

Traffic Engineering, Transportation Planning & Design

277 White Horse Pike, Suite 203, Atco, NJ 08004
P: 609-714-0400 F: 609-714-9944 www.sallc.org

David R. Shropshire, PE, PP
A Andrew Feranda, PE, PTOE, CME
Randal C. Barranger, PE
Nathan B. Mosley, PE, CME

February 18, 2020

Mr. Jerry Blackman, AIA, PP
OSK Design Partners, PA
17 West Knight Avenue, Suite 200
Collingswood, New Jersey 08108

(via email: jblackman@oskdp.com)

**Re: Traffic Engineering Assessment
The Oceanic Hotel
Block 74, Lot 15
Block 85, Lot 9
Ocean Avenue and Burk Avenue
City of Wildwood, Cape May County, NJ
SA Project No. 19218**

Dear Jerry:

In response to your request, Shropshire Associates LLC has prepared a traffic engineering assessment to evaluate the impact of the traffic to be generated by the proposed Ocean Hotel redevelopment which along Burke Avenue between its intersections with Ocean Avenue and Atlantic Avenue in the City of Wildwood, Cape May County, NJ. The proposal is for the redevelopment and expansion of the existing Oceanic Hotel to contain a total of 100 guest rooms, a 66-seat bar area, and a 59-seat restaurant area. In addition, the redeveloped facility will have the ability to accommodate banquets with approximately 267-seats.

Access to the redeveloped facility will be provided via a single point of access along westbound Burke Avenue between its intersection with Ocean Avenue and Atlantic Avenue, as well as a secondary off-site parking area that will have access via a single driveway to Burke Avenue, west of Atlantic Avenue. Off-street parking for the facility will consist of a 55-space lot located on the ground level beneath the Oceanic Hotel as well as the secondary 48-space valet parking lot.

Existing Conditions

A field reconnaissance was conducted in the vicinity of the site to determine the features of the adjacent roadway network within the study area. A description of the roadways and intersections are provided below.

In the vicinity of the site, **Ocean Avenue** is a four-lane undivided roadway that is under the jurisdiction of the City of Wildwood and consists of two (2) lanes in each direction. The posted speed limit along Ocean Avenue is 25 MPH. For the purpose of this study, Ocean Avenue is assumed to extend in a general north-south direction.

Along the site's frontage, **Burke Avenue** is a one-lane one-way only roadway that is under the jurisdiction of the City of Wildwood. Burke Avenue is one-way only in the westbound direction with on-street angled parking on the north side of the roadway. The posted speed limit



along Burke Avenue is 25 MPH and for the purpose of this study is assumed to extend in a general east-west direction.

The northbound approach at the T-shaped **Ocean Avenue/Burke Avenue** intersection consists of a shared left-turn/through lane and exclusive through lane, while the southbound approach consists of an exclusive through lane and shared through/right-turn lane.

The four-legged **Atlantic Avenue/Burke Avenue** intersection is stop-controlled along the westbound one-way only Burke Avenue approach. The westbound approach consists of a single lane providing for all permitted movements, while the northbound and southbound approaches consist of two (2) lanes each for all permitted movements.

Within one (1) block of the Oceanic Hotel redevelopment property, there is existing on-street public parking provide on Burke Avenue, Atlantic Avenue, and Andrews Avenue. A total of 83 metered spaces are located within a one (1) block radius of the site. In addition, there is a substantial amount of off-street public parking available directly opposite the property along Ocean Avenue at the Wildwood Convention Center facility.

Traffic Counts

To determine the amount of traffic on the adjacent roadway network, manual turning movement counts (MTMC) were conducted at the study intersections on Thursday, January 30, 2020 and on Saturday, February 1, 2020 during the weekday AM (7:00 to 9:00 AM), weekday PM (4:00 PM to 7:00 PM) and Saturday midday (11:00 AM to 2:00 PM) peak periods.

The City of Wildwood experiences seasonal summer peak volumes as it is a major New Jersey shore community. Therefore, the collected peak hour data from the January/February traffic counts were increased utilizing a comparison of historical New Jersey Department of Transportation (NJDOT) data from Rio Grande Avenue in the vicinity of the site. A comparison of the traffic count data between November and August indicates a seasonal growth of approximately 306%.

Therefore, by applying the seasonal growth factor to the recently collected MTMC data, the existing peak summer peak hour volumes are shown in Figure 1. A summary of the collected traffic count data can be found in the appendix to this assessment as well as the NJDOT historical volume data.

Future Conditions

As indicated above, the proposed Oceanic Hotel redevelopment will consist of an expanded 100-unit motel facility, 125 seats of bar/restaurant area, and a potential 267-seat banquet facility for special events. The traffic resulting from the proposed development will not affect the adjacent roadway network until 2023, when the development is expected to be fully built-out and occupied. It can be expected that the traffic volumes along the adjacent roadway network will increase as a result of other developments in the area of the site and general area traffic growth. Based on the *Annual Background Growth Table* prepared by the NJDOT, a 1.00% annual traffic growth is projected along adjacent roadway network in the vicinity of the site. By applying the 1.00% annual growth rate to the existing roadway volumes, the No-Build volumes were estimated and are indicated on Figure 2.



Trip Generation

The amount of traffic to be generated by the proposed Oceanic Hotel redevelopment can best be estimated based on data published by the Institute of Transportation Engineers (ITE). ITE has compiled data from thousands of studies for various land uses, independent variables and study periods, and published the results in *Trip Generation, 10th Edition*. The proposed development is most similar to ITE Land Use 320: Motel and ITE Land Use 932: High-Turnover (Sit-Down) Restaurant. Table 1 below indicates the total traffic to be generated by the development based on the ITE trip generation data (the trip generation worksheets are attached for reference).

Table 1 ITE Trip Generation – Oceanic Hotel									
Land Use	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Motel (100 units)	17	27	44	24	20	44	33	41	74
Restaurant (125 seats)	44	30	74	47	44	91	35	31	66
Total	61	57	118	71	64	135	68	72	140

It should be noted that the trip generation totals shown in Table 1 represent a worst-case scenario considering the location of the site near the beach in a shore community. Based on the observed traveling characteristics of the type of uses in the area of the site, there will be a variety of alternative travel modes to/from the site including walking, biking, and transportation service alternatives such as Uber, Lyft and taxis. In addition, we expect that internal trips will be generated by the mixed uses proposed for the site. The alternate travel modes and internal trips anticipated for the site should reduce the total peak hour trips as reflected in Table 1. To be conservative in our analyses, we did not take any credit for alternate travel modes or internal trips.

The traffic to be generated by the proposed development during the peak hours must then be distributed to the adjacent street network in a manner which the patrons and guests can reasonably be expected to travel. The site traffic was assigned to the street network based on the existing distribution of traffic along the adjacent street network, as illustrated on Figure 3. The resulting site traffic assignment is illustrated on Figure 4. The site traffic was then added to the No-Build traffic volumes (Figure 2) to project the Build traffic volumes, which are illustrated on Figure 5.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadway, capacity analysis for the study locations were performed based upon the methods outlined in the *Highway Capacity Manual*. Capacity analysis is a procedure used to estimate the ability of the roadway network to carry traffic. Capacity analyses are performed based on a Level of Service methodology. Level of Service (LOS) is a qualitative measure that characterizes the operational conditions of a roadway or intersection based on the perceptions by motorists and passengers. Levels of Service are defined for each type of facility (i.e. freeways, highways, signalized intersections, unsignalized



intersections). These Levels of Service range from LOS A to LOS F, with a LOS A representing the best operating conditions and a LOS F representing the worst operating conditions.

The Level of Service for an unsignalized intersection is determined based on the average control delay associated with each minor movement (i.e. yielding left-turn movements from the major roads and stop-controlled movements from the minor approaches). The Levels of Service for signalized intersections are classified in terms of delay, which is based on the extent of driver discomfort and frustration, fuel consumption and lost travel time. The delay experienced by a motorist consists of many factors that relate to control, geometrics, and traffic. Some of these factors include the quality of progression, traffic signal cycle length, the green ratio, and the volume-to-capacity ratio. The Level of Service criteria for unsignalized and signalized intersections is summarized in Table 2.

Table 2 Level of Service Criteria	
Level of Service	Unsignalized Delay (sec)
A	≤ 10
B	$> 10 \text{ and } \leq 15$
C	$> 15 \text{ and } \leq 25$
D	$> 25 \text{ and } \leq 35$
E	$> 35 \text{ and } \leq 50$
F	> 50

The operating conditions at the study intersections and the proposed site accesses were evaluated using the above-described methodology and the latest Synchro software. The Existing, No-Build, and Build Levels of Service are illustrated on Figures 6, 7 and 8; respectively. The detailed capacity analyses worksheets for the intersection analyses are attached to this assessment with a description of the operating conditions summarized below.

Ocean Avenue and Burke Avenue Intersection

Currently, the northbound Ocean Avenue conflicting left-turn movements operate at a LOS A during the weekday AM, weekday PM, and Saturday midday peak hours.

Under the future No-Build and Build conditions, the northbound Ocean Avenue conflicting left-turn movements will continue to operate at a LOS A during all peak hours. The traffic resulting from the proposed Oceanic Hotel redevelopment will cause no changes in the future levels of service during peak hour conditions.

Atlantic Avenue and Burke Avenue Intersection

Currently, the westbound Burke Avenue stop-controlled movements operate at a LOS A during the weekday AM and weekday PM peak hours, and a LOS B during the Saturday midday peak hour. In addition, the northbound Atlantic Avenue conflicting left-turn movements currently operate at a LOS A during all peak hours.

In the future No-Build and Build scenarios, the westbound Burke Avenue stop-controlled movements will operate at a LOS B or better during the weekday AM, weekday PM, and Saturday



midday peak hours. In addition, the northbound Atlantic Avenue conflicting left-turn movements will continue to operate at a LOS A during all peak hours.

Burke Avenue and Site Driveway Intersections

As indicated above, access to the future Oceanic Hotel redevelopment will be provided via one (1) driveway along westbound Burke Avenue between its intersections with Ocean Avenue and Atlantic Avenue. This driveway will be stop-controlled at its intersection with Burke Avenue and provide access to the ground level parking area beneath the future development.

In addition, access is proposed to a new surface parking lot area located along westbound Burke Avenue, west of its intersection with Atlantic Avenue. This driveway will be stop-controlled at its intersection with Burke Avenue. Both driveways will consist of single inbound and outbound lanes providing for all permitted movements.

Based upon these configurations, the outbound stop-controlled movements from the site driveways along westbound Burke Avenue will operate at a LOS A during the weekday AM, weekday PM, and Saturday midday peak hours. All movements to/from the site will operate with good levels of service during all peak hours.

Conclusion

Based on the results presented in this traffic engineering assessment, the traffic resulting from the proposed Oceanic Hotel redevelopment will not have a significant impact on the adjacent street network based upon the following conclusions:

- Based upon the current ITE trip generation rates, the proposed development will generate a total of approximately 118 trips during the weekday AM peak hour, a total of 135 trips during the weekday PM peak hour, and a total of 140 trips during the Saturday midday peak hour.
- Under the future No-Build and Build conditions, the northbound Ocean Avenue conflicting left-turn movements will continue to operate at a LOS A during all peak hours. The traffic resulting from the proposed Oceanic Hotel redevelopment will cause no changes in the future levels of service during peak hour conditions.
- Primary access to the future Oceanic Hotel redevelopment will be provided via one (1) driveway along westbound Burke Avenue between its intersections with Ocean Avenue and Atlantic Avenue. Secondary access is proposed to a new surface parking lot area located along westbound Burke Avenue, west of its intersection with Atlantic Avenue. Both driveways will consist of single inbound and outbound lanes providing for all permitted movements and be stop-controlled at their intersections with Burke Avenue

Based upon these configurations, the outbound stop-controlled movements from the site driveways along westbound Burke Avenue will operate at a LOS A during the weekday AM, weekday PM, and Saturday midday peak hours. All movements to/from the site will operate with good levels of service during all peak hours.



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

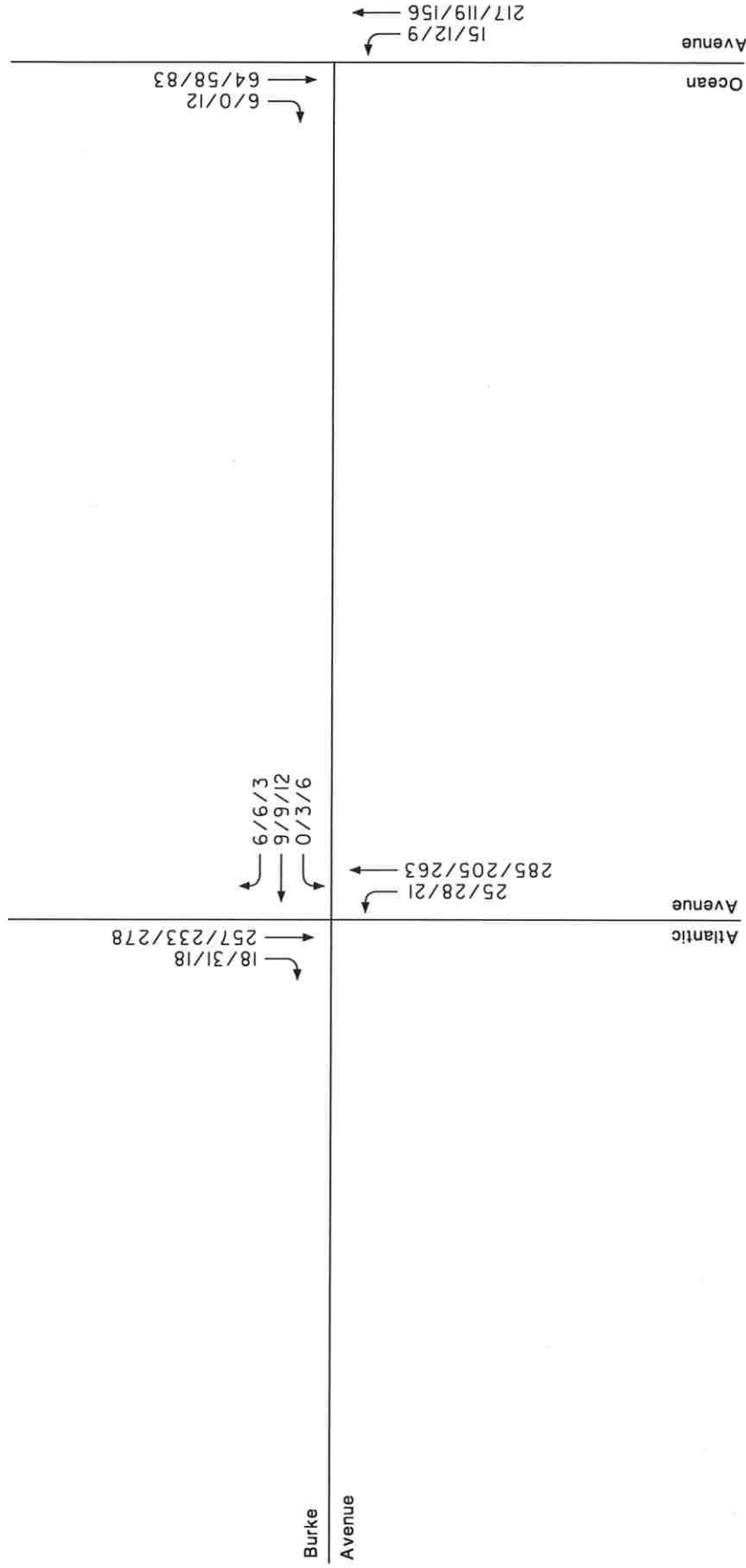
Sincerely,
Shropshire Associates LLC

A handwritten signature in black ink, appearing to read 'Nathan B. Mosley'.

Nathan B. Mosley, P.E., C.M.E.
Professional Engineer
N.J. License No. 48698

NBM:jab
Attachments

cc: Ronald Stagliano (via email: rjstag1@gmail.com)
Kate Dunn (20 copies via Hand Delivery)

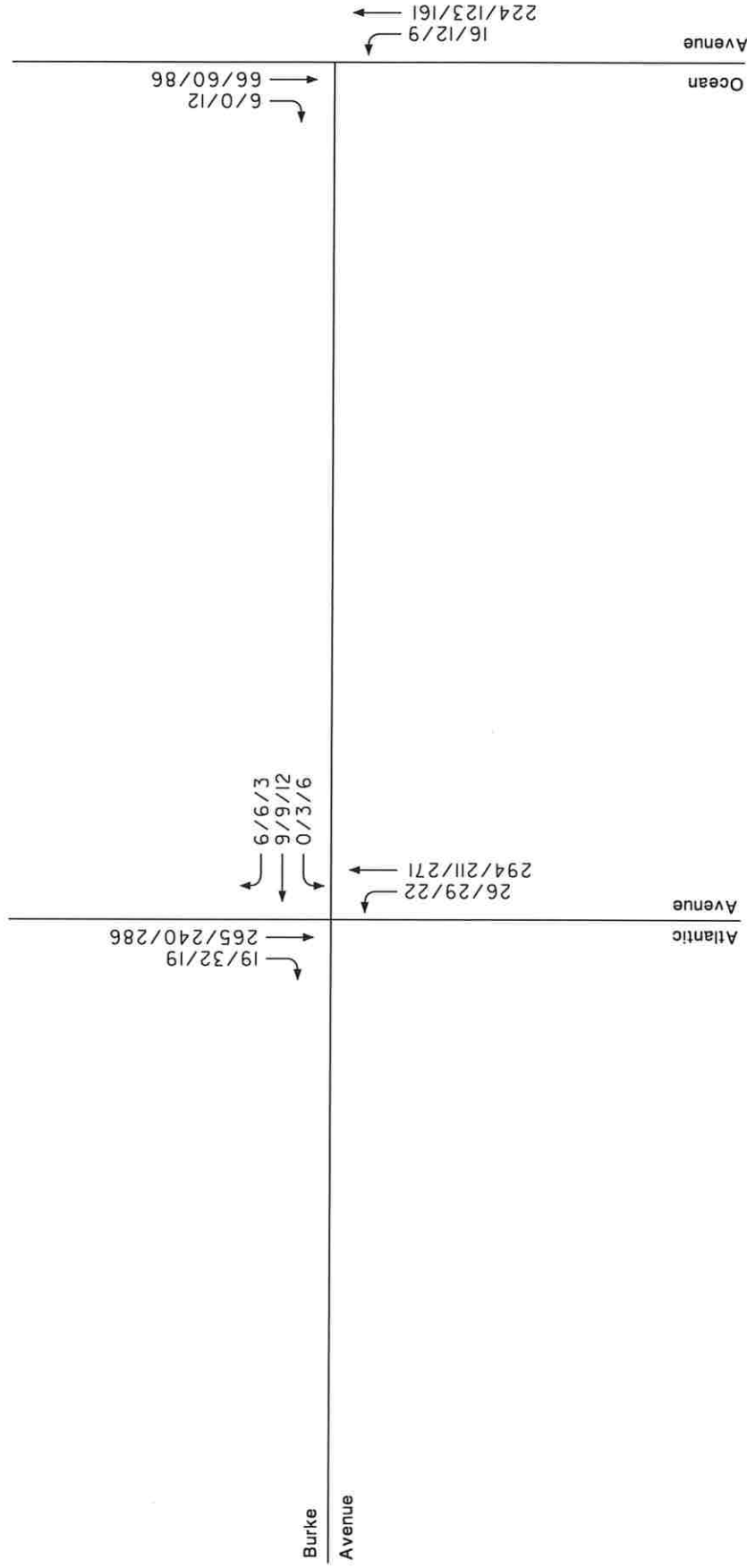


Oceanic Hotel

City of Wildwood, Cape May County, New Jersey
February 2020

AM/PM/SAT PEAK HOUR

SA Project No. 19218

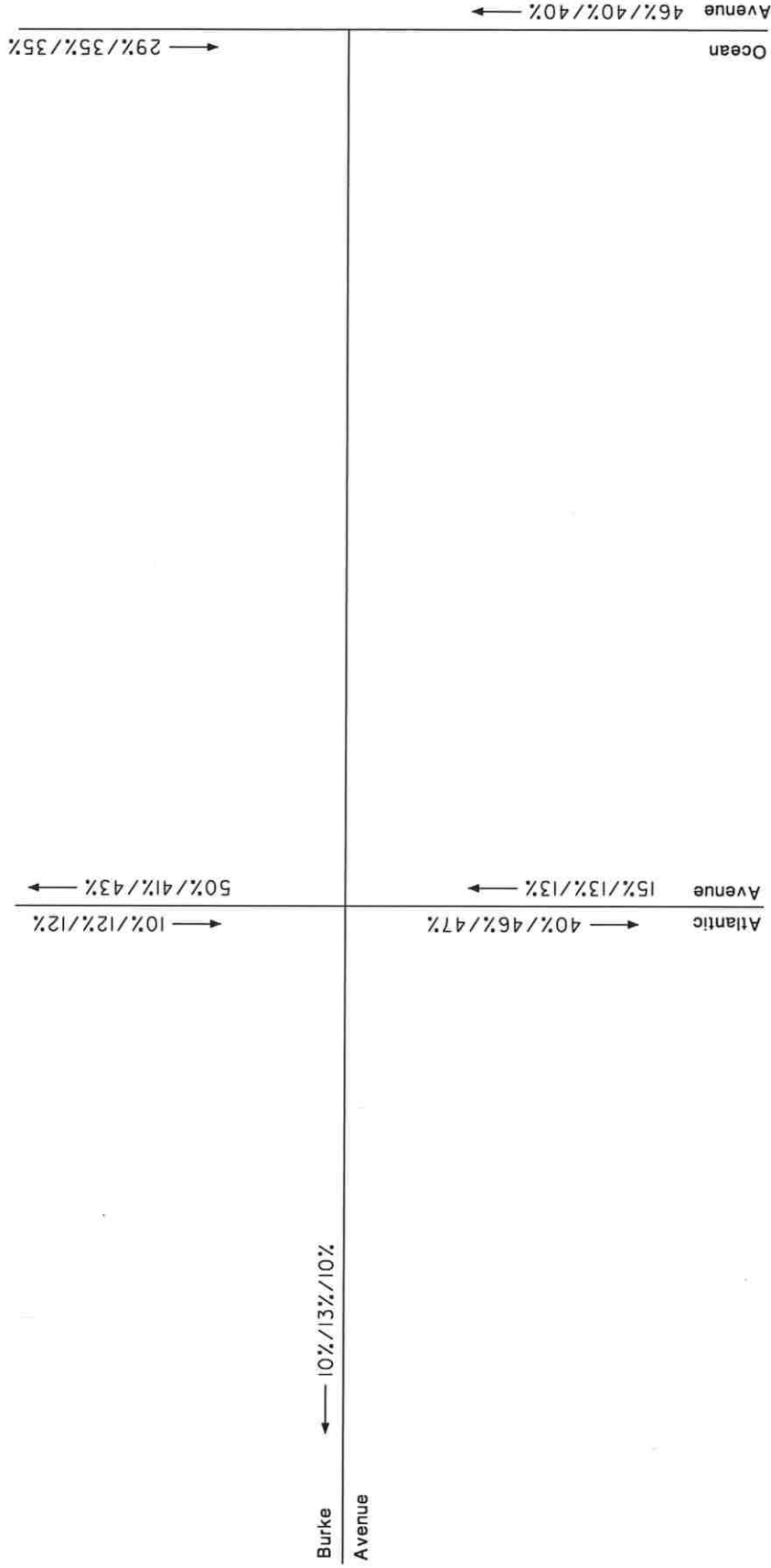


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SA Project No. 19218

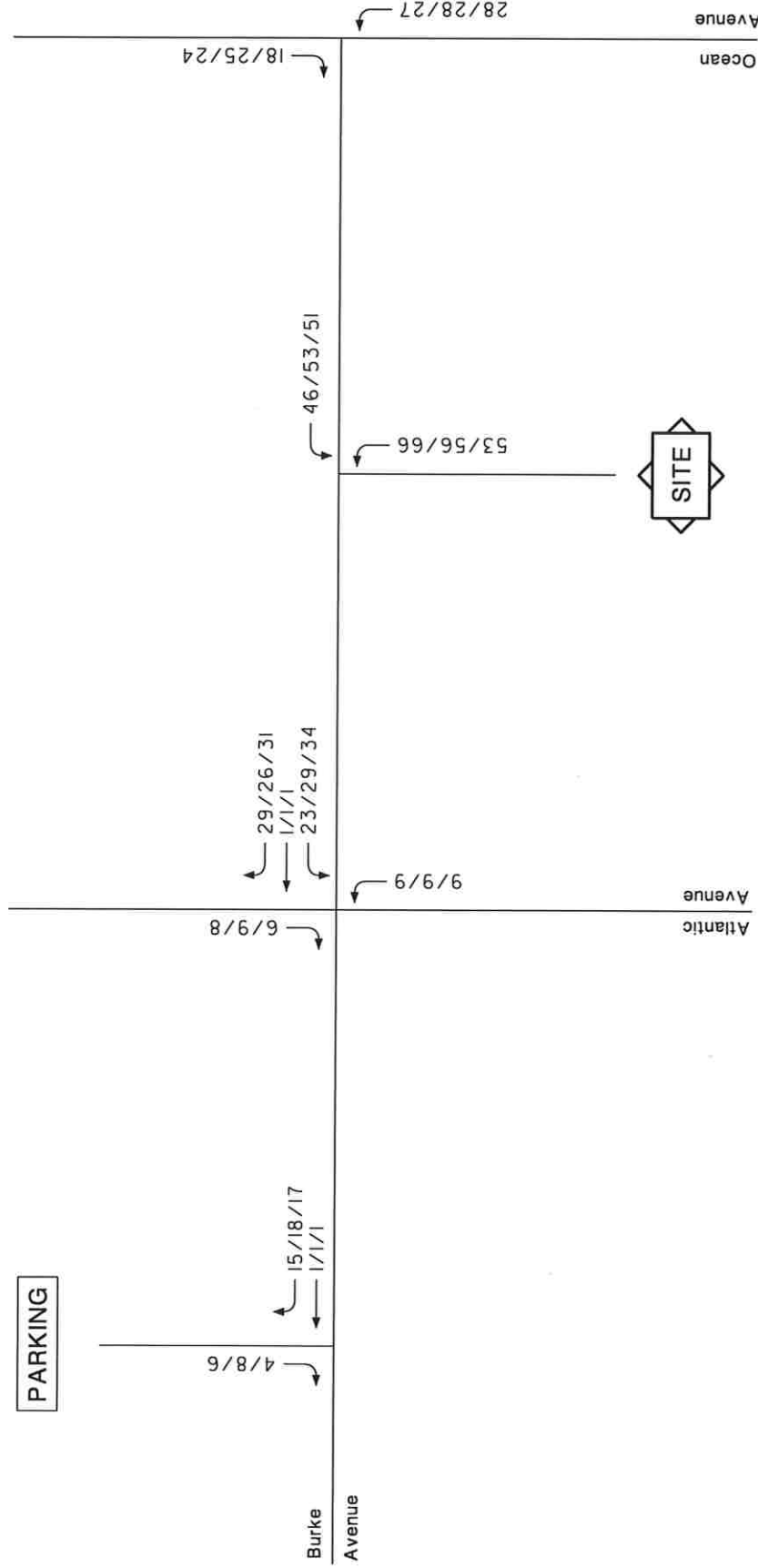


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City of Wildwood, Cape May County, New Jersey
February 2020

AM/PM/SAT PEAK HOUR

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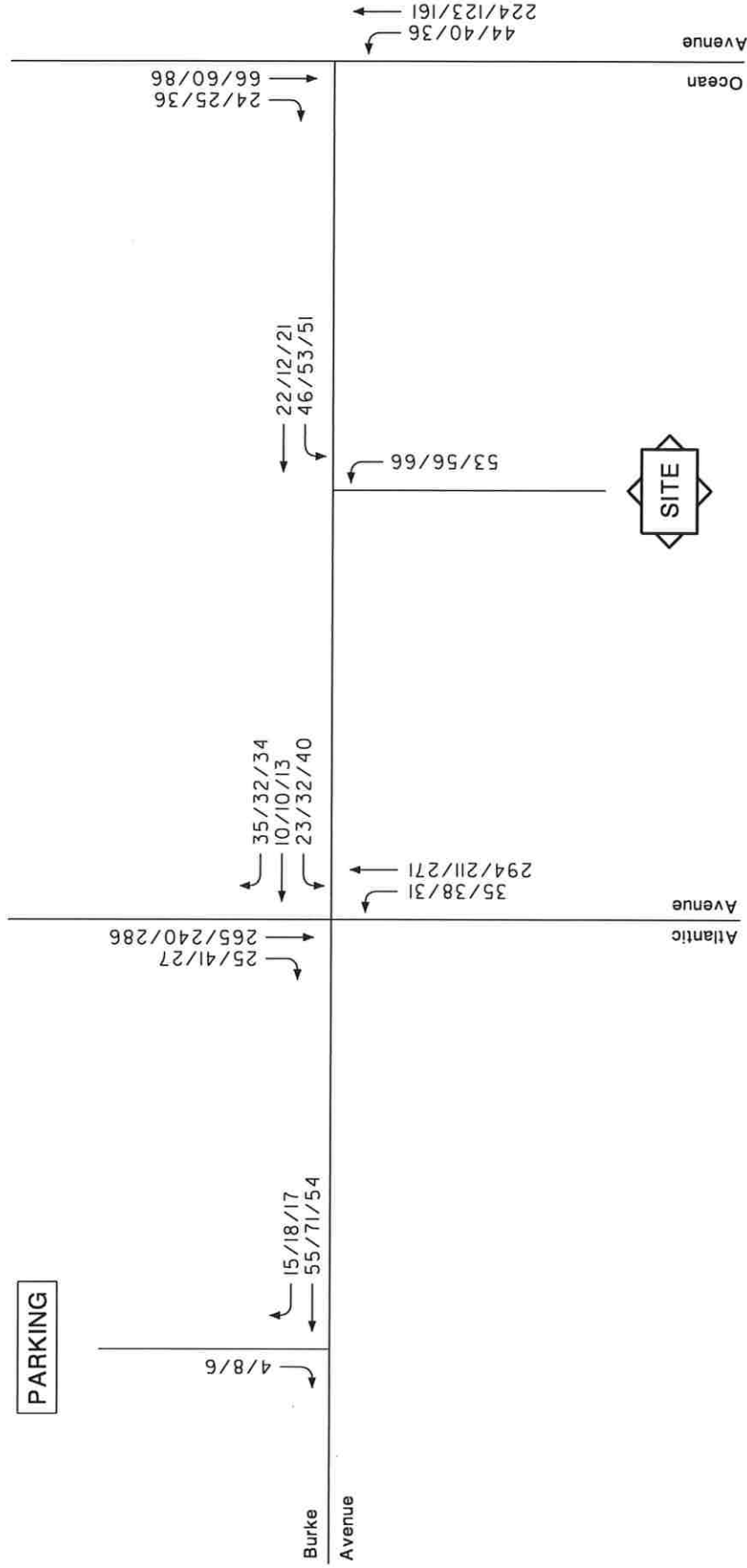


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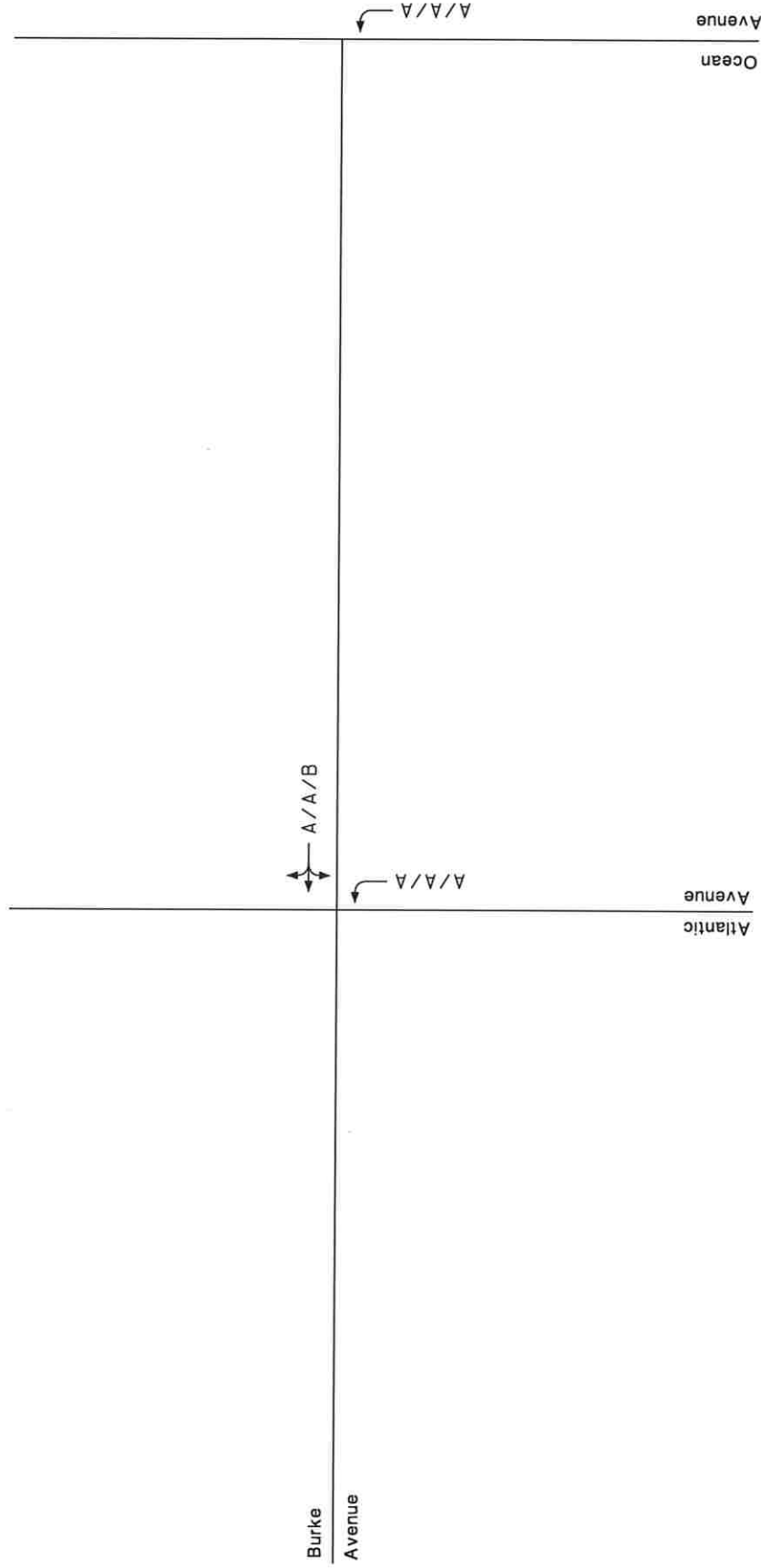


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February 2020

AM/PM/SAT PEAK HOUR

SA Project No. 19218

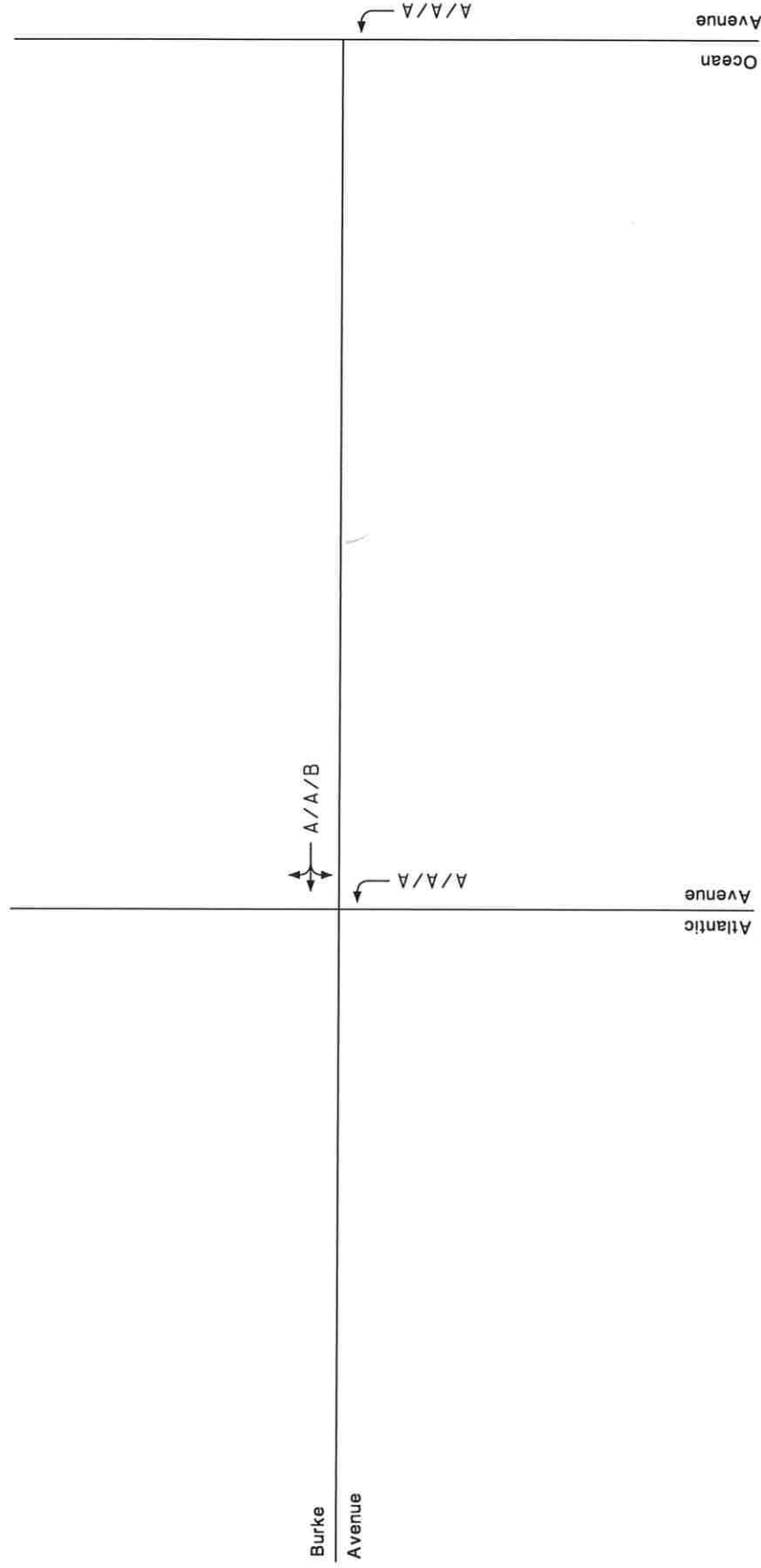


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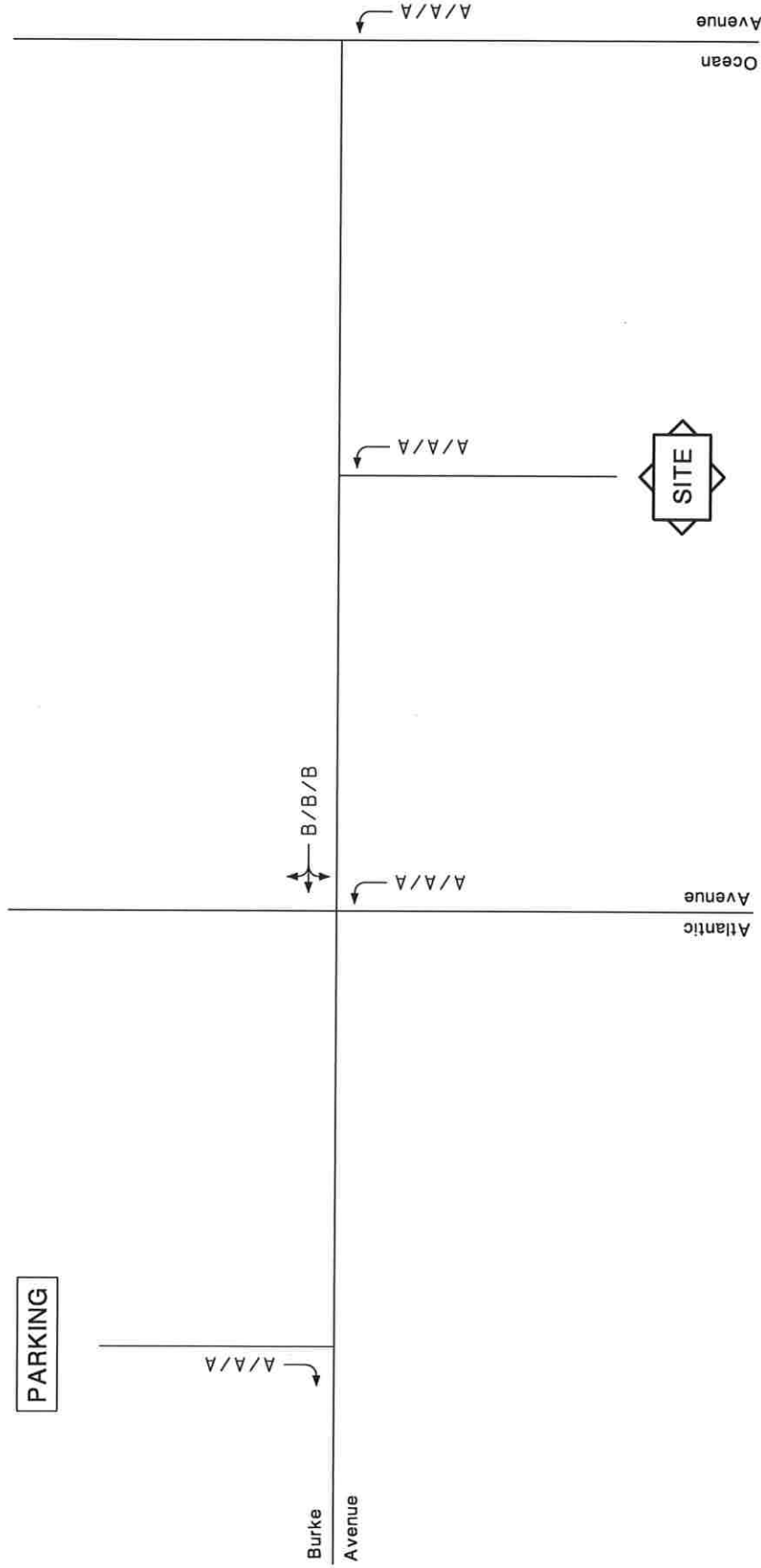


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AM/PM/SAT PEAK HOUR

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Oceanic Hotel

City of Wildwood, Cape May County, New Jersey
February 2020

AM/PM/SAT PEAK HOUR

SA Project No. 19218

277 Whitehorse Pike, Suite 203
Atco, NJ 08004

N/S Route: Ocean Avenue
E/W Route: E. Burke Ave/Convention Center
City of Wildwood/Cape May County/NJ
Thursday/clear/SP/3142

File Name : 19218003
Site Code : 19218003
Start Date : 1/30/2020
Page No : 1

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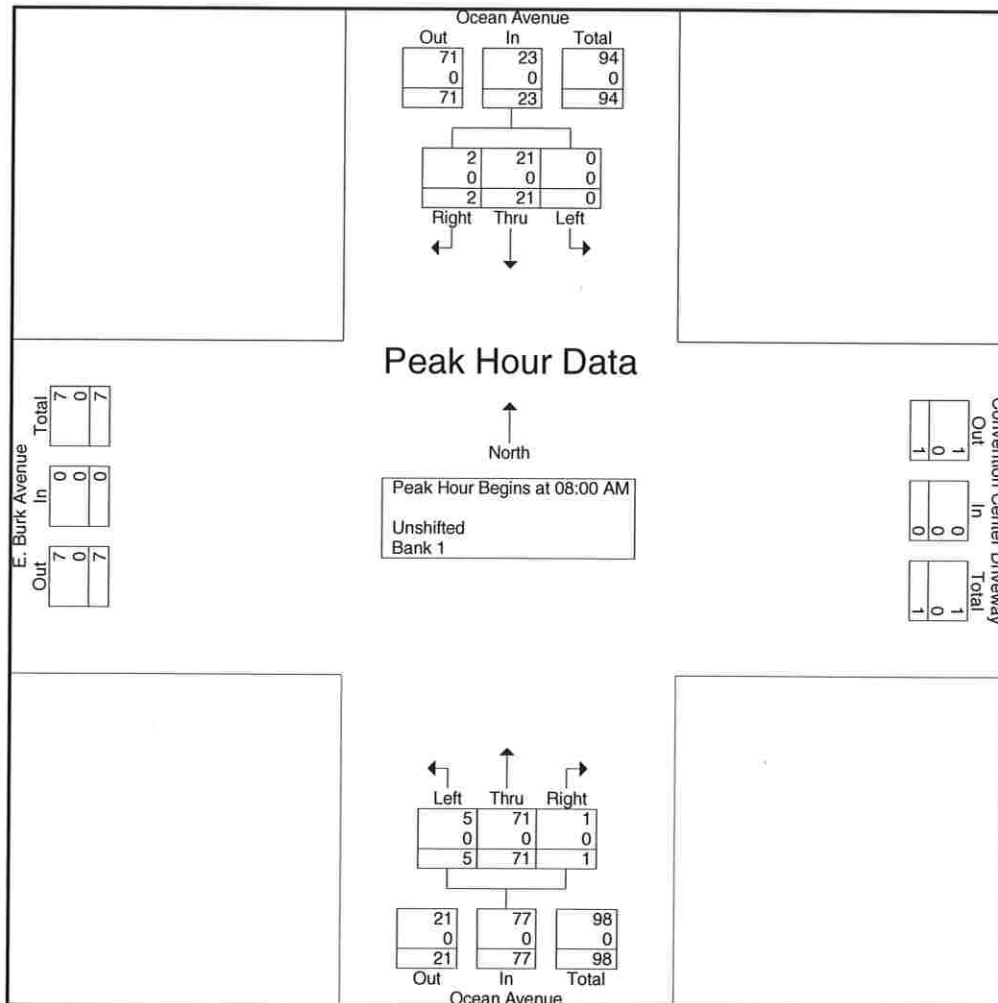
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File Name : 19218003
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Start Date : 1/30/2020
Page No : 2

	Ocean Avenue Southbound				Ocean Avenue Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 08:00 AM									
08:00 AM	0	9	0	9	0	18	0	18	27
08:15 AM	0	2	0	2	0	26	1	27	29
08:30 AM	2	3	0	5	0	8	1	9	14
08:45 AM	0	7	0	7	1	19	3	23	30
Total Volume	2	21	0	23	1	71	5	77	100
% App. Total	8.7	91.3	0		1.3	92.2	6.5		
PHF	.250	.583	.000	.639	.250	.683	.417	.713	.833
Unshifted	2	21	0	23	1	71	5	77	100
% Unshifted	100	100	0	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0



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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Ocean Avenue

E/W Route: E. Burke Ave/Convention Center

City of Wildwood/Cape May County/NJ

Thursday/clear/SP/3142

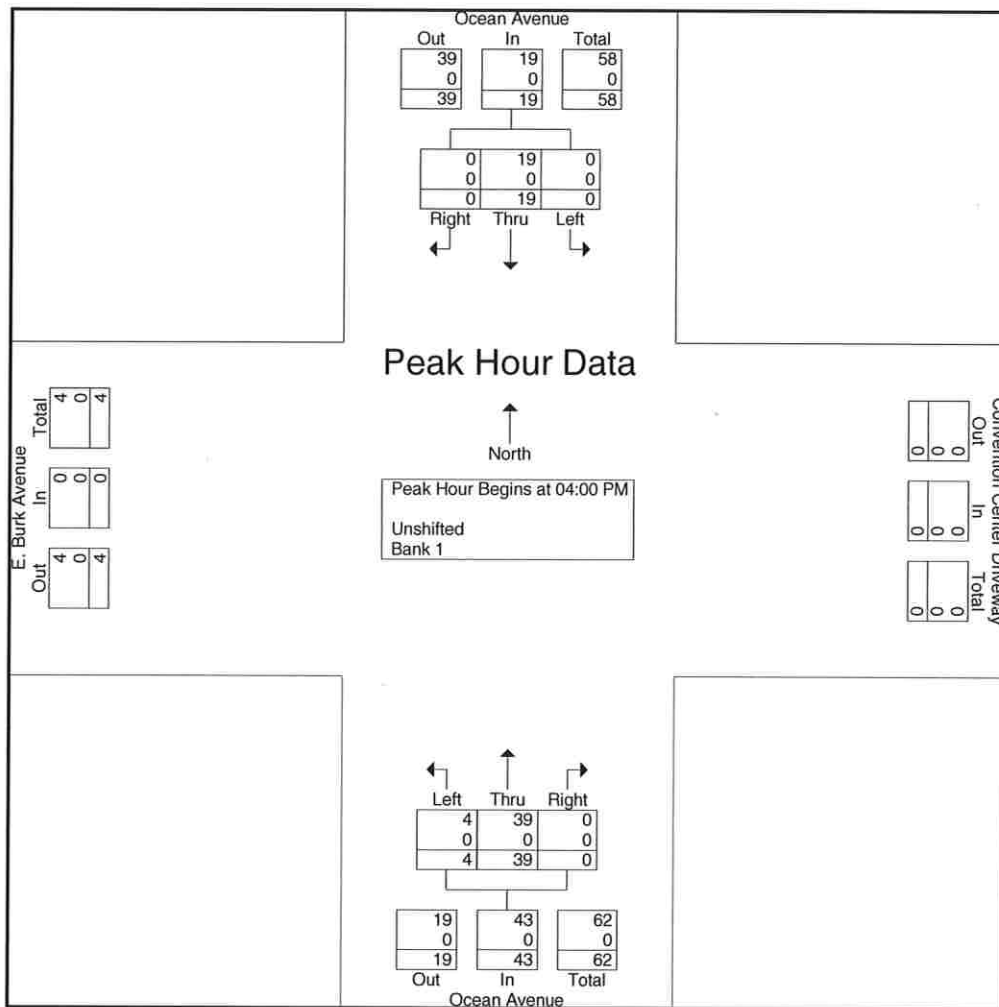
File Name : 19218003

Site Code : 19218003

Start Date : 1/30/2020

Page No : 3

	Ocean Avenue Southbound				Ocean Avenue Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 04:00 PM									
04:00 PM	0	6	0	6	0	18	2	20	26
04:15 PM	0	3	0	3	0	10	0	10	13
04:30 PM	0	5	0	5	0	4	1	5	10
04:45 PM	0	5	0	5	0	7	1	8	13
Total Volume	0	19	0	19	0	39	4	43	62
% App. Total	0	100	0		0	90.7	9.3		
PHF	.000	.792	.000	.792	.000	.542	.500	.538	.596
Unshifted	0	19	0	19	0	39	4	43	62
% Unshifted	0	100	0	100	0	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0



277 Whitehorse Pike, Suite 203
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File Name : 19218004
Site Code : 19218004
Start Date : 2/1/2020
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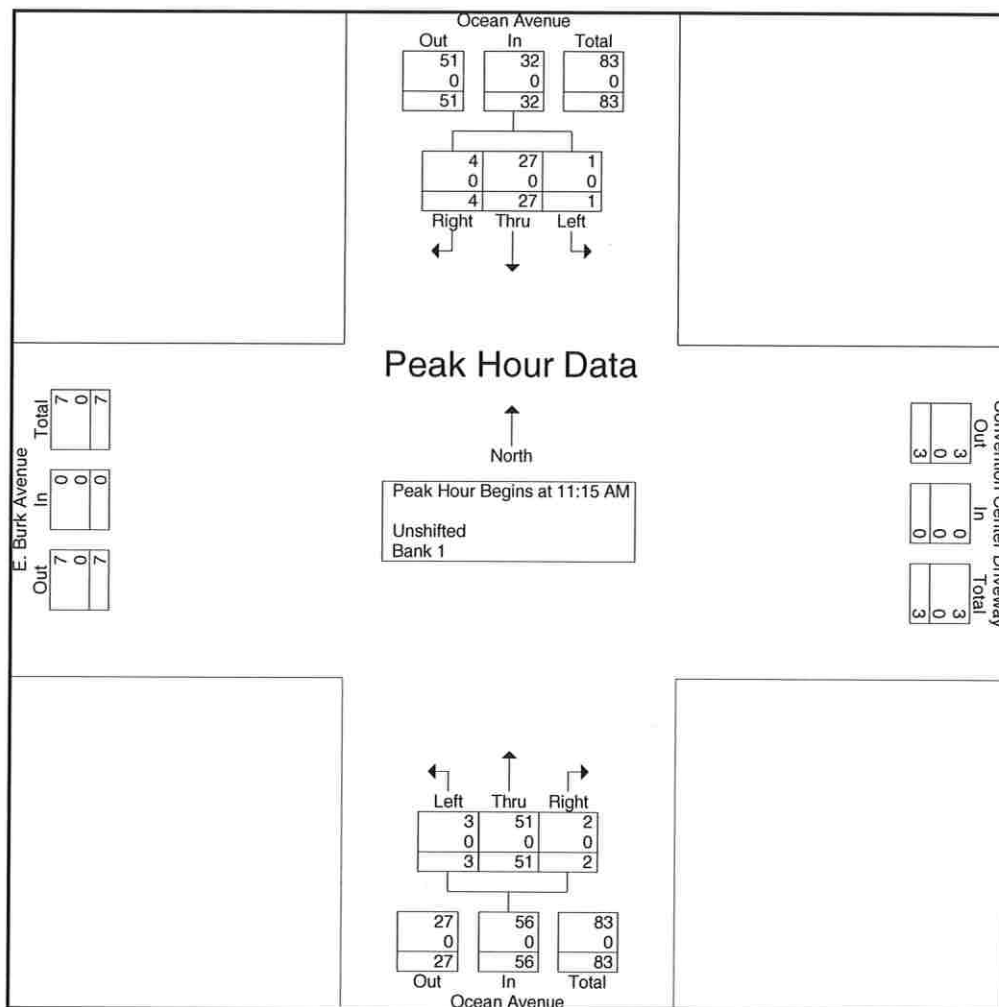
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City of Wildwood/Cape May County/NJ
Saturday/clear/SP/3142

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Site Code : 19218004
Start Date : 2/1/2020
Page No : 2

	Ocean Avenue Southbound				Ocean Avenue Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1									
Peak Hour for Entire Intersection Begins at 11:15 AM									
11:15 AM	1	4	0	5	0	13	1	14	19
11:30 AM	0	12	1	13	0	13	0	13	26
11:45 AM	2	5	0	7	0	16	1	17	24
12:00 PM	1	6	0	7	2	9	1	12	19
Total Volume	4	27	1	32	2	51	3	56	88
% App. Total	12.5	84.4	3.1		3.6	91.1	5.4		
PHF	.500	.563	.250	.615	.250	.797	.750	.824	.846
Unshifted	4	27	1	32	2	51	3	56	88
% Unshifted	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0



277 Whitehorse Pike, Suite 203
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N/S Route: Atlantic Avenue
E/W Route: E.Burke Avenue
City of Wildwood/Cape May County/NJ
Thursday/clear/ECM/2584

File Name : 19218001
Site Code : 19218001
Start Date : 1/30/2020
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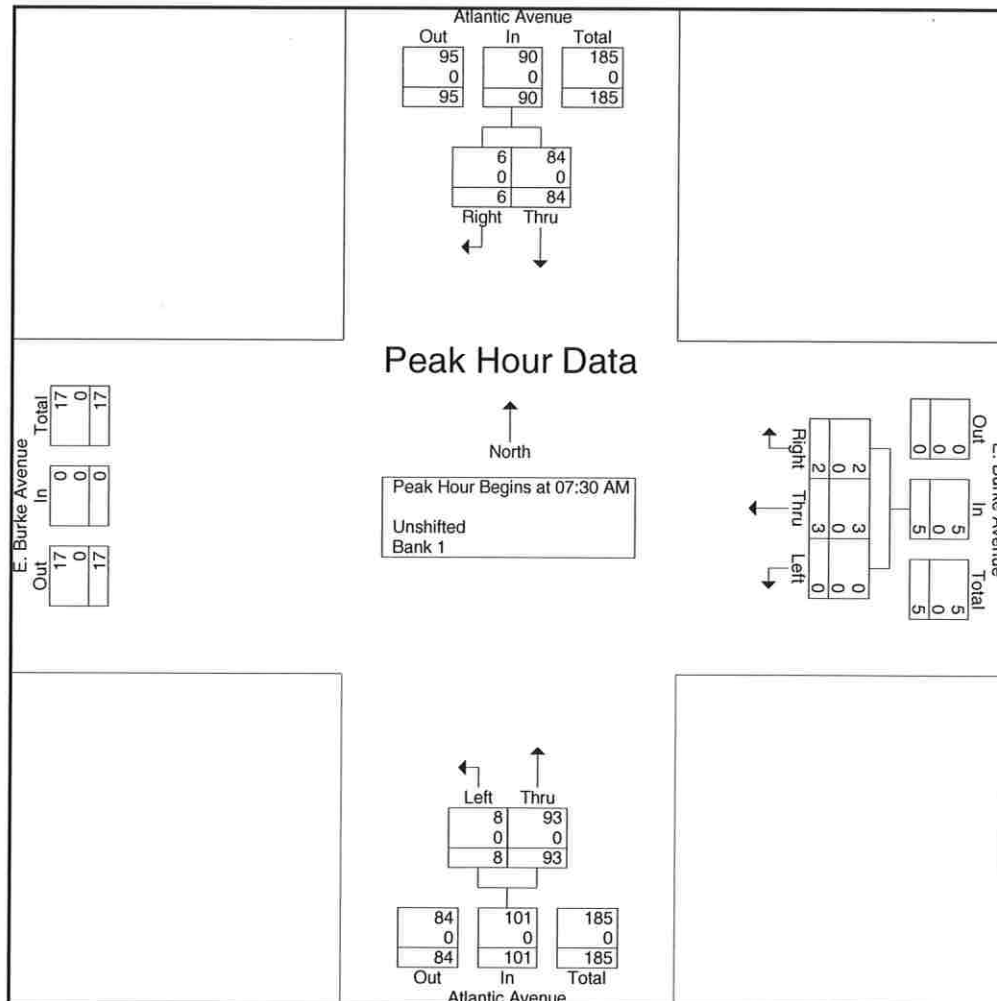
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	Atlantic Avenue Southbound			E. Burke Avenue Westbound				Atlantic Avenue Northbound			
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	19	19	2	1	0	3	23	4	27	49
07:45 AM	2	27	29	0	1	0	1	40	2	42	72
08:00 AM	2	22	24	0	0	0	0	14	0	14	38
08:15 AM	2	16	18	0	1	0	1	16	2	18	37
Total Volume	6	84	90	2	3	0	5	93	8	101	196
% App. Total	6.7	93.3		40	60	0		92.1	7.9		
PHF	.750	.778	.776	.250	.750	.000	.417	.581	.500	.601	.681
Unshifted	6	84	90	2	3	0	5	93	8	101	196
% Unshifted	100	100	100	100	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0



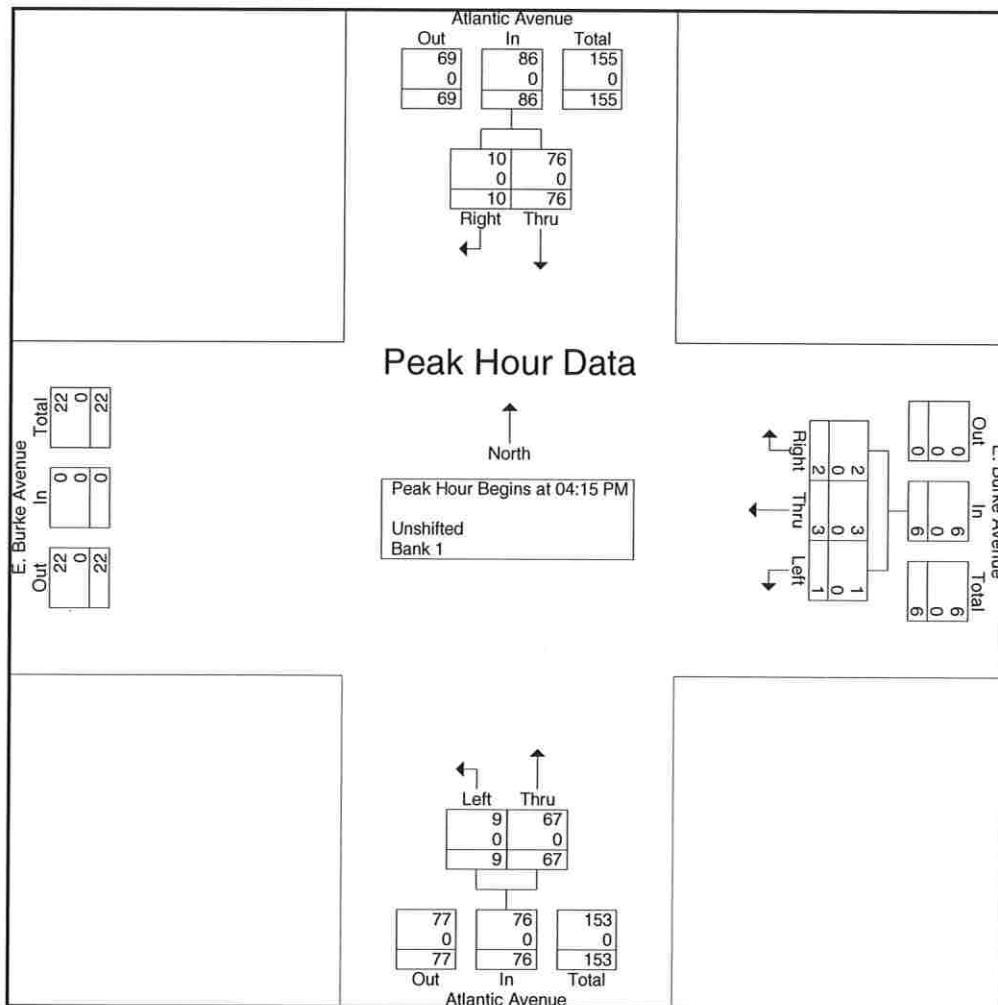
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	Atlantic Avenue Southbound			E. Burke Avenue Westbound				Atlantic Avenue Northbound			
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	2	20	22	0	1	0	1	15	0	15	38
04:30 PM	2	19	21	0	1	0	1	16	3	19	41
04:45 PM	3	18	21	2	0	1	3	19	4	23	47
05:00 PM	3	19	22	0	1	0	1	17	2	19	42
Total Volume	10	76	86	2	3	1	6	67	9	76	168
% App. Total	11.6	88.4		33.3	50	16.7		88.2	11.8		
PHF	.833	.950	.977	.250	.750	.250	.500	.882	.563	.826	.894
Unshifted	10	76	86	2	3	1	6	67	9	76	168
% Unshifted	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0



277 Whitehorse Pike, Suite 203
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N/S Route: Atlantic Avenue
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City of Wildwood/Cape May County/NJ
Saturday/clear/ECM/2584

File Name : 19218002
Site Code : 19218002
Start Date : 2/1/2020
Page No : 1

Groups Printed- Unshifted - Bank 1

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277 Whitehorse Pike, Suite 203

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E/W Route: E. Burk Avenue

City of Wildwood/Cape May County/NJ

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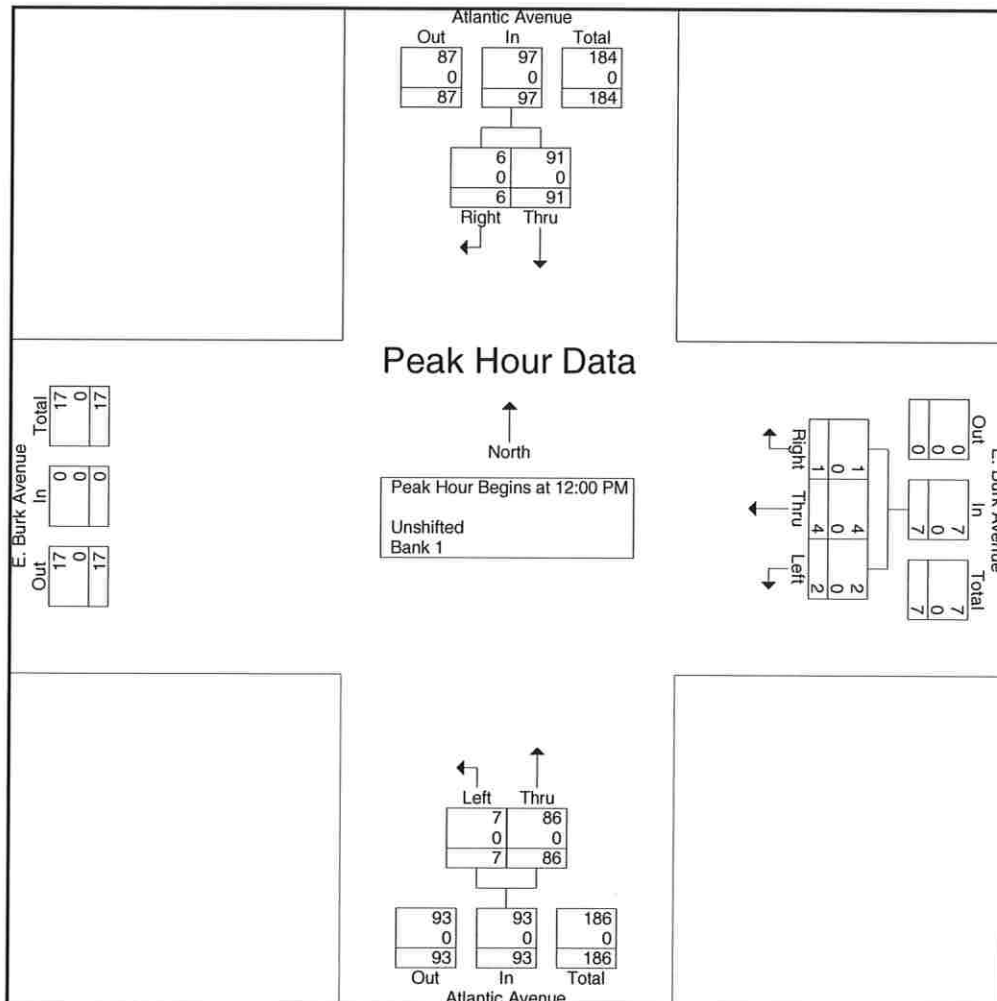
File Name : 19218002

Site Code : 19218002

Start Date : 2/1/2020

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	Atlantic Avenue Southbound			E. Burk Avenue Westbound				Atlantic Avenue Northbound			
Start Time	Right	Thru	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:00 PM											
12:00 PM	1	27	28	0	2	0	2	28	3	31	61
12:15 PM	0	18	18	1	0	0	1	20	2	22	41
12:30 PM	1	22	23	0	2	0	2	23	1	24	49
12:45 PM	4	24	28	0	0	2	2	15	1	16	46
Total Volume	6	91	97	1	4	2	7	86	7	93	197
% App. Total	6.2	93.8		14.3	57.1	28.6		92.5	7.5		
PHF	.375	.843	.866	.250	.500	.250	.875	.768	.583	.750	.807
Unshifted	6	91	97	1	4	2	7	86	7	93	197
% Unshifted	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0



New Jersey Department of Transportation

Daily Volume from 08/20/2013 through 08/22/2013

Site Names: 8-4-316, , NJ 47 Rio Grande Avenue-.32, 00000047 __, Wildwood Cit.
 County: CAPE MAY
 Funct. Urban Principal Arterial - Other
 Location: Bet CO 612 New Jersey Avenue and Arctic Avenue

Seasonal Factor Group: RG4_FC14
 Daily Factor Group: RG4_FC14
 Axle Factor Group: RG4_FC14
 Growth Factor Group:

	Sun 08/18/2013			Mon 08/19/2013			Tue 08/20/2013			Wed 08/21/2013			Thu 08/22/2013			Fri 08/23/2013			Sat 08/24/2013		
	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N
00:00																					
01:00																					
02:00																					
03:00																					
04:00																					
05:00																					
06:00																					
07:00																					
08:00																					
09:00							982	480	502	1,124	547	577									
10:00							1,125	556	569	1,328	651	677									
11:00							1,260	708	552	1,460	821	639									
12:00							1,256	786	470	1,341	759	582									
13:00							1,183	684	499	1,239	710	529									
14:00							1,150	603	547	1,224	696	528									
15:00							1,183	544	639	1,325	648	677									
16:00							1,349	527	822	1,309	559	750									
17:00							1,381	535	846	1,353	517	836									
18:00							1,425	633	792	1,379	572	807									
19:00							1,256	563	693	1,250	566	684									
20:00							1,149	568	581	1,198	578	620									
21:00							923	414	509	1,021	472	549									
22:00							743	322	421	769	343	426									
23:00							506	192	314	538	217	321									
Volume							16,871	8,115	8,756	20,198	9,745	10,453	2,310	1,011	1,299						
AM Peak Vol										1,460	821	695									
AM Peak Fct										0.98	0.91	0.88									
AM Peak Hr										11:00	11:00	9:45									
PM Peak Vol							1,440	786	866	1,418	759	845									
PM Peak Fct							0.97	0.94	0.96	0.98	0.95	0.95									
PM Peak Hr							17:45	12:00	16:30	17:45	12:00	17:15									
Seasonal Fct							0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900	0.900						
Daily Fct							1.027	1.027	1.027	1.007	1.007	1.007	0.947	0.947	0.947						
Axle Fct							0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

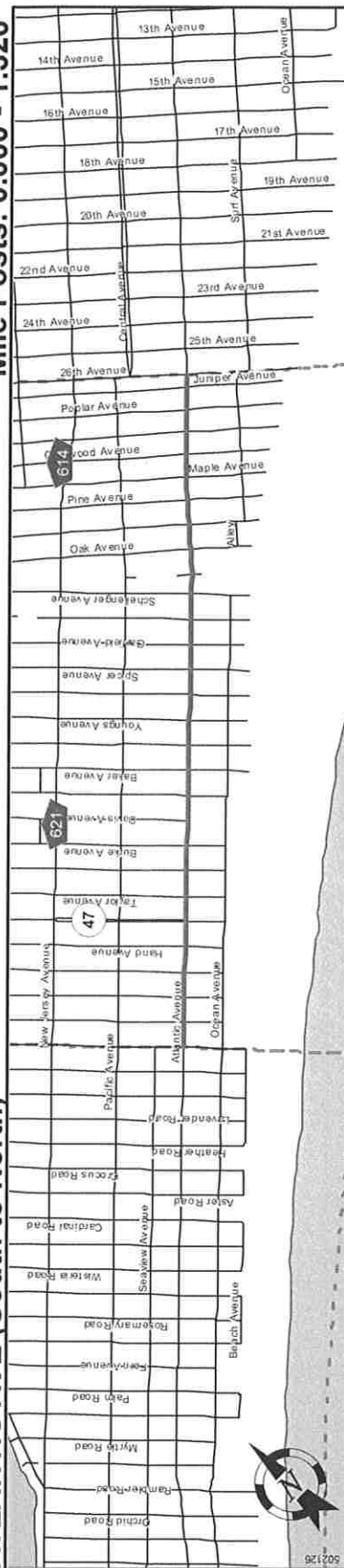
New Jersey Department of Transportation

Daily Volume from 11/15/2016 through 11/17/2016

Site Names: 8-4-316, , Rio Grand Avenue-.32, 00000047 __, Wildwood City
 County: CAPE MAY
 Funct. Class: Urban Principal Arterial - Other
 Location: Bet CO 621 New Jersey Avenue and Arctic Avenue

Seasonal Factor Group: RG4 FC14
 Daily Factor Group: RG4 FC14
 Axle Factor Group: RG4 FC14
 Growth Factor Group: RG4 FC14

	Sun 11/13/2016			Mon 11/14/2016			Tue 11/15/2016			Wed 11/16/2016			Thu 11/17/2016			Fri 11/18/2016			Sat 11/19/2016		
	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N	ROAD	S	N
00:00										42	26	16	46	22	24						
01:00										23	11	12	22	15	7						
02:00										15	8	7	22	10	12						
03:00										18	11	7	17	12	5						
04:00										12	6	6	22	14	8						
05:00										62	30	32	53	33	20						
06:00										136	71	65	138	63	75						
07:00							369	213	156	375	218	157	414	239	175						
08:00							398	233	165	429	260	169	464	290	174						
09:00							406	214	192	426	257	169	369	259	110						
10:00							410	206	204	426	225	201	341	208	133						
11:00							443	216	227	506	250	256	319	213	106						
12:00							463	230	233	558	278	280	425	231	194						
13:00							504	268	236	515	244	271									
14:00							489	251	238	540	270	270									
15:00							484	232	252	524	262	262									
16:00							507	214	293	517	243	274									
17:00							484	244	240	465	235	230									
18:00							334	169	165	353	195	158									
19:00							260	140	120	263	152	111									
20:00							208	113	95	251	125	126									
21:00							160	78	82	143	86	57									
22:00							120	65	55	116	55	61									
23:00							100	60	40	87	45	42									
Volume							6,139	3,146	2,993	6,802	3,563	3,239	2,652	1,609	1,043						
AM Peak Vol										506	278	256	472	299	203						
AM Peak Fct										0.98	0.91	0.94	0.97	0.92	0.92						
AM Peak Hr										11:00	9:15	11:00	7:30	8:15	7:30						
PM Peak Vol							550	279	312	569	278	297									
PM Peak Fct							0.84	0.84	0.84	0.94	0.73	0.88									
PM Peak Hr							16:30	13:15	16:15	14:15	12:00	14:15									
Seasonal Fct							1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080						
Daily Fct							0.948	0.948	0.948	0.921	0.921	0.921	1.031	1.031	1.031						
Axle Fct							0.486	0.486	0.486	0.486	0.486	0.486	0.486	0.486	0.486						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						



Pavement		Shoulder		Number of Lanes		Speed Limit		Street Name	
20		0		1		25		Atlantic Avenue	
								Wildwood City, Cape May Co	
								Wildwood City, Cape May Co	
								Atlantic Avenue	
								Municipal	
								Urban Major Collector	
								STP	
								25	
								Painted/Unprotected	
								10	
								20	
								0	
								48	
								None	
								0	
								4	
								2	
								1	
								25	
								End Atlantic Avenue MP=1.32	
								Begin Atlantic Avenue MP=0.00	
								Atlantic Avenue	
								Municipal	
								Urban Major Collector	
								STP	
								25	
								Painted/Unprotected	
								10	
								20	
								0	
								48	
								None	
								0	
								4	
								2	
								1	
								25	
								End Atlantic Avenue MP=1.32	
								Begin Atlantic Avenue MP=0.00	
								Atlantic Avenue	
								Municipal	
								Urban Major Collector	
								STP	
								25	
								Painted/Unprotected	
								10	
								20	
								0	
								48	
								None	
								0	
								4	
								2	
								1	
								25	
								End Atlantic Avenue MP=1.32	
								Begin Atlantic Avenue MP=0.00	
								Atlantic Avenue	
								Municipal	
								Urban Major Collector	
								STP	
								25	
								Painted/Unprotected	
								10	
								20	
								0	
								48	
								None	
								0	
								4	
								2	
								1	
								25	
								End Atlantic Avenue MP=1.32	
								Begin Atlantic Avenue MP=0.00	
								Atlantic Avenue	
								Municipal	
								Urban Major Collector	
								ST	

Motel (320)

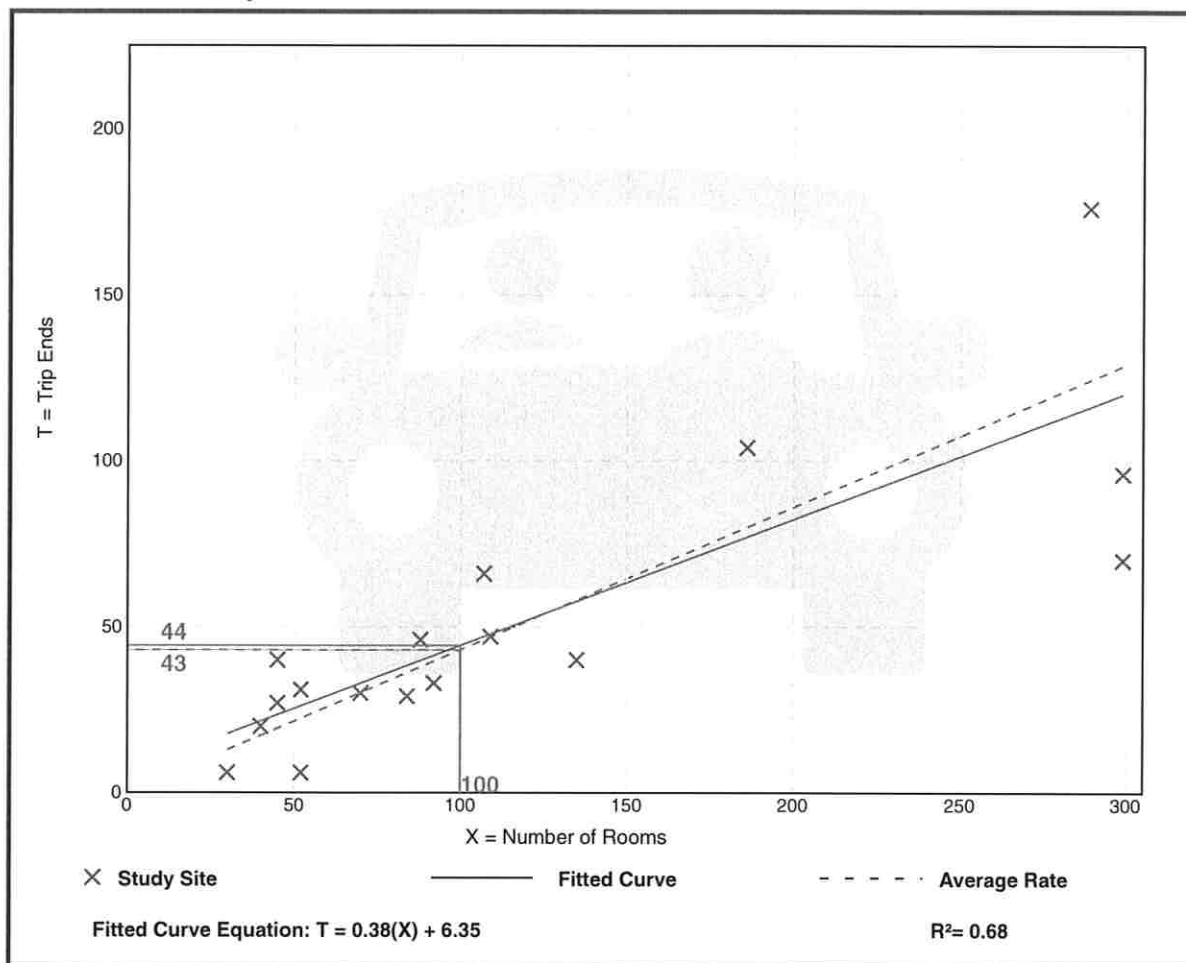
Vehicle Trip Ends vs: Rooms
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Rooms: 119
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.43	0.12 - 0.89	0.17

Data Plot and Equation



Motel (320)

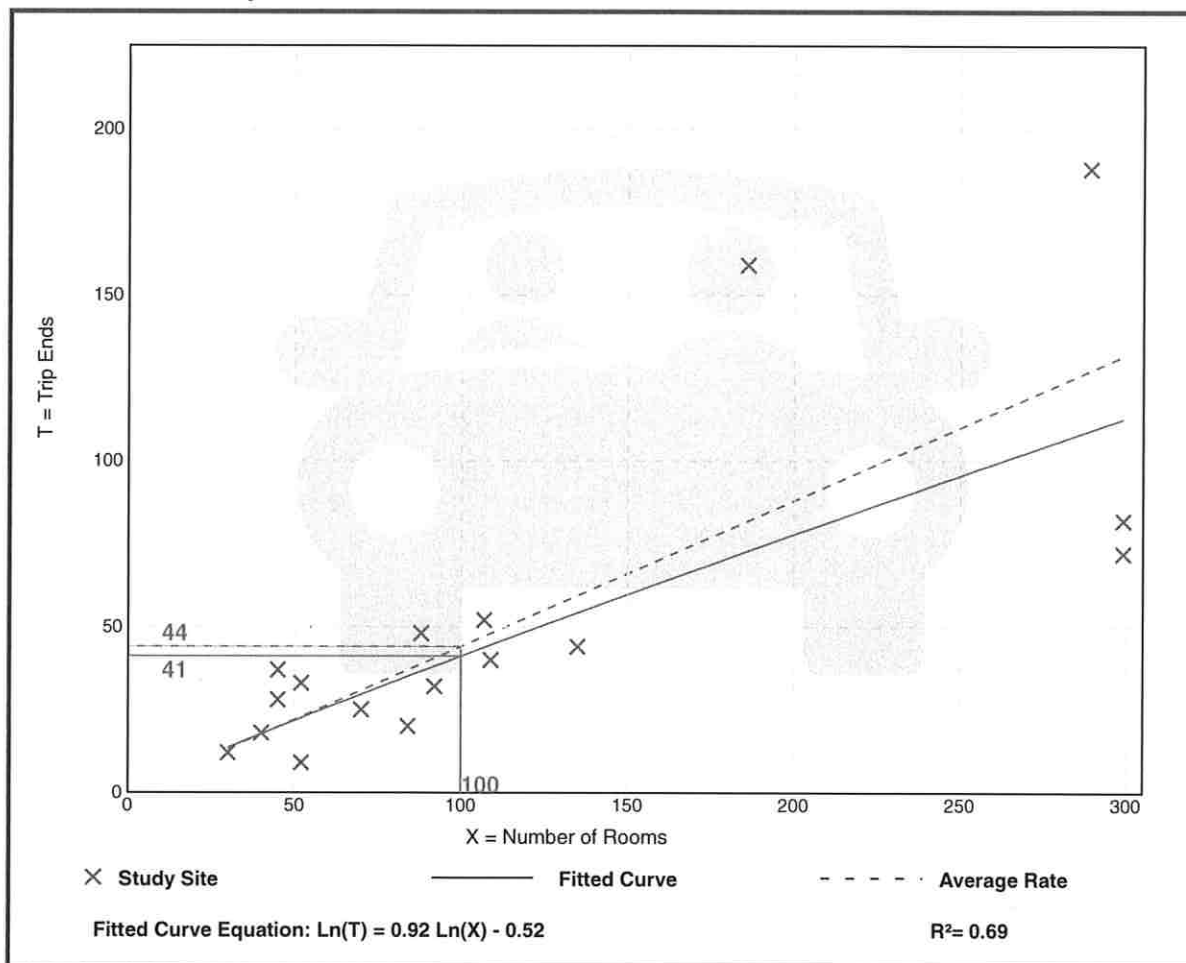
Vehicle Trip Ends vs: Rooms
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Rooms: 119
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.44	0.17 - 0.85	0.21

Data Plot and Equation



Motel (320)

Vehicle Trip Ends vs: Occupied Rooms
On a: Saturday, Peak Hour of Generator

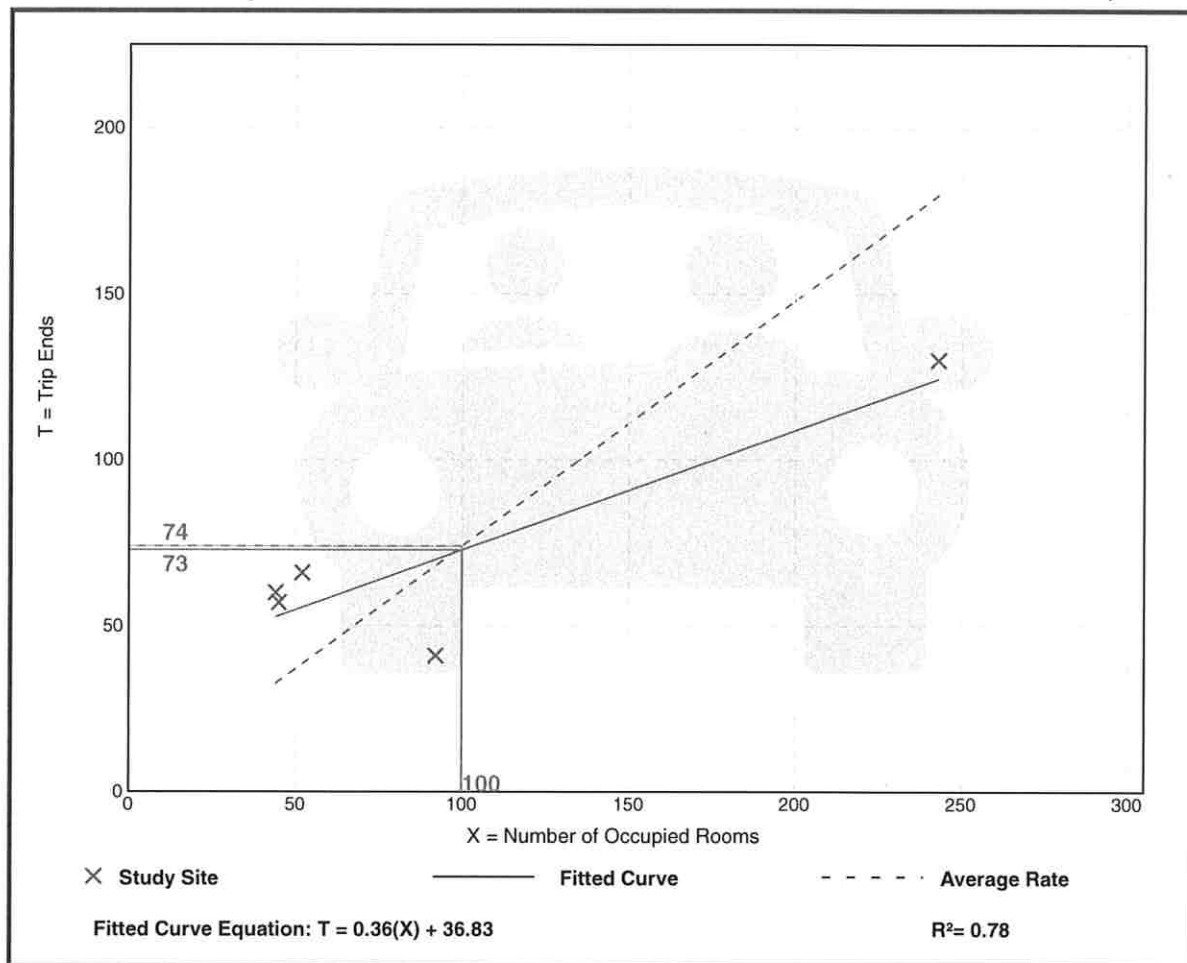
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Occupied Rooms: 95
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.74	0.45 - 1.36	0.40

Data Plot and Equation

Caution – Small Sample Size



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

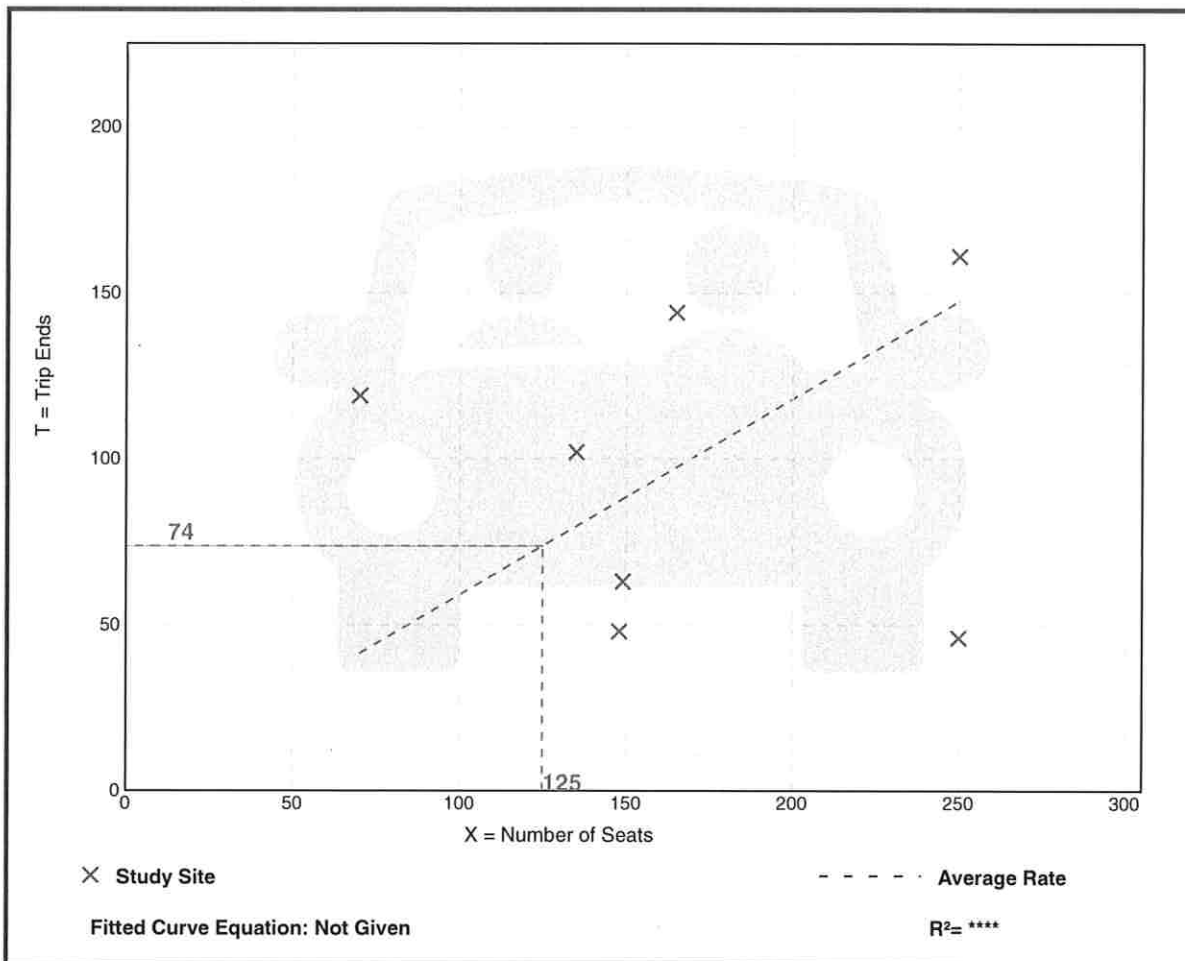
Vehicle Trip Ends vs: Seats
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Seats: 167
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.59	0.18 - 1.70	0.40

Data Plot and Equation



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

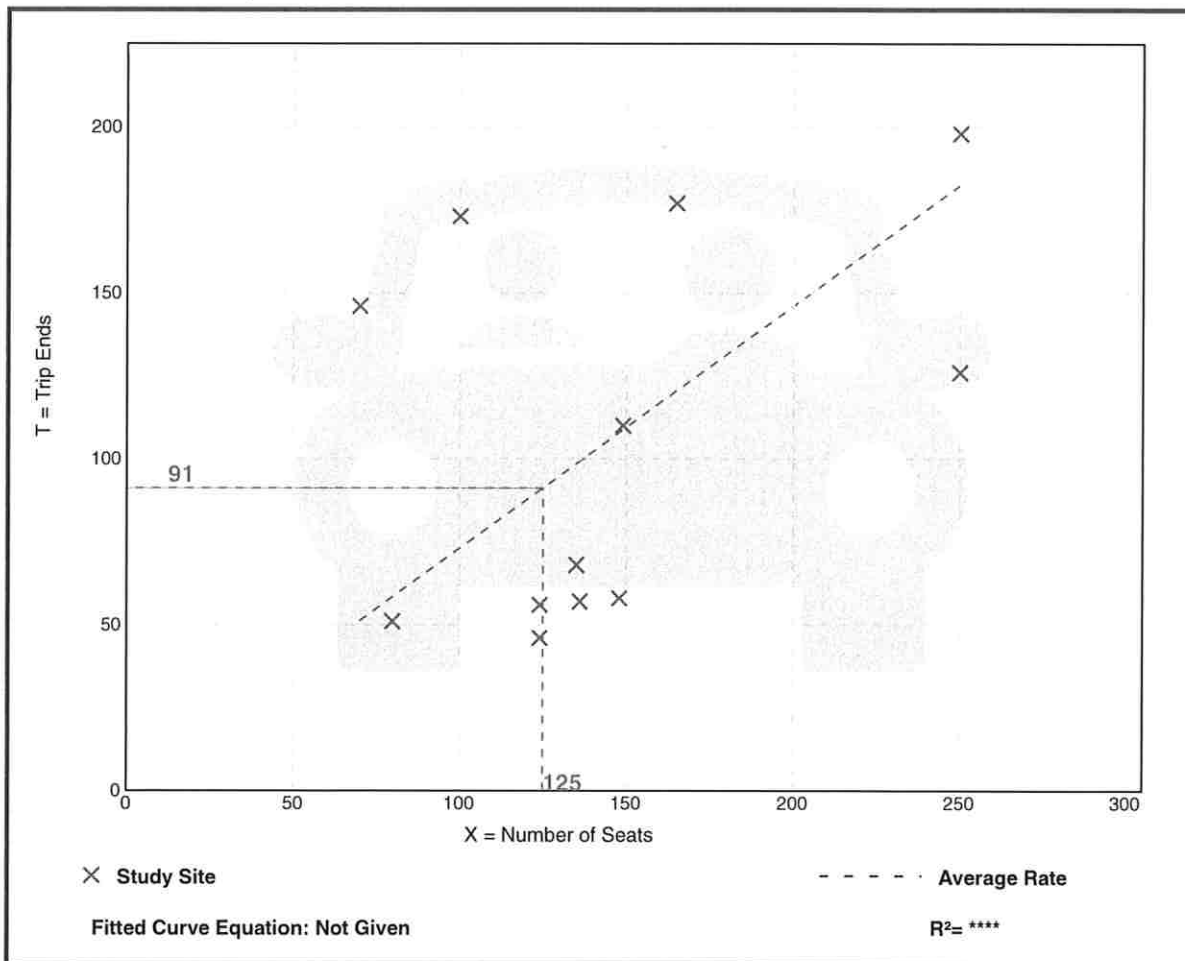
Vehicle Trip Ends vs: Seats
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. Num. of Seats: 144
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.73	0.37 - 2.09	0.45

Data Plot and Equation



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

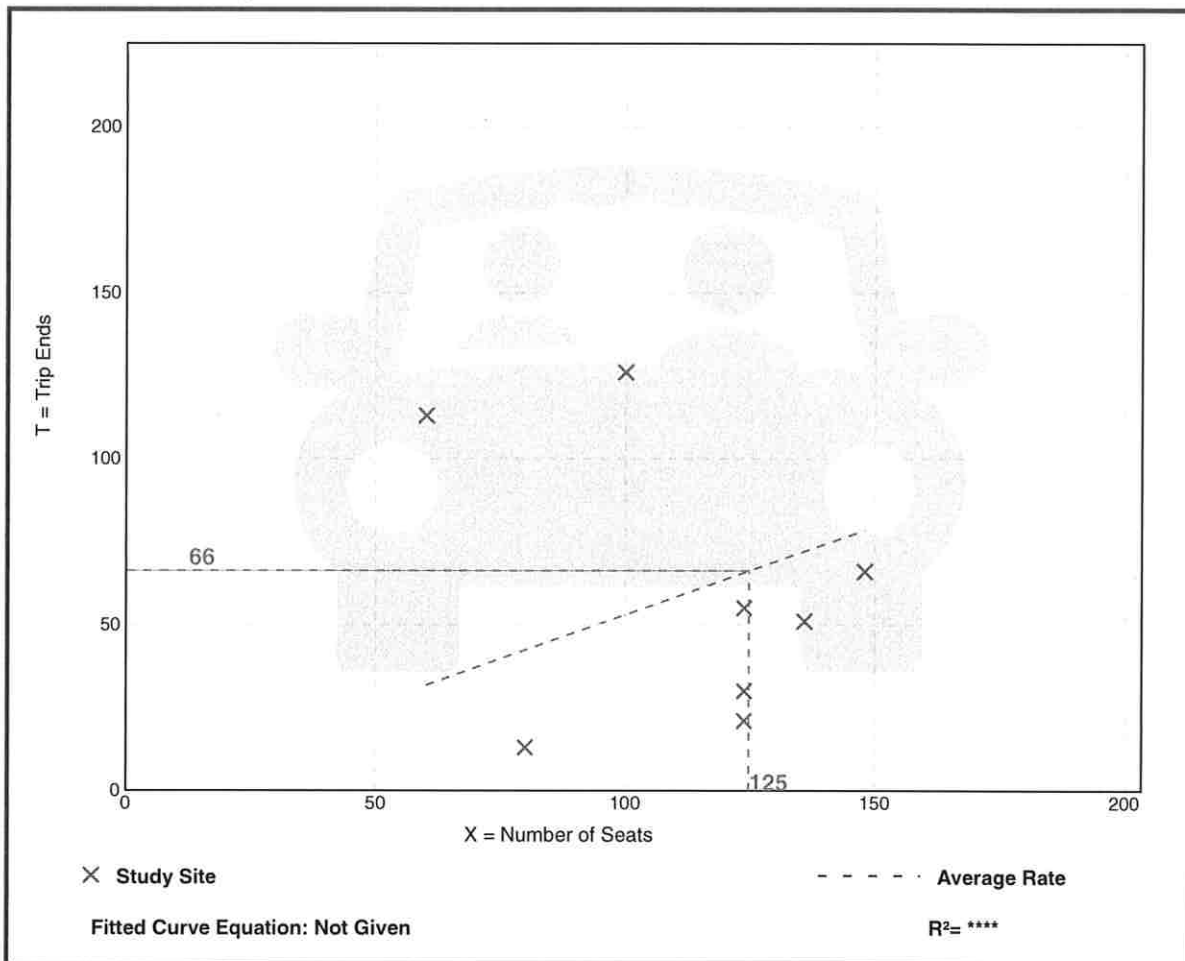
Vehicle Trip Ends vs: Seats
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Seats: 112
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Seat







Average Rate	Range of Rates	Standard Deviation
0.53	0.16 - 1.88	0.51

Data Plot and Equation



Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

Existing AM
02/18/2020

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↔↔	↔↔	
Traffic Volume (vph)	0	0	15	217	64	6
Future Volume (vph)	0	0	15	217	64	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.986	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	3599	3559	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3599	3559	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	398			329	336	
Travel Time (s)	9.0			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	16	236	70	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	252	77	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.1%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection												
Int Delay, s/veh	0.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	9	6	25	285	0	0	257	18
Future Vol, veh/h	0	0	0	0	9	6	25	285	0	0	257	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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	10	7	27	310	0	0	279	20







Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	504	663	155	299	0	-
Stage 1	364	364	-	-	-	-
Stage 2	140	299	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	502	384	869	1274	-	0
Stage 1	679	627	-	-	-	0
Stage 2	878	670	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	489	0	869	1274	-	-
Mov Cap-2 Maneuver	489	0	-	-	-	-
Stage 1	661	0	-	-	-	-
Stage 2	878	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.2	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1274	-	869	-
HCM Lane V/C Ratio	0.021	-	0.019	-
HCM Control Delay (s)	7.9	0.1	9.2	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

Existing PM
02/18/2020

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↔↕	↕↔	
Traffic Volume (vph)	0	0	12	119	58	0
Future Volume (vph)	0	0	12	119	58	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Fr t						
Flt Protected				0.995		
Satd. Flow (prot)	0	0	0	3592	3610	0
Flt Permitted				0.995		
Satd. Flow (perm)	0	0	0	3592	3610	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	398			329	336	
Travel Time (s)	9.0			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	13	129	63	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	142	63	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	10.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	3	9	6	28	205	0	0	233	31
Future Vol, veh/h	0	0	0	3	9	6	28	205	0	0	233	31
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	10	7	30	223	0	0	253	34







Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	410	570	112	287	0	-
Stage 1	283	283	-	-	-	-
Stage 2	127	287	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	575	434	926	1287	-	0
Stage 1	746	681	-	-	0	0
Stage 2	891	678	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	559	0	926	1287	-	-
Mov Cap-2 Maneuver	559	0	-	-	-	-
Stage 1	726	0	-	-	-	-
Stage 2	891	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1287	-	760	-
HCM Lane V/C Ratio	0.024	-	0.026	-
HCM Control Delay (s)	7.9	0.1	9.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

Existing SAT
02/18/2020

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↔↔	↔↔	
Traffic Volume (vph)	0	0	9	156	83	12
Future Volume (vph)	0	0	9	156	83	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.981	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	3599	3541	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3599	3541	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	398			329	336	
Travel Time (s)	9.0			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	10	170	90	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	180	103	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	11.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection

Int Delay, s/veh 0.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	12	3	21	263	0	0	278	18
Future Vol, veh/h	0	0	0	6	12	3	21	263	0	0	278	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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	7	13	3	23	286	0	0	302	20







Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	483	654	143
Stage 1	332	332	-
Stage 2	151	322	-
Critical Hdwy	6.8	6.5	6.9
Critical Hdwy Stg 1	5.8	5.5	-
Critical Hdwy Stg 2	5.8	5.5	-
Follow-up Hdwy	3.5	4	3.3
Pot Cap-1 Maneuver	518	389	885
Stage 1	705	648	-
Stage 2	867	655	-
Platoon blocked, %			
Mov Cap-1 Maneuver	507	0	885
Mov Cap-2 Maneuver	507	0	-
Stage 1	689	0	-
Stage 2	867	0	-

Approach	NW	NE	SW
HCM Control Delay, s	11.3	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1249	-	591	-
HCM Lane V/C Ratio	0.018	-	0.039	-
HCM Control Delay (s)	7.9	0.1	11.3	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

No-Build AM
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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↔↔	↔↔	
Traffic Volume (vph)	0	0	16	224	66	6
Future Volume (vph)	0	0	16	224	66	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.987	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	3599	3563	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3599	3563	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	398			329	336	
Travel Time (s)	9.0			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	17	243	72	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	260	79	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	13.3%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection													
Int Delay, s/veh	0.6												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations					↕			↕↑			↑↑		
Traffic Vol, veh/h	0	0	0	0	9	6	26	294	0	0	265	19	
Future Vol, veh/h	0	0	0	0	9	6	26	294	0	0	265	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	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0	
Mvmt Flow	0	0	0	0	10	7	28	320	0	0	288	21	







Major/Minor	Minor1		Major1		Major2							
Conflicting Flow All	520	685	160	309	0	-	-	-	-	0		
Stage 1	376	376	-	-	-	-	-	-	-	-		
Stage 2	144	309	-	-	-	-	-	-	-	-		
Critical Hdwy	6.8	6.5	6.9	4.1	-	-	-	-	-	-		
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-	-	-	-	-		
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	-	-	-	-		
Pot Cap-1 Maneuver	491	373	863	1263	-	0	0	-	-	-		
Stage 1	670	620	-	-	-	0	0	-	-	-		
Stage 2	874	663	-	-	-	0	0	-	-	-		
Platoon blocked, %					-			-		-		
Mov Cap-1 Maneuver	478	0	863	1263	-	-	-	-	-	-		
Mov Cap-2 Maneuver	478	0	-	-	-	-	-	-	-	-		
Stage 1	652	0	-	-	-	-	-	-	-	-		
Stage 2	874	0	-	-	-	-	-	-	-	-		

Approach	NW	NE	SW
HCM Control Delay, s	9.3	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1263	- 863	-	-
HCM Lane V/C Ratio	0.022	- 0.019	-	-
HCM Control Delay (s)	7.9	0.1 9.3	-	-
HCM Lane LOS	A	A A	-	-
HCM 95th %tile Q(veh)	0.1	- 0.1	-	-

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

No-Build PM
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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↔↕	↕↔	
Traffic Volume (vph)	0	0	12	123	60	0
Future Volume (vph)	0	0	12	123	60	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt						
Flt Protected				0.996		
Satd. Flow (prot)	0	0	0	3596	3610	0
Flt Permitted				0.996		
Satd. Flow (perm)	0	0	0	3596	3610	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	398			329	336	
Travel Time (s)	9.0			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	13	134	65	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	147	65	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	10.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection												
Int Delay, s/veh	0.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕↑			↑↕	
Traffic Vol, veh/h	0	0	0	3	9	6	29	211	0	0	240	32
Future Vol, veh/h	0	0	0	3	9	6	29	211	0	0	240	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	10	7	32	229	0	0	261	35

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	424	589	115	296	0	-
Stage 1	293	293	-	-	-	-
Stage 2	131	296	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	563	423	922	1277	-	0
Stage 1	737	674	-	-	0	0
Stage 2	887	672	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	547	0	922	1277	-	-
Mov Cap-2 Maneuver	547	0	-	-	-	-
Stage 1	716	0	-	-	-	-
Stage 2	887	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	9.9	1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1277	-	750	-
HCM Lane V/C Ratio	0.025	-	0.026	-
HCM Control Delay (s)	7.9	0.1	9.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

No-Build SAT

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↑↑	↑↑	
Traffic Volume (vph)	0	0	9	161	86	12
Future Volume (vph)	0	0	9	161	86	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.982	
Flt Protected				0.997		
Satd. Flow (prot)	0	0	0	3599	3545	0
Flt Permitted				0.997		
Satd. Flow (perm)	0	0	0	3599	3545	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	398			329	336	
Travel Time (s)	9.0			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	10	175	93	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	185	106	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 11.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection												
Int Delay, s/veh	0.7											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	12	3	22	271	0	0	286	19
Future Vol, veh/h	0	0	0	6	12	3	22	271	0	0	286	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	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	7	13	3	24	295	0	0	311	21

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	499	675	148	332	0	-
Stage 1	343	343	-	-	-	-
Stage 2	156	332	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	506	378	878	1239	-	0
Stage 1	696	641	-	-	-	0
Stage 2	862	648	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	494	0	878	1239	-	-
Mov Cap-2 Maneuver	494	0	-	-	-	-
Stage 1	680	0	-	-	-	-
Stage 2	862	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.5	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1239	-	578	-
HCM Lane V/C Ratio	0.019	-	0.039	-
HCM Control Delay (s)	8	0.1	11.5	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↕↕	↕↕	
Traffic Volume (vph)	0	0	44	224	66	24
Future Volume (vph)	0	0	44	224	66	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.960	
Flt Protected				0.992		
Satd. Flow (prot)	0	0	0	3581	3466	0
Flt Permitted				0.992		
Satd. Flow (perm)	0	0	0	3581	3466	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	163			329	336	
Travel Time (s)	3.7			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	48	243	72	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	291	98	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 14.1% ICU Level of Service A
Analysis Period (min) 15

Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	23	10	35	35	294	0	0	265	25
Future Vol, veh/h	0	0	0	23	10	35	35	294	0	0	265	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	25	11	38	38	320	0	0	288	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	540	711	160	315	0	-
Stage 1	396	396	-	-	-	-
Stage 2	144	315	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	477	361	863	1257	-	0
Stage 1	655	607	-	-	0	0
Stage 2	874	659	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	459	0	863	1257	-	-
Mov Cap-2 Maneuver	459	0	-	-	-	-
Stage 1	631	0	-	-	-	-
Stage 2	874	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.4	0.9	0
HCM LOS	B		



Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1257	-	640	-
HCM Lane V/C Ratio	0.03	-	0.115	-
HCM Control Delay (s)	8	0.1	11.4	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-

Intersection						
Int Delay, s/veh	4.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations				↕	↕	
Traffic Vol, veh/h	0	0	46	22	53	0
Future Vol, veh/h	0	0	46	22	53	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	50	24	58	0

Major/Minor	Major2	Minor1
Conflicting Flow All	0	0 124 -
Stage 1	-	- 0 -
Stage 2	-	- 124 -
Critical Hdwy	4.1	- 6.4 -
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- 5.4 -
Follow-up Hdwy	2.2	- 3.5 -
Pot Cap-1 Maneuver	-	- 876 0
Stage 1	-	- - 0
Stage 2	-	- 907 0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 876 -
Mov Cap-2 Maneuver	-	- 876 -
Stage 1	-	- - -
Stage 2	-	- 907 -

Approach	NW	NE
HCM Control Delay, s		9.4
HCM LOS		A

Minor Lane/Major Mvmt	NELn1	NWL	NWT
Capacity (veh/h)	876	-	-
HCM Lane V/C Ratio	0.066	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	55	15	0	4
Future Vol, veh/h	0	0	55	15	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	60	16	0	4







Major/Minor	Major2	Minor2
Conflicting Flow All	-	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	0
Stage 1	-	0
Stage 2	-	0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	NW	SW
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	NWT	NWRSWLn1
Capacity (veh/h)	-	1001
HCM Lane V/C Ratio	-	0.004
HCM Control Delay (s)	-	8.6
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

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Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↕↕	↕↕	
Traffic Volume (vph)	0	0	40	123	60	25
Future Volume (vph)	0	0	40	123	60	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.956	
Flt Protected				0.988		
Satd. Flow (prot)	0	0	0	3567	3451	0
Flt Permitted				0.988		
Satd. Flow (perm)	0	0	0	3567	3451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	163			329	336	
Travel Time (s)	3.7			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	43	134	65	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	177	92	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	12.2%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↔			↔↑			↑↔	
Traffic Vol, veh/h	0	0	0	32	10	32	38	211	0	0	240	41
Future Vol, veh/h	0	0	0	32	10	32	38	211	0	0	240	41
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	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	35	11	35	41	229	0	0	261	45

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	442	617	115	306	0	-
Stage 1	311	311	-	-	-	-
Stage 2	131	306	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	549	408	922	1266	-	0
Stage 1	722	662	-	-	0	0
Stage 2	887	665	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	529	0	922	1266	-	-
Mov Cap-2 Maneuver	529	0	-	-	-	-
Stage 1	695	0	-	-	-	-
Stage 2	887	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	11.1	1.3	0
HCM LOS	B		



Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1266	-	672	-
HCM Lane V/C Ratio	0.033	-	0.12	-
HCM Control Delay (s)	7.9	0.1	11.1	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-

Intersection						
Int Delay, s/veh	4.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations				↕	↗	
Traffic Vol, veh/h	0	0	53	12	56	0
Future Vol, veh/h	0	0	53	12	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	58	13	61	0

Major/Minor	Major2	Minor1
Conflicting Flow All	0	0 129 -
Stage 1	-	- 0 -
Stage 2	-	- 129 -
Critical Hdwy	4.1	- 6.4 -
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- 5.4 -
Follow-up Hdwy	2.2	- 3.5 -
Pot Cap-1 Maneuver	-	- 870 0
Stage 1	-	- - 0
Stage 2	-	- 902 0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 870 -
Mov Cap-2 Maneuver	-	- 870 -
Stage 1	-	- - -
Stage 2	-	- 902 -

Approach	NW	NE
HCM Control Delay, s		9.4
HCM LOS		A

Minor Lane/Major Mvmt	NELn1	NWL	NWT
Capacity (veh/h)	870	-	-
HCM Lane V/C Ratio	0.07	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	71	18	0	8
Future Vol, veh/h	0	0	71	18	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	77	20	0	9







Major/Minor	Major2	Minor2
Conflicting Flow All	-	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	-
Pot Cap-1 Maneuver	-	0
Stage 1	-	0
Stage 2	-	0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	-
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	NW	SW
HCM Control Delay, s	0	8.7
HCM LOS		A

Minor Lane/Major Mvmt	NWT	NWRSWLn1
Capacity (veh/h)	-	977
HCM Lane V/C Ratio	-	0.009
HCM Control Delay (s)	-	8.7
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0

Lanes, Volumes, Timings
4: Ocean Avenue & Burke Avenue

Build SAT
02/18/2020

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations				↕↕	↕↕	
Traffic Volume (vph)	0	0	36	161	86	36
Future Volume (vph)	0	0	36	161	86	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt					0.956	
Flt Protected				0.991		
Satd. Flow (prot)	0	0	0	3578	3451	0
Flt Permitted				0.991		
Satd. Flow (perm)	0	0	0	3578	3451	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	163			329	336	
Travel Time (s)	3.7			7.5	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	39	175	93	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	214	132	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	15.7%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection												
Int Delay, s/veh	1.9											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	40	13	34	31	271	0	0	286	27
Future Vol, veh/h	0	0	0	40	13	34	31	271	0	0	286	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	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	43	14	37	34	295	0	0	311	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	519	703	148	340	0	-
Stage 1	363	363	-	-	-	-
Stage 2	156	340	-	-	-	-
Critical Hdwy	6.8	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	5.8	5.5	-	-	-	-
Critical Hdwy Stg 2	5.8	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	491	364	878	1230	-	0
Stage 1	680	628	-	-	-	0
Stage 2	862	643	-	-	-	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	475	0	878	1230	-	-
Mov Cap-2 Maneuver	475	0	-	-	-	-
Stage 1	658	0	-	-	-	-
Stage 2	862	0	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	12.1	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NETNWLn1	SWT	SWR
Capacity (veh/h)	1230	-	602	-
HCM Lane V/C Ratio	0.027	-	0.157	-
HCM Control Delay (s)	8	0.1	12.1	-
HCM Lane LOS	A	A	B	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-

Intersection						
Int Delay, s/veh	4.5					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations				↕	↕	
Traffic Vol, veh/h	0	0	51	21	66	0
Future Vol, veh/h	0	0	51	21	66	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	55	23	72	0

Major/Minor	Major2	Minor1
Conflicting Flow All	0	0 133 -
Stage 1	-	- 0 -
Stage 2	-	- 133 -
Critical Hdwy	4.1	- 6.4 -
Critical Hdwy Stg 1	-	- - -
Critical Hdwy Stg 2	-	- 5.4 -
Follow-up Hdwy	2.2	- 3.5 -
Pot Cap-1 Maneuver	-	- 866 0
Stage 1	-	- - 0
Stage 2	-	- 898 0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 866 -
Mov Cap-2 Maneuver	-	- 866 -
Stage 1	-	- - -
Stage 2	-	- 898 -

Approach	NW	NE
HCM Control Delay, s		9.5
HCM LOS		A

Minor Lane/Major Mvmt	NELn1	NWL	NWT
Capacity (veh/h)	866	-	-
HCM Lane V/C Ratio	0.083	-	-
HCM Control Delay (s)	9.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations			↕			↗
Traffic Vol, veh/h	0	0	54	17	0	6
Future Vol, veh/h	0	0	54	17	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	0	0	0	0
Mvmt Flow	0	0	59	18	0	7

Major/Minor	Major2	Minor2
Conflicting Flow All	-	0 68
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	-	- 6.2
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	-	- 3.3
Pot Cap-1 Maneuver	-	0 1001
Stage 1	-	0
Stage 2	-	0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	- 1001
Mov Cap-2 Maneuver	-	-
Stage 1	-	-
Stage 2	-	-

Approach	NW	SW
HCM Control Delay, s	0	8.6
HCM LOS		A

Minor Lane/Major Mvmt	NWT	NWRSWLn1
Capacity (veh/h)	-	- 1001
HCM Lane V/C Ratio	-	- 0.007
HCM Control Delay (s)	-	- 8.6
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0