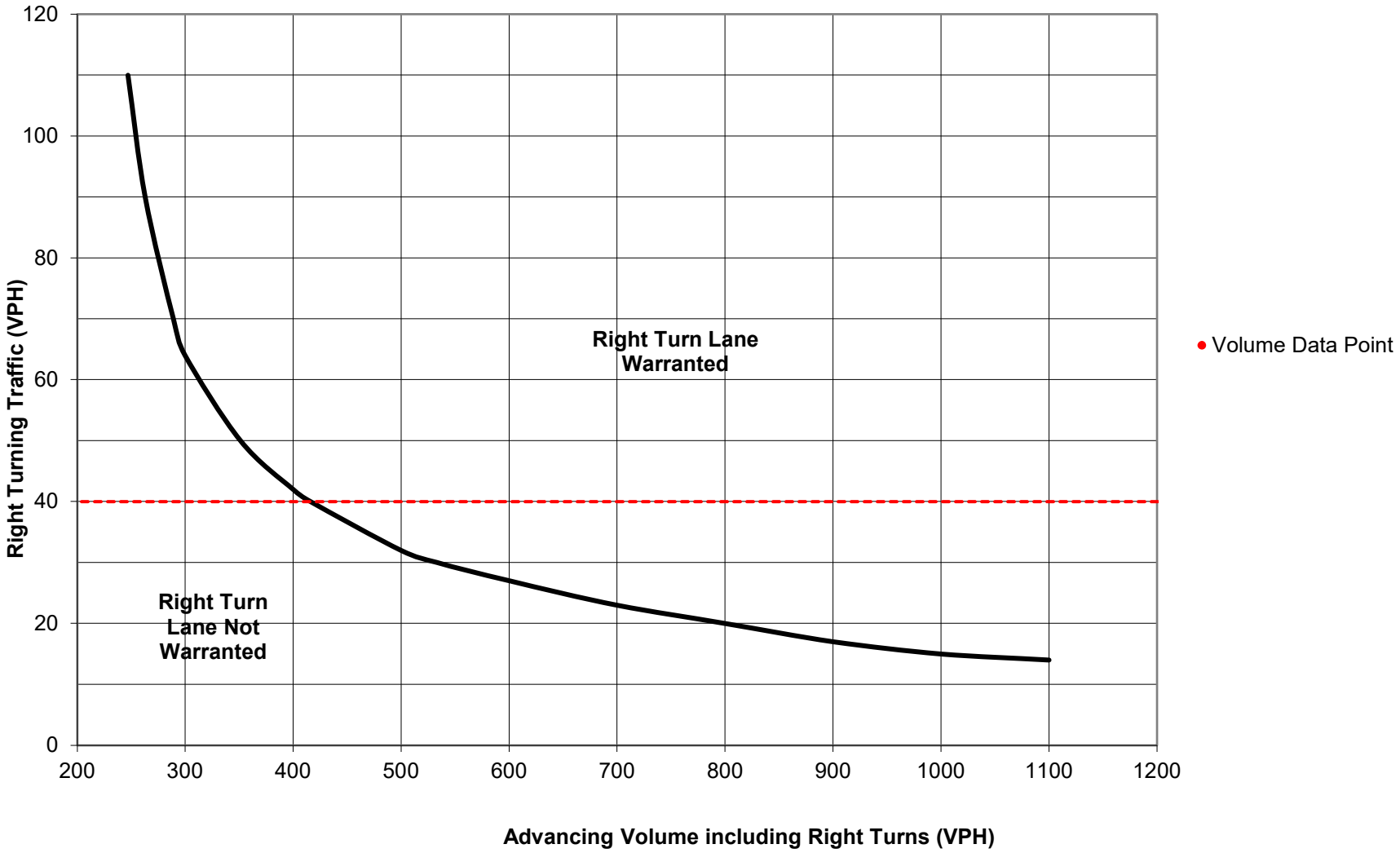
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Commercial RIRO (Western) #17

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	1227	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	954	2.0%	N/A
	Right	Yes	59	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	954	2.0%	964
	Right	-	59	2.0%	60

Advancing Volume:	1024
Right Turn Volume:	60

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	60
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

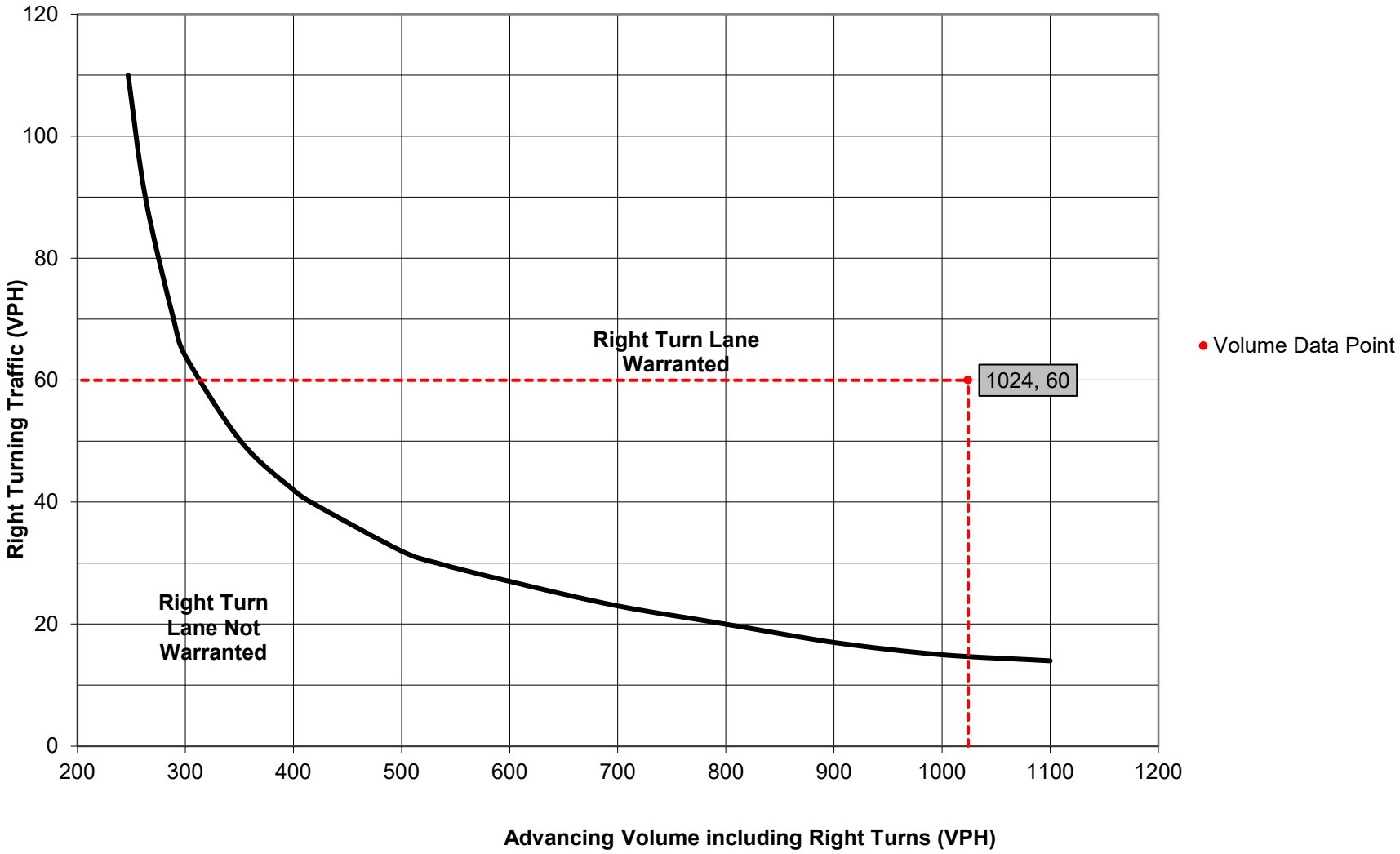
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Commercial RIRO (Western) #17

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	1099	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	982	2.0%	N/A
	Right	Yes	57	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	982	2.0%	992
	Right	-	57	2.0%	58

Advancing Volume:	1050
Right Turn Volume:	58

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	58
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

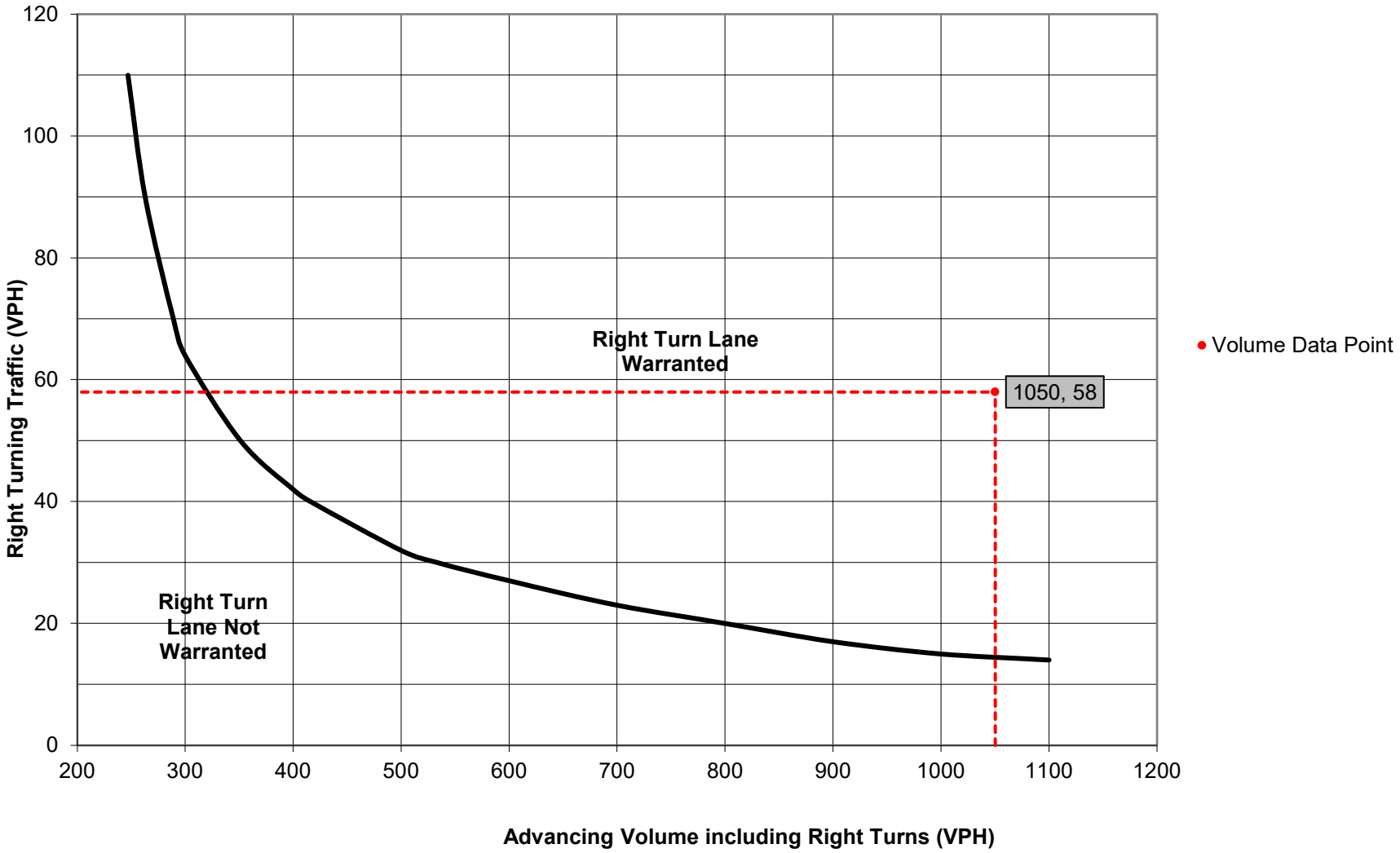
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Western Estate Access (#18)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	34	2.0%	35
	Right	No		2.0%	N/A
Opposing	Left	Yes		2.0%	0
	Through	-	65	2.0%	66
	Right	Yes	0	2.0%	0

Advancing Volume:	37
Opposing Volume:	66
Left Turn Volume:	2
% Left Turns in Advancing Volume:	5.41%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	65	2.0%	N/A
	Right	-	0	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

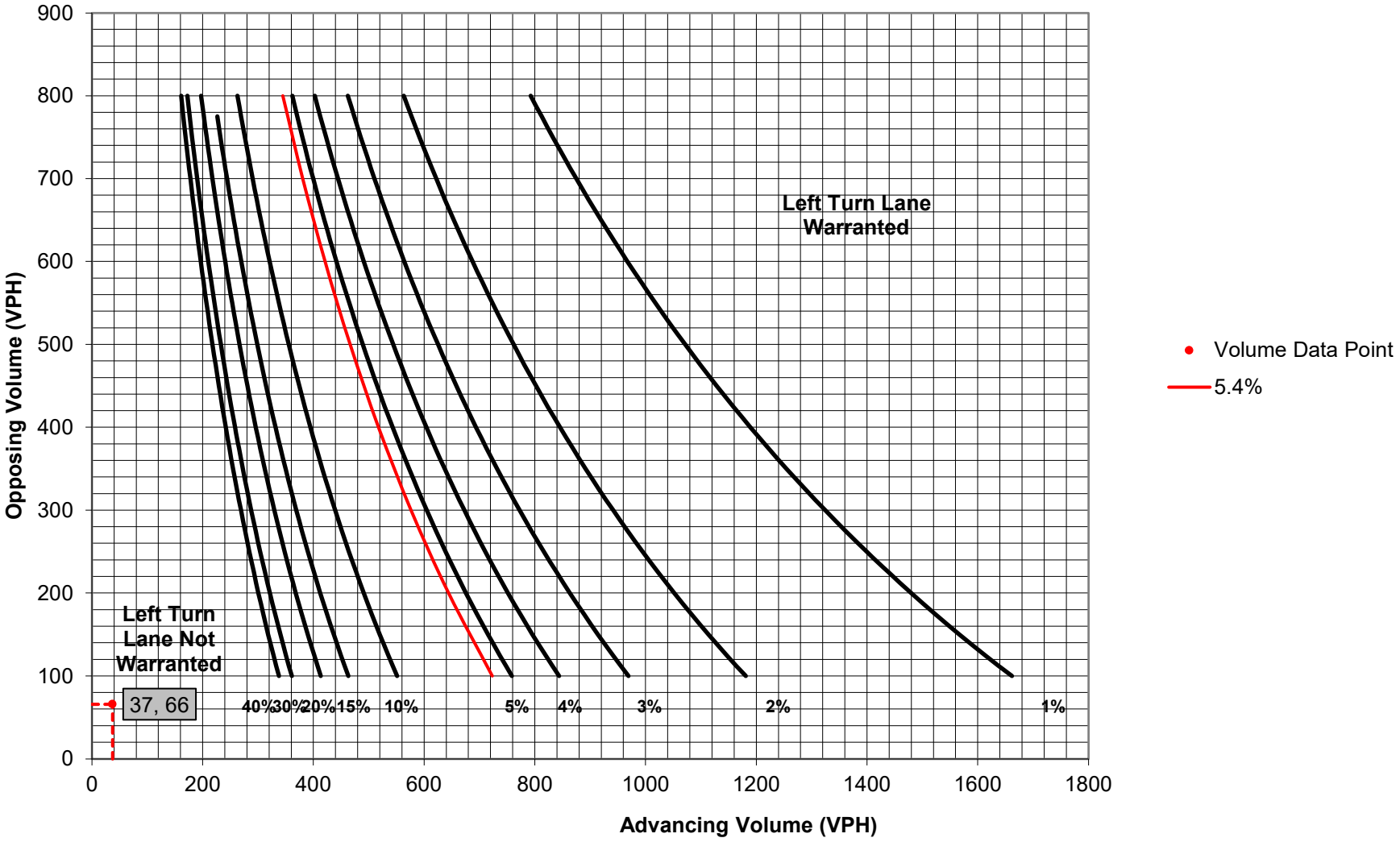
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Western Estate Access (#18)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	34	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	65	2.0%	N/A
	Right	Yes	0	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	65	2.0%	66
	Right	-	0	2.0%	0

Advancing Volume:	66
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

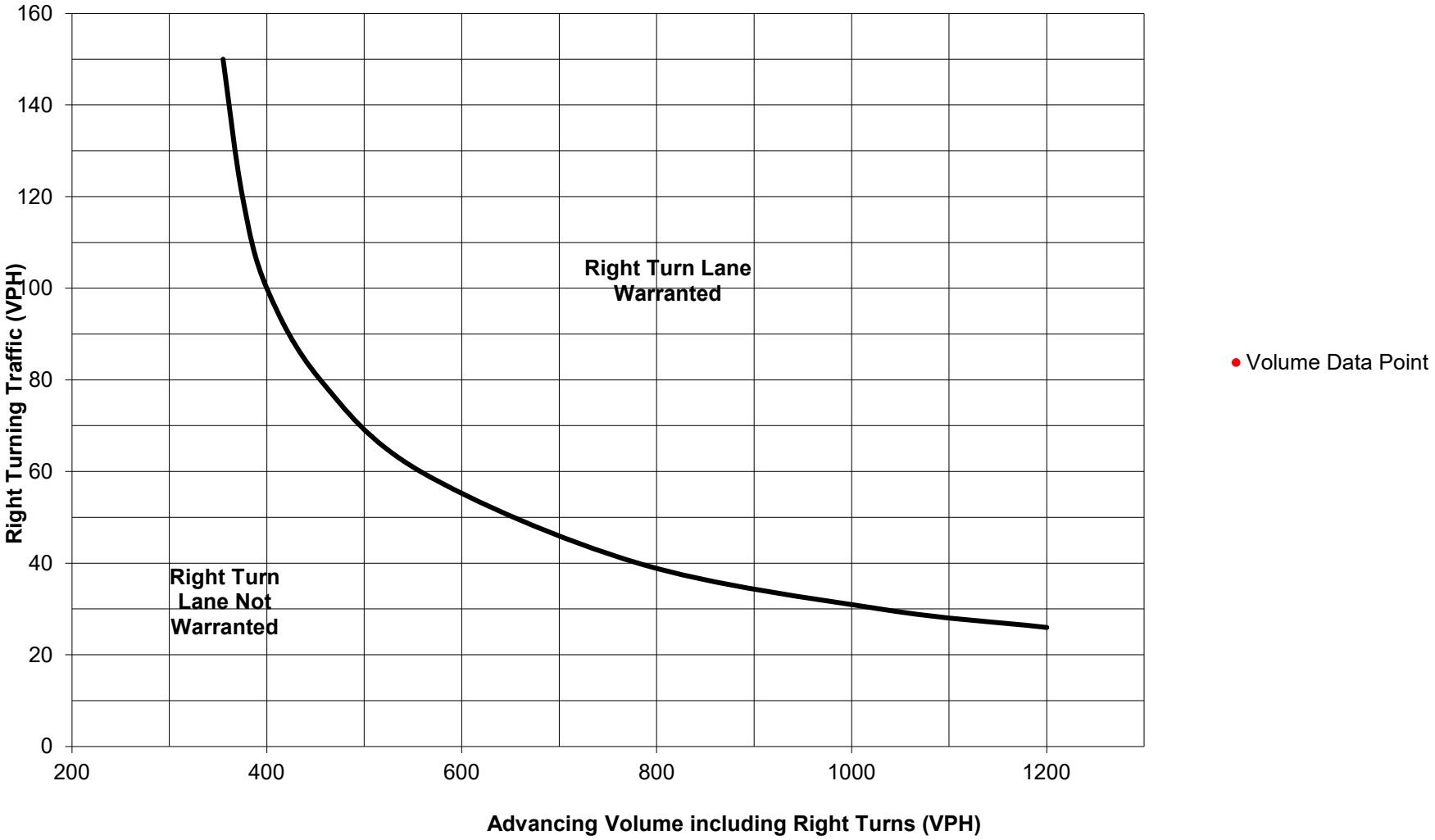
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Western Estate Access (#18)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	57	2.0%	58
	Right	No		2.0%	N/A
Opposing	Left	Yes		2.0%	0
	Through	-	41	2.0%	42
	Right	Yes	0	2.0%	0

Advancing Volume:	60
Opposing Volume:	42
Left Turn Volume:	2
% Left Turns in Advancing Volume:	3.33%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	41	2.0%	N/A
	Right	-	0	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

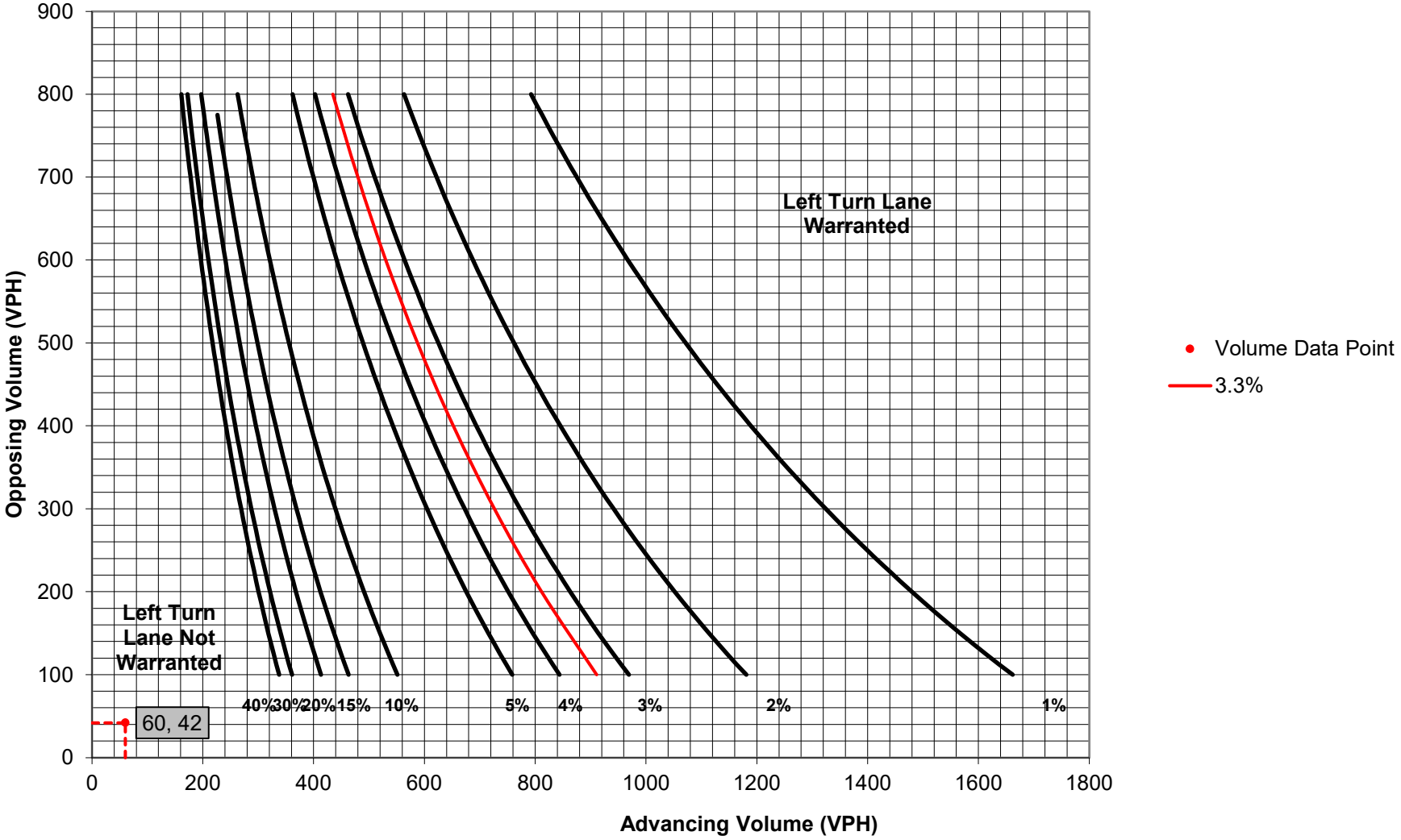
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Western Estate Access (#18)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	57	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	41	2.0%	N/A
	Right	Yes	0	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	41	2.0%	42
	Right	-	0	2.0%	0

Advancing Volume:	42
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

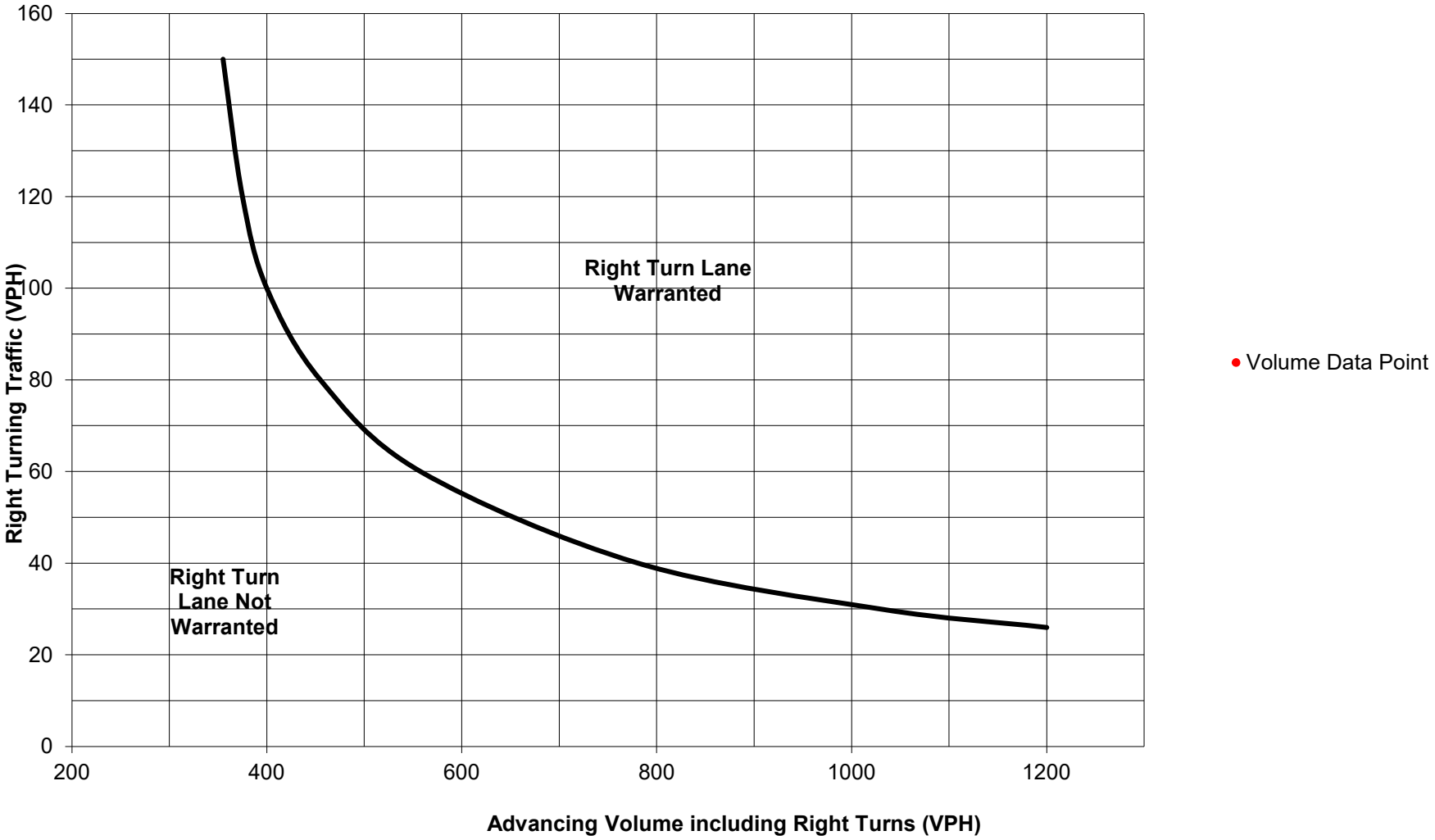
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Western Estate Access (#18)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35	**Type of Analysis**	
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	39	2.0%	40
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	30	2.0%	31
	Right	Yes	0	2.0%	0

Advancing Volume:	42
Opposing Volume:	31
Left Turn Volume:	2
% Left Turns in Advancing Volume:	4.76%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	30	2.0%	N/A
	Right	-	0	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

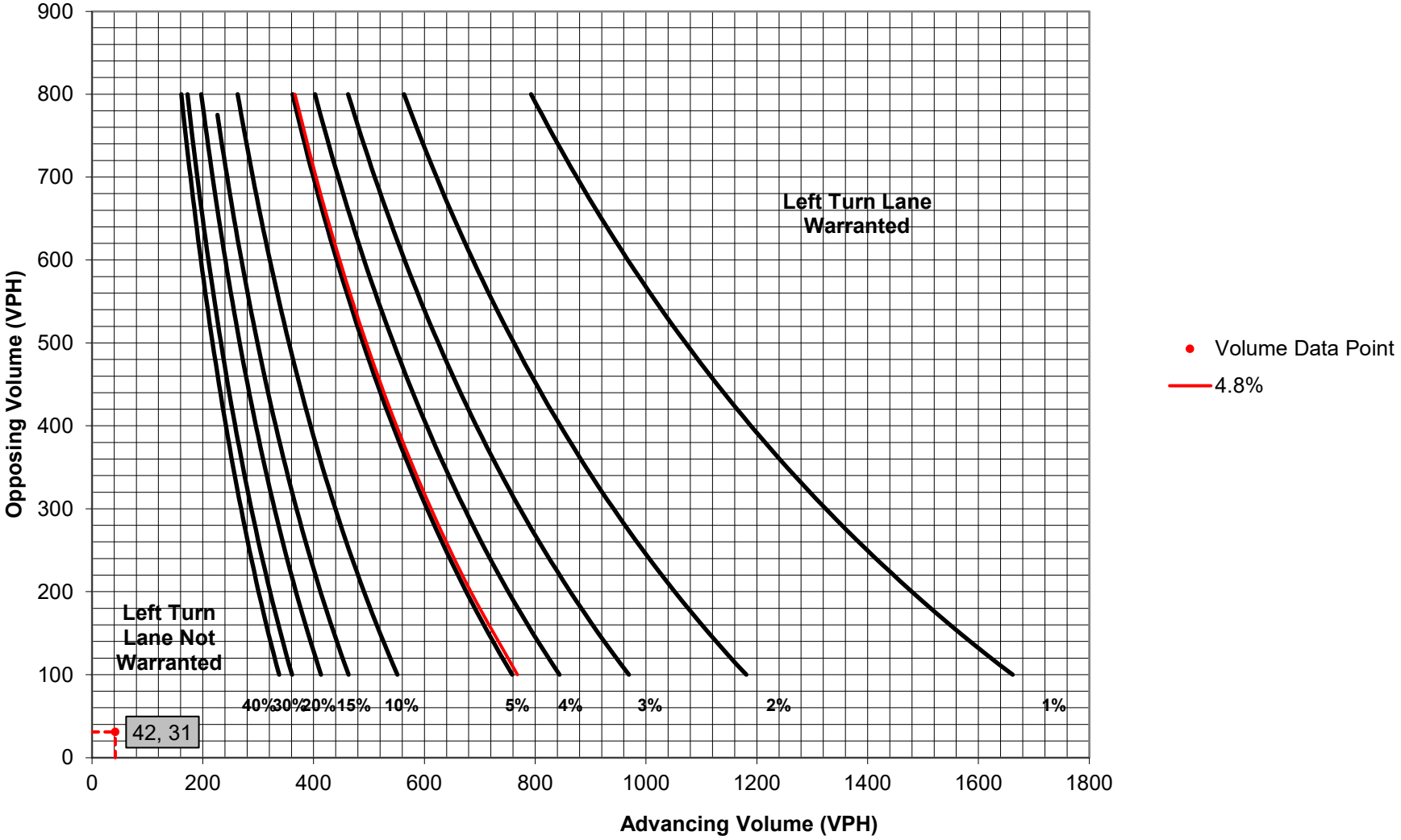
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Western Estate Access (#18)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	39	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	30	2.0%	N/A
	Right	Yes	0	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	30	2.0%	31
	Right	-	0	2.0%	0

Advancing Volume:	31
Right Turn Volume:	0

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

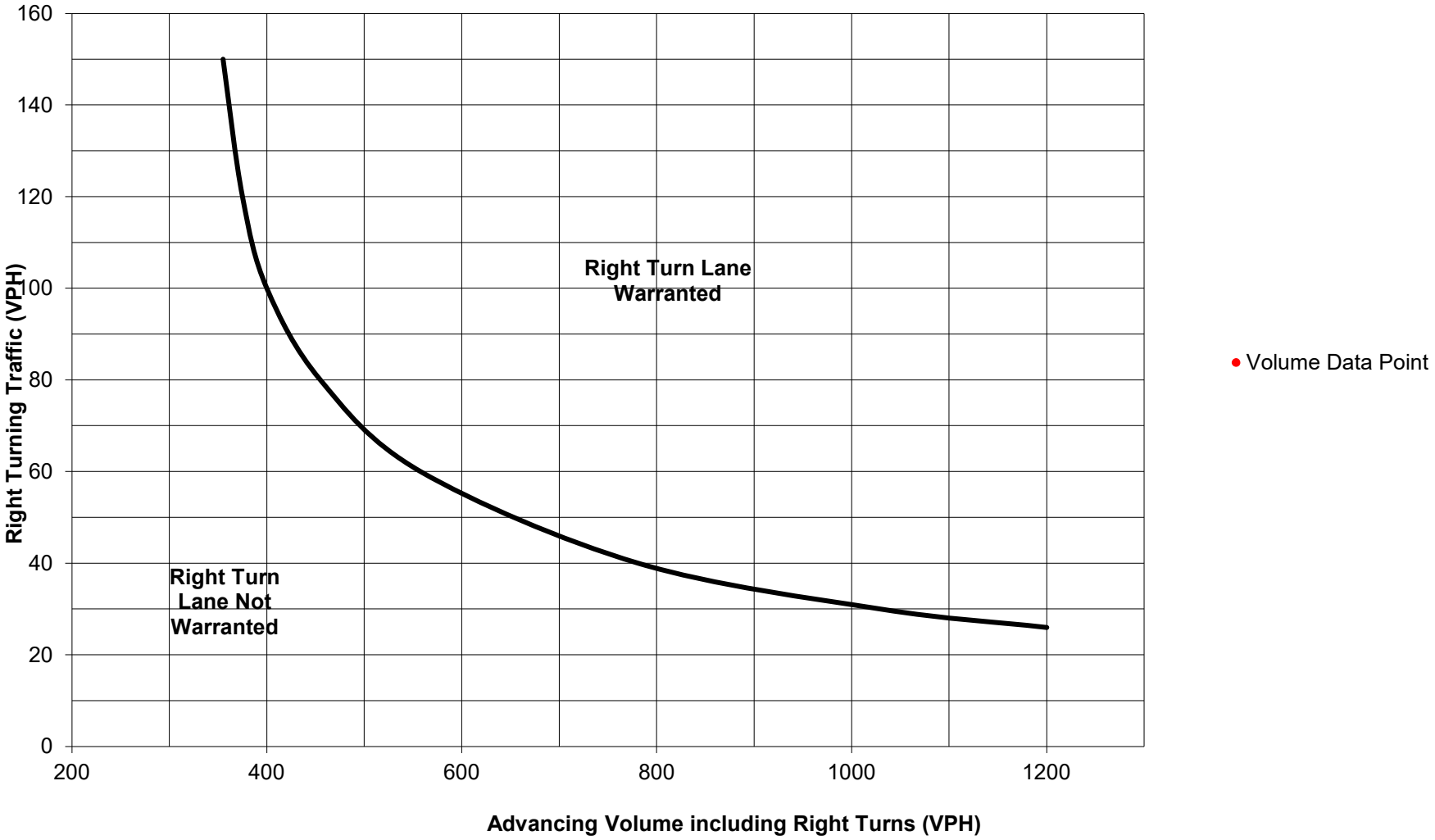
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Western RIRO #21

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		2.0%	N/A
	Through	-	786	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	1301	2.0%	N/A
	Right	Yes	5	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		0.0%	N/A
	Through	-	1301	2.0%	1315
	Right	-	5	2.0%	6

Advancing Volume:	1321
Right Turn Volume:	6

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

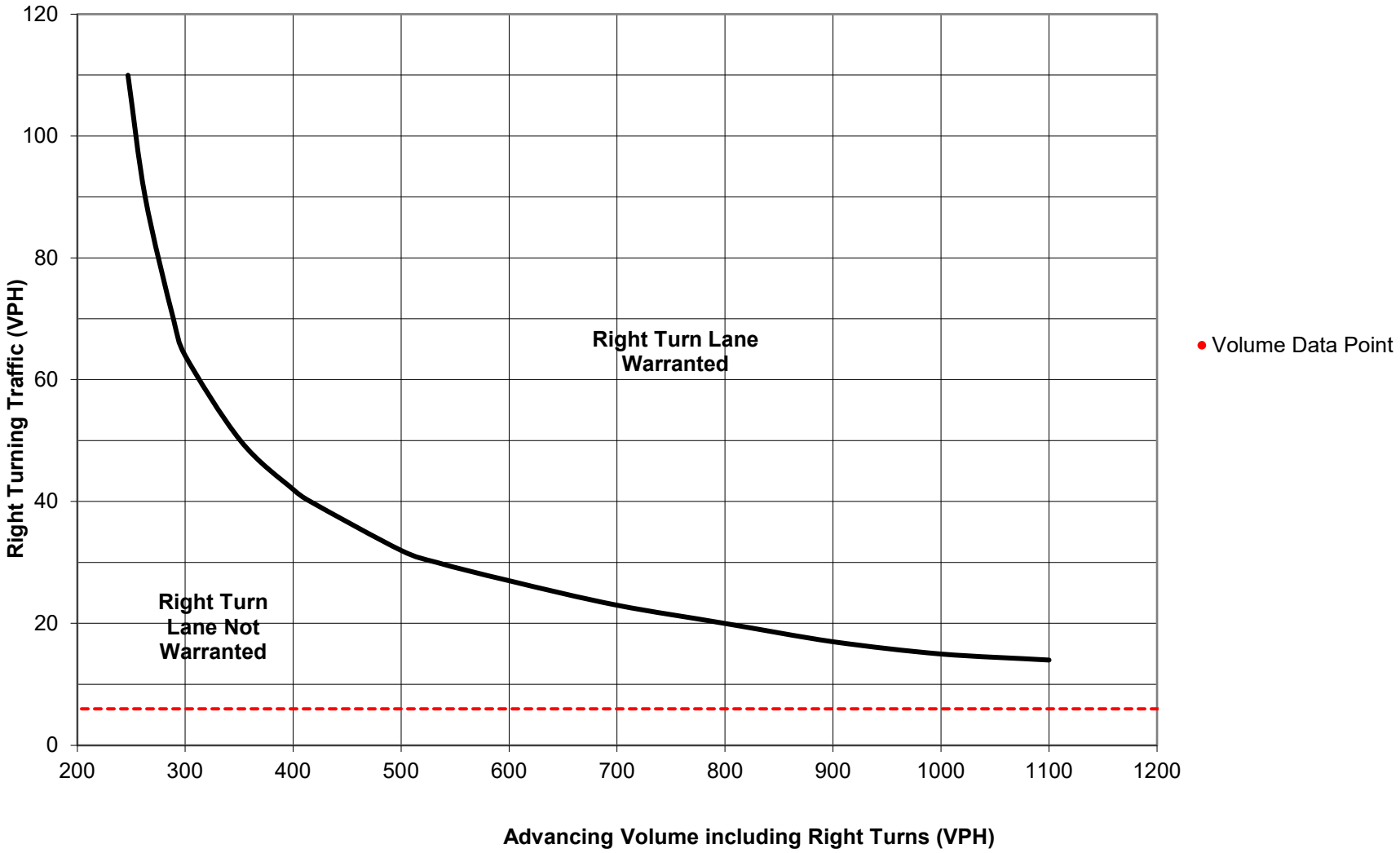
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Western RIRO #21

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	1227	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	970	2.0%	N/A
	Right	Yes	7	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	970	2.0%	980
	Right	-	7	2.0%	8

Advancing Volume:	988
Right Turn Volume:	8

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	8
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

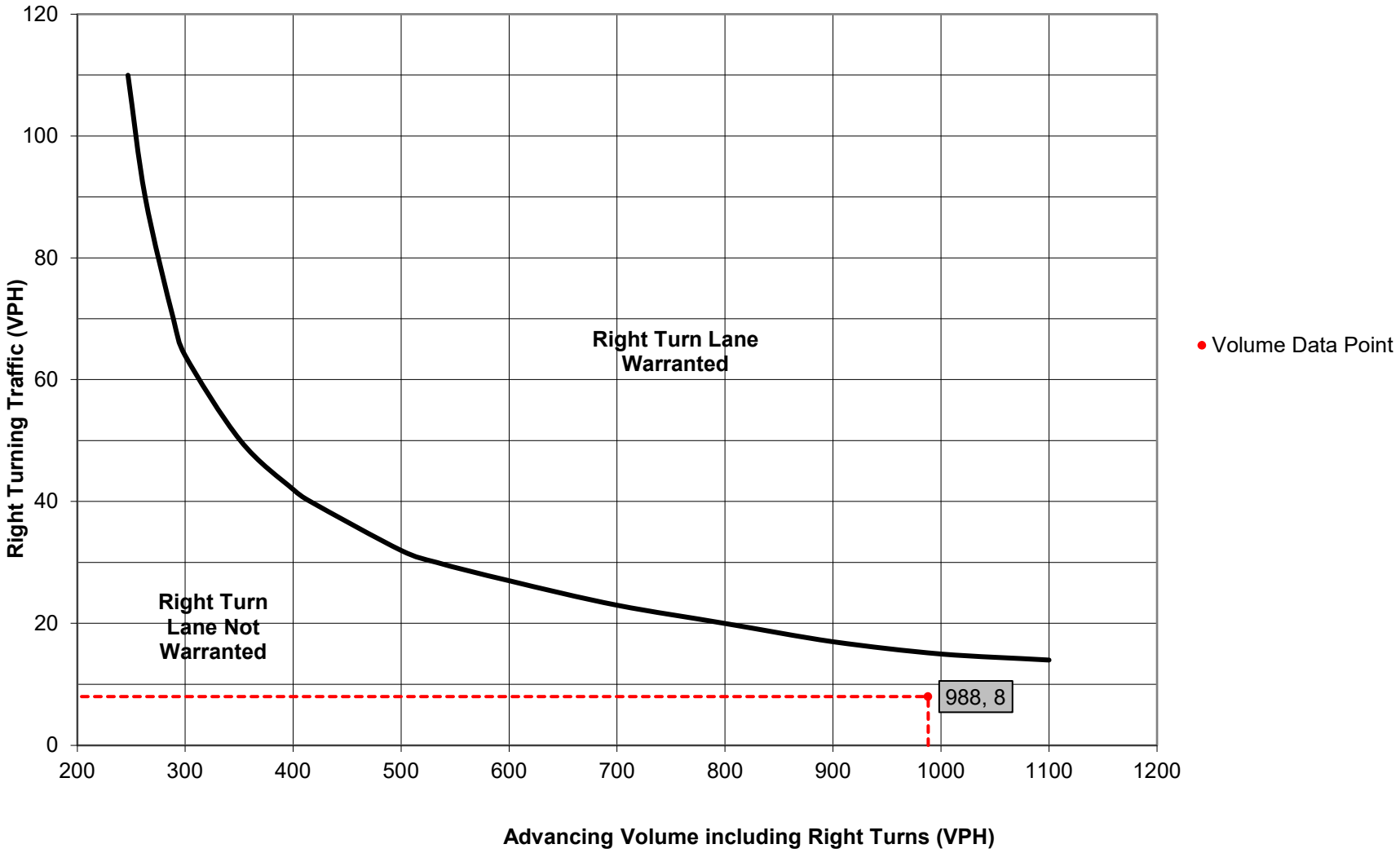
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Western RIRO #21

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	1099	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	970	2.0%	N/A
	Right	Yes	7	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	970	2.0%	980
	Right	-	7	2.0%	8

Advancing Volume:	988
Right Turn Volume:	8

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	8
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

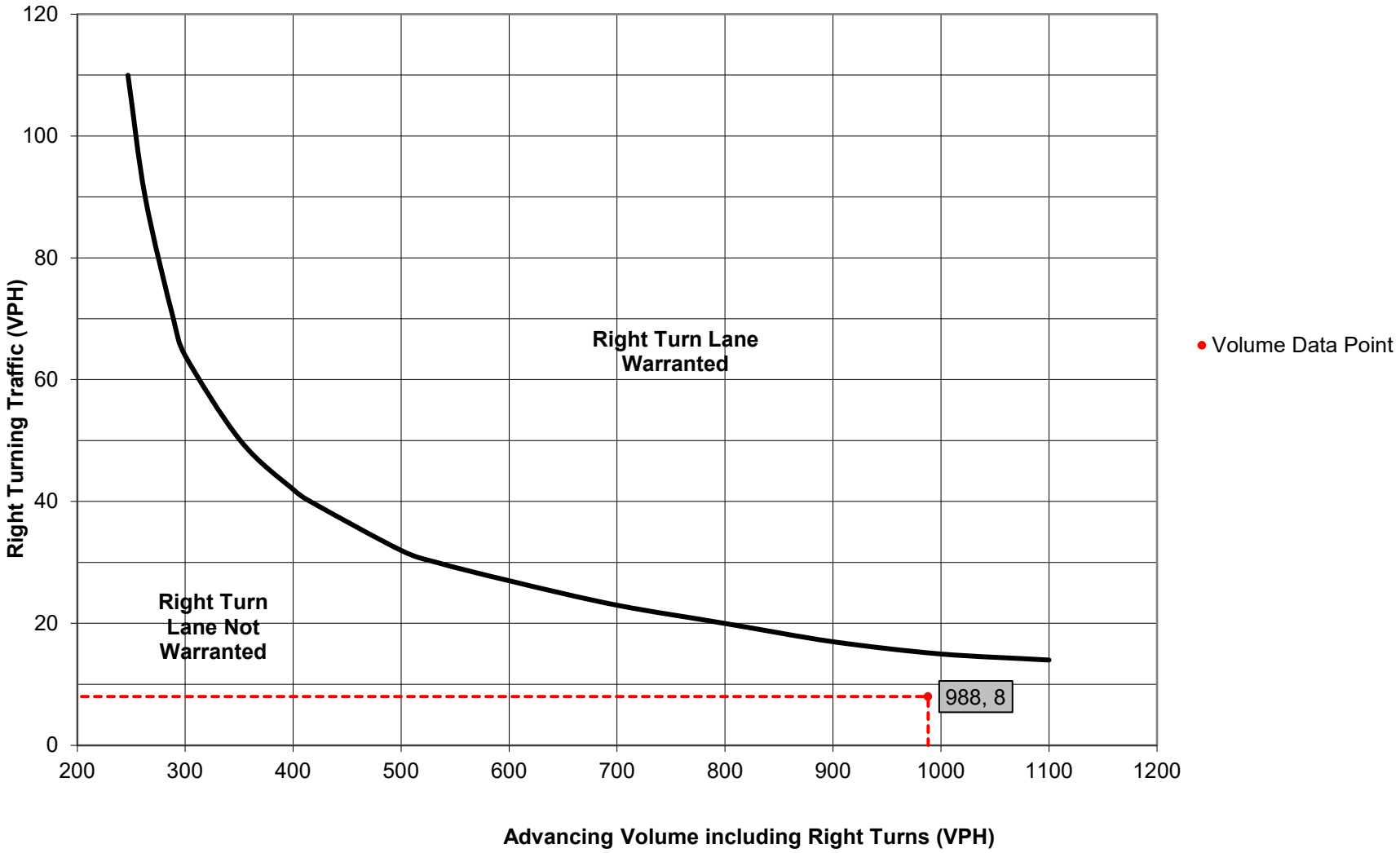
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Center RIRO #22

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	786	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	1335	2.0%	N/A
	Right	Yes	42	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	1335	2.0%	1349
	Right	-	42	2.0%	43

Advancing Volume:	1392
Right Turn Volume:	43

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	43
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

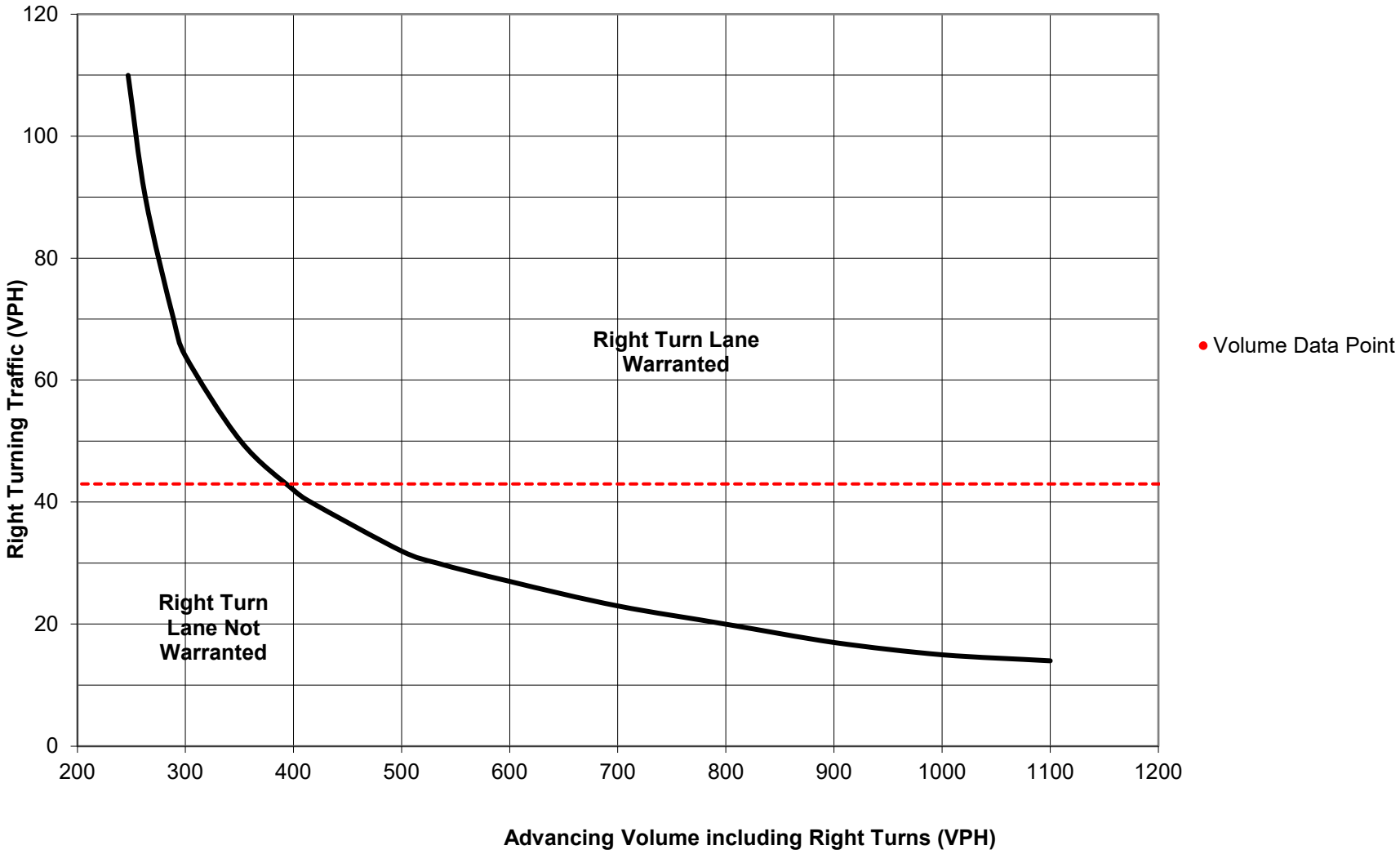
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Center RIRO #22

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	1227	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	941	2.0%	N/A
	Right	Yes	63	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	941	2.0%	951
	Right	-	63	2.0%	64

Advancing Volume:	1015
Right Turn Volume:	64

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	64
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

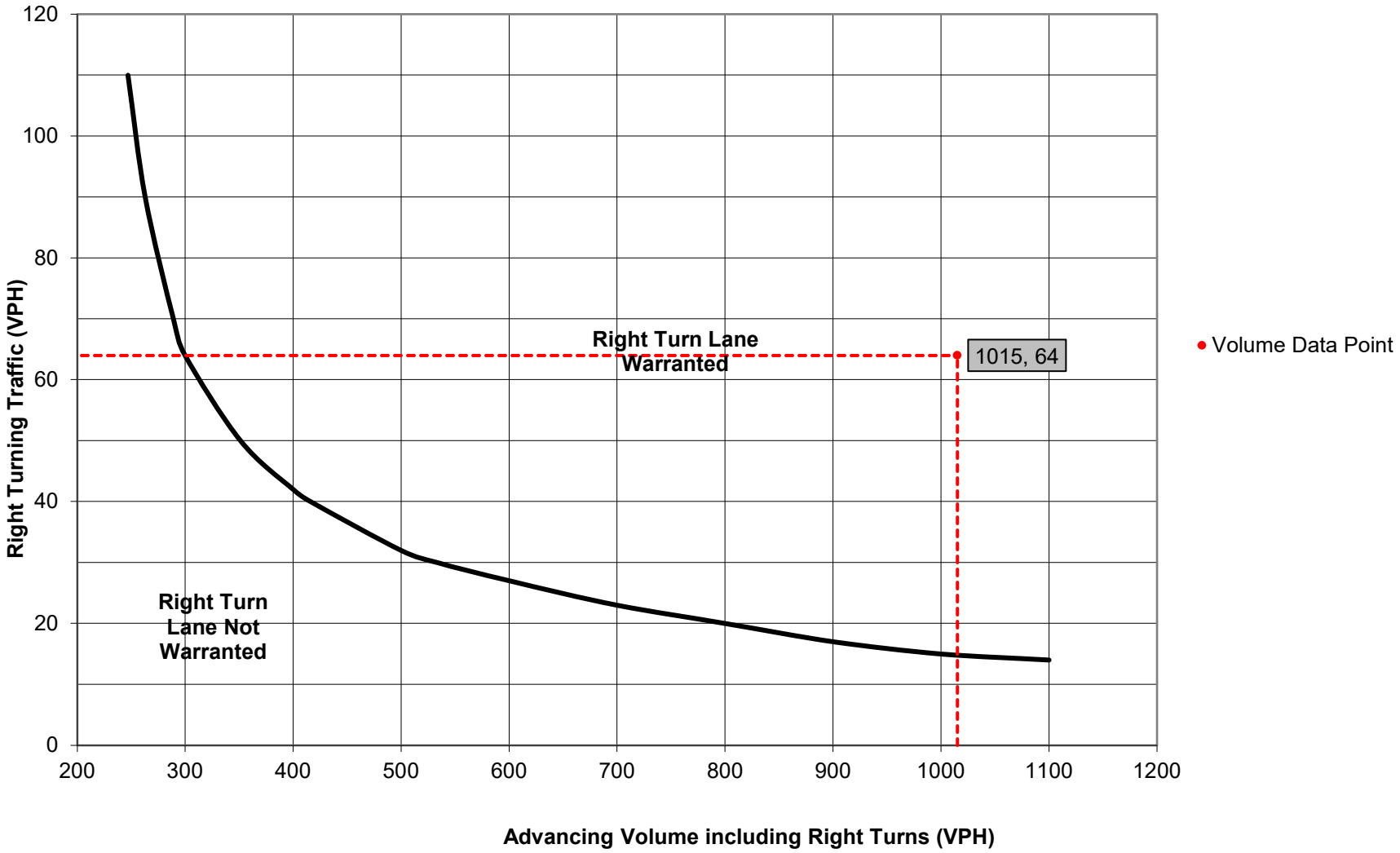
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Center RIRO #22

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	1099	2.0%	N/A
	Right	Yes	0	2.0%	N/A
Opposing	Left	Yes	0	2.0%	N/A
	Through	-	962	2.0%	N/A
	Right	Yes	62	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	962	2.0%	972
	Right	-	62	2.0%	63

Advancing Volume:	1035
Right Turn Volume:	63

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 10

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	63
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 1.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

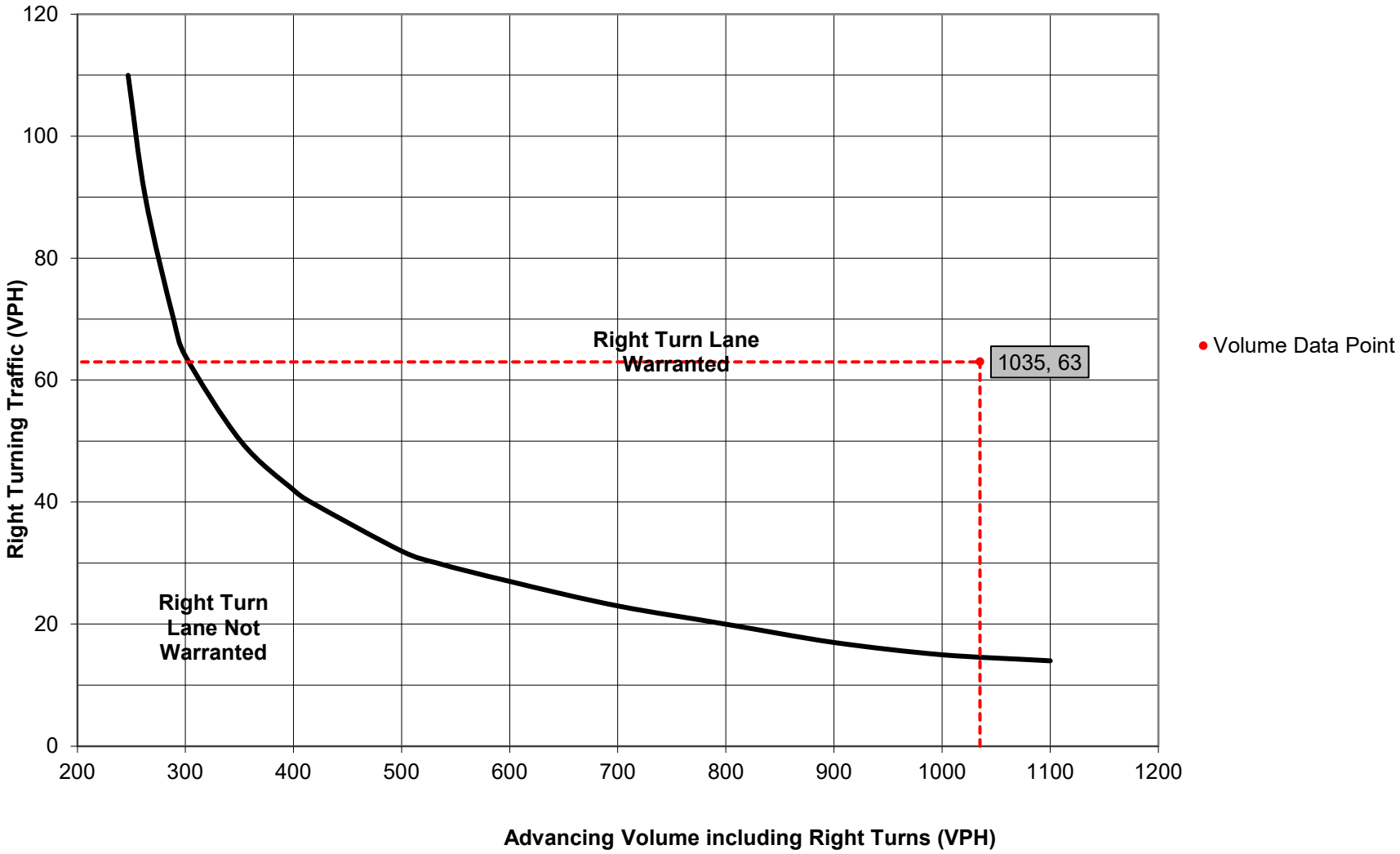
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 10. Warrant for right turn lanes on two-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Wawa RIRO #24

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	1381	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	704	2.0%	N/A
	Right	Yes	97	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	0.0%	N/A
	Through	-	704	2.0%	712
	Right	-	97	2.0%	98

Advancing Volume:	810
Right Turn Volume:	98

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	98
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 2.0

PennDOT Publication 46, Exhibit 11-6

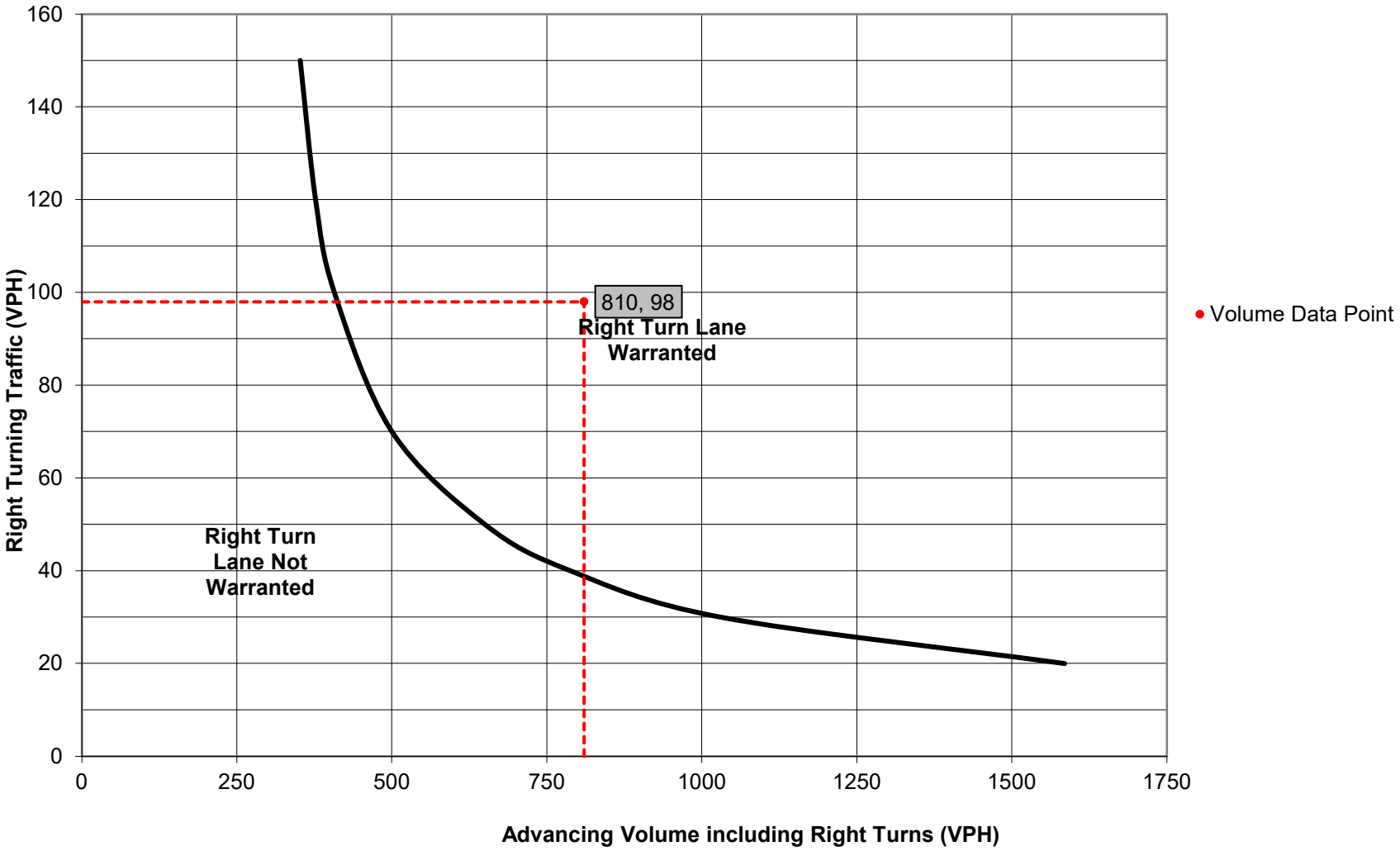
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	225	Feet
Required Right Turn Lane Storage Length:	225	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Wawa RIRO #24

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No	0	2.0%	N/A
	Through	-	1021	2.0%	N/A
	Right	No	0	2.0%	N/A
Opposing	Left	No	0	2.0%	N/A
	Through	-	1120	2.0%	N/A
	Right	Yes	118	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	1120	2.0%	1132
	Right	-	118	2.0%	120

Advancing Volume:	1252
Right Turn Volume:	120

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	120
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 2.0

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

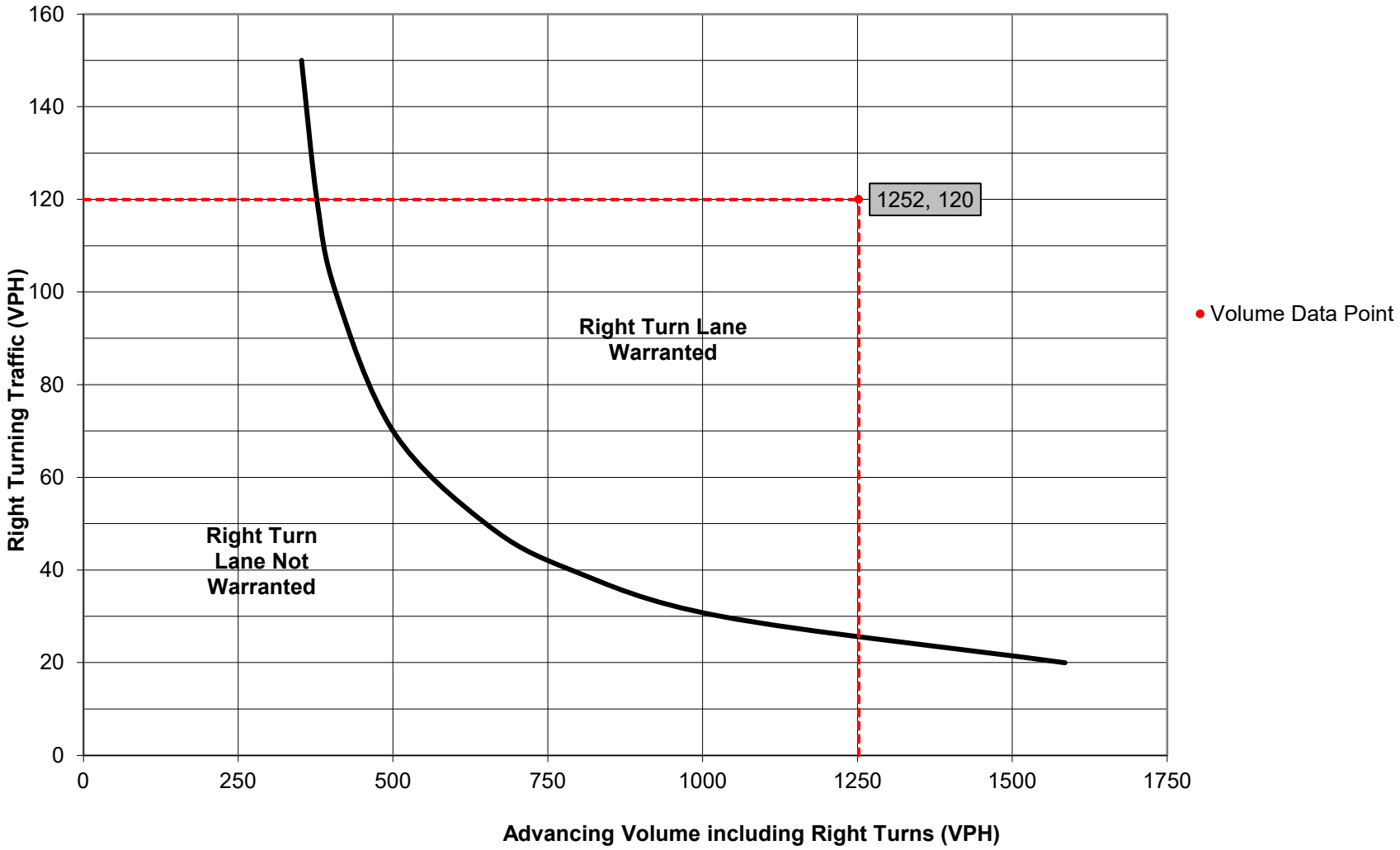
Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings:

N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Rt 41 & Wawa RIRO #24

Analysis Period:	2035 Build	**Number of Approach Lanes:**	2
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	45		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	No		2.0%	N/A
	Through	-	1051	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	1016	2.0%	N/A
	Right	Yes	96	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	1016	2.0%	1027
	Right	-	96	2.0%	97

Advancing Volume:	1124
Right Turn Volume:	97

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 12

Warrant Met?: Yes

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	97
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: 2.0

PennDOT Publication 46, Exhibit 11-6

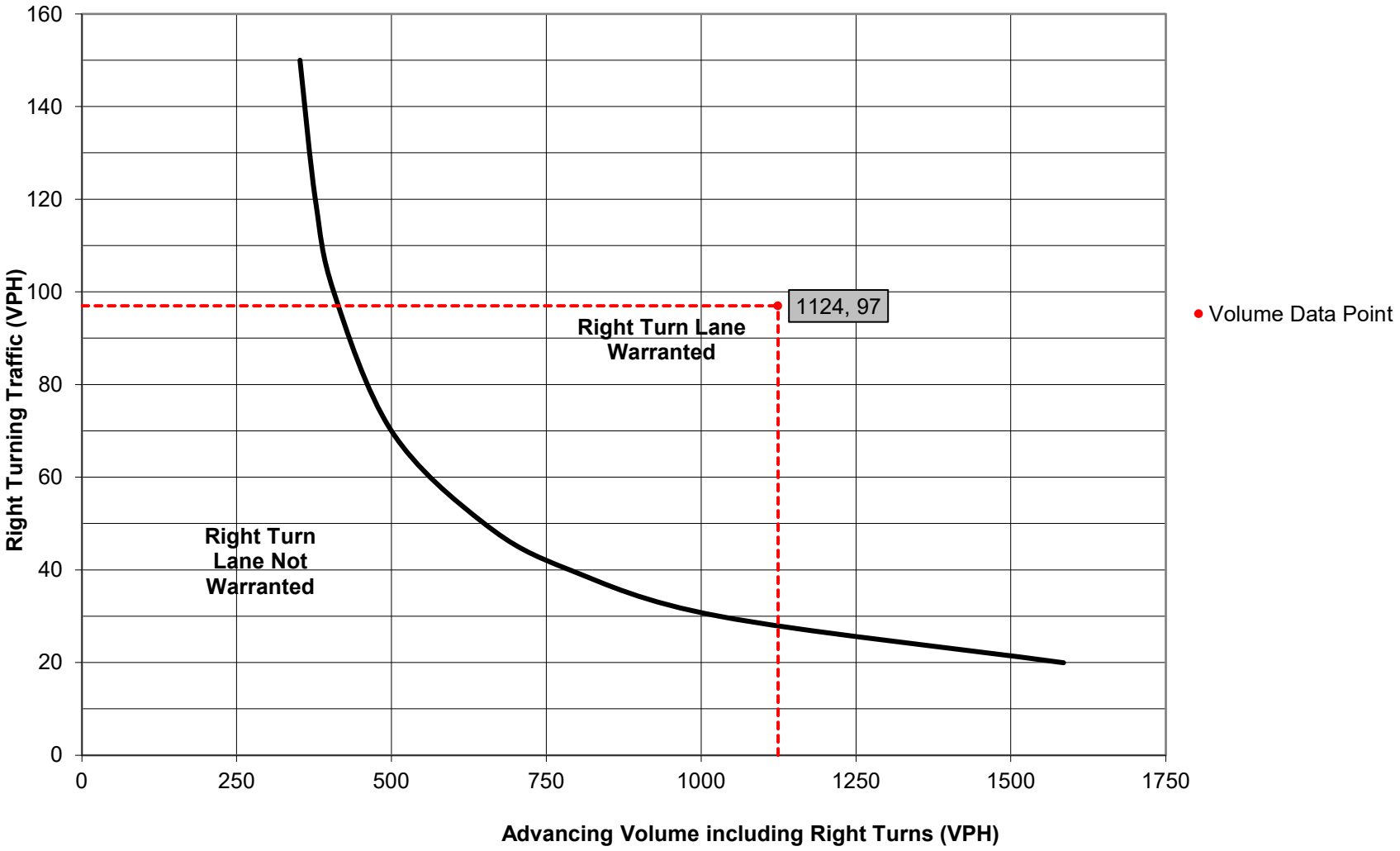
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	125	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	125	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 12. Warrant for right turn lanes on four-lane roadways
(45 mph or greater speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Eastern Estate Access (#26)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	56	2.0%	57
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	41	2.0%	42
	Right	Yes	1	2.0%	2

Advancing Volume:	59
Opposing Volume:	44
Left Turn Volume:	2
% Left Turns in Advancing Volume:	3.39%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	41	2.0%	N/A
	Right	-	1	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

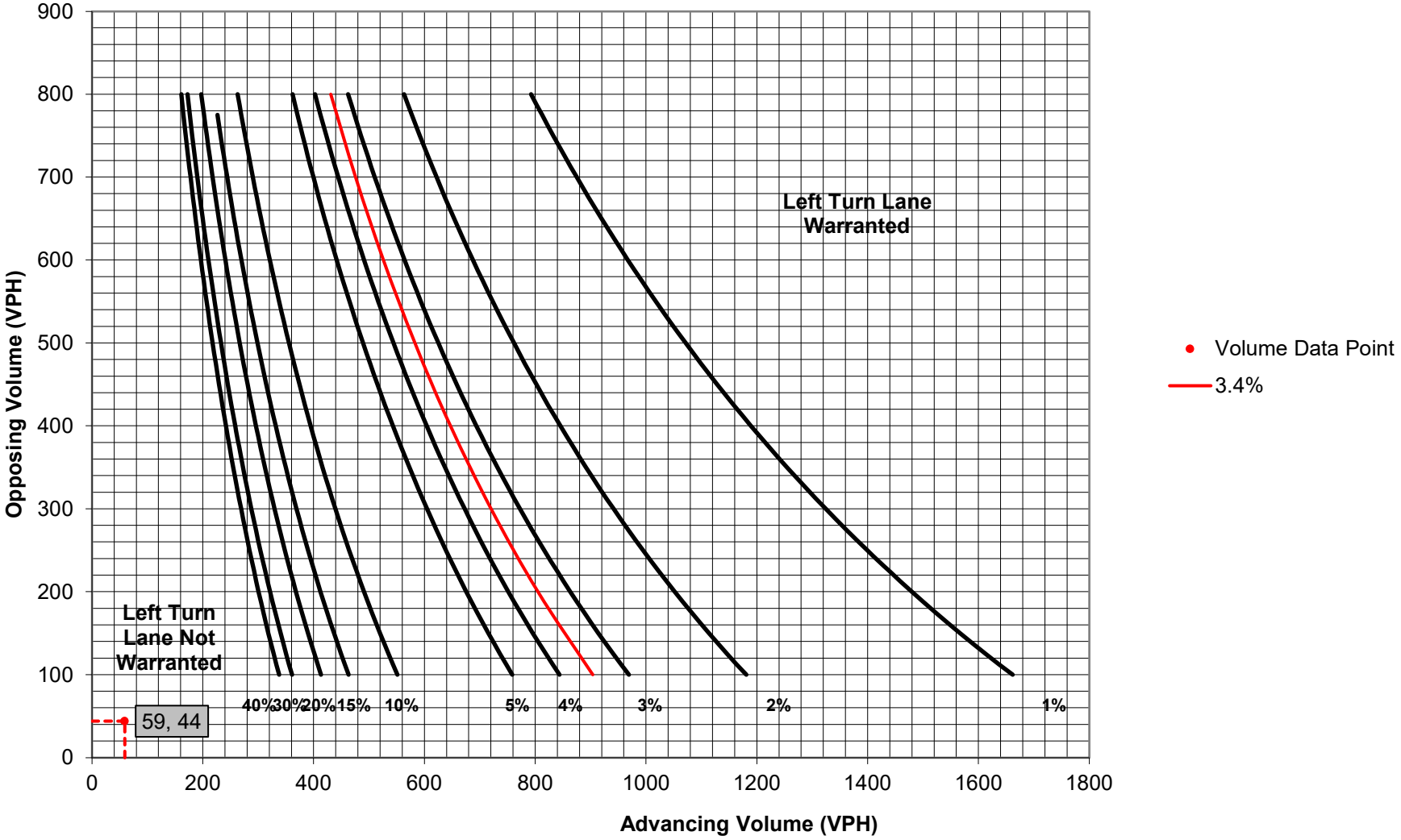
Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways (speeds to 35 mph, unsignalized and signalized intersections)

(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Eastern Estate Access (#26)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	56	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	41	2.0%	N/A
	Right	Yes	1	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	41	2.0%	42
	Right	-	1	2.0%	2

Advancing Volume:	44
Right Turn Volume:	2

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

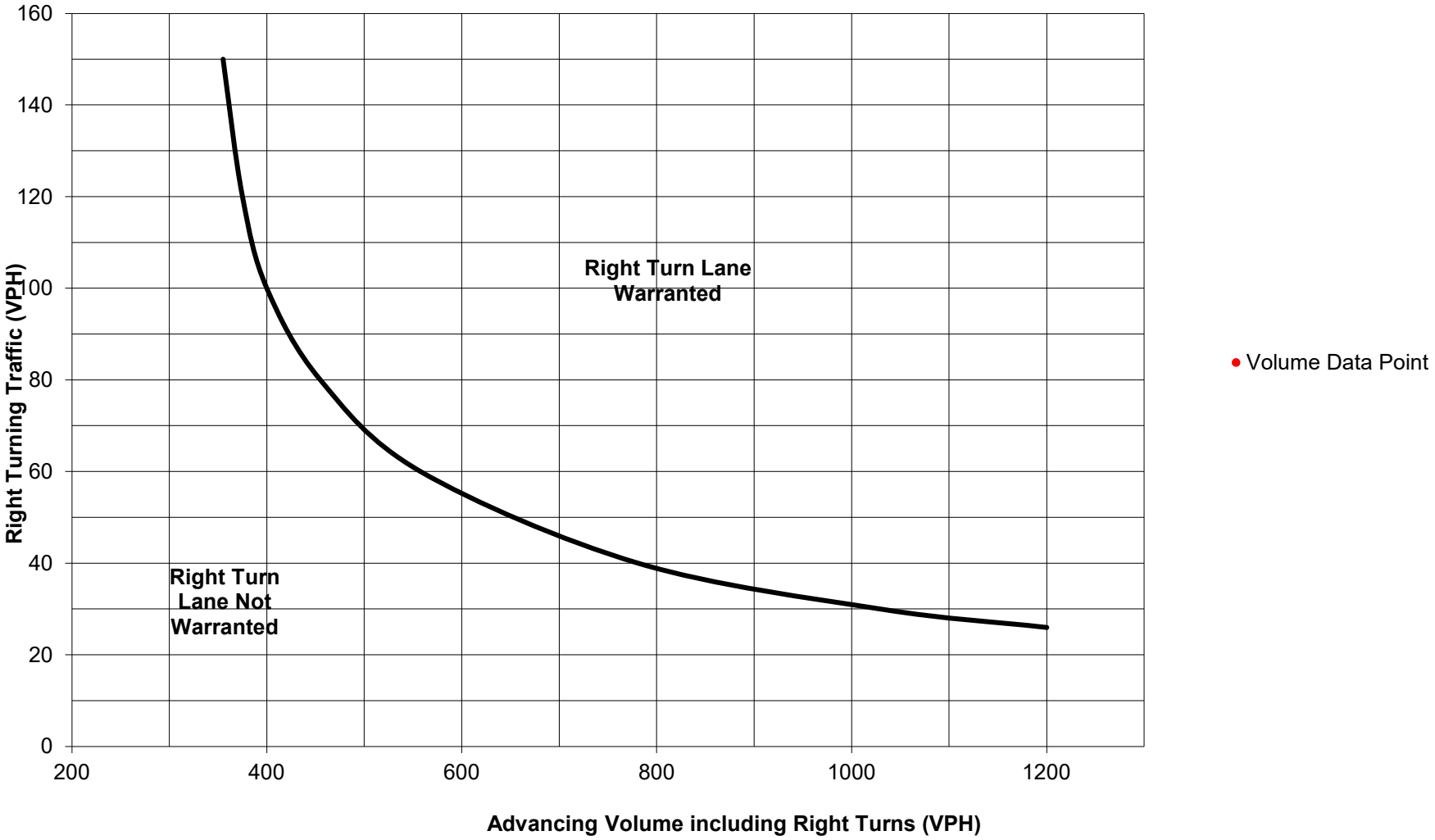
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Eastern Estate Access (#26)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	2
	Through	-	38	2.0%	39
	Right	Yes		2.0%	0
Opposing	Left	Yes		2.0%	0
	Through	-	30	2.0%	31
	Right	Yes	1	2.0%	2

Advancing Volume:	41
Opposing Volume:	33
Left Turn Volume:	2
% Left Turns in Advancing Volume:	4.88%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	30	2.0%	N/A
	Right	-	1	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

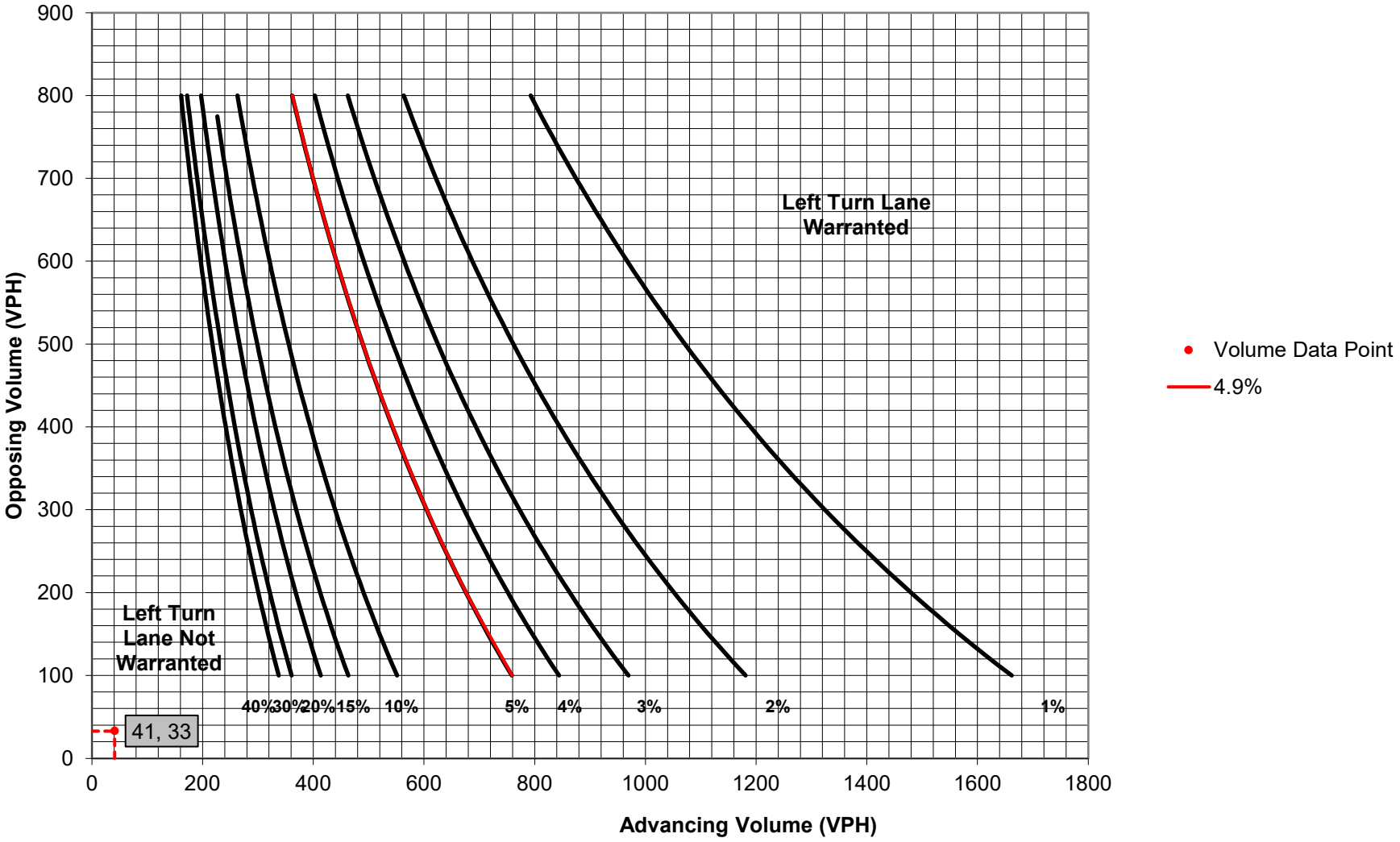
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Eastern Estate Access (#26)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	1	2.0%	N/A
	Through	-	38	2.0%	N/A
	Right	Yes		2.0%	N/A
Opposing	Left	Yes		2.0%	N/A
	Through	-	30	2.0%	N/A
	Right	Yes	1	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	30	2.0%	31
	Right	-	1	2.0%	2

Advancing Volume:	33
Right Turn Volume:	2

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

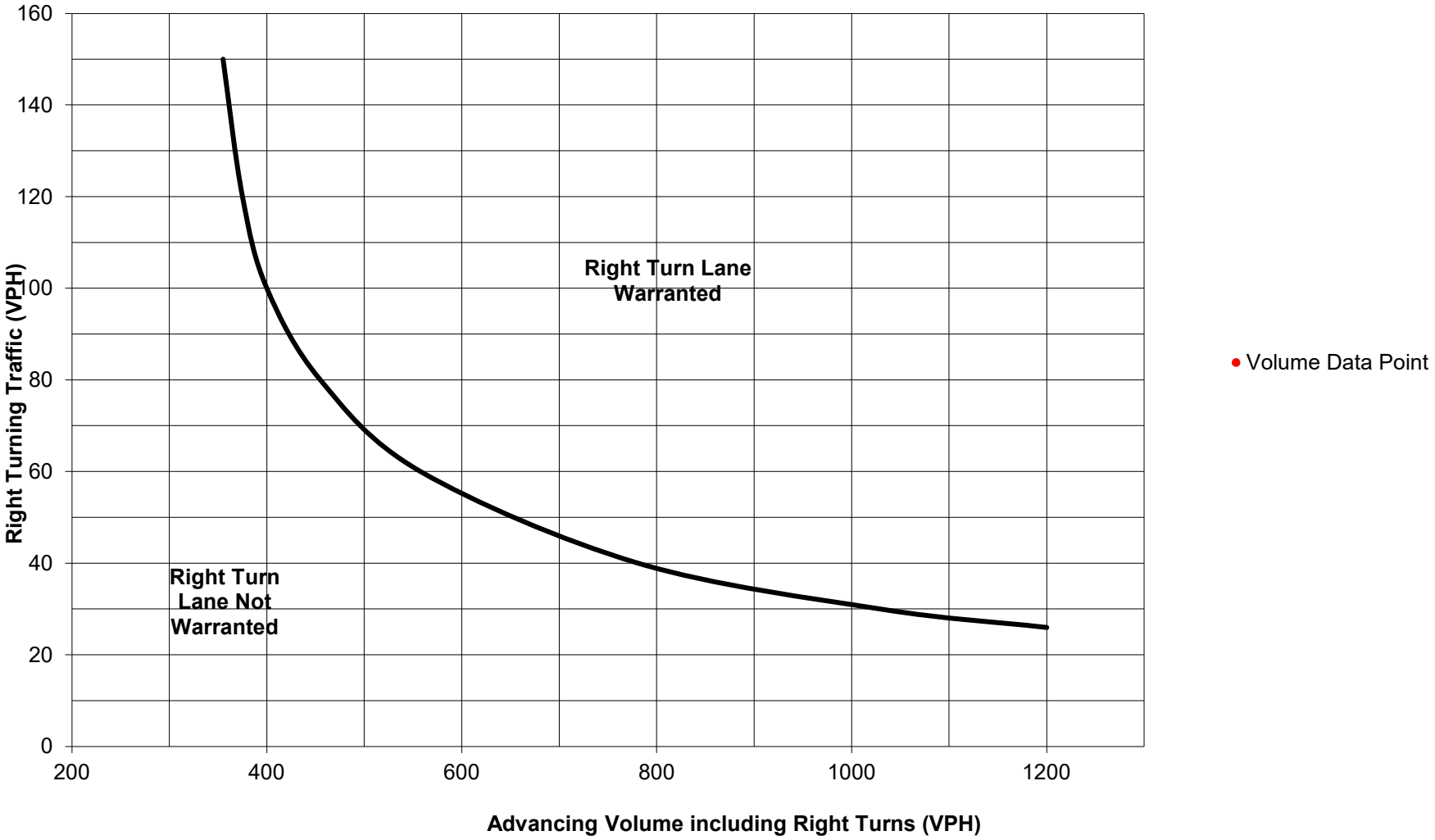
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Eastern Estate Access (#26)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	0
	Through	-	34	2.0%	35
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	60	2.0%	61
	Right	Yes	1	2.0%	2

Advancing Volume:	35
Opposing Volume:	63
Left Turn Volume:	0
% Left Turns in Advancing Volume:	0.00%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	N/A
	Through	-	60	2.0%	N/A
	Right	-	1	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: #DIV/0!

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	0
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: #DIV/0!

PennDOT Publication 46, Exhibit 11-6

Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

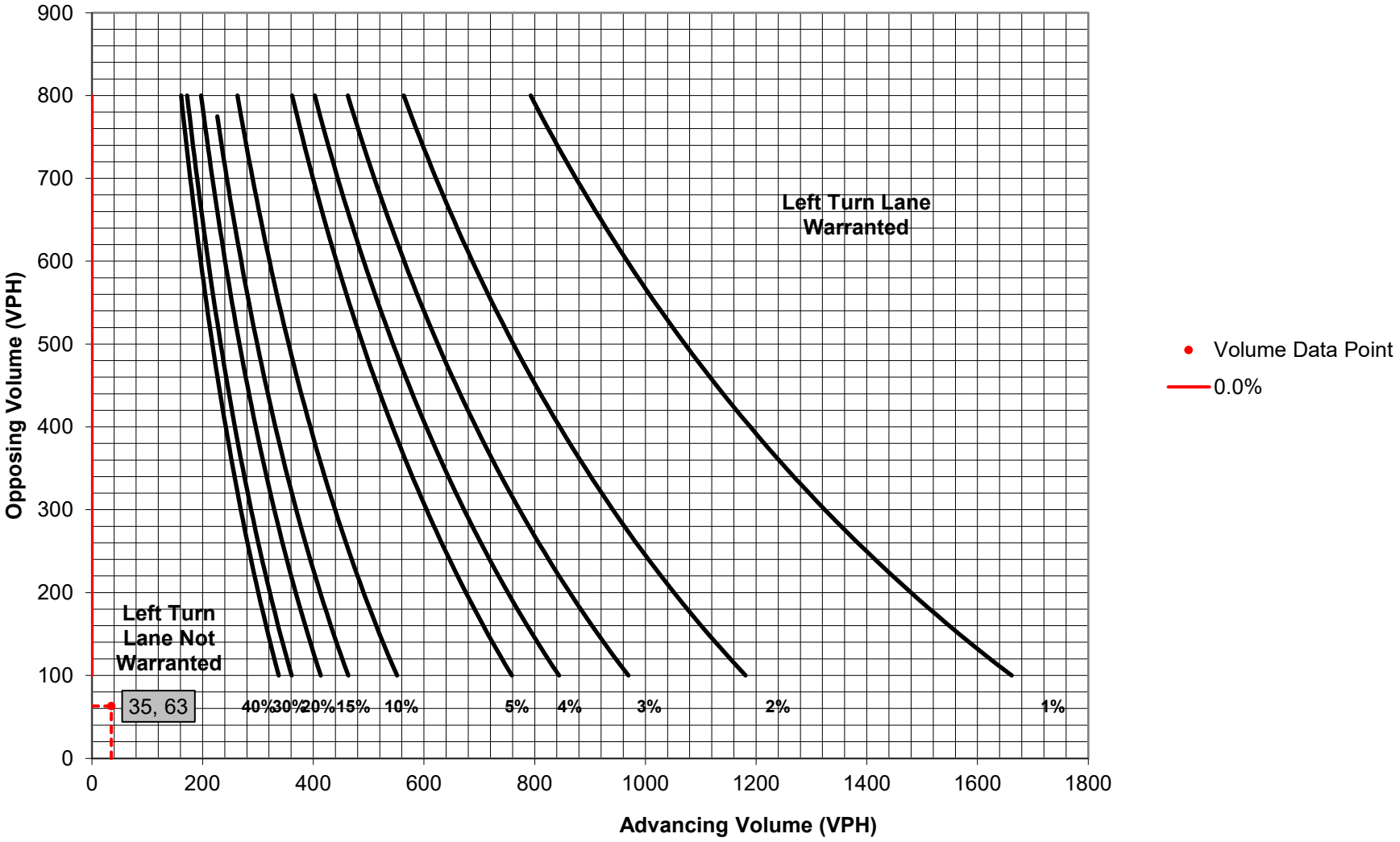
Left Turn Lane Storage Length, Condition A:	#DIV/0!	Feet
Condition B:	#DIV/0!	Feet
Condition C:	#DIV/0!	Feet
Required Left Turn Lane Storage Length:	#DIV/0!	Feet

Additional Findings:

#DIV/0!

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Reynolds Road & Eastern Estate Access (#26)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	35		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	2.0%	N/A
	Through	-	34	2.0%	N/A
	Right	No		2.0%	N/A
Opposing	Left	No		2.0%	N/A
	Through	-	60	2.0%	N/A
	Right	Yes	1	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	0	0.0%	0
	Through	-	60	2.0%	61
	Right	-	1	2.0%	2

Advancing Volume:	63
Right Turn Volume:	2

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	2
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

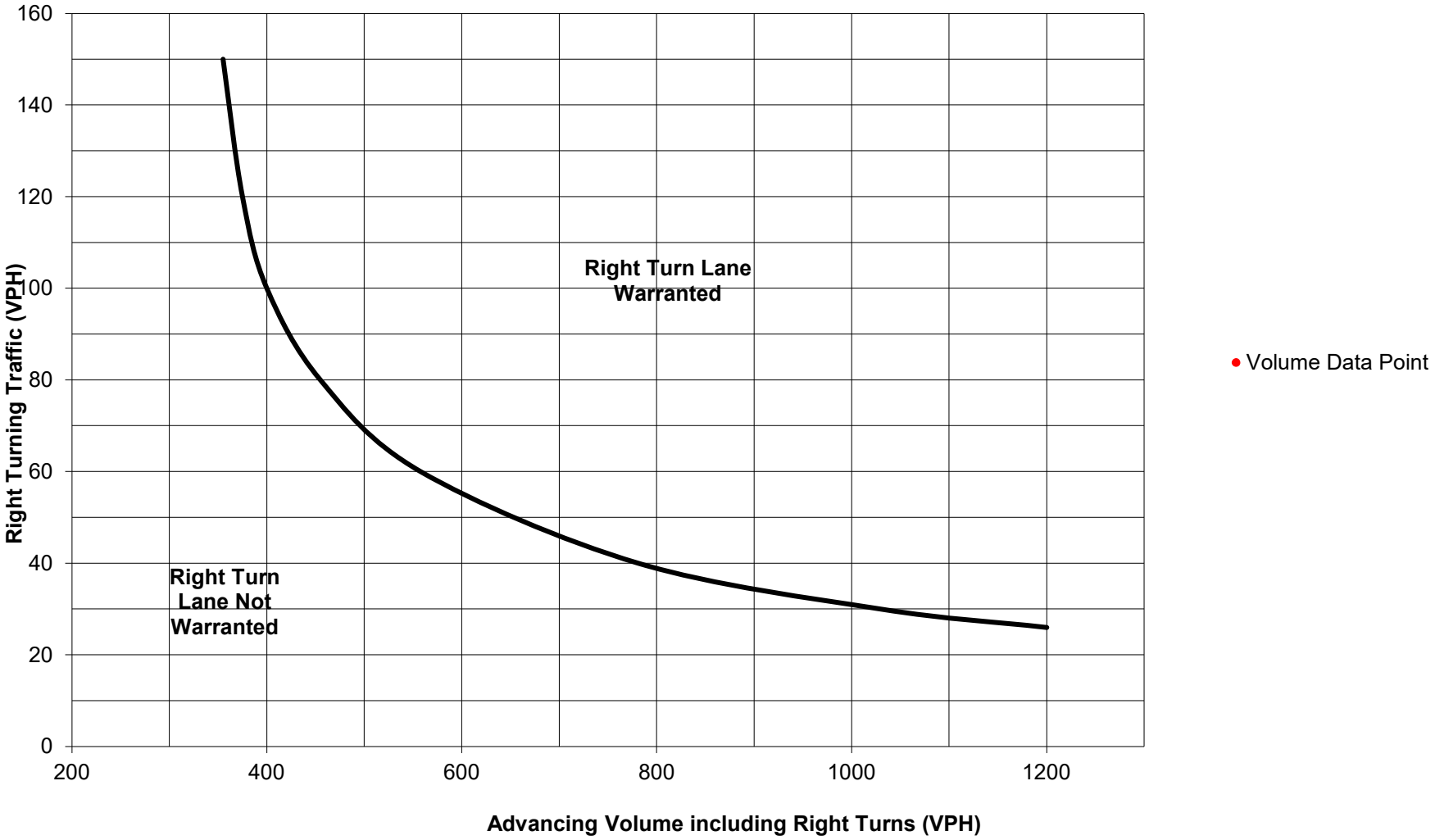
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



APPENDIX G:
Signal Warrant Analysis Worksheets

Traffic Signal Warrant Analysis Workbook

3/3/2026

STUDY AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	9/25/2025
County:	Chester County	**Conducted By:**	SL
PennDOT Engineering District:	6	**Agency/Company Name:**	TPD

Analysis Information

Data Collection Date:	
Day of the Week:	Monday

Is the intersection in a built-up area of an isolated community of <10,000 population? No

Major Street Information

Major Street Name and Route Number:	Limestone Rd SB T
Major Street Approach #1 Direction:	S-Bound
Major Street Approach #2 Direction:	N/A

Number of Lanes for Moving Traffic on Each Major Street Approach:	1	**LANE(S)**
Speed Limit or 85th Percentile Speed on the Major Street:	50	**MPH**

Minor Street Information

Minor Street Name and Route Number:	Limestone Rd NB L
Minor Street Approach #1 Direction:	N-Bound
Minor Street Approach #2 Direction:	N/A

Number of Lanes for Moving Traffic on Each Minor Street Approach:	1	**LANE(S)**

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

	Applicable?	Warrant Met?
Warrant 1, Eight-Hour Vehicular Volume	**No**	**N/A**
Warrant 2, Four-Hour Vehicular Volume	**Yes**	**Yes**
Warrant 3, Peak Hour	**Yes**	**No**
Warrant 4, Pedestrian Volume	**No**	**N/A**
Warrant 5, School Crossing	**No**	**N/A**
Warrant 6, Coordinated Signal System	**No**	**N/A**
Warrant 7, Crash Experience	**No**	**N/A**
Warrant 8, Roadway Network	**No**	**N/A**
Warrant 9, Intersection Near a Grade Crossing	**No**	**N/A**
Warrant PA-1, ADT Volume Warrant	**No**	**N/A**
Warrant PA-2, Midblock and Trail Crossings	**No**	**N/A**

MUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Total Number of Unique Hours Met On Figure 4C-2
4

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	0	0	
5:30 AM	0	0	
5:45 AM	0	0	
6:00 AM	0	0	
6:15 AM	326	432	Met
6:30 AM	326	432	Met
6:45 AM	326	432	Met
7:00 AM	326	432	Met
7:15 AM	382	503	Met
7:30 AM	382	503	Met
7:45 AM	382	503	Met
8:00 AM	382	503	Met
8:15 AM	0	0	
8:30 AM	0	0	
8:45 AM	0	0	
9:00 AM	0	0	
9:15 AM	0	0	
9:30 AM	0	0	
9:45 AM	0	0	
10:00 AM	0	0	
10:15 AM	0	0	
10:30 AM	0	0	
10:45 AM	0	0	
11:00 AM	0	0	
11:15 AM	0	0	
11:30 AM	0	0	
11:45 AM	0	0	

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 PM	0	0	
12:15 PM	0	0	
12:30 PM	0	0	
12:45 PM	0	0	
1:00 PM	0	0	
1:15 PM	0	0	
1:30 PM	0	0	
1:45 PM	0	0	
2:00 PM	0	0	
2:15 PM	0	0	
2:30 PM	0	0	
2:45 PM	0	0	
3:00 PM	0	0	
3:15 PM	453	813	Met
3:30 PM	453	813	Met
3:45 PM	453	813	Met
4:00 PM	453	813	Met
4:15 PM	468	836	Met
4:30 PM	468	836	Met
4:45 PM	468	836	Met
5:00 PM	468	836	Met
5:15 PM	0	0	
5:30 PM	0	0	
5:45 PM	0	0	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

MUTCD WARRANT 3, PEAK HOUR

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes
Is this signal warrant being applied for an unusual case, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	N/A

Indicate whether all three of the following conditions for the same 1 hour (any four consecutive 15-minute periods) of an average day are present*	
Does the total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equal or exceed 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach?	N/A
Does the volume on the same minor-street approach (one direction only) equal or exceed 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes?	N/A
Does the total entering volume serviced during the hour equal or exceed 650 vehicles per hour for intersection with three approaches or 800 vehicles per hour for intersections with four or more approaches?	N/A
**If applicable, attach all supporting calculations and documentation.*	

Total Number of Unique Hours Met On Figure 4C-4
4

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	0	0	
5:30 AM	0	0	
5:45 AM	0	0	
6:00 AM	0	0	
6:15 AM	326	432	Met
6:30 AM	326	432	Met
6:45 AM	326	432	Met
7:00 AM	326	432	Met
7:15 AM	382	503	Met
7:30 AM	382	503	Met
7:45 AM	382	503	Met
8:00 AM	382	503	Met
8:15 AM	0	0	

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
8:30 AM	0	0	
8:45 AM	0	0	
9:00 AM	0	0	
9:15 AM	0	0	
9:30 AM	0	0	
9:45 AM	0	0	
10:00 AM	0	0	
10:15 AM	0	0	
10:30 AM	0	0	
10:45 AM	0	0	
11:00 AM	0	0	
11:15 AM	0	0	
11:30 AM	0	0	
11:45 AM	0	0	
12:00 PM	0	0	
12:15 PM	0	0	
12:30 PM	0	0	
12:45 PM	0	0	
1:00 PM	0	0	
1:15 PM	0	0	
1:30 PM	0	0	
1:45 PM	0	0	
2:00 PM	0	0	
2:15 PM	0	0	
2:30 PM	0	0	
2:45 PM	0	0	
3:00 PM	0	0	
3:15 PM	453	813	Met
3:30 PM	453	813	Met
3:45 PM	453	813	Met
4:00 PM	453	813	Met
4:15 PM	468	836	Met
4:30 PM	468	836	Met
4:45 PM	468	836	Met
5:00 PM	468	836	Met
5:15 PM	0	0	
5:30 PM	0	0	
5:45 PM	0	0	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

Traffic Signal Warrant Analysis Workbook

3/3/2026

STUDY AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Agency/Company Name:**	TPD

Analysis Information

Data Collection Date:	
Day of the Week:	Monday

Is the intersection in a built-up area of an isolated community of <10,000 population? No

Major Street Information

Major Street Name and Route Number:	Route 41
Major Street Approach #1 Direction:	E-Bound
Major Street Approach #2 Direction:	W-Bound

Number of Lanes for Moving Traffic on Each Major Street Approach:	4	**LANE(S)**
Speed Limit or 85th Percentile Speed on the Major Street:	45	**MPH**

Minor Street Information

Minor Street Name and Route Number:	Main Site Access
Minor Street Approach #1 Direction:	N-Bound
Minor Street Approach #2 Direction:	S-Bound

Number of Lanes for Moving Traffic on Each Minor Street Approach:	3	**LANE(S)**

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

	Applicable?	Warrant Met?
Warrant 1, Eight-Hour Vehicular Volume	**Yes**	**Yes**
Warrant 2, Four-Hour Vehicular Volume	**Yes**	**Yes**
Warrant 3, Peak Hour	**Yes**	**No**
Warrant 4, Pedestrian Volume	**No**	**N/A**
Warrant 5, School Crossing	**No**	**N/A**
Warrant 6, Coordinated Signal System	**No**	**N/A**
Warrant 7, Crash Experience	**No**	**N/A**
Warrant 8, Roadway Network	**No**	**N/A**
Warrant 9, Intersection Near a Grade Crossing	**No**	**N/A**
Warrant PA-1, ADT Volume Warrant	**No**	**N/A**
Warrant PA-2, Midblock and Trail Crossings	**No**	**N/A**

MUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	2 or More Lanes
Minor Street:	2 or More Lanes

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Combination of Conditions A and B Necessary?*: No

**Only applicable for Warrant 1 if after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. See Section 4C.02 of the 2009 MUTCD for application.*

Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor street approach (one direction only)			
Major Street	**Minor Street**	**100%**	**80%**	**70%**	**56%**	**100%**	**80%**	**70%**	**56%**
1	**1**	500	400	350	280	150	120	105	84
2 or More	**1**	600	480	420	336	150	120	105	84
2 or More	**2 or More**	600	480	420	336	200	160	140	112
1	**2 or More**	500	400	350	280	200	160	140	112

Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor street approach (one direction only)			
Major Street	**Minor Street**	**100%**	**80%**	**70%**	**56%**	**100%**	**80%**	**70%**	**56%**
1	**1**	750	600	525	420	75	60	53	42
2 or More	**1**	900	720	630	504	75	60	53	42
2 or More	**2 or More**	900	720	630	504	100	80	70	56
1	**2 or More**	750	600	525	420	100	80	70	56

Condition A Evaluation

Number of Unique Hours Met: **10** **Condition A Satisfied?** **Yes**

Condition B Evaluation

Number of Unique Hours Met: **11** **Condition B Satisfied?** **Yes**

Combination of Condition A and Condition B Evaluation

Number of Unique Hours Met for Condition A: **N/A**

Number of Unique Hours Met for Condition B: **N/A**

Combination of Condition A and Condition B Satisfied? **N/A**

MUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	2 or More Lanes
Minor Street:	2 or More Lanes

Total Number of Unique Hours Met On Figure 4C-2
11

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Hourly Vehicular Volume			
Hour Interval Beginning At	**Major Street Combined Vehicles Per Hour (VPH)**	**Highest Minor Street Approach Vehicles Per Hour (VPH)**	**Hour Met?**
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	1101	51	
5:30 AM	1101	51	
5:45 AM	1101	51	
6:00 AM	1101	51	
6:15 AM	1660	119	Met
6:30 AM	1660	119	Met
6:45 AM	1660	119	Met
7:00 AM	1660	119	Met
7:15 AM	1685	145	Met
7:30 AM	1685	145	Met
7:45 AM	1685	145	Met
8:00 AM	1685	145	Met
8:15 AM	1646	170	Met
8:30 AM	1646	170	Met
8:45 AM	1646	170	Met
9:00 AM	1646	170	Met
9:15 AM	1546	205	Met
9:30 AM	1546	205	Met
9:45 AM	1546	205	Met
10:00 AM	1546	205	Met
10:15 AM	1771	241	Met
10:30 AM	1771	241	Met
10:45 AM	1771	241	Met
11:00 AM	1771	241	Met
11:15 AM	1894	264	Met
11:30 AM	1894	264	Met
11:45 AM	1894	264	Met

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 PM	1894	264	Met
12:15 PM	1891	256	Met
12:30 PM	1891	256	Met
12:45 PM	1891	256	Met
1:00 PM	1891	256	Met
1:15 PM	2065	256	Met
1:30 PM	2065	256	Met
1:45 PM	2065	256	Met
2:00 PM	2065	256	Met
2:15 PM	2181	264	Met
2:30 PM	2181	264	Met
2:45 PM	2181	264	Met
3:00 PM	2181	264	Met
3:15 PM	2457	273	Met
3:30 PM	2457	273	Met
3:45 PM	2457	273	Met
4:00 PM	2457	273	Met
4:15 PM	2434	275	Met
4:30 PM	2434	275	Met
4:45 PM	2434	275	Met
5:00 PM	2434	275	Met
5:15 PM	0	0	
5:30 PM	0	0	
5:45 PM	0	0	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

MUTCD WARRANT 3, PEAK HOUR

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	2 or More Lanes
Minor Street:	2 or More Lanes

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes
Is this signal warrant being applied for an unusual case, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	N/A

Indicate whether all three of the following conditions for the same 1 hour (any four consecutive 15-minute periods) of an average day are present*	
Does the total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equal or exceed 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach?	N/A
Does the volume on the same minor-street approach (one direction only) equal or exceed 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes?	N/A
Does the total entering volume serviced during the hour equal or exceed 650 vehicles per hour for intersection with three approaches or 800 vehicles per hour for intersections with four or more approaches?	N/A
**If applicable, attach all supporting calculations and documentation.*	

Total Number of Unique Hours Met On Figure 4C-4
11

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	1101	51	
5:30 AM	1101	51	
5:45 AM	1101	51	
6:00 AM	1101	51	
6:15 AM	1660	119	Met
6:30 AM	1660	119	Met
6:45 AM	1660	119	Met
7:00 AM	1660	119	Met
7:15 AM	1685	145	Met
7:30 AM	1685	145	Met
7:45 AM	1685	145	Met
8:00 AM	1685	145	Met
8:15 AM	1646	170	Met
8:30 AM	1646	170	Met
8:45 AM	1646	170	Met
9:00 AM	1646	170	Met
9:15 AM	1546	205	Met
9:30 AM	1546	205	Met
9:45 AM	1546	205	Met
10:00 AM	1546	205	Met
10:15 AM	1771	241	Met
10:30 AM	1771	241	Met
10:45 AM	1771	241	Met
11:00 AM	1771	241	Met
11:15 AM	1894	264	Met
11:30 AM	1894	264	Met
11:45 AM	1894	264	Met
12:00 PM	1894	264	Met
12:15 PM	1891	256	Met
12:30 PM	1891	256	Met
12:45 PM	1891	256	Met
1:00 PM	1891	256	Met
1:15 PM	2065	256	Met
1:30 PM	2065	256	Met
1:45 PM	2065	256	Met
2:00 PM	2065	256	Met
2:15 PM	2181	264	Met
2:30 PM	2181	264	Met
2:45 PM	2181	264	Met
3:00 PM	2181	264	Met
3:15 PM	2457	273	Met
3:30 PM	2457	273	Met
3:45 PM	2457	273	Met
4:00 PM	2457	273	Met
4:15 PM	2434	275	Met
4:30 PM	2434	275	Met
4:45 PM	2434	275	Met
5:00 PM	2434	275	Met
5:15 PM	0	0	
5:30 PM	0	0	
5:45 PM	0	0	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

Traffic Signal Warrant Analysis Workbook

3/3/2026

STUDY AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	SL
PennDOT Engineering District:	6	**Agency/Company Name:**	TPD

Analysis Information

Data Collection Date:	
Day of the Week:	Monday

Is the intersection in a built-up area of an isolated community of <10,000 population? No

Major Street Information

Major Street Name and Route Number:	Route 41
Major Street Approach #1 Direction:	E-Bound
Major Street Approach #2 Direction:	W-Bound

Number of Lanes for Moving Traffic on Each Major Street Approach:	1	**LANE(S)**
Speed Limit or 85th Percentile Speed on the Major Street:	45	**MPH**

Minor Street Information

Minor Street Name and Route Number:	Sunny Dell Road
Minor Street Approach #1 Direction:	N-Bound
Minor Street Approach #2 Direction:	S-Bound

Number of Lanes for Moving Traffic on Each Minor Street Approach:	1	**LANE(S)**

TRAFFIC SIGNAL WARRANT ANALYSIS FINDINGS

	Applicable?	Warrant Met?
Warrant 1, Eight-Hour Vehicular Volume	**Yes**	**Yes**
Warrant 2, Four-Hour Vehicular Volume	**Yes**	**Yes**
Warrant 3, Peak Hour	**Yes**	**No**
Warrant 4, Pedestrian Volume	**No**	**N/A**
Warrant 5, School Crossing	**No**	**N/A**
Warrant 6, Coordinated Signal System	**No**	**N/A**
Warrant 7, Crash Experience	**No**	**N/A**
Warrant 8, Roadway Network	**No**	**N/A**
Warrant 9, Intersection Near a Grade Crossing	**No**	**N/A**
Warrant PA-1, ADT Volume Warrant	**No**	**N/A**
Warrant PA-2, Midblock and Trail Crossings	**No**	**N/A**

MUTCD WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Combination of Conditions A and B Necessary?*: No

**Only applicable for Warrant 1 if after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems. See Section 4C.02 of the 2009 MUTCD for application.*

Condition A - Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor street approach (one direction only)			
Major Street	**Minor Street**	**100%**	**80%**	**70%**	**56%**	**100%**	**80%**	**70%**	**56%**
1	**1**	500	400	350	280	150	120	105	84
2 or More	**1**	600	480	420	336	150	120	105	84
2 or More	**2 or More**	600	480	420	336	200	160	140	112
1	**2 or More**	500	400	350	280	200	160	140	112

Condition B - Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor street approach (one direction only)			
Major Street	**Minor Street**	**100%**	**80%**	**70%**	**56%**	**100%**	**80%**	**70%**	**56%**
1	**1**	750	600	525	420	75	60	53	42
2 or More	**1**	900	720	630	504	75	60	53	42
2 or More	**2 or More**	900	720	630	504	100	80	70	56
1	**2 or More**	750	600	525	420	100	80	70	56

Condition A Evaluation

Number of Unique Hours Met: **11** **Condition A Satisfied?** **Yes**

Condition B Evaluation

Number of Unique Hours Met: **12** **Condition B Satisfied?** **Yes**

Combination of Condition A and Condition B Evaluation

Number of Unique Hours Met for Condition A: **N/A**

Number of Unique Hours Met for Condition B: **N/A**

Combination of Condition A and Condition B Satisfied? **N/A**

MUTCD WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Total Number of Unique Hours Met On Figure 4C-2
12

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	1207	91	Met
5:30 AM	1207	91	Met
5:45 AM	1207	91	Met
6:00 AM	1207	91	Met
6:15 AM	1864	210	Met
6:30 AM	1864	210	Met
6:45 AM	1864	210	Met
7:00 AM	1864	210	Met
7:15 AM	1752	195	Met
7:30 AM	1752	195	Met
7:45 AM	1752	195	Met
8:00 AM	1752	195	Met
8:15 AM	1650	154	Met
8:30 AM	1650	154	Met
8:45 AM	1650	154	Met
9:00 AM	1650	154	Met
9:15 AM	1555	187	Met
9:30 AM	1555	187	Met
9:45 AM	1555	187	Met
10:00 AM	1555	187	Met
10:15 AM	1739	168	Met
10:30 AM	1739	168	Met
10:45 AM	1739	168	Met
11:00 AM	1739	168	Met
11:15 AM	1806	181	Met
11:30 AM	1806	181	Met
11:45 AM	1806	181	Met

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 PM	1806	181	Met
12:15 PM	1816	200	Met
12:30 PM	1816	200	Met
12:45 PM	1816	200	Met
1:00 PM	1816	200	Met
1:15 PM	2024	251	Met
1:30 PM	2024	251	Met
1:45 PM	2024	251	Met
2:00 PM	2024	251	Met
2:15 PM	2098	212	Met
2:30 PM	2098	212	Met
2:45 PM	2098	212	Met
3:00 PM	2098	212	Met
3:15 PM	2348	209	Met
3:30 PM	2348	209	Met
3:45 PM	2348	209	Met
4:00 PM	2348	209	Met
4:15 PM	2455	211	Met
4:30 PM	2455	211	Met
4:45 PM	2455	211	Met
5:00 PM	2455	211	Met
5:15 PM	0	0	
5:30 PM	0	0	
5:45 PM	0	0	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

MUTCD WARRANT 3, PEAK HOUR

Number of Lanes for Moving Traffic on Each Approach	
Major Street:	1 Lane
Minor Street:	1 Lane

Built-up Isolated Community With Less Than 10,000 Population or Above 40 MPH on Major Street?	Yes
Is this signal warrant being applied for an unusual case, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time?	N/A

Indicate whether all three of the following conditions for the same 1 hour (any four consecutive 15-minute periods) of an average day are present*	
Does the total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equal or exceed 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach?	N/A
Does the volume on the same minor-street approach (one direction only) equal or exceed 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes?	N/A
Does the total entering volume serviced during the hour equal or exceed 650 vehicles per hour for intersection with three approaches or 800 vehicles per hour for intersections with four or more approaches?	N/A
**If applicable, attach all supporting calculations and documentation.*	

Total Number of Unique Hours Met On Figure 4C-4
12

Hourly Vehicular Volume			
Hour Interval Beginning At	Major Street Combined Vehicles Per Hour (VPH)	Highest Minor Street Approach Vehicles Per Hour (VPH)	Hour Met?
12:00 AM	0	0	
12:15 AM	0	0	
12:30 AM	0	0	
12:45 AM	0	0	
1:00 AM	0	0	
1:15 AM	0	0	
1:30 AM	0	0	
1:45 AM	0	0	
2:00 AM	0	0	
2:15 AM	0	0	
2:30 AM	0	0	
2:45 AM	0	0	
3:00 AM	0	0	
3:15 AM	0	0	
3:30 AM	0	0	
3:45 AM	0	0	
4:00 AM	0	0	
4:15 AM	0	0	
4:30 AM	0	0	
4:45 AM	0	0	
5:00 AM	0	0	
5:15 AM	1207	91	Met
5:30 AM	1207	91	Met
5:45 AM	1207	91	Met
6:00 AM	1207	91	Met
6:15 AM	1864	210	Met
6:30 AM	1864	210	Met
6:45 AM	1864	210	Met
7:00 AM	1864	210	Met
7:15 AM	1752	195	Met
7:30 AM	1752	195	Met
7:45 AM	1752	195	Met
8:00 AM	1752	195	Met
8:15 AM	1650	154	Met
8:30 AM	1650	154	Met
8:45 AM	1650	154	Met
9:00 AM	1650	154	Met
9:15 AM	1555	187	Met
9:30 AM	1555	187	Met
9:45 AM	1555	187	Met
10:00 AM	1555	187	Met
10:15 AM	1739	168	Met
10:30 AM	1739	168	Met
10:45 AM	1739	168	Met
11:00 AM	1739	168	Met
11:15 AM	1806	181	Met
11:30 AM	1806	181	Met
11:45 AM	1806	181	Met
12:00 PM	1806	181	Met
12:15 PM	1816	200	Met
12:30 PM	1816	200	Met
12:45 PM	1816	200	Met
1:00 PM	1816	200	Met
1:15 PM	2024	251	Met
1:30 PM	2024	251	Met
1:45 PM	2024	251	Met
2:00 PM	2024	251	Met
2:15 PM	2098	212	Met
2:30 PM	2098	212	Met
2:45 PM	2098	212	Met
3:00 PM	2098	212	Met
3:15 PM	2348	209	Met
3:30 PM	2348	209	Met
3:45 PM	2348	209	Met
4:00 PM	2348	209	Met
4:15 PM	2455	211	Met
4:30 PM	2455	211	Met
4:45 PM	2455	211	Met
5:00 PM	2455	211	Met
5:15 PM	0	0	
5:30 PM	0	0	
5:45 PM	0	0	
6:00 PM	0	0	
6:15 PM	0	0	
6:30 PM	0	0	
6:45 PM	0	0	
7:00 PM	0	0	
7:15 PM	0	0	
7:30 PM	0	0	
7:45 PM	0	0	
8:00 PM	0	0	
8:15 PM	0	0	
8:30 PM	0	0	
8:45 PM	0	0	
9:00 PM	0	0	
9:15 PM	0	0	
9:30 PM	0	0	
9:45 PM	0	0	
10:00 PM	0	0	
10:15 PM	0	0	
10:30 PM	0	0	
10:45 PM	0	0	
11:00 PM	0	0	

APPENDIX H:
Internal Intersection Evaluation

TPD# SWCL.00001
3/19/2026
Traffic Volumes Worksheet
Intersection: **Internal Intersection - Main Site Access & Retail/MOB Site Access**
Synchro Node: **27** **Adjacent intersections:** **West** **East** **North** **South**

Time Period: Weekday A.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts													**0**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes													
Copperleaf Ridge													
Popeyes													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**50**	**(21)**	**(128)**		**(56)**	**23**	**200**
EXIT =	**133**	**(61)**	**(66)**		**(47)**	**71**	**43**

Trip Assignment % - Southern Detached Homes Enter											53%		
Trip Assignment % - Southern Detached Homes Exit	12%												
Trip Assignment % - Southern Attached Homes Enter											79%		
Trip Assignment % - Southern Attached Homes Exit	37%												
Trip Assignment % - Commercial Enter											70%		
Trip Assignment % - Commercial Exit	61%												
Trip Assignment % - Farmers Market Enter													
Trip Assignment % - Farmers Market Exit													
Trip Assignment % - Office Enter										**62%**			
Trip Assignment % - Office Exit						43%							0
Trip Assignment % - Wawa Enter													
Trip Assignment % - Wawa Exit													
Trip Assignment % - Northern Residential Enter													
Trip Assignment % - Northern Residential Exit													
Southern SF Detached Homes New Trips	16										27		
Southern SF Attached Homes Trips	23										17		
Commercial New Trips	40										90		
Commercial Pass By Trips													
MOB Trips						18				124			
Wawa New Trips													
Wawa Pass By Trips													
Residential North Trips													
2035 Base RD Sheehan Rd													
Internal Distribution		9			17				4				30
Total New Trips	(79)	(9)			(17)	(18)			(4)	(124)		(134)	
Total Pass By Trips													
Total Trip Distribution	**79**	**9**	**0**	**0**	**17**	**18**	**0**	**0**	**4**	**124**	**0**	**134**	**385**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	0	0	0	0	0	0
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2035 Projected Volumes	**79**	**9**	**0**	**0**	**17**	**18**	**0**	**0**	**4**	**124**	**0**	**134**	**385**

Time Period: Weekday P.M. Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts													**0**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes													
Copperleaf Ridge													
Popeyes													
0													

	SF Det S.	SF Att S.	Retail		Wawa	N. Res	MOB
ENTER =	**81**	**(26)**	**206**		**(51)**	**56**	**79**
EXIT =	**62**	**(25)**	**195**		**(50)**	**42**	**179**

Trip Assignment % - Southern Detached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	53.0%	
Trip Assignment % - Southern Detached Homes Exit	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Southern Attached Homes Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	79.0%	
Trip Assignment % - Southern Attached Homes Exit	37.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Commercial Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	70.0%	
Trip Assignment % - Commercial Exit	61.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Farmers Market Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Farmers Market Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Office Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	62.0%	0.0%	0.0%	
Trip Assignment % - Office Exit	0.0%	0.0%	0.0%	0.0%	0.0%	43.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0
Trip Assignment % - Wawa Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Wawa Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Enter	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Trip Assignment % - Northern Residential Exit	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
0													
Southern SF Detached Homes New Trips	7											43	
Southern SF Attached Homes Trips	9											21	
Commercial New Trips	119											144	
Commercial Pass By Trips													
MOB Trips						77				49			
Wawa New Trips													
Wawa Pass By Trips													
Residential North Trips													
2035 Base RD Sheehan Rd													
Internal Distribution		9			37				5				51
Total New Trips	(135)	(9)			(37)	(77)			(5)	(49)		(208)	
Total Pass By Trips													
Total Trip Distribution	**135**	**9**	**0**	**0**	**37**	**77**	**0**	**0**	**5**	**49**	**0**	**208**	**520**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	0	0	0	0	0	0
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2035 Projected Volumes	**135**	**9**	**0**	**0**	**37**	**77**	**0**	**0**	**5**	**49**	**0**	**208**	**520**

Time Period: Saturday Midday Peak Hour

	Eastbound			Westbound			Northbound			Southbound			Intersection
	left	thru	right	left	thru	right	left	thru	right	left	thru	right	Volume
2025 Existing Counts													**0**
Balancing													0
Existing Volumes (Balanced)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
New Garden Elementary School													
Stonebridge													
163 Sheehan Road Townhomes													
Copperleaf Ridge													
Popeyes													
0													

	S. Det	S. Att	Comm.		Wawa	N. Res	MOB
ENTER =	**107**	**(28)**	**217**		**(62)**	**42**	**43**
EXIT =	**102**	**(33)**	**223**		**(63)**	**45**	**31**

Trip Assignment % - Southern Detached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	53%	
Trip Assignment % - Southern Detached Homes Exit	12%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Southern Attached Homes Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	79%	
Trip Assignment % - Southern Attached Homes Exit	37%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Commercial Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%	
Trip Assignment % - Commercial Exit	61%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Farmers Market Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Farmers Market Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Office Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	0%	1
Trip Assignment % - Office Exit	0%	0%	0%	0%	0%	43%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Wawa Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Enter	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Trip Assignment % - Northern Residential Exit	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
0													
Southern SF Detached Homes New Trips	12	0	0	0	0	0	0	0	0	0	0	57	
Southern SF Attached Homes Trips	12	0	0	0	0	0	0	0	0	0	0	22	
Commercial New Trips	136	0	0	0	0	0	0	0	0	0	0	152	
Commercial Pass By Trips													
MOB Trips	0	0	0	0	0	13	0	0	0	27	0	0	
Wawa New Trips													
Wawa Pass By Trips													
Residential North Trips													
2035 Base RD Sheehan Rd													
Internal Distribution		8			26				5				39
Total New Trips	(160)	(8)			(26)	(13)			(5)	(27)		(231)	
Total Pass By Trips													
Total Trip Distribution	(160)	8	0	0	26	13	0		5	27	0	231	**470**
Base growth (0.40% compounded for 10 yrs)	0	0	0	0	0	0	0	0	0	0	0	0	0
2035 Base Volumes	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2035 Projected Volumes	**160**	**8**	**0**	**0**	**26**	**13**	**0**	**0**	**5**	**27**	**0**	**231**	**470**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	9	5	5	17	18	5	5	4	124	5	134
Future Volume (vph)	79	9	5	5	17	18	5	5	4	124	5	134
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		286			304			380			395	
Travel Time (s)		7.8			8.3			10.4			10.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	79	9	5	5	17	18	5	5	4	124	5	134
Future Vol, veh/h	79	9	5	5	17	18	5	5	4	124	5	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	10	6	6	19	20	6	6	4	138	6	149

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	397	379	81	385	451	8	155	0	0	10	0	0
Stage 1	357	357	-	20	20	-	-	-	-	-	-	-
Stage 2	40	22	-	365	431	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	563	553	979	573	504	1074	1425	-	-	1610	-	-
Stage 1	661	628	-	999	879	-	-	-	-	-	-	-
Stage 2	975	877	-	654	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	498	979	519	454	1074	1425	-	-	1610	-	-
Mov Cap-2 Maneuver	495	498	-	519	454	-	-	-	-	-	-	-
Stage 1	658	568	-	995	875	-	-	-	-	-	-	-
Stage 2	932	873	-	578	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.9	11.2	2.7	3.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1425	-	-	509	627	1610	-	-
HCM Lane V/C Ratio	0.004	-	-	0.203	0.071	0.086	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	13.9	11.2	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.8	0.2	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	9	5	5	37	77	5	5	5	49	5	208
Future Volume (vph)	135	9	5	5	37	77	5	5	5	49	5	208
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		300			273			329			398	
Travel Time (s)		8.2			7.4			9.0			10.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

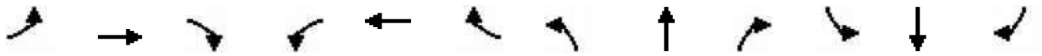
Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	135	9	5	5	37	77	5	5	5	49	5	208
Future Vol, veh/h	135	9	5	5	37	77	5	5	5	49	5	208
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	150	10	6	6	41	86	6	6	6	54	6	231

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	315	254	122	259	366	9	237	0	0	12	0	0
Stage 1	230	230	-	21	21	-	-	-	-	-	-	-
Stage 2	85	24	-	238	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	638	650	929	694	562	1073	1330	-	-	1607	-	-
Stage 1	773	714	-	998	878	-	-	-	-	-	-	-
Stage 2	923	875	-	765	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	621	929	658	537	1073	1330	-	-	1607	-	-
Mov Cap-2 Maneuver	534	621	-	658	537	-	-	-	-	-	-	-
Stage 1	769	685	-	993	874	-	-	-	-	-	-	-
Stage 2	805	871	-	719	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.4	10.4	2.6	1.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1330	-	-	546	803	1607	-	-
HCM Lane V/C Ratio	0.004	-	-	0.303	0.165	0.034	-	-
HCM Ctrl Dly (s/v)	7.7	0	-	14.4	10.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	1.3	0.6	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	8	5	5	26	13	5	5	5	27	5	231
Future Volume (vph)	160	8	5	5	26	13	5	5	5	27	5	231
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	0		0	0		0	0		0	70		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		253			252			354			385	
Travel Time (s)		6.9			6.9			9.7			10.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	160	8	5	5	26	13	5	5	5	27	5	231
Future Vol, veh/h	160	8	5	5	26	13	5	5	5	27	5	231
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	178	9	6	6	29	14	6	6	6	30	6	257

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	238	219	135	223	344	9	263	0	0	12	0	0
Stage 1	195	195	-	21	21	-	-	-	-	-	-	-
Stage 2	43	24	-	202	323	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	716	679	914	733	579	1073	1301	-	-	1607	-	-
Stage 1	807	739	-	998	878	-	-	-	-	-	-	-
Stage 2	971	875	-	800	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	664	660	914	706	563	1073	1301	-	-	1607	-	-
Mov Cap-2 Maneuver	664	660	-	706	563	-	-	-	-	-	-	-
Stage 1	803	722	-	993	874	-	-	-	-	-	-	-
Stage 2	922	871	-	767	635	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.5	10.8	2.6	0.7
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1301	-	-	669	673	1607	-	-
HCM Lane V/C Ratio	0.004	-	-	0.287	0.073	0.019	-	-
HCM Ctrl Dly (s/v)	7.8	0	-	12.5	10.8	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	1.2	0.2	0.1	-	-

Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	Yes	4	2.0%	5
Opposing	Left	Yes	124	2.0%	126
	Through	-	5	2.0%	6
	Right	Yes	134	2.0%	136

Advancing Volume:	17
Opposing Volume:	268
Left Turn Volume:	6
% Left Turns in Advancing Volume:	35.29%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	124	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	-	134	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

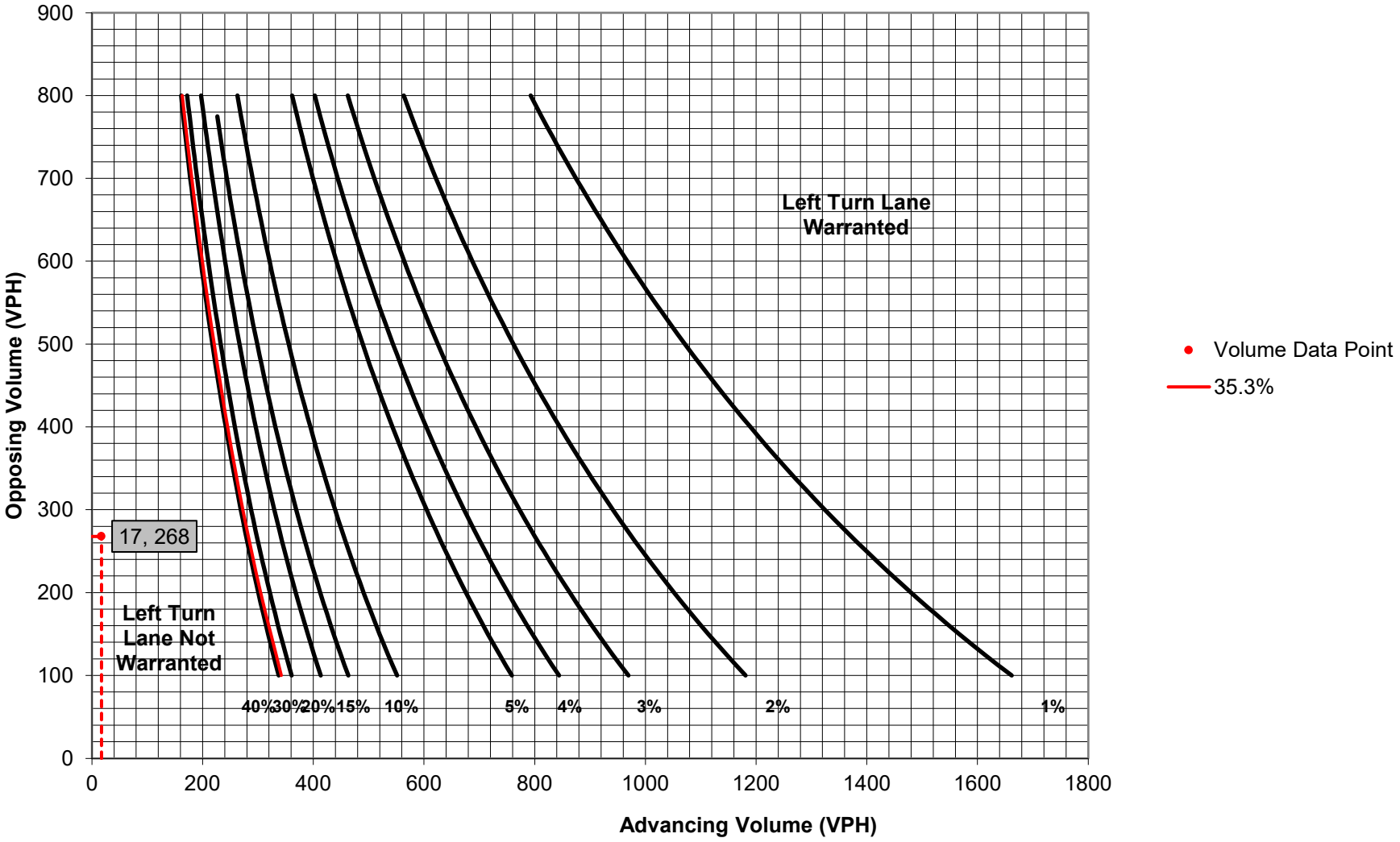
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	4	2.0%	N/A
Opposing	Left	Yes	124	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	134	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	124	2.0%	126
	Through	-	5	2.0%	6
	Right	-	134	2.0%	136

Advancing Volume:	268
Right Turn Volume:	136

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	136
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

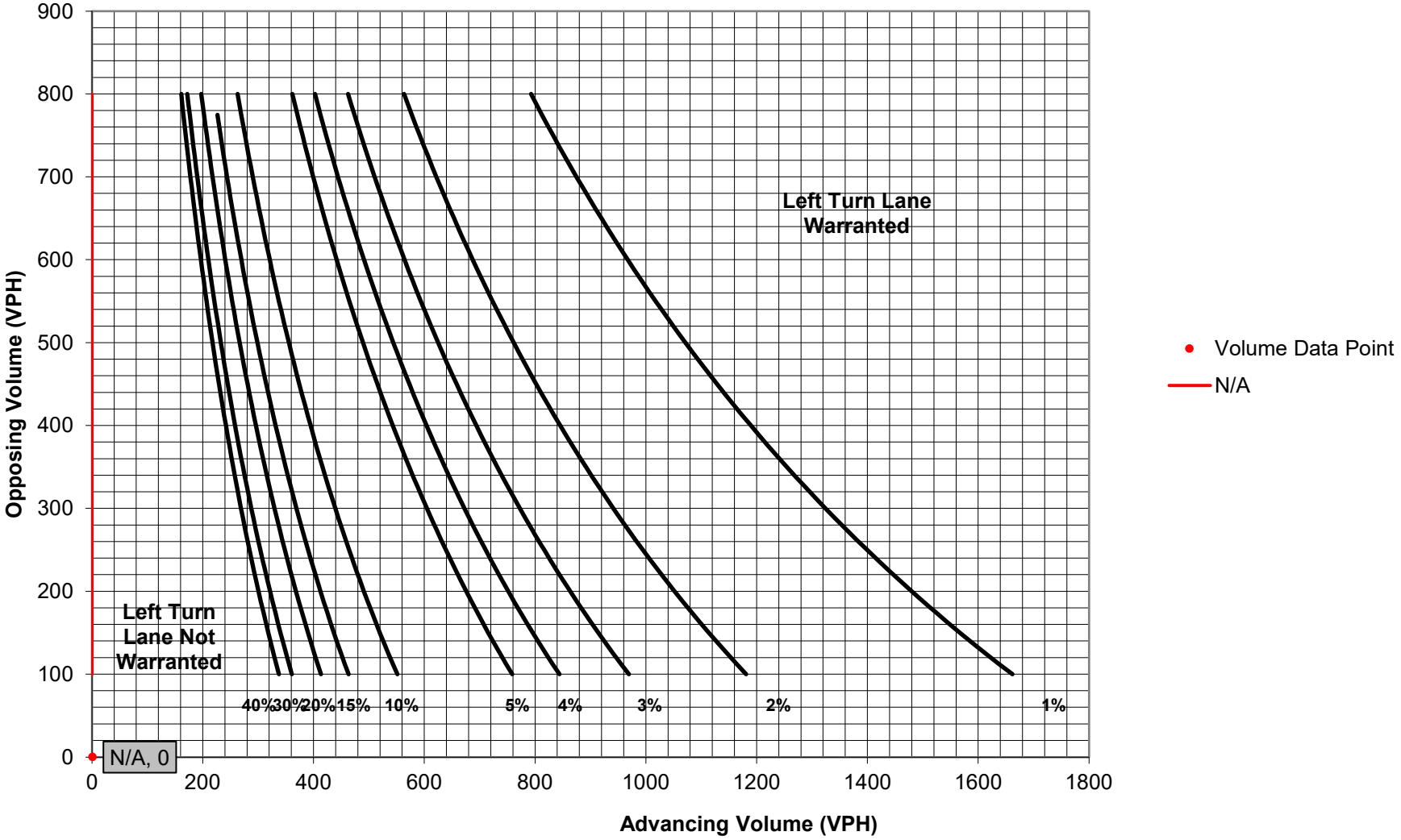
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	Yes	5	2.0%	6
Opposing	Left	Yes	49	2.0%	50
	Through	-	5	2.0%	6
	Right	Yes	208	2.0%	211

Advancing Volume:	18
Opposing Volume:	267
Left Turn Volume:	6
% Left Turns in Advancing Volume:	33.33%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	49	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	-	208	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

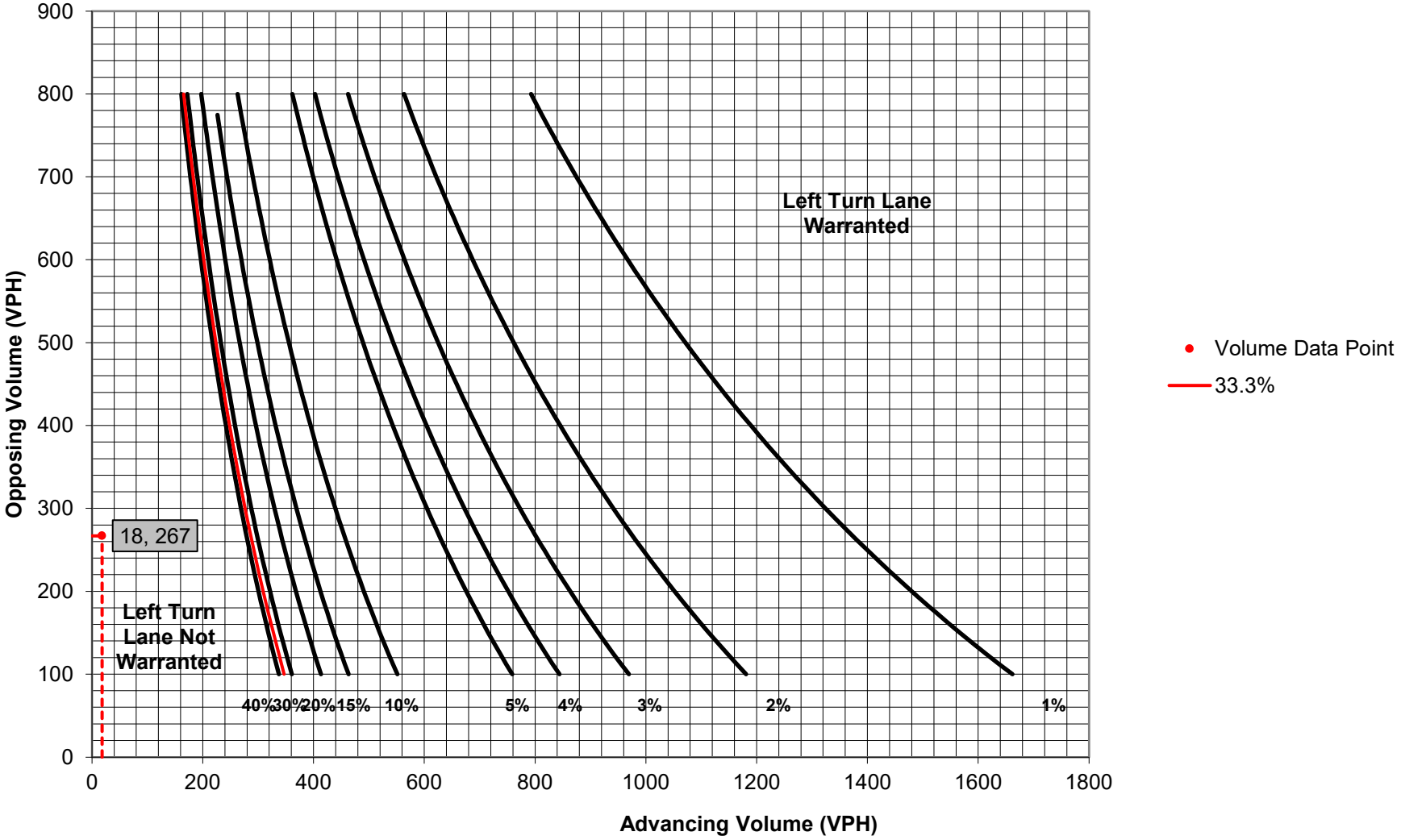
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	5	2.0%	N/A
Opposing	Left	Yes	49	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	208	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	49	2.0%	50
	Through	-	5	2.0%	6
	Right	-	208	2.0%	211

Advancing Volume:	267
Right Turn Volume:	211

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	211
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

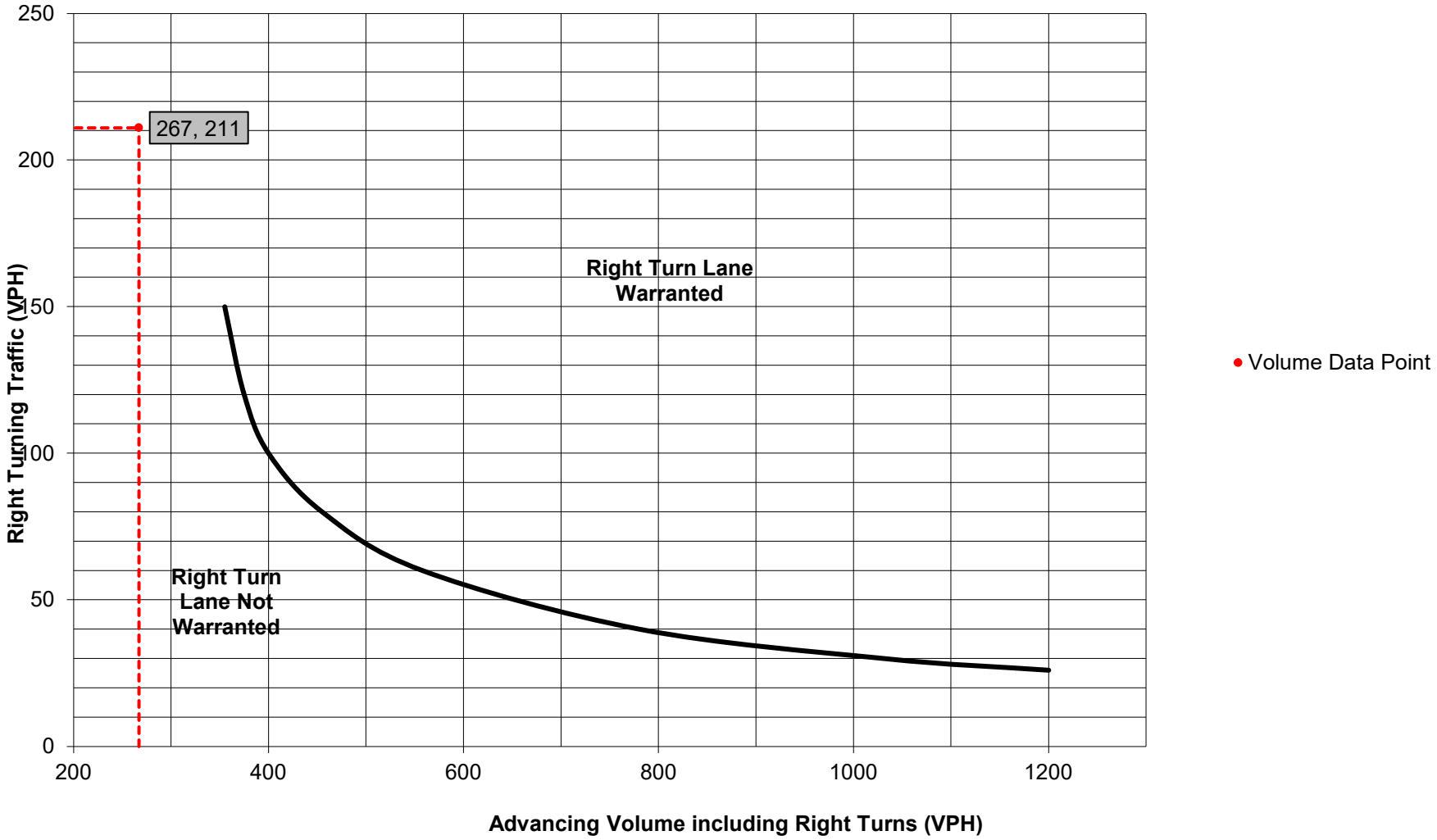
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	Yes	5	2.0%	6
Opposing	Left	Yes	27	2.0%	28
	Through	-	5	2.0%	6
	Right	Yes	231	2.0%	234

Advancing Volume:	18
Opposing Volume:	268
Left Turn Volume:	6
% Left Turns in Advancing Volume:	33.33%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	27	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	-	231	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

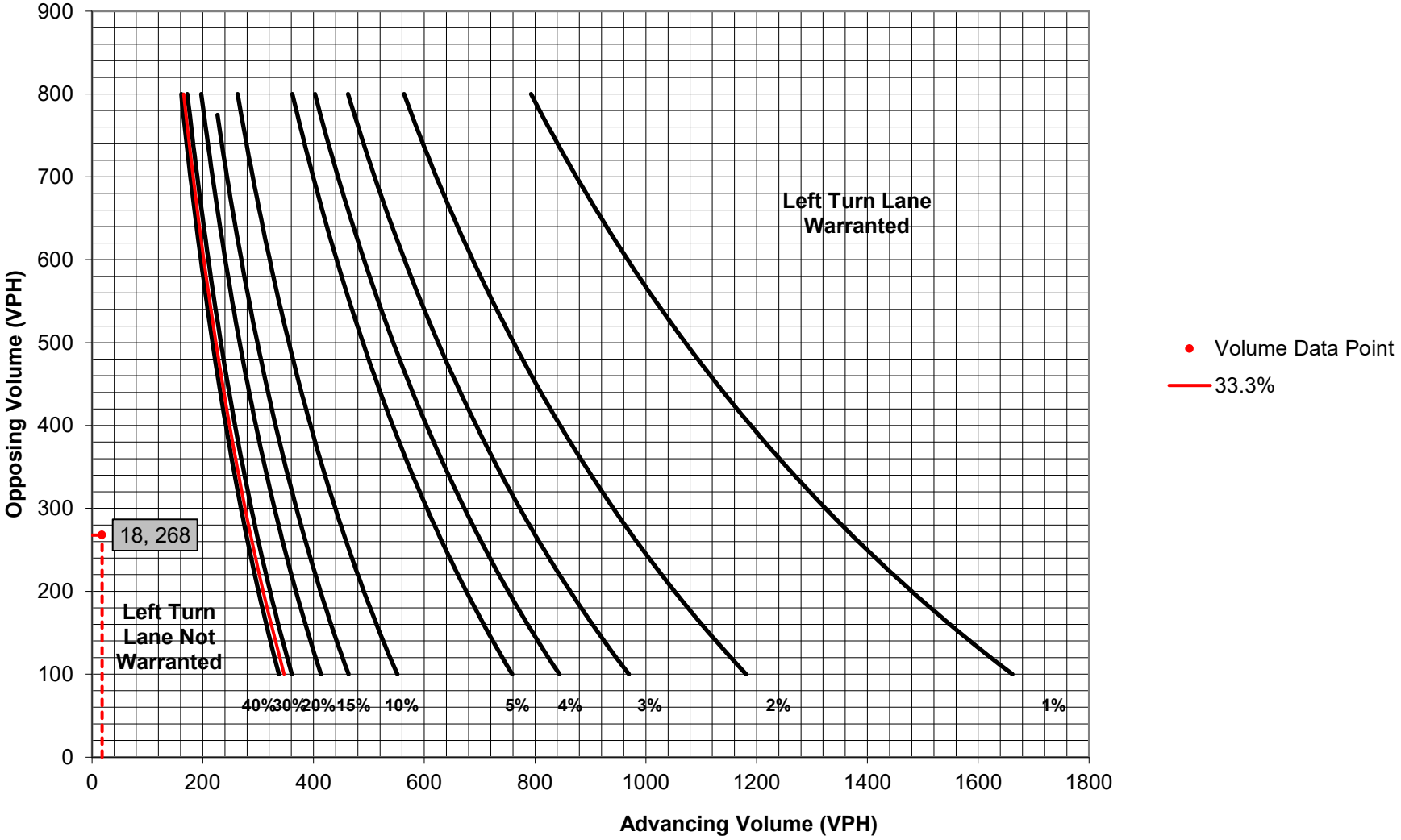
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/18/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	5	2.0%	N/A
Opposing	Left	Yes	27	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	231	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	27	2.0%	28
	Through	-	5	2.0%	6
	Right	-	231	2.0%	234

Advancing Volume:	268
Right Turn Volume:	234

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	234
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

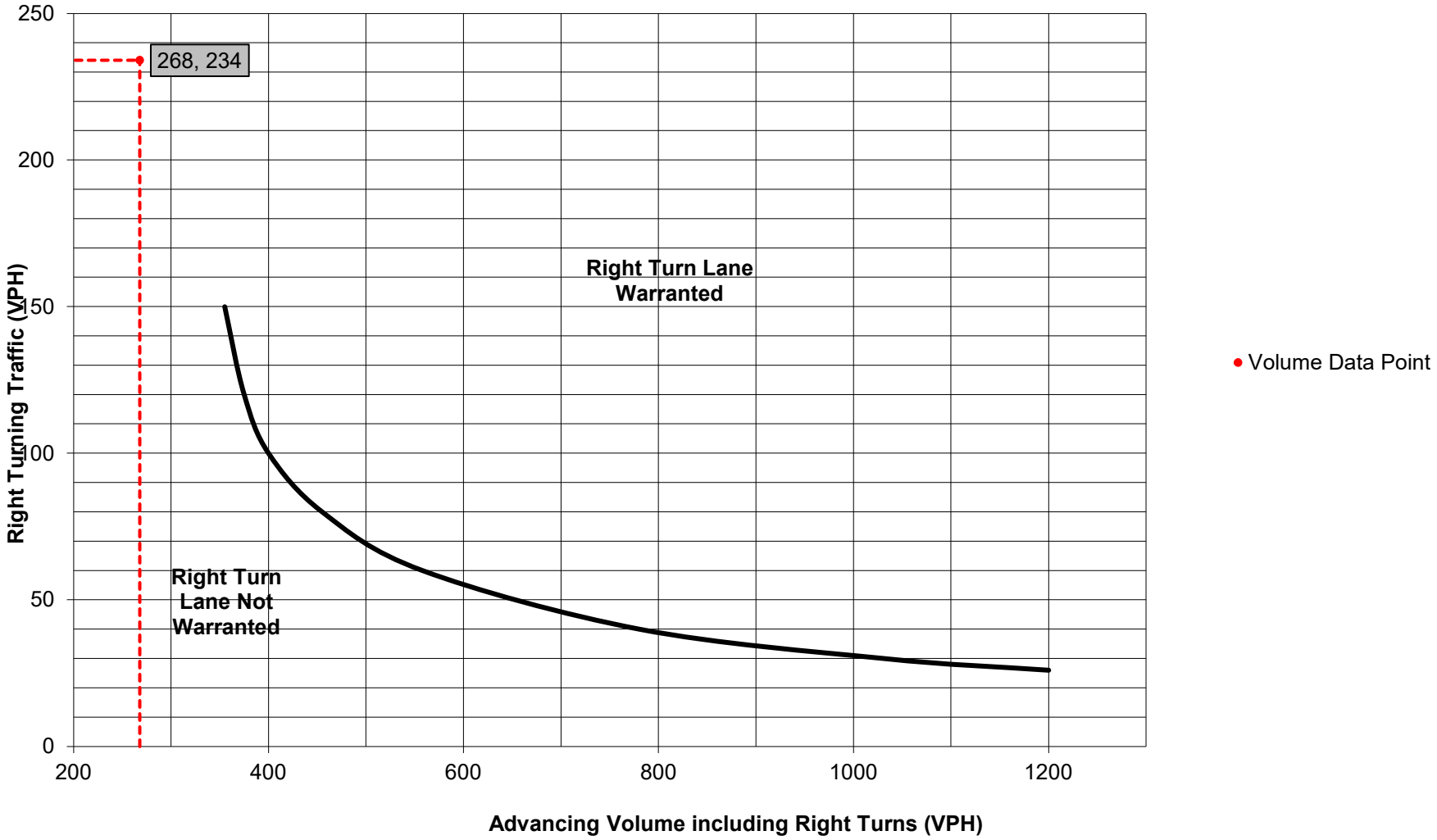
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (SB L & NB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	124	2.0%	126
	Through	-	5	2.0%	6
	Right	Yes	134	2.0%	136
Opposing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	Yes	4	2.0%	5

Advancing Volume:	268
Opposing Volume:	17
Left Turn Volume:	126
% Left Turns in Advancing Volume:	47.01%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	-	4	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	126
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

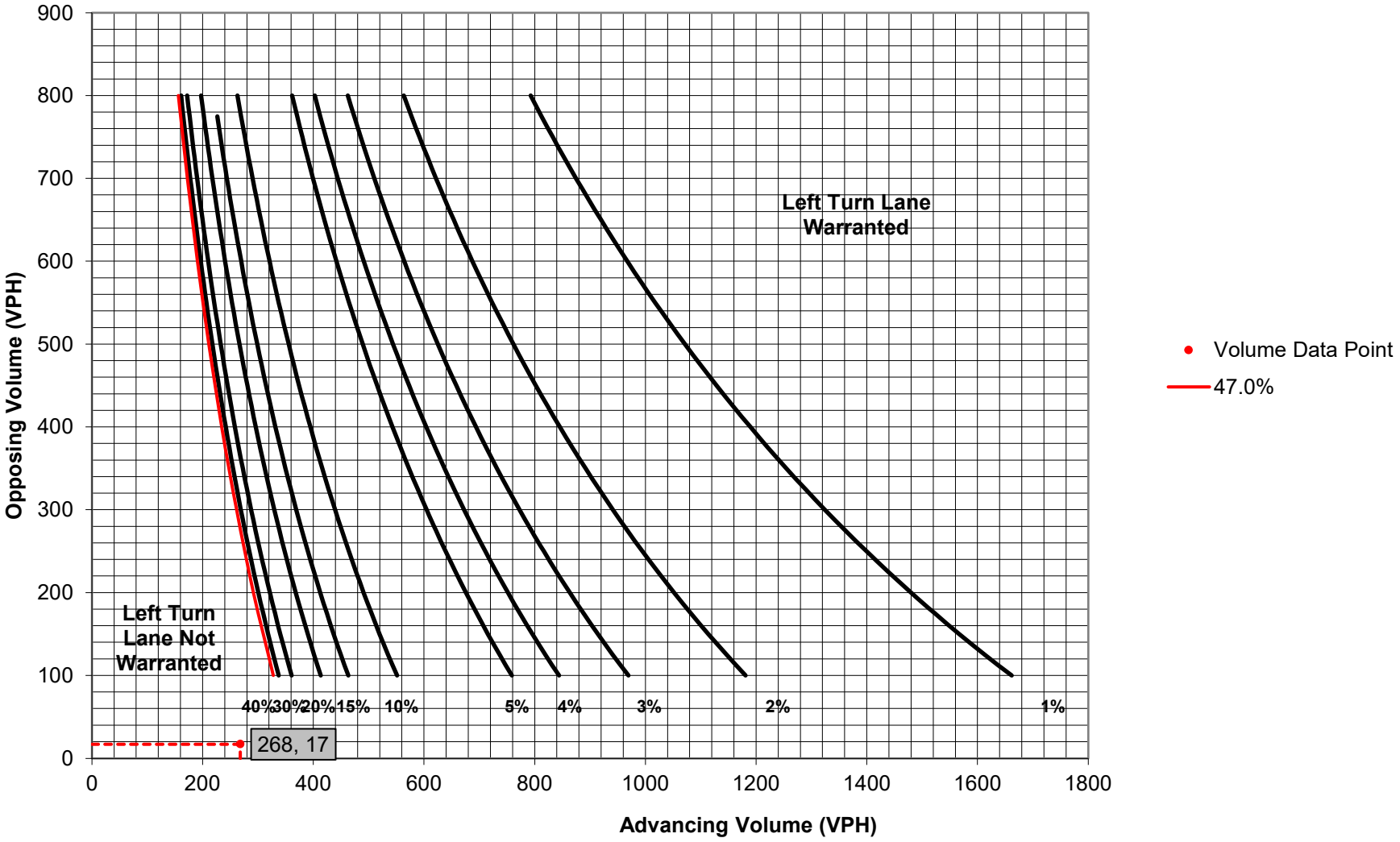
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (SB L & NB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	AM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	124	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	134	2.0%	N/A
Opposing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	4	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	-	4	2.0%	5

Advancing Volume:	17
Right Turn Volume:	5

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	5
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

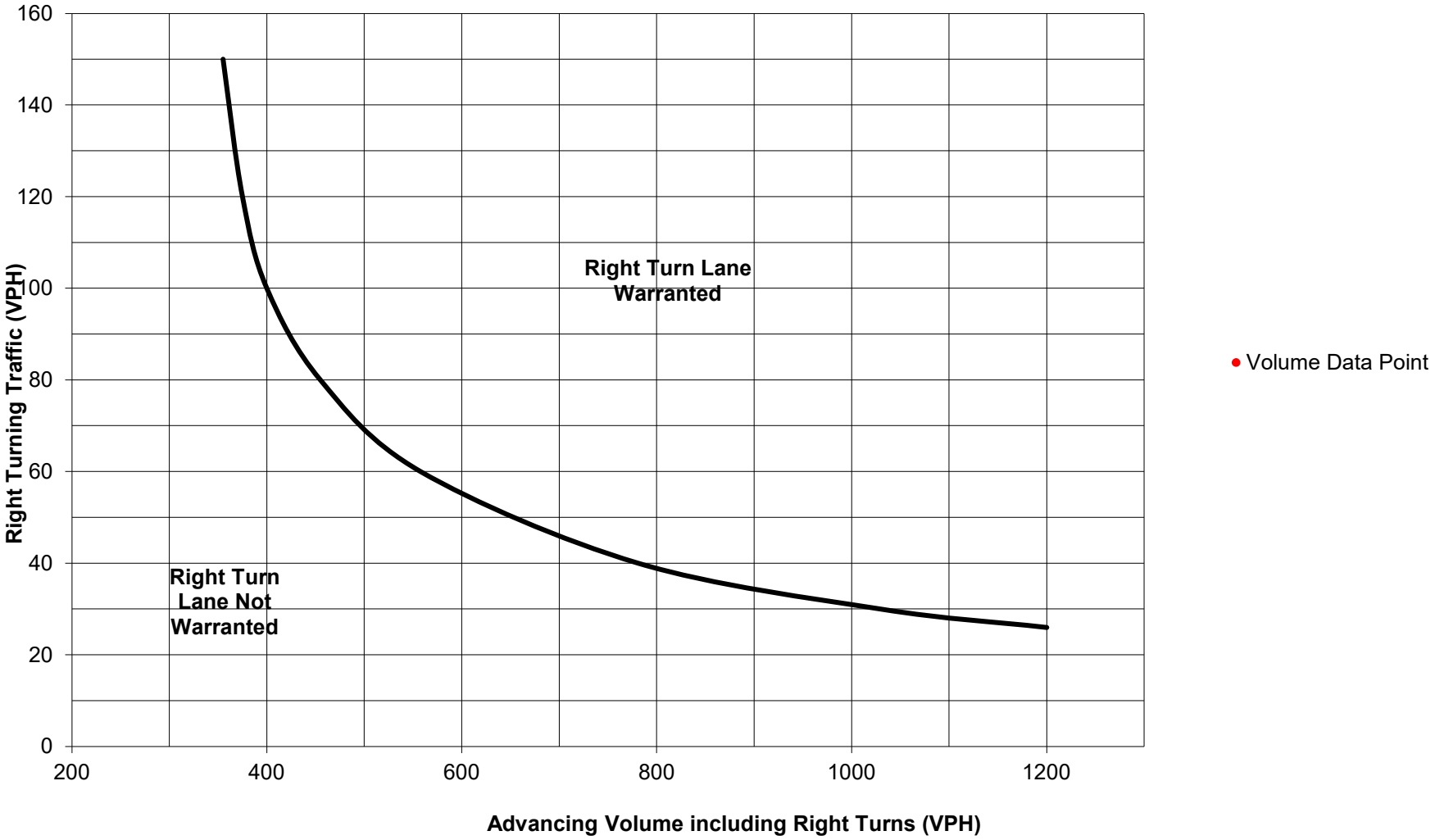
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (SB L & NB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	49	2.0%	50
	Through	-	5	2.0%	6
	Right	Yes	208	2.0%	211
Opposing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	Yes	5	2.0%	6

Advancing Volume:	267
Opposing Volume:	18
Left Turn Volume:	50
% Left Turns in Advancing Volume:	18.73%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	-	5	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	50
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

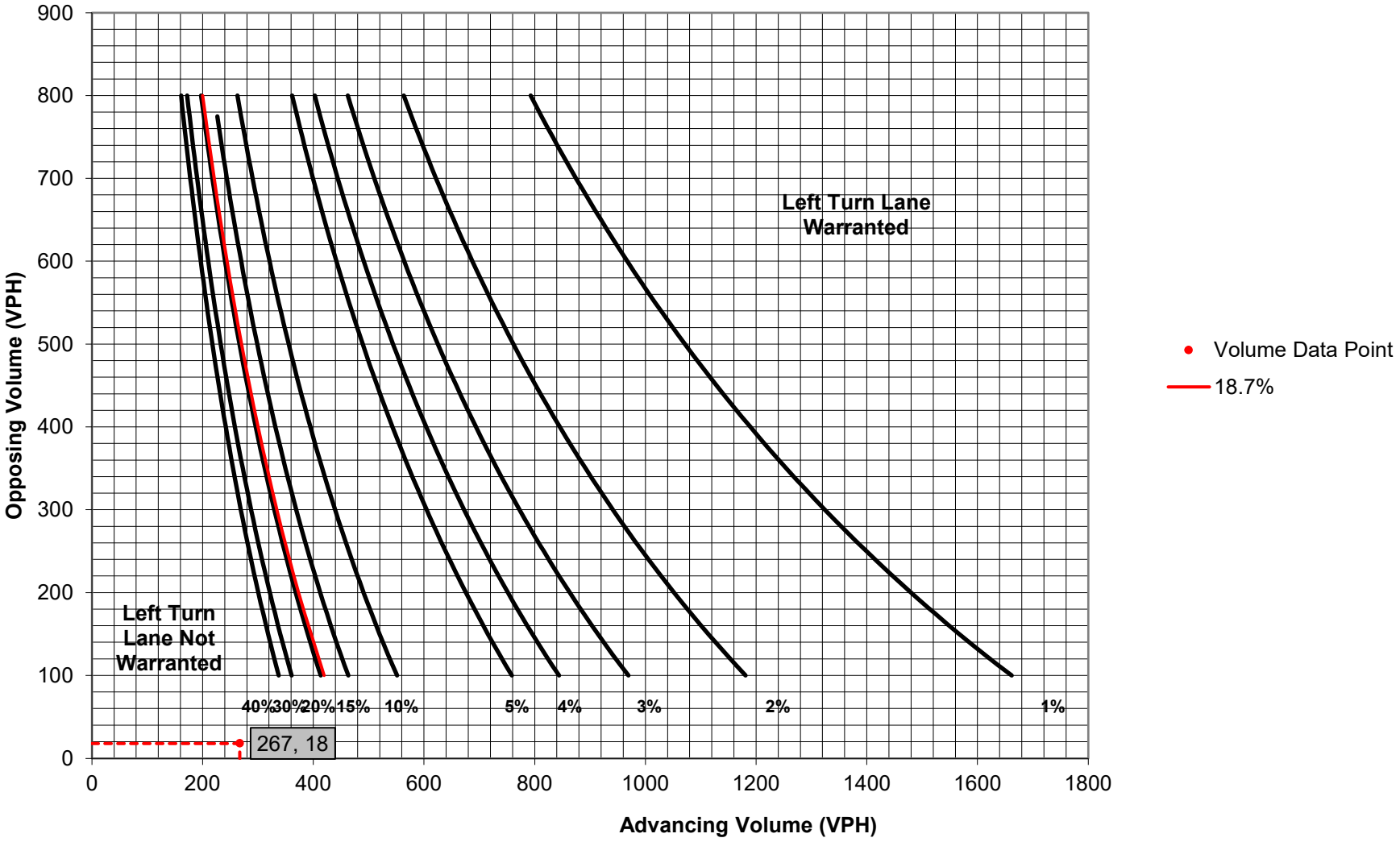
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (SB L & NB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	PM Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	49	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	208	2.0%	N/A
Opposing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	5	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	-	5	2.0%	6

Advancing Volume:	18
Right Turn Volume:	6

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

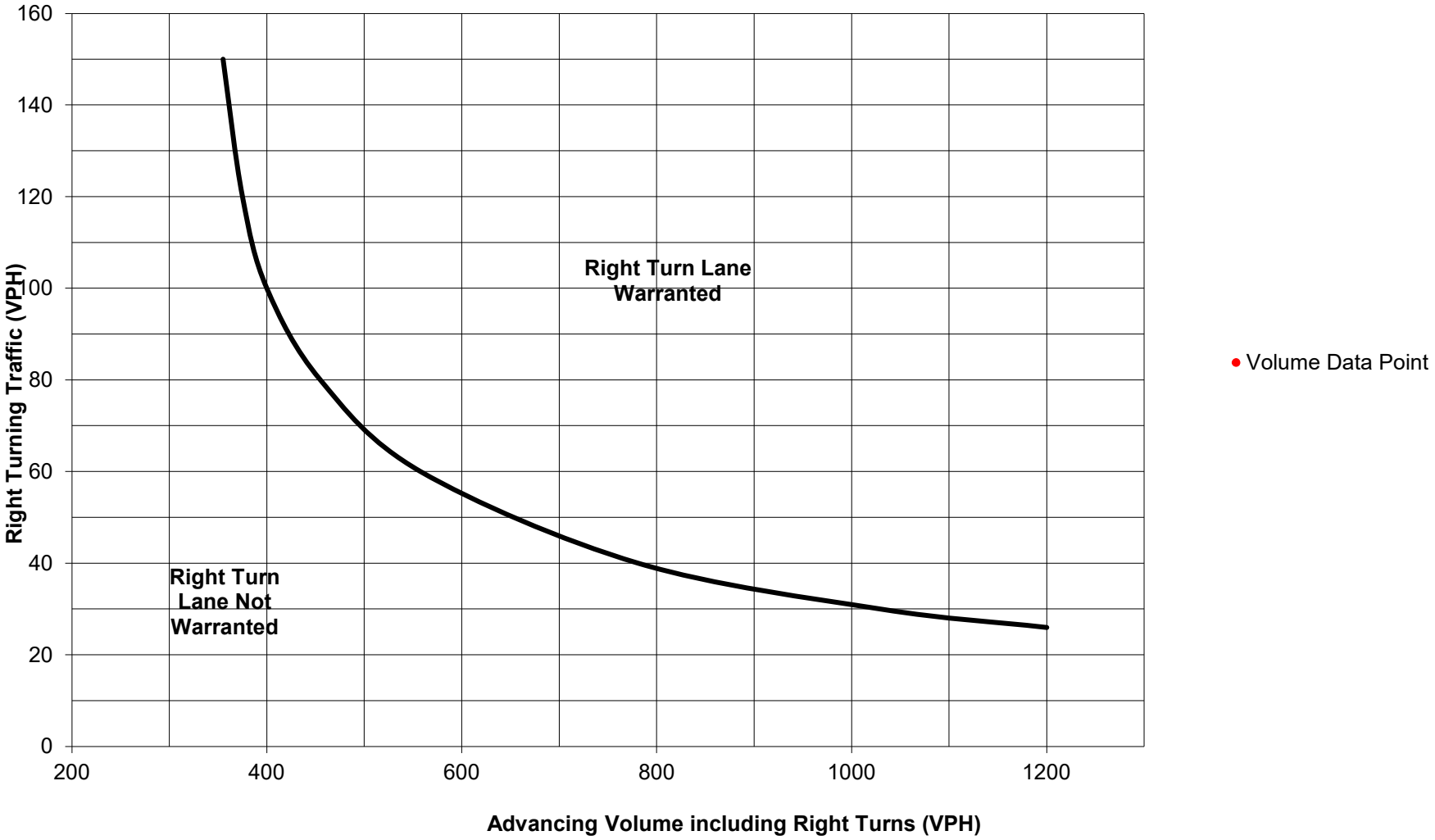
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Left Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	27	2.0%	28
	Through	-	5	2.0%	6
	Right	Yes	231	2.0%	234
Opposing	Left	Yes	5	2.0%	6
	Through	-	5	2.0%	6
	Right	Yes	5	2.0%	6

Advancing Volume:	268
Opposing Volume:	18
Left Turn Volume:	28
% Left Turns in Advancing Volume:	10.45%

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	0.0%	N/A
	Through	-	5	2.0%	N/A
	Right	-	5	2.0%	N/A

Advancing Volume:	N/A
Right Turn Volume:	N/A

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 1

Warrant Met?: No

Right Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	28
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

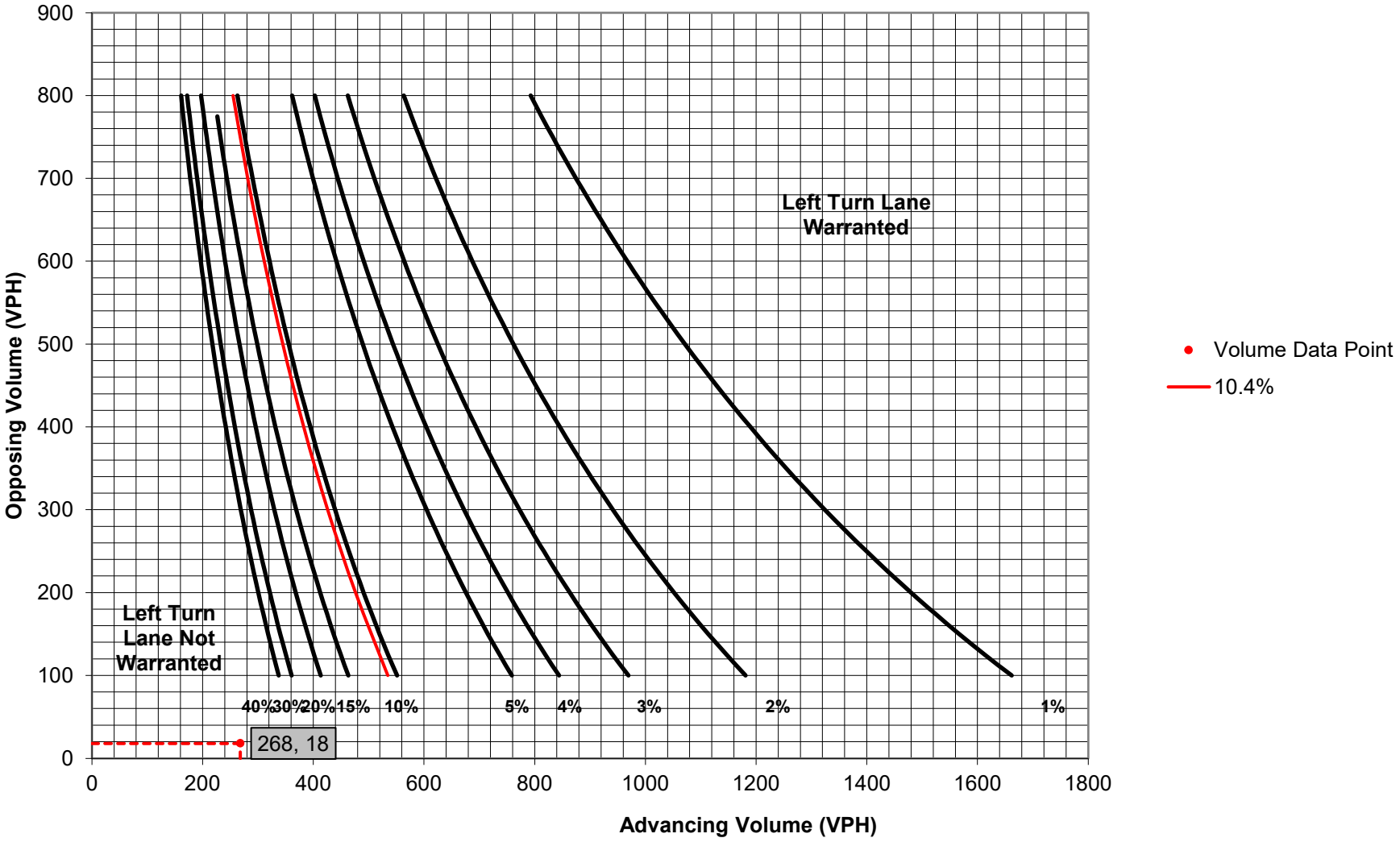
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Left Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Left Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

Figure 1. Warrant for left turn lanes on two-lane roadways
(speeds to 35 mph, unsignalized and signalized intersections)
(L = % Left Turns in Advancing Volume)



Turn Lane Warrant and Length Analysis Workbook

STUDY LOCATION AND ANALYSIS INFORMATION

Municipality:	New Garden Township	**Analysis Date:**	2/20/2026
County:	Chester County	**Conducted By:**	MK
PennDOT Engineering District:	6	**Checked By:**	SL
		Agency/Company Name:	TPD

Intersection & Approach Description: Retail + Medical Office Access & Main Access #27 (NB L & SB R)

Analysis Period:	2035 Build	**Number of Approach Lanes:**	1
Design Hour:	SAT Peak Hour	**Undivided or Divided Highway:**	Undivided
Intersection Control:	Unsignalized		
Posted Speed Limit (MPH):	25		**Type of Analysis**
Type of Terrain:	Level	**Left or Right-Turn Lane Analysis?:**	Right Turn Lane

VOLUME CALCULATIONS

Left Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	27	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	231	2.0%	N/A
Opposing	Left	Yes	5	2.0%	N/A
	Through	-	5	2.0%	N/A
	Right	Yes	5	2.0%	N/A

Advancing Volume:	N/A
Opposing Volume:	N/A
Left Turn Volume:	N/A
% Left Turns in Advancing Volume:	N/A

Right Turn Lane Volume Calculations

Movement		Include?	Volume	% Trucks	PCEV
Advancing	Left	Yes	5	0.0%	5
	Through	-	5	2.0%	6
	Right	-	5	2.0%	6

Advancing Volume:	17
Right Turn Volume:	6

TURN LANE WARRANT FINDINGS

Left Turn Lane Warrant Findings

Applicable Warrant Figure: N/A

Warrant Met?: N/A

Right Turn Lane Warrant Findings

Applicable Warrant Figure: Figure 9

Warrant Met?: No

TURN LANE LENGTH CALCULATIONS

Intersection Control:	Unsignalized
Design Hour Volume of Turning Lane:	6
Cycles Per Hour (Assumed):	60
Cycles Per Hour (If Known):	

Average # of Vehicles/Cycle: N/A

PennDOT Publication 46, Exhibit 11-6

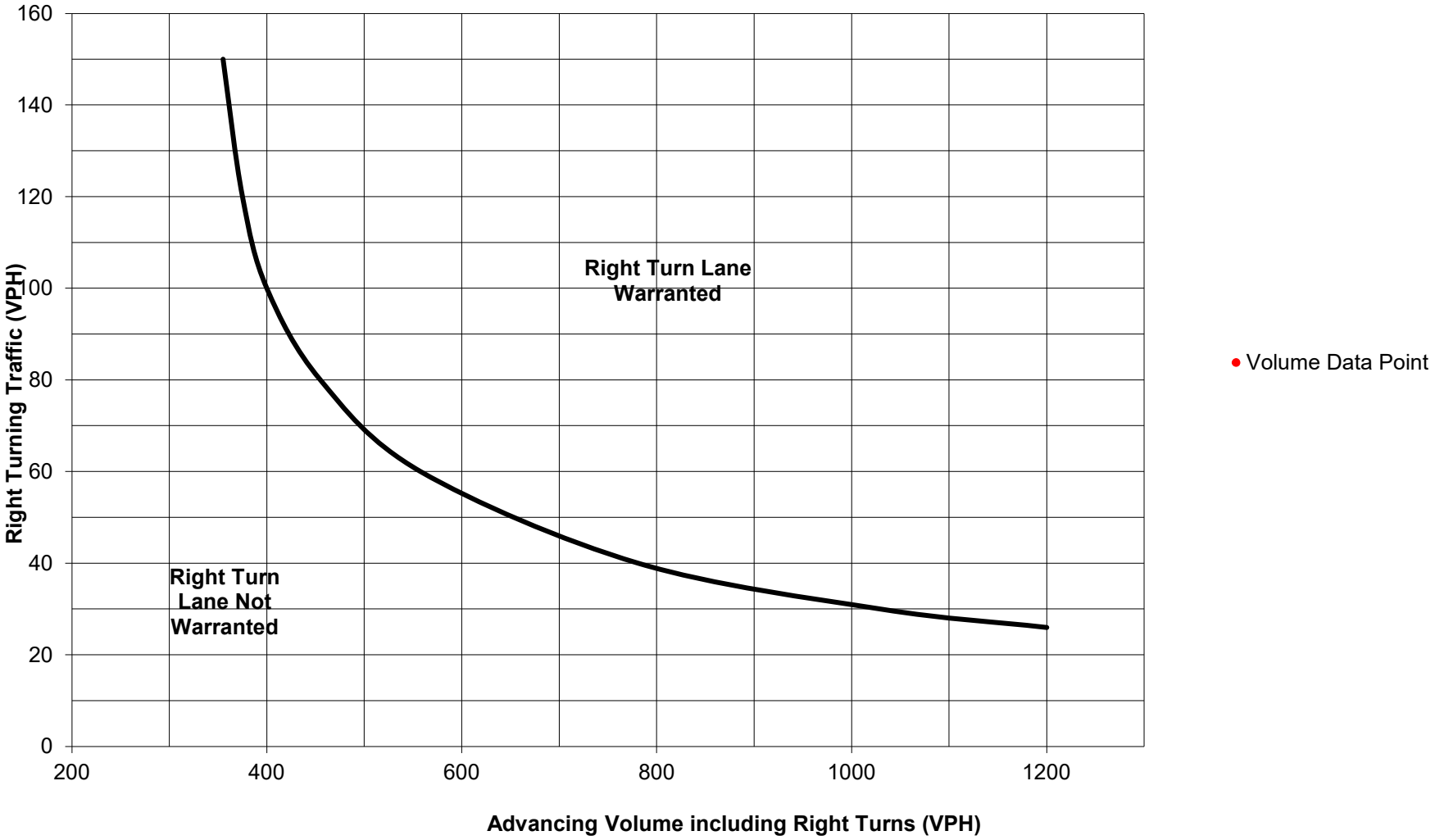
Type of Traffic Control	Speed (MPH)					
	25-35		40-45		50-60	
	Turn Demand Volume					
	High	Low	High	Low	High	Low
Signalized	A	A	B or C	B or C	B or C	B or C
Unsignalized	A	A	C	B	B or C	B

Right Turn Lane Storage Length, Condition A:	N/A	Feet
Condition B:	N/A	Feet
Condition C:	N/A	Feet
Required Right Turn Lane Storage Length:	N/A	Feet

Additional Findings: N/A

Additional Comments / Justifications:

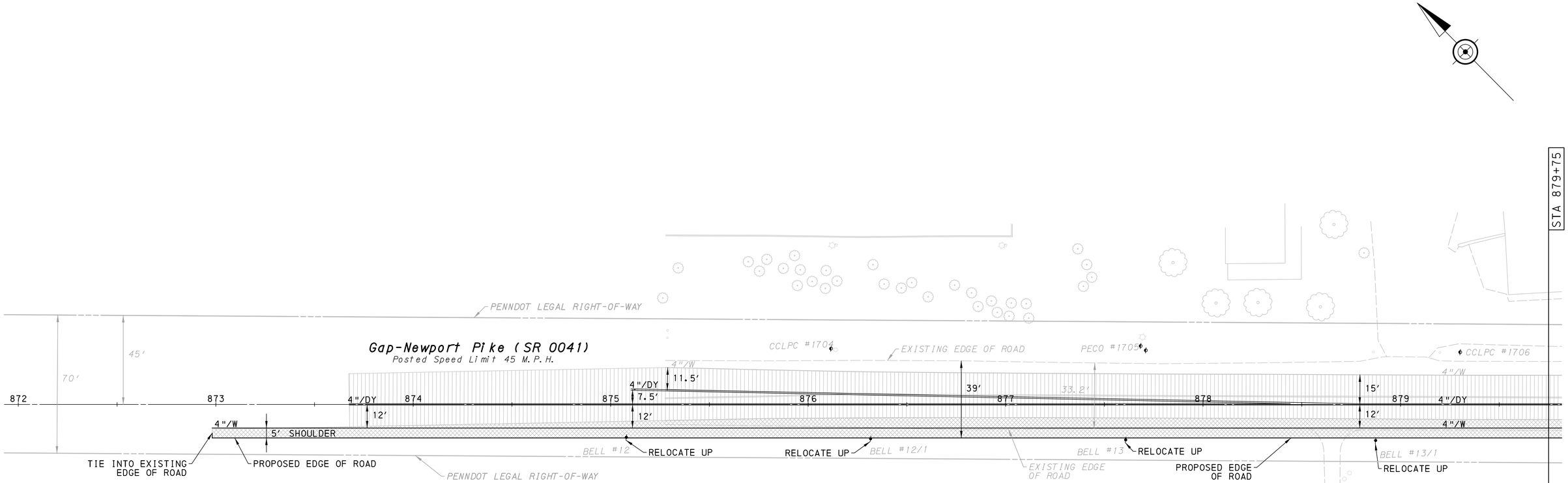
Figure 9. Warrant for right turn lanes on two-lane roadways
(40 mph or lower speeds, unsignalized and signalized intersections)



APPENDIX I:
Preliminary Roadway Improvement Plans

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	1 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY



PROPOSED ROADWAY RESURFACING, - MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING

- PROPOSED FULL DEPTH PAVEMENT

LEGEND

- EXISTING SIGN

- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

CONTRACTOR TO REPLACE IN KIND, RAISED PAVEMENT MARKERS (PUB. 111, TC-8602) AND RUMBLE STRIPS (PUB. 72M, RC-22M) IF NECESSARY BASED ON FINAL PAVEMENT MARKINGS WITHIN THE LIMITS OF WORK

0 25 50 FEET

Job Number: SWCL.00001
Date: 2026/02/27
Project Designer: JST
www.TPDinc.com
1.877.873.9739
info@TPDinc.com

PRELIMINARY ROADWAY GEOMETRY PLAN

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2/27/2026 1:40:04 PM 1:25.0001 jeckman

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	2 OF 11
NEW GARDEN TOWNSHIP				

REVISION NUMBER	REVISIONS	DATE	BY

- PROPOSED FULL DEPTH PAVEMENT

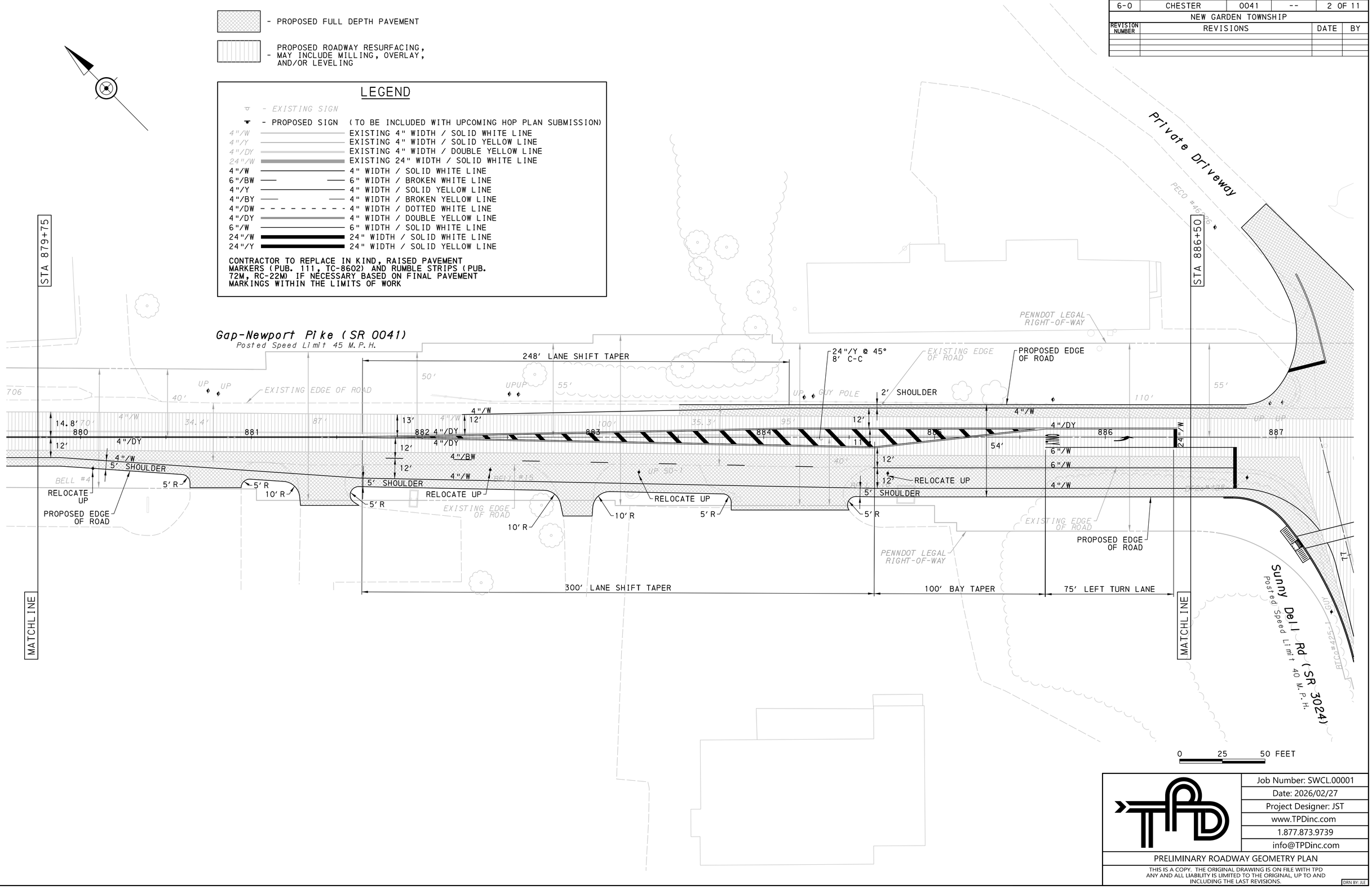
- PROPOSED ROADWAY RESURFACING, MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING

LEGEND

- EXISTING SIGN
- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

CONTRACTOR TO REPLACE IN KIND, RAISED PAVEMENT MARKERS (PUB. 111, TC-8602) AND RUMBLE STRIPS (PUB. 72M, RC-22M) IF NECESSARY BASED ON FINAL PAVEMENT MARKINGS WITHIN THE LIMITS OF WORK



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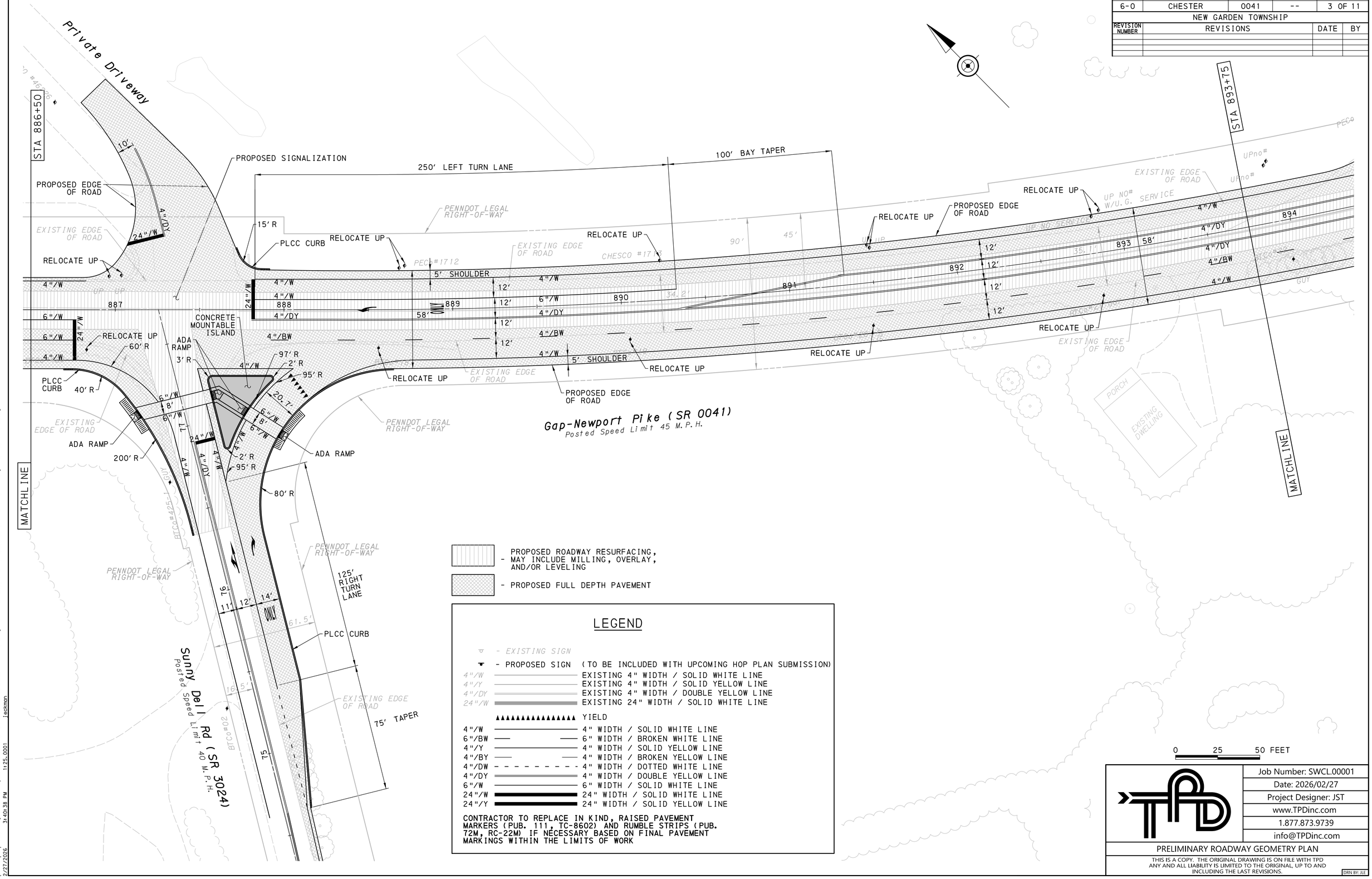
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	3 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY



- PROPOSED ROADWAY RESURFACING, MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING
- PROPOSED FULL DEPTH PAVEMENT

LEGEND

- EXISTING SIGN
- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
	YIELD
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

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0 25 50 FEET

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	4 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY

Sharp Rd
Posted Speed Limit 25 M.P.H.
STA 893+75
24.5'
21.1'
PENNDOT LEGAL RIGHT-OF-WAY
EXISTING EDGE OF ROAD
RELOCATE UP
PECO#1453
BTCo#281
GUY
BTCo#DX
PROPOSED EDGE OF ROAD
EXISTING EDGE OF ROAD
PROPOSED EDGE OF ROAD
PENNDOT LEGAL RIGHT-OF-WAY
EXISTING EDGE OF ROAD
PECO#1717
UPno#
16'
PECO#1718
PENNDOT LEGAL RIGHT-OF-WAY
Sheehan Rd (TWP)
Posted Speed Limit 25 M.P.H.
PECO #1720
PIPE(F) @ 17.89'
UP no#(OLD)
EXISTING EDGE OF ROAD
PROPOSED EDGE OF ROAD
PIPE(F) @ 17.96'
CHESCO #1721 W/U.G. UTILS
19.6'
24'
26.8'
10
11
50'
PROPOSED EDGE OF ROAD
EXISTING EDGE OF ROAD
PENNDOT LEGAL RIGHT-OF-WAY
STA 901+25
Gap-Newport Pike (SR 0041)
Posted Speed Limit 45 M.P.H.
5' SHOULDER
12'
4"/W
4"/DY
4"/BW
894
895
896
897
898
899
900
901
39.8'
68'
105'
50'
38.6'
71'
BTCo#22
BTCo#25
GUY
RELOCATE UP
PROPOSED EDGE OF ROAD
EXISTING EDGE OF ROAD
PENNDOT LEGAL RIGHT-OF-WAY
PLCC CURB
68' R
76' R
60' R
67' R
5' R
6"/W
5'
16'
5 R
30'
CONCRETE MOUNTABLE ISLAND
Site Drive
APPROX POLE
MATCHLINE
MATCHLINE
PROPOSED ROADWAY RESURFACING, - MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING
- PROPOSED FULL DEPTH PAVEMENT

LEGEND

- EXISTING SIGN
- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
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24"/Y	24" WIDTH / SOLID YELLOW LINE

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0 25 50 FEET

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3/13/2026 3:37:43 PM 1:300.001 jackman

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	5 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY

TOWNSHIP LEGAL RIGHT-OF-WAY
EXISTING EDGE OF ROAD
CHESCO #1722
PROPOSED EDGE OF ROAD
ESCO #1721 W/U.G. UTILS
11
12
24'
13
19.1'
14
15
26'
50'
Sheehan Rd (TWP)
Posted Speed Limit 25 M.P.H.
TOWNSHIP LEGAL RIGHT-OF-WAY
PROPOSED EDGE OF ROAD
EXISTING EDGE OF ROAD
STA 901+25
ROCKS
PROPANE TANK
LIGHT
STA 908+50

Gap-Newport Pike (SR 0041)
Posted Speed Limit 45 M.P.H.

PENNDOT LEGAL RIGHT-OF-WAY
EXISTING EDGE OF ROAD
PROPOSED EDGE OF ROAD
105'
50'
6.6' SHOULDER
7' SHOULDER
PROPOSED EDGE OF ROAD
EXISTING EDGE OF ROAD
4"/W
4"/BW
4"/DY
4"/BY
12'
5' SHOULDER
901
902
903
904
905
906
907
908
RELOCATE UP
BTCo#26-1
BTCo#27
BTCo#27-1
6"/W
70'R
PROPOSED EDGE OF ROAD
RELOCATE UP
PENNDOT LEGAL RIGHT-OF-WAY
EXISTING EDGE OF ROAD
PLCC CURB
EXISTING EDGE OF ROAD
GUY
5'R
16'
81'R
76'R
60'R
65'R
87.7' TAPER
125' RIGHT TURN LANE
100' BAY TAPER
125' RIGHT TURN LANE
CONCRETE MOUNTABLE ISLAND
30'
Site Drive
MATCHLINE
MATCHLINE
R
F
PAD A
3,850 SF
0 25 50 FEET

PROPOSED ROADWAY RESURFACING, - MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING

- PROPOSED FULL DEPTH PAVEMENT

LEGEND

- EXISTING SIGN
- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

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Jeckman

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	6 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY

STA 908+50

STA 915+90

100′ TAPER

250′ LEFT TURN LANE

185′ RIGHT TURN LANE

50′ TAPER

150′ RIGHT TURN LANE

PENNDOT LEGAL RIGHT-OF-WAY

PROPOSED EDGE OF ROAD

EXISTING EDGE OF ROAD

PLCC CURB

6′ SHOULDER

5′ R 5′ R

2′ R

25′ R

16.5′

17.5′

14.6′ R

41.5′ R

CONCRETE MOUNTABLE ISLAND

50′ R

60′ R

CONCRETE MOUNTABLE MEDIAN

120′ R

PROPOSED SIGNALIZATION

63′

14′ 12′ 12′ 16′ 5′

6"/W 6"/W 4"/W

ONLY ONLY

24"/W

4"/W

4"/BW

4"/DY

6"/W

RELOCATE UP

909 910 911 912 913 914 915 916

80′ 41′ 79′

RTCo#28 RTCo#29

5′ R 4"/W 76′ R

115′

60′ R 76′ R 5′ R 65′ R

81′ R

75′ TAPER

125′ RIGHT TURN LANE

PENNDOT LEGAL RIGHT-OF-WAY

CONCRETE MOUNTABLE ISLAND

3′ R 4"/W 3′ R

ADA RAMP

6"/W

8′

2′ R

9.1′

24"/W

96′ R 98′ R 96′ R

19.8′

120′ R

75′ R

97′ R 95′ R 90′ R

20′

321′ R

300′ R

5′ SHOULDER

EXISTING EDGE OF ROAD

PLCC CURB

GW UTILITY POLE

100′ TAPER

275′ LEFT TURN LANE

MATCHLINE

Site Drive

Gap-Newport Pike (SR 0041)

Posted Speed Limit 45 M.P.H.

PROPOSED ROADWAY RESURFACING, - MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING

- PROPOSED FULL DEPTH PAVEMENT

LEGEND

- EXISTING SIGN

- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲	YIELD
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

CONTRACTOR TO REPLACE IN KIND, RAISED PAVEMENT MARKERS (PUB. 111, TC-8602) AND RUMBLE STRIPS (PUB. 72M, RC-22M) IF NECESSARY BASED ON FINAL PAVEMENT MARKINGS WITHIN THE LIMITS OF WORK

24"/Y @ 45° 8′ C-C

4"/Y 6"/W 6"/W

16.7′ 14′ 12′ 15′

6.3′

68′

250′ RIGHT TURN LANE
250′ LEFT TURN LANE

0 25 50 FEET

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PRELIMINARY ROADWAY GEOMETRY PLAN

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DRN BY: JLE

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2/27/2026 11:41:32 PM 125.0001 jackman

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	7 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY

LEGEND

- *EXISTING SIGN*
- PROPOSED SIGN (TO BE INCLUDED WITH UPCOMING HOP PLAN SUBMISSION)

4"/W	EXISTING 4" WIDTH / SOLID WHITE LINE
4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
4"/DY	4" WIDTH / DOUBLE YELLOW LINE
6"/W	6" WIDTH / SOLID WHITE LINE
24"/W	24" WIDTH / SOLID WHITE LINE
24"/Y	24" WIDTH / SOLID YELLOW LINE

CONTRACTOR TO REPLACE IN KIND, RAISED PAVEMENT MARKERS (PUB. 111, TC-8602) AND RUMBLE STRIPS (PUB. 72M, RC-22M) IF NECESSARY BASED ON FINAL PAVEMENT MARKINGS WITHIN THE LIMITS OF WORK

- PROPOSED FULL DEPTH PAVEMENT
- PROPOSED ROADWAY RESURFACING, MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING

Sheehan Rd (TWP)
Posted Speed Limit 35 M.P.H.

Gap-Newport Pike (SR 0041)
Posted Speed Limit 45 M.P.H.

STA 915+90

STA 923+50

325' LEFT TURN LANE
100' TAPER
PLCC CURB
4"/W
4"/BW
4"/DY
916
6"/W
917
42.4'
79'
918
919
920
921
922
923
58'
37.2'
12'
14'
40'
75'
RECESSED 30"
RECESSED 16"
EXISTING EDGE OF ROAD
PROPOSED EDGE OF ROAD
PENNDOT LEGAL RIGHT-OF-WAY
100' TAPER
300' TRANSITION TAPER
24"/Y @ 45°
8' C-C
5' SHOULDER
RELOCATE UP
6"/W
5' R
4"/W
70' R
76' R
61' R
45' R
16'
CONCRETE MOUNTABLE ISLAND
60' R
30'
PLCC CURB
100' TAPER
125' RIGHT TURN LANE
235' RIGHT TURN LANE
GATE
GATE POST
FENCE
POST
CUT
PENNDOT LEGAL RIGHT-OF-WAY
PROPOSED EDGE OF ROAD
Site Drive
MATCHLINE
MATCHLINE
HC
T.P.#3 FAILED TEST
T.P.#2 FAILED TEST
WH-1
WH-2
WH-3
INV 361 nRC

0 25 50 FEET

	Job Number: SWCL.00001
	Date: 2026/02/27
	Project Designer: JST
	www.TPDinc.com
	1.877.873.9739
	info@TPDinc.com

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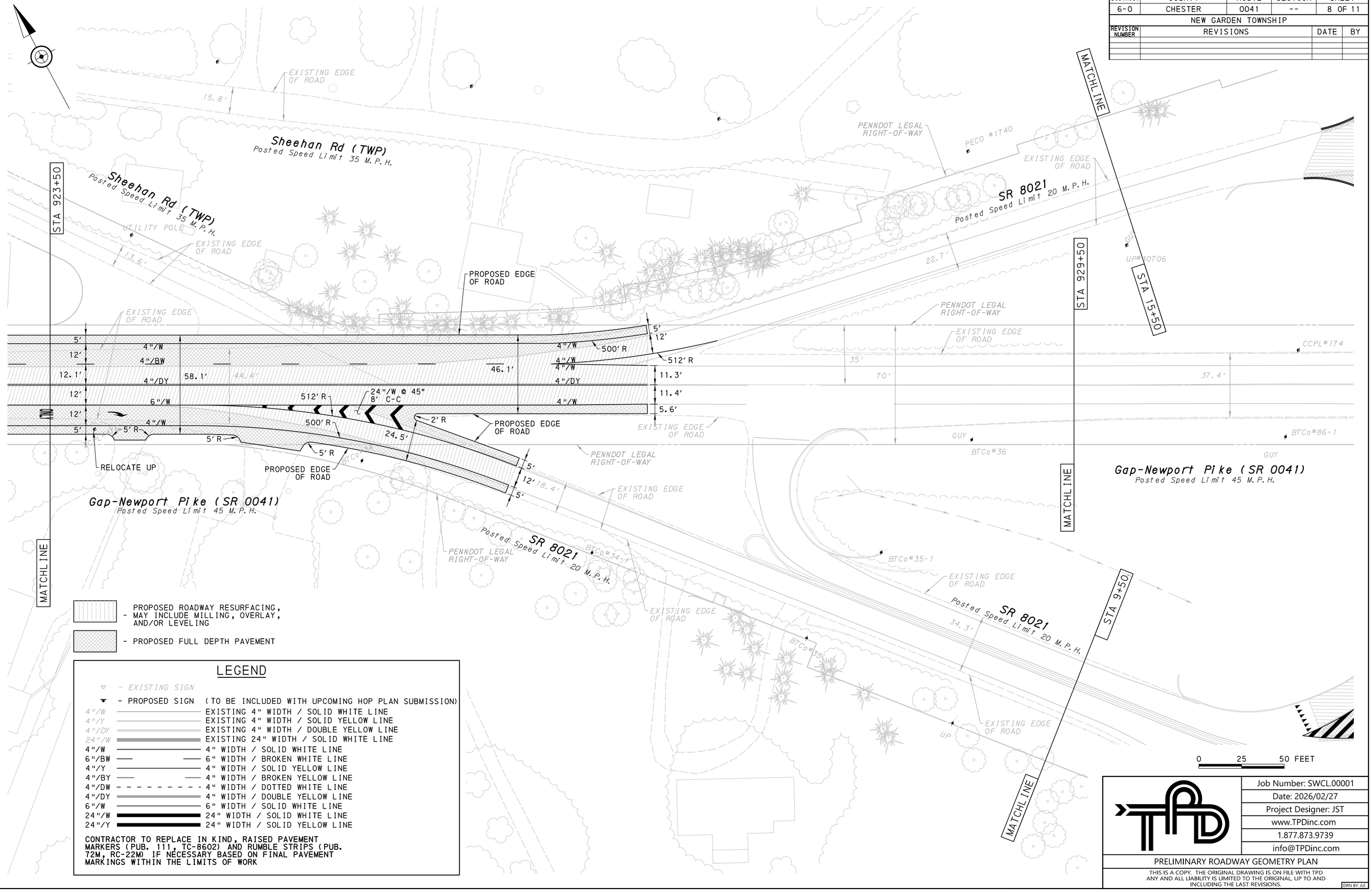
2/27/2026 3:41:52 PM 1:25.0001 jackmen

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	0041	--	8 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY



PROPOSED ROADWAY RESURFACING, MAY INCLUDE MILLING, OVERLAY, AND/OR LEVELING

PROPOSED FULL DEPTH PAVEMENT

LEGEND

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4"/Y	EXISTING 4" WIDTH / SOLID YELLOW LINE
4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
4"/Y	4" WIDTH / SOLID YELLOW LINE
4"/BY	4" WIDTH / BROKEN YELLOW LINE
4"/DW	4" WIDTH / DOTTED WHITE LINE
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6"/W	6" WIDTH / SOLID WHITE LINE
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0 25 50 FEET

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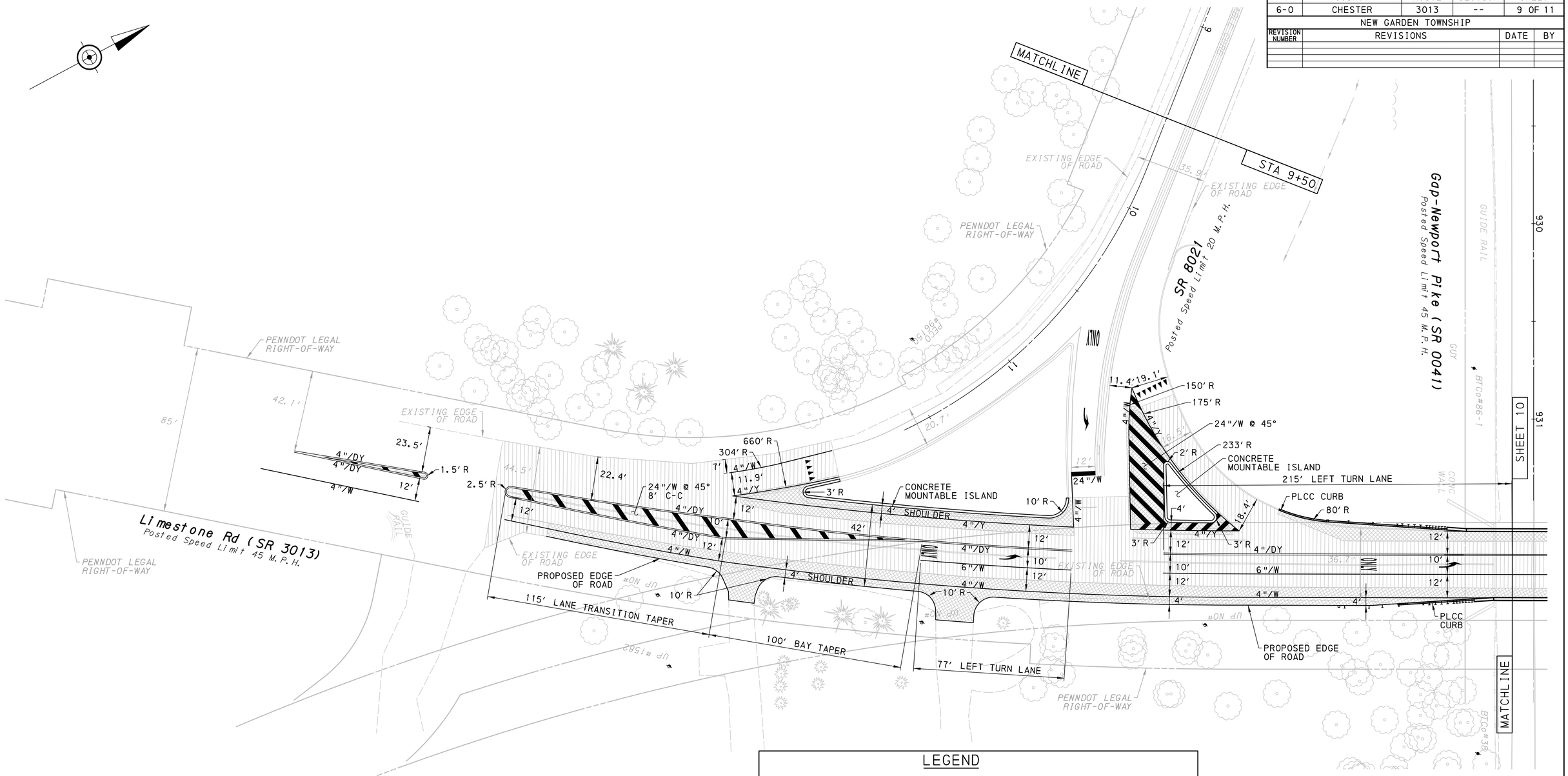
2/27/2026 11:42:10 PM jackman 1:25.0001

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	3013	--	9 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY



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4"/DY	EXISTING 4" WIDTH / DOUBLE YELLOW LINE
24"/W	EXISTING 24" WIDTH / SOLID WHITE LINE
▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲	YIELD
4"/W	4" WIDTH / SOLID WHITE LINE
6"/BW	6" WIDTH / BROKEN WHITE LINE
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- PROPOSED FULL DEPTH PAVEMENT

0 25 50 FEET

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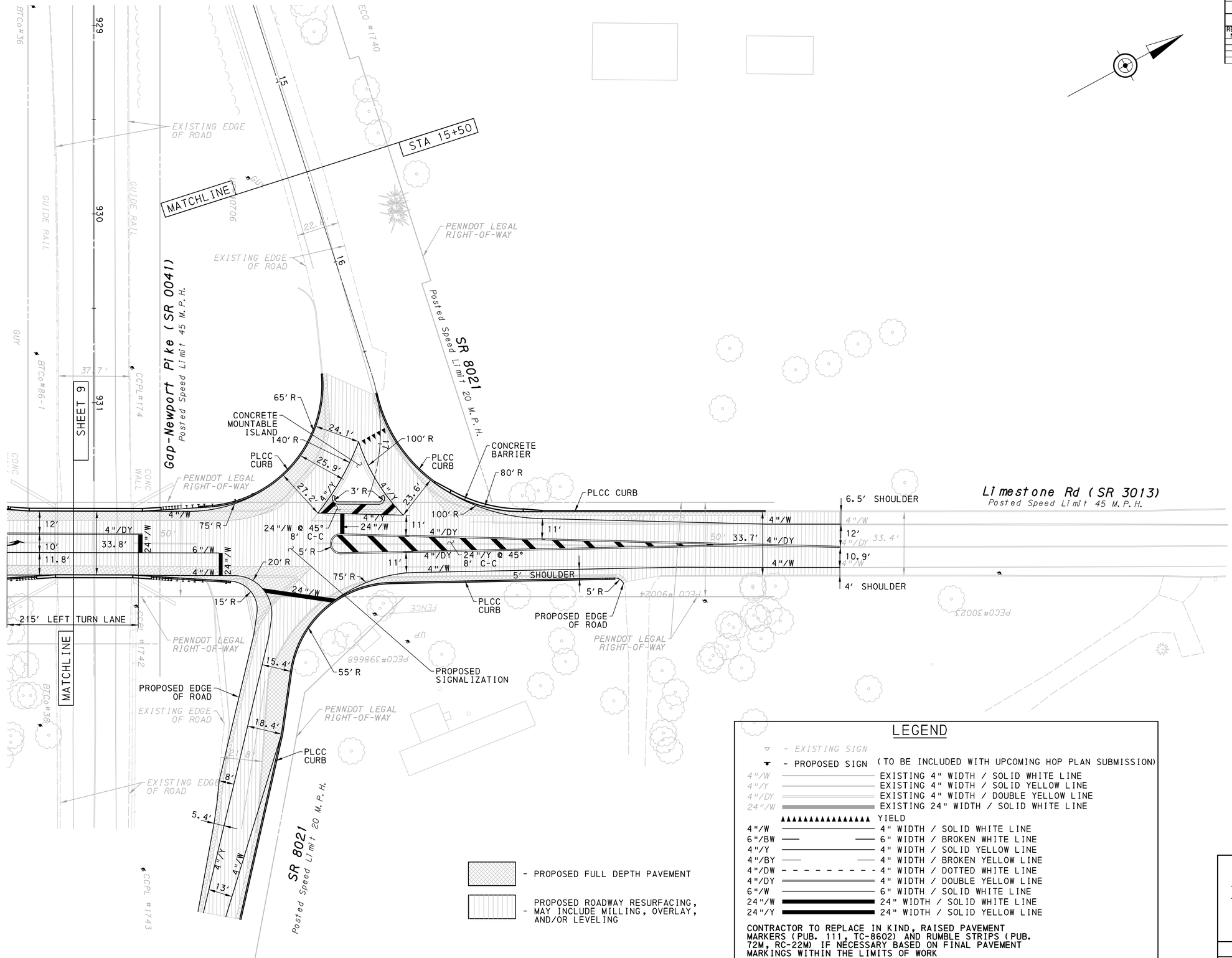
2/27/2026 11:25:28 PM Jackman

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	3013	--	10 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY



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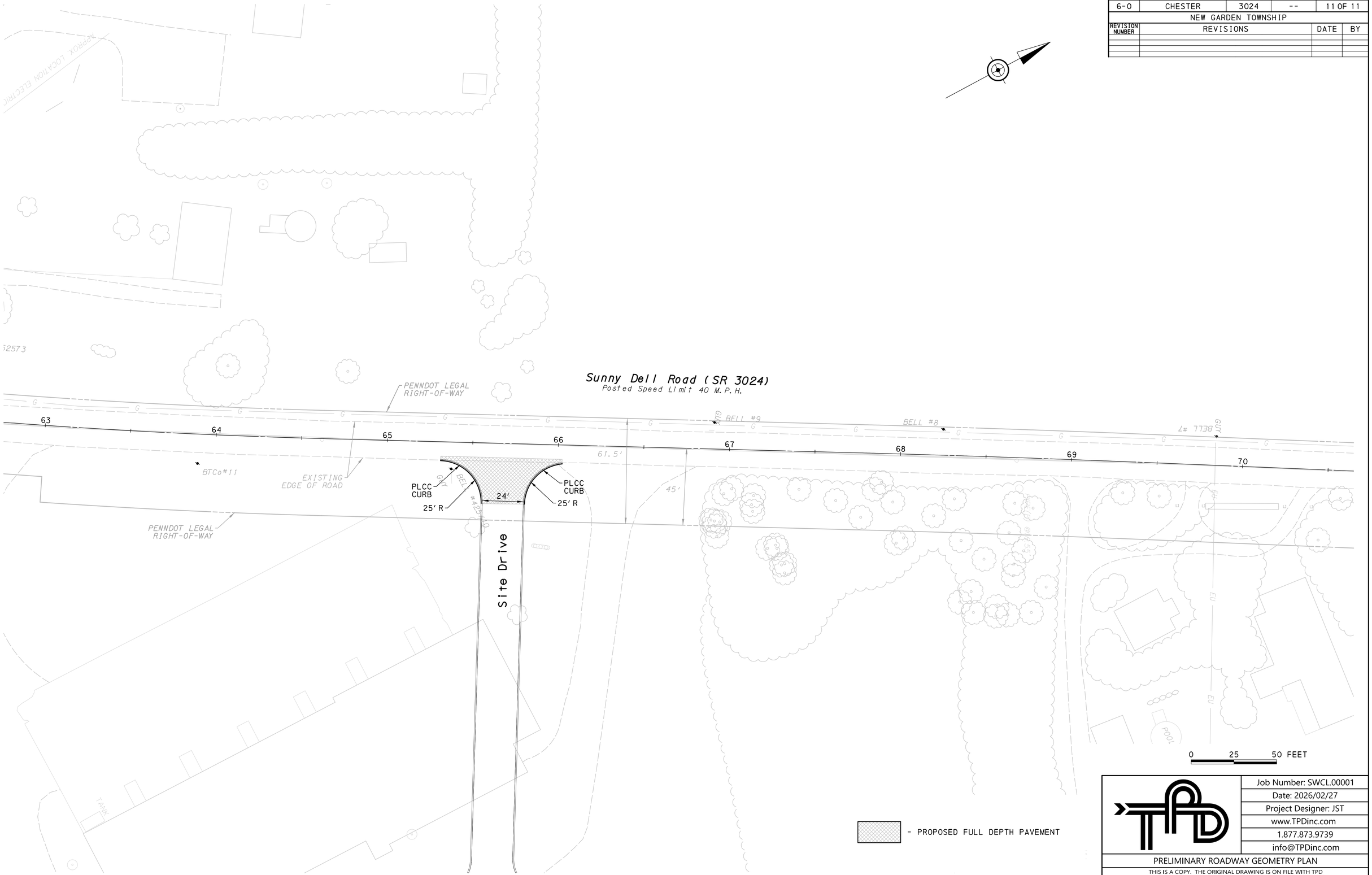
2/27/2026 1:25.0001 31:42:45 PM Jeckman

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	CHESTER	3024	--	11 OF 11
	NEW GARDEN TOWNSHIP			

REVISION NUMBER	REVISIONS	DATE	BY



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