

Traffic Engineering, Transportation Planning & Design

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David Guida
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City of Summit
Summit Community Center
100 Morris Avenue
Summit, NJ 07901

(via email: DGuidaJr@CityofSummit.org)

Re: **Traffic Impact Report
Tatlock Park Lighting Improvements
Butler Parkway
City of Summit, Union County, NJ
SA Project No. 24511**

Dear Mr. Guida,

At the request of the City of Summit, Shropshire Associates prepared this Traffic Impact Report to identify traffic impacts of proposed lighting improvements at Tatlock Park in the City of Summit, Union County. The lighting improvements at Tatlock Park will permit the facility to operate after dark and thus hold evening events such as football. Tatlock Park has historically been used for events such as graduations and sporting events including track, lacrosse, and football. Summit requested this traffic study to evaluate traffic, pedestrian safety, and parking conditions during events and potential impact on the adjacent roadway network at nighttime.

Existing Conditions

A field reconnaissance was conducted to determine the features of the adjacent roadways in the study area. A brief description of the roads and intersections within the study area is provided below.

Roadways

In the vicinity of Tatlock Park, **River Road, County Route 649 (CR 649)** is a two (2) lane undivided roadway under the jurisdiction of Union County and is classified¹ as an Urban Minor Arterial. In the vicinity of its intersection with Butler Parkway, River Road has an approximate cartway width of 40 feet (ft), consisting of a 20 ft lane in each direction. In the vicinity of its intersection with Lewis Avenue, River Road has an approximate cartway width of 40 ft, consisting of a 15 ft lane in each direction and a 10 ft striped median. The posted speed limit along River Road 35 MPH. For the purpose of this study, River Road is assumed to extend in a general north-south direction.

In the vicinity of Tatlock Park, **Morris Avenue, County Route 651 (CR 651)** is a two (2) lane undivided roadway under the jurisdiction of Union County and is classified as an Urban

¹ NJDOT Straight Line Diagrams



Minor Arterial. Morris Avenue has an approximate cartway width of 36 ft, consisting of an 18 ft lane in each direction. For the purpose of this study, Morris Avenue is assumed to extend in a general east-west direction.

In the vicinity of Tatlock Park, **Butler Parkway** is a two (2) lane undivided roadway and is classified as a Local Collector under the jurisdiction of the City of Summit. Butler Parkway has an approximate cartway width of 36 feet (ft) consisting of an 11 ft travel lane and a 7 ft shoulder in each direction. The posted speed limit along Butler Parkway is 25 MPH. Parking is permitted on both sides of Butler Pike. Butler Parkway connects between Morris Avenue to the southwest and River Road to the northeast. For the purpose of this study, Butler Parkway is assumed to extend in a general east-west direction at its intersection with River Road and in a general north-south direction at its intersection with Morris Avenue.

In the vicinity of Tatlock Park, **Lewis Avenue** is a two (2) lane undivided local roadway under the jurisdiction of the City of Summit. Lewis Avenue has an approximate cartway width of 28 ft consisting of a 14 ft travel lane in each direction. The posted speed limit along Lewis Avenue is 25 MPH. Parking is permitted on both sides. For the purpose of this study, Lewis Avenue is assumed to extend in a general east-west direction.

In the vicinity of Tatlock Park, **Aubrey Street** is a two (2) lane undivided local roadway under the jurisdiction of the City of Summit. Aubrey Street has an approximate cartway width of 26 ft, consisting of a 13 ft travel lane in each direction. The posted speed limit along Aubrey Street is 25 MPH. Restricted parking is permitted on the east side and no parking is permitted on the west side. For the purpose of this study, Aubrey Street is assumed to extend in a general north-south direction.

In the vicinity of Tatlock Park, **Canoe Brook Place** is a two (2) lane undivided local roadway under the jurisdiction of the City of Summit. Canoe Brook Place has an approximate cartway width of 30 ft, consisting of a 15 ft lane in each direction. The assumed speed limit along Canoe Brook Place is 25 MPH. Parking is permitted on both sides. For the purpose of this study, Canoe Brook Road is assumed to extend in a general north-south direction.

In the vicinity of Tatlock Park, **Hartley Road** is a two (2) lane undivided local roadway under the jurisdiction of the City of Summit. Hartley Road has an approximate cartway width of 30 ft, consisting of a 15 ft lane in each direction. The assumed speed limit along Hartley Road is 25 MPH. Parking is permitted on both sides. For the purpose of this study, Hartley Road is assumed to extend in a general east-west direction.

In the vicinity of Tatlock Park, **Sheridan Road** is a two (2) lane undivided local roadway under the jurisdiction of the City of Summit. Sheridan Road has an approximate cartway of 30 ft, consisting of a 15 ft lane in each direction. The assumed speed limit along Sheridan Road is 25 MPH. Parking is permitted with restrictions on both sides. For the purpose of this study, Sheridan Road is assumed to extend in a general east-west direction.

Intersections

The intersection of **River Road (CR 649) and Butler Parkway** is a T-type intersection that is stop-controlled along the westbound Butler Parkway approach. The southbound River Road approach consists of a single lane shared for left-turn and through movements. The northbound River Road approach consists of a single lane shared for through and right-turn



movements. The westbound Butler Pike stop controlled approach has a single lane for shared left and right-turn movements.

The intersection of **River Road (CR 649) and Lewis Avenue** is a T-type intersection that is stop-controlled along the westbound Lewis Avenue approach. The southbound River Road approach consists of a single lane shared for left-turn and through movements. The northbound River Road approach consists of a single lane shared for through and right-turn movements. The westbound Lewis Avenue stop controlled approach has a single lane for shared left and right-turn movements.

The intersection of **Morris Avenue (CR 651) and Butler Parkway** is a T-type intersection that is stop-controlled along the southbound Butler Parkway approach. The eastbound Morris Avenue approach consists of a single lane shared for left-turn and through movements. The westbound Morris Avenue approach consists of a single lane shared for through and right-turn movements. The southbound Butler Parkway stop controlled approach has a single lane for shared left and right-turn movements.

The intersection of **Morris Avenue (CR 651) and Aubrey Street** is a T-type intersection that is stop-controlled along the southbound Aubrey Street approach. The eastbound Morris Avenue approach consists of a single lane shared for left-turn and through movements. The westbound Morris Avenue approach consists of a single lane shared for through and right-turn movements. The southbound Aubrey Street stop controlled approach has a single lane for shared left and right-turn movements.

The intersection of **Butler Parkway and Canoe Brook Place** is a T-type intersection that is stop-controlled along the southbound Canoe Brook Place approach. The eastbound Butler Parkway approach consists of a single lane shared for left-turn and through movements. The westbound Butler Parkway approach consists of a single lane shared for through and right-turn movements. The southbound Canoe Brook Place stop controlled approach has a single lane for shared left and right-turn movements.

The intersection of **Butler Parkway and Hartley Road** is a T-type intersection that is stop-controlled along the westbound Hartley Road approach. The southbound Butler Parkway approach consists of a single lane shared for left-turn and through movements. The northbound Butler Parkway approach consists of a single lane shared for through and right-turn movements. The westbound Hartley Road stop controlled approach has a single lane for shared left and right-turn movements. This intersection is offset by approximately 125 ft from the intersection of Butler Parkway and Sheridan Road to the south.

The intersection of **Butler Parkway and Sheridan Road** is a T-type intersection that is stop-controlled along the westbound Sheridan Road approach. The southbound Butler Parkway approach consists of a single lane shared for left-turn and through movements. The northbound Butler Parkway approach consists of a single lane shared for through and right-turn movements. The westbound Sheridan Road stop controlled approach has a single lane for shared left and right-turn movements. This intersection is offset by approximately 125 ft from the intersection of Butler Parkway and Hartley Road to the north.



Traffic Count Data

Manual turning movement counts (MTMC) were conducted at study intersections of River Road & Butler Parkway and Morris Avenue & Butler Parkway during morning and evening commuter peak periods to establish typical daily peak hour conditions. Traffic counts at these intersections were conducted during weekday morning (7:00 AM to 9:00 AM) and weekday afternoon (2:00 PM to 6:00 PM).

Traffic counts were also conducted at all study intersections for two (2) events held at Tatlock Park. Traffic counts were conducted during Summit High School graduation held from 6:00 PM to 8 PM on Tuesday, June 18, 2024. Additionally, traffic counts were conducted for a Summit High School football game held on Saturday September 28, 2024, with start time of 1:00 PM. The MTMC conducted during the football game were used to assess Saturday conditions as well as to project the impact of a football game on afternoon commuter traffic.

A summary of the MTMC counts can be found in the appendix to this report and the existing peak hour volumes are illustrated on Figure 1A for typical conditions, 4A for Graduation and 5A for Football Game.

In addition, automatic traffic recorders (ATRs) were placed along Butler Parkway, Lewis Avenue, and Aubrey Street in the vicinity of Tatlock Park for a period of one (1) week to collect hourly, daily, and weekly bi-directional traffic volume data. Traffic data was collected during the MTMCs for the two (2) observed events. The first period data was collected from Tuesday, June 18, 2024, through Tuesday June 25, 2024, during which graduation occurred on Tuesday, June 18, 2024, was counted. Note: One (1) of the ATRs along Butler Parkway near River Road malfunctioned, however some traffic volume data was recovered and is included in this analysis. The second period data was collected from Saturday, September 28, 2024, through Saturday, October 5, 2024, during which the football game was held on Saturday September 28, 2024. Based upon the collected ATR data, the following is a summary of the existing weekday peak hour volumes during the two (2) collection periods in the vicinity of Tatlock Park along Butler Parkway, Lewis Avenue, and Aubrey Street. Copies of the collected ATR data are attached for your review.

ATR Data from Tuesday June 18, 2024, to Tuesday June 25, 2024:

- Butler Parkway (Near River Road) – Data Recovered
 - AM Peak Hour
 - Northbound – No Data
 - Southbound – No Data
 - Total – No Data
 - PM Peak Hour – 5:00 PM to 6:00 PM
 - Northbound – 80 vehicles per hour (vph)
 - Southbound – 83 vph
 - Total – 163 vph
 - Saturday Peak Hour
 - Northbound – No Data
 - Southbound – No Data
 - Total – No Data



- Annual Average Daily Traffic (AADT)
 - No Data
- Butler Parkway (Near Morris Avenue)
 - AM Peak Hour – 11:00 AM to 12:00 PM
 - Northbound – 65 vph
 - Southbound – 66 vph
 - Total – 131 vph
 - PM Peak Hour – 12:00 PM to 1:00 PM
 - Northbound – 60 vph
 - Southbound – 83 vph
 - Total – 143 vph
 - Saturday Peak Hour – 10:00 AM to 11:00 AM
 - Northbound – 44 vph
 - Southbound – 50 vph
 - Total – 94 vph
 - Annual Average Daily Traffic (AADT)
 - 1,504 vpd
- Lewis Avenue
 - AM Peak Hour – 11:00 AM to 12:00 PM
 - Northbound – 19 vph
 - Southbound – 10 vph
 - Total – 29 vph
 - PM Peak Hour – 2:00 PM to 3:00 PM
 - Northbound – 21 vph
 - Southbound – 23 vph
 - Total – 44 vph
 - Saturday Peak Hour – 1:00 PM to 2:00 PM
 - Northbound – 19 vph
 - Southbound – 22 vph
 - Total – 41 vph
 - Annual Average Daily Traffic (AADT)
 - 387 vpd
- Aubrey Street
 - AM Peak Hour – 11:00 AM to 12:00 PM
 - Eastbound – 38 vph
 - Westbound – 14 vph
 - Total – 52 vph



- PM Peak Hour – 2:00 PM to 3:00 PM
 - Eastbound – 24 vph
 - Westbound – 30 vph
 - Total – 54 vph
- Saturday Peak Hour – 1:00 PM to 2:00 PM
 - Eastbound – 21 vph
 - Westbound – 24 vph
 - Total – 45 vph
- Annual Average Daily Traffic (AADT)
 - 543 vpd

ATR Data from Saturday September 28, 2024, to Saturday, October 5, 2024:

- Butler Parkway (Near River Road)
 - AM Peak Hour – 7:00 AM to 8:00 AM
 - Northbound – 35 vph
 - Southbound – 57 vph
 - Total – 92 vph
 - PM Peak Hour – 3:00 PM to 4:00 PM
 - Northbound – 49 vph
 - Southbound – 67 vph
 - Total – 116 vph
 - Saturday Peak Hour – 3:00 PM to 4:00 PM (Football Game)
 - Northbound – 67 vph
 - Southbound – 45 vph
 - Total – 112 vph
 - Annual Average Daily Traffic (AADT)
 - 977 vpd
- Butler Parkway (Near Morris Avenue)
 - AM Peak Hour – 8:00 AM to 9:00 AM
 - Northbound – 72 vph
 - Southbound – 115 vph
 - Total – 187 vph
 - PM Peak Hour – 5:00 PM to 6:00 PM
 - Northbound – 146 vph
 - Southbound – 183 vph
 - Total – 329 vph



- Saturday Peak Hour – 3:00 PM to 4:00 PM (Football Game)
 - Northbound – 115 vph
 - Southbound – 208 vph
 - Total – 323 vph
- Annual Average Daily Traffic (AADT)
 - 2,058 vpd
- Lewis Avenue
 - AM Peak Hour – 10:00 AM to 11:00 AM
 - Northbound – 16 vph
 - Southbound – 16 vph
 - Total – 32 vph
 - PM Peak Hour – 5:00 PM to 6:00 PM
 - Northbound – 17 vph
 - Southbound – 26 vph
 - Total – 43 vph
 - Saturday Peak Hour – 12:00 PM to 1:00 PM (Football Game)
 - Northbound – 44 vph
 - Southbound – 32 vph
 - Total – 76 vph
 - Annual Average Daily Traffic (AADT)
 - 416 vpd
- Aubrey Street
 - AM Peak Hour – 8:00 AM to 9:00 AM
 - Eastbound – 16 vph
 - Westbound – 34 vph
 - Total – 50 vph
 - PM Peak Hour – 5:00 PM to 6:00 PM
 - Eastbound – 35 vph
 - Westbound – 26 vph
 - Total – 61 vph
 - Saturday Peak Hour – 12:00 PM to 1:00 PM (Football Game)
 - Eastbound – 63 vph
 - Westbound – 36 vph
 - Total – 99 vph
 - Annual Average Daily Traffic (AADT)
 - 588 vpd



Future Conditions

As indicated above, the proposal is for the addition of lighting at Tatlock Park. For the purpose of this traffic study, it is assumed that with lighting of Tatlock park events such as a football game could be held at Tatlock Park in the evening. A graduation event includes more traffic than a sporting event since all students, their families and extended families are involved. Additionally, graduation events are held in the early summer (late June) and already occur in the evening without lighting. Therefore, this study evaluated traffic of a football game, held on a Fall evening under the lights. The traffic resulting from an evening sport event such as a football game will not affect the adjacent roadway network until lighting is installed. It is anticipated that the lighting will be installed, and evening games may be scheduled in the Build year 2026. It can be expected that the traffic volumes along the adjacent roadways will increase as a result of general area traffic growth. Based on the *Annual Background Growth Table* prepared by NJDOT, a 2.25% annual traffic growth will occur on roadways classified as Urban Minor Arterials. Therefore, in order to estimate the No-Build volumes, the annual growth rate of 2.25% was applied to the Existing traffic volumes (Figure 1A) to establish the No-Build Growth volumes illustrated in Figure 2A. Additionally, trips to be generated by other developments in the vicinity of the site were used to determine the Background Development volumes in Figure 2B. The following developments were included:

- STMB Residential Development – Morris Ave, City of Summit
- The Ivy Residential Development - Watchung Ave & River Rd, Chatham Borough

Finally, the No-Build Growth volumes from Figure 2A were added to the Background Development volumes from Figure 2B to determine the 2026 No-Build volumes illustrated in Figure 2C. In order to assess the traffic impact of the proposed lighting installation, a Build scenario was developed. This was achieved by adding the traffic going to/coming from Butler Parkway during the football event to the No-Build weekday PM peak hour volumes. The weekday PM volumes were used as it is anticipated that more evening football games will occur as a result of the proposed lighting installation. The Build volumes are depicted in Figure 3A.

Operational Analysis

In order to measure the quality of the traffic flow for the adjacent roadways and intersections, capacity analyses for the study intersections have been completed 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 LOS A representing the best operating conditions and 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 Level of Service criteria for unsignalized intersections is summarized in Table 3.



Table 3	
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

In order to assess the traffic impact of the proposed lighting installation, the roadway network was evaluated under the Existing, No-Build, and Build conditions using the above-described methodology and the latest Synchro software. A detailed description of the study intersections' operations under each condition is provided below. Levels of service are shown on figures 1B, 2D, 3B, 4B, and 5B for the Existing, No-Build, Build, Existing Graduation, and Existing Football Game conditions, respectively. The capacity analysis worksheets are attached for reference.

River Road (CR 649) and Butler Parkway

Under Existing Conditions, the westbound Butler Parkway stop-controlled approach operates at LOS D during the weekday AM and Saturday peak hours, and LOS E during the weekday PM peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the weekday AM, weekday PM, and Saturday peak hours.

Under No-Build conditions, all movements continue to operate at existing levels of service, with the exception of the Butler Parkway westbound stop-controlled approach, which will operate at LOS F during the PM peak hour.

Under Build conditions, Tatlock Park will have lights installed and evening football games could be held. For an evening football game, the westbound Butler Parkway stop-controlled approach will operate at LOS F during the arrival peak hour and LOS D during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.

For a Graduation event, the westbound Butler Parkway stop-controlled approach operates at LOS E during the arrival peak hour and LOS C during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.

For a Football Game, the westbound Butler Parkway stop-controlled approach operates at LOS D during the arrival peak hour and LOS F during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during both peak hours.

It should be noted that arrival and departure from events such as graduation of a football game have very defined peaks at the start and end of the events. It was our observation that although there was a delay for certain movements during arrival and departure from an event, traffic was orderly, and delays typically dissipated within half an hour of the event.



River Road (CR 649) and Lewis Avenue

For a Graduation event, the westbound Lewis Avenue stop-controlled approach operates at LOS D during the arrival peak hour and LOS B during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.

For a Football Game, the westbound Lewis Avenue stop-controlled approach operates at LOS C during both the arrival peak hour and the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS A during both peak hours.

Morris Avenue (CR 651) and Aubrey Street

For a Graduation event, the southbound Aubrey Street stop-controlled approach operates at LOS B during both the arrival and departure peak hours. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during both peak hours.

For a Football Game, the southbound Aubrey Street stop-controlled approach operates at LOS B during both the arrival and departure peak hours. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during both peak hours.

Butler Parkway and Canoe Brook Place

For a Graduation event, the southbound Canoe Brook Place stop-controlled approach operates at LOS A during both the arrival and departure peak hours. The eastbound Butler Parkway conflicting left-turn movements operate at LOS A during both peak hours.

For a Football Game, the southbound Canoe Brook Place stop-controlled approach operates at LOS A during both the arrival and departure peak hours. The eastbound Butler Parkway conflicting left-turn movements operate at LOS A during both peak hours.

Butler Parkway and Hartley Road

For a Graduation event, the westbound Hartley Road stop-controlled approach operates at LOS B during both the arrival and departure peak hours. The southbound Butler Parkway conflicting left-turn movements operate at LOS A during both peak hours.

For a Football Game, the westbound Hartley Road stop-controlled approach operates at LOS A during both the arrival and departure peak hours. The southbound Butler Parkway conflicting left-turn movements operate at LOS A during both peak hours.

Butler Parkway and Sheridan Road

For a Graduation event, the westbound Sheridan Road stop-controlled approach operates at LOS B during both the arrival and departure peak hours. The southbound Butler Parkway conflicting left-turn movements operate at LOS A during both peak hours.

For a Football Game, the westbound Sheridan Road stop-controlled approach operates at LOS A during both the arrival and departure peak hours. The southbound Butler Parkway conflicting left-turn movements operate at LOS A during both peak hours.



Morris Avenue (CR 651) and Butler Parkway

Under Existing Conditions, the southbound Butler Parkway stop-controlled approach operates at LOS C during the weekday AM peak hour, LOS F during the weekday PM peak hour, and LOS D during the Saturday peak hour. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during the weekday AM, weekday PM, and Saturday peak hours.

Under No-Build conditions, all movements continue to operate at existing levels of service, with the exceptions of the weekday AM and Saturday Butler Parkway stop-controlled approach, which operate at LOS D and LOS E respectively.

Under Build conditions, Tatlock Park will have lights installed and evening football games could be held. For an evening football game, the southbound Butler Parkway stop-controlled approach will operate at LOS F during the arrival peak hour and LOS A during the departure peak hour. The eastbound Morris Avenue conflicting left-turn movements will operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.

For a Graduation event, the southbound Butler Parkway stop-controlled approach operates at LOS F during the arrival peak hour and LOS E during the departure peak hour. The eastbound Morris Avenue conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.

For a Football Game, the southbound Butler Parkway stop-controlled approach operates at LOS D during the arrival peak hour and LOS F during the departure peak hour. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during both peak hours.

Pedestrian Circulation

Pedestrian circulation was observed during the Graduation and Football Game events. Observations were made of pedestrian movements to and from vehicles parked along Butler Parkway, Aubry Street and Lewis Avenue and residents walking to events. The Butler Parkway observations were between Morris Avenue and River Road, Aubrey Street between Morris Avenue and Lewis Avenue, and Lewis Avenue between Aubrey Street and River Road.

Along Butler Parkway south of its intersection with Hartley Road, sidewalks exist on both sides of the roadway. Along Butler Parkway north of its intersection with Hartley Road, sidewalk exists only on the side of Butler Parkway opposite of Tatlock Park. From our observations, pedestrians on Butler Parkway north of Hartley Road use sidewalk on the one side, walk along the roadway within striped shoulders where vehicles are not parked and some walk on the Tatlock Park side grass or some walk in the street. It was observed that pedestrians sometimes cross mid-block where there are no pedestrian crossing accommodations.

Striped crosswalks with flashing beacons and pedestrian push buttons and pedestrian crossing warning signs (W11-2) and down arrow plate (W16-7P) are available for crossing Butler Parkway on the north side of the Hartley Road intersection and the south side of Sheridan Road. These crosswalks are near an entrance to Tatlock Park and receive significant use during events. Pedestrian counts were collected and are included on the traffic volume figures for all study intersections counted during the Graduation and Football Game events.



Striped crosswalks are provided at all stop controlled intersections across the stop controlled approaches. Handicap ramps are provided on both sides of pedestrian crosswalks.

The intersections of Butler Parkway & Hartley Road and Butler Parkway & Canoe Brook Place have raised intersection speed tables to calm traffic.

Aubrey Street has sidewalk provided along both sides of the roadway until the bend where Aubrey Street intersects Lewis Street, approximately 200 ft south of the Tatlock Park gate. A crosswalk can be considered to allow travel from one side of the roadway to the other where the gate can be accessed. The intersection of Morris Avenue and Aubrey Street has an existing crosswalk for pedestrians.

Lewis Street has sidewalks provided along both sides of the roadway until the bend where Lewis Street intersects Aubrey Street, approximately 175 ft northwest of the Tatlock Park gate. A crosswalk can be considered to allow travel from one side of the roadway to the other where the gate can be accessed. The intersection of River Road and Lewis Street has no painted crosswalk, as River Road does not have sidewalk along the northbound side of the roadway.

Pedestrian Circulation Recommendations:

- The existing sidewalk along Tatlock Park side of Butler Parkway from north of Hartley Road to be extended to the northeast corner of Tatlock Park (in the vicinity of a culvert with fence on top).
- Handicap accessible sidewalk and handicap ramp be provided at the gated entrance near the northeast corner of Tatlock Park.
- Consider a striped crosswalk and corresponding pedestrian crossing signs at the northeast gated area to Tatlock Park. Pedestrians were observed using this gate to and from the Park and cross Butler Parkway at this location.
- Consider completing the sidewalk on both Lewis Avenue and Aubry Street to their intersection, if possible.
- Provide street lights, shielded and focused, for the existing pedestrian crosswalks at Hartley Road and Sheridan Road for better pedestrian visibility. Also consider for any other crosswalk or intersection at which Butler Parkway may be crossed.
- Consider crosswalk or crosswalks across Aubry Street and Lewis Avenue near the Tatlock Park southwest gate.

Parking

There are two (2) existing off-street parking areas available within the vicinity of Tatlock Park. A parking area is located at the southeastern corner of the Tatlock Park field and has access via one (1) full-movement driveway along southbound Butler Parkway. The other parking area is located at the southwestern corner of the Tatlock Park field, west of the Washington Elementary School and has access via Lafayette Avenue to Morris Avenue, a signalized intersection. Additionally, there are on-street parking options in the vicinity of the site. The following is a summary of the locations where parking is permitted and/or restricted along the adjacent roadway network.



River Road:

- No on-street parking permitted

Morris Avenue:

- No on-street parking permitted

Butler Parkway:

Between Morris Avenue and Sheridan Road:

- 6-hour on-street parking along the northbound from Morris to 15 Butler Parkway
- No on-street parking permitted except Sunday along the northbound from 15 Butler Parkway to Sheridan Road
- No on-street parking permitted along the southbound from the Tatlock Park parking lot driveway to Morris Avenue
- 2-hour on-street parking along the southbound from Sheridan Road to the Tatlock Park parking lot driveway

Between Sheridan Road and Canoe Brook Place:

- On-street parking permitted along both the northbound/westbound and southbound/eastbound

Between Canoe Brook Place and River Road:

- 6-hour on-street parking along both the westbound and eastbound

Lewis Avenue:

- On-street parking permitted along both the eastbound and westbound
- restrictions during events

Aubrey Street:

- No on-street parking permitted along the southbound
- 30-minute on-street parking along the northbound from Morris Avenue to 13 Aubrey Street
- 2-hour on-street parking along the northbound from 13 Aubrey Street to Aubrey Street / Lewis Street intersection
- restrictions during events

Parking recommendations:

- Parking is permitted along both sides of Butler Parkway from Hartley Road to River Road. Residential driveways exist in this same area. Striping could be used to create no parking areas at driveways that routinely become impeded by parking.



- Parking is orderly and there appears to be adequate parking even for Graduation. Should parking become an issue, off site parking could be considered with shuttle bus/van.

Conclusion

Based on observations, traffic and pedestrian data collected and analysis contained in this traffic impact report, future lighting installation of Tatlock Park will have a minimal impact on the adjacent roadway network and can function safely and efficiently based upon the following conclusions.

River Road and Butler Parkway

- Under Existing conditions at the River Road and Butler Parkway intersection, the southbound River Road conflicting left-turn movements operate at LOS B during all peak hours. The westbound Butler Parkway stop-controlled movements operate at LOS D during the weekday AM and Saturday peak hours, and LOS E during the weekday PM peak hour. Under the typical No-Build conditions, all movements continue to operate at Existing levels of service with the exception of the westbound Butler Parkway stop-controlled movements during the weekday PM peak hour, which will operate at LOS F. Under the Build conditions, with Tatlock Park lights installed and a football game occurring, the westbound Butler Parkway stop-controlled approach will operate at LOS F during the arrival peak hour and LOS D during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.
- For a Graduation event at the River Road and Butler Parkway intersection, the westbound Butler Parkway stop-controlled approach operates at LOS E during the arrival peak hour and LOS C during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.
- For a Football Game, the River Road and Butler Parkway intersection movements all operate at typical No-Build levels of service.

Morris Avenue and Butler Parkway

- Under Existing conditions at the Morris Avenue and Butler Parkway intersection, the eastbound Morris Avenue conflicting left-turn movements operate at LOS A during all peak hours. The southbound Butler Parkway stop-controlled movements operate at LOS C during the weekday AM peak hour, LOS F during the weekday PM peak hour, and LOS D during the Saturday peak hour. Under the typical No-Build conditions, all movements continue to operate at Existing levels of service with the exception of the southbound Butler Parkway stop-controlled movements during the weekday AM and Saturday peak hours, which will operate at LOS D and LOS E respectively. Under the Build conditions, with Tatlock Park lights installed and a football game occurring, the southbound Butler Parkway stop-controlled approach will operate at LOS F during the arrival peak hour and LOS A during the departure peak hour. The eastbound Morris Avenue conflicting left-turn movements will operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.



- For a Graduation Event at the Morris Avenue and Butler Parkway intersection, the southbound Butler Parkway stop-controlled approach operates at LOS D during the arrival peak hour and LOS F during the departure peak hour. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during both the arrival and departure peak hours.
- For a Football Game, the Morris Avenue and Butler Parkway intersection movements all operate at typical No-Build levels of service.

River Road and Lewis Avenue

- For a Graduation Event at the River Road and Lewis Avenue intersection, the westbound Lewis Avenue stop-controlled approach operates at LOS D during the arrival peak hour and LOS B during the departure peak hour. The southbound River Road conflicting left-turn movements operate at LOS B during the arrival peak hour and LOS A during the departure peak hour.
- For a Football Game at the River Road and Lewis Avenue intersection, the westbound Lewis Avenue stop-controlled approach operates at LOS C during both the arrival and departure peak hours. The southbound River Road conflicting left-turn movements operate at LOS A during both the arrival and departure peak hours.

Morris Avenue and Aubrey Street

- For a Graduation Event at the Morris Avenue and Aubrey Street intersection, the southbound Aubrey Street stop-controlled approach operates at LOS B during both the arrival and departure peak hours. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during both the arrival and departure peak hours.
- For a Football Game at the Morris Avenue and Aubrey Street intersection, the southbound Aubrey Street stop-controlled approach operates at LOS B during both the arrival and departure peak hours. The eastbound Morris Avenue conflicting left-turn movements operate at LOS A during both the arrival and departure peak hours.

Butler Parkway Intersections

- During both the Graduation event and the Football Game event, all movements at the Butler Parkway and Canoe Brook Place, Butler Parkway and Hartley Road, and Butler Parkway and Sheridan Road intersections operate at LOS B or better.

Pedestrian Circulation

- Existing pedestrian infrastructure includes sidewalks on both sides of Butler Parkway south of its intersection with Hartley Road. Along Butler Parkway north of its intersection with Hartley Road, the sidewalk exists only on the side of the road opposite of Tatlock Park. Lewis Avenue and Aubrey Street have sidewalks on both sides. In addition, crosswalks exist at Hartley Road and Sheridan Road intersections with Butler Parkway. Pedestrian circulation improvements are recommended above.



Parking

- Off-street parking areas include two (2) public parking areas near Tatlock Park and on street parking along Butler Parkway. Parking for observed events, Graduation and a Football Game, was adequate and access to parking appeared orderly and efficient. Parking improvements are recommended above.

Please call me if you have any questions.

Sincerely,
Shropshire Associates LLC

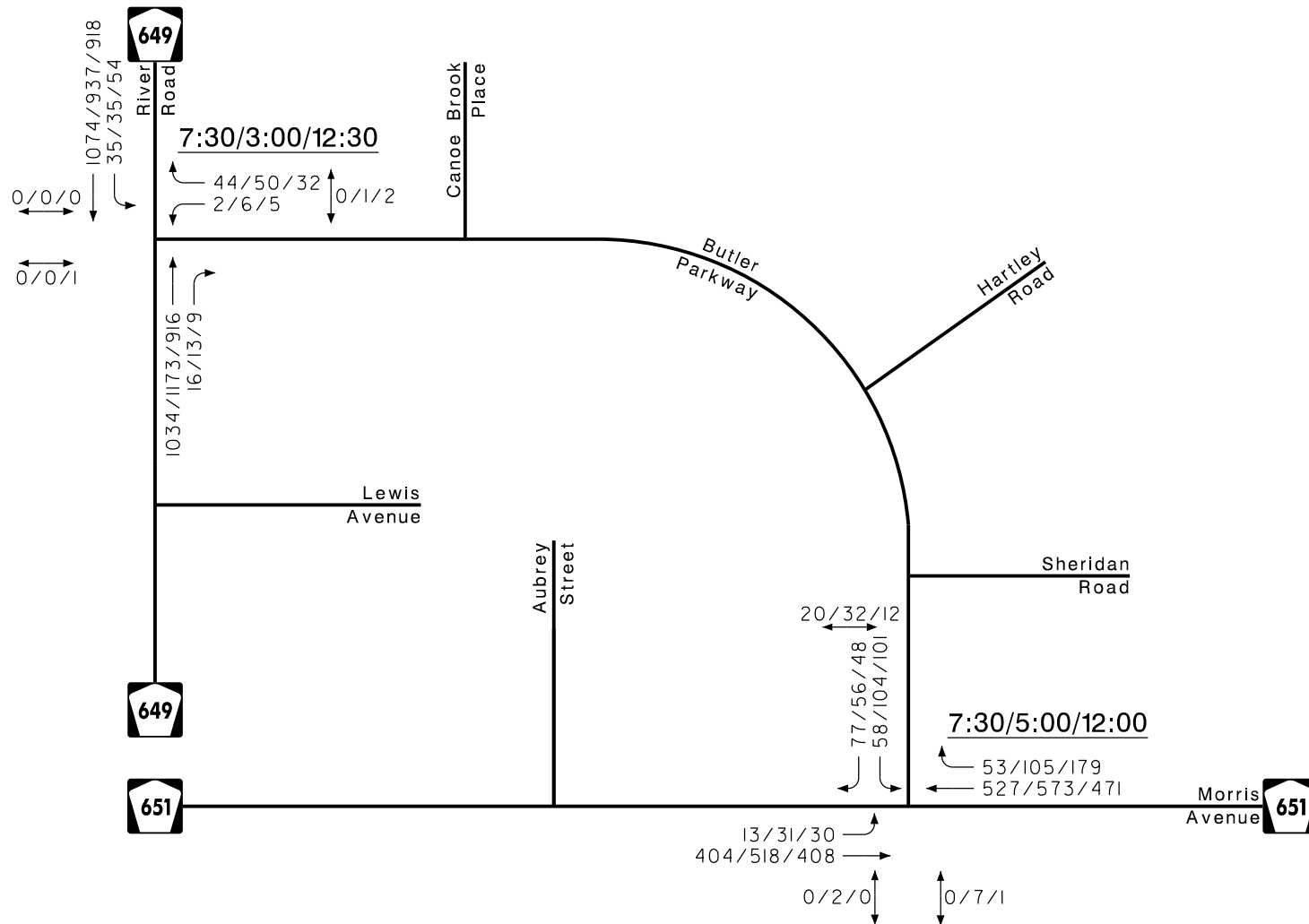
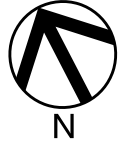
A handwritten signature in black ink that reads "A. Andrew Feranda".

A. Andrew Feranda, PE, PTOE, CME
Professional Engineer
N.J. License No. #42893

AAF/jab
Attachments

cc: Kevin Smallwood, Council Member
Mark Ozoroski, Council Liason

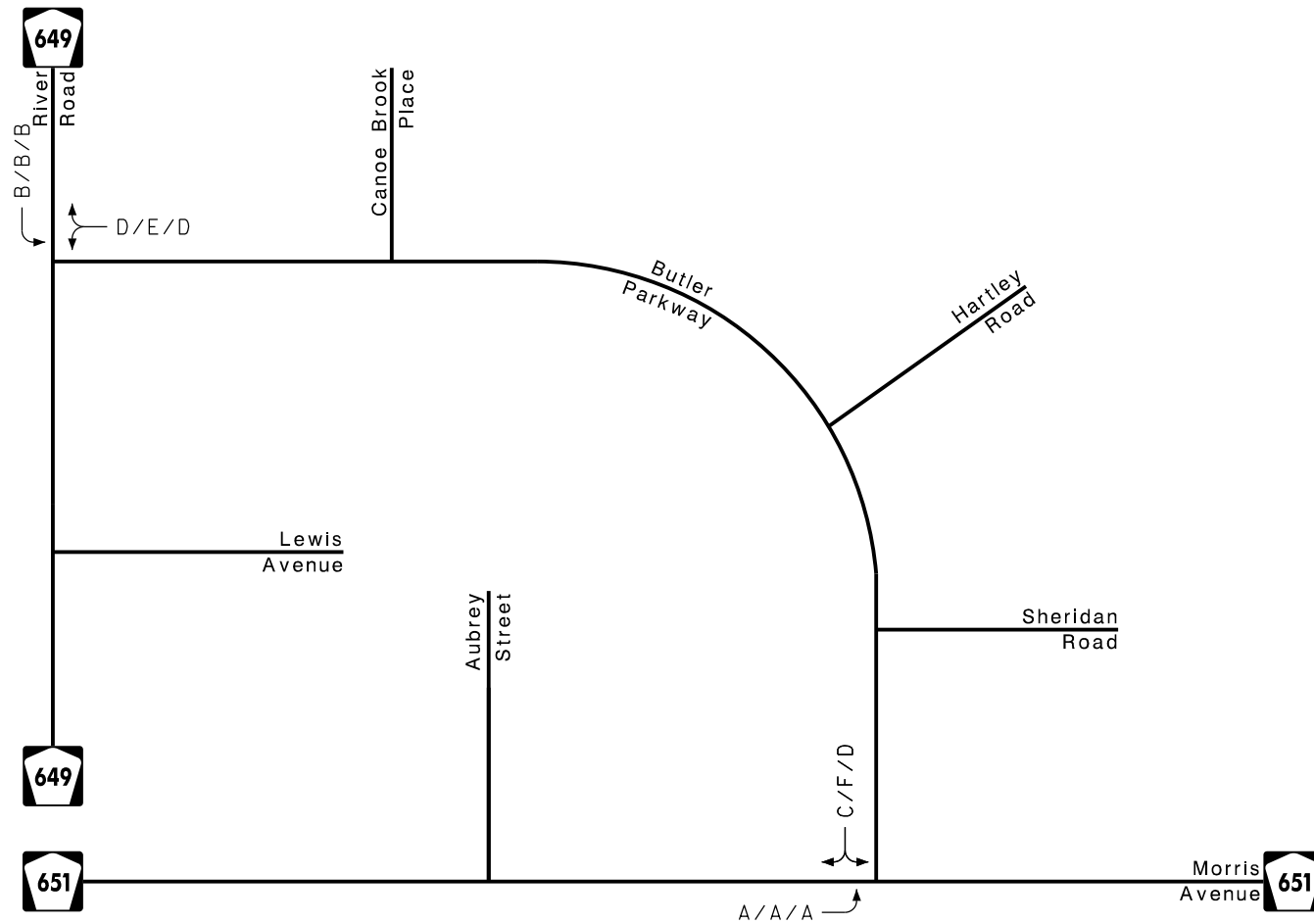
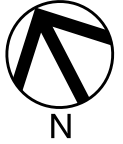
(via e-mail: KSmallwood@Cityofsummit.org)
(via e-mail: Mozoroski@Cityofsummit.org)



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

AM/PM/SAT PEAK HOUR

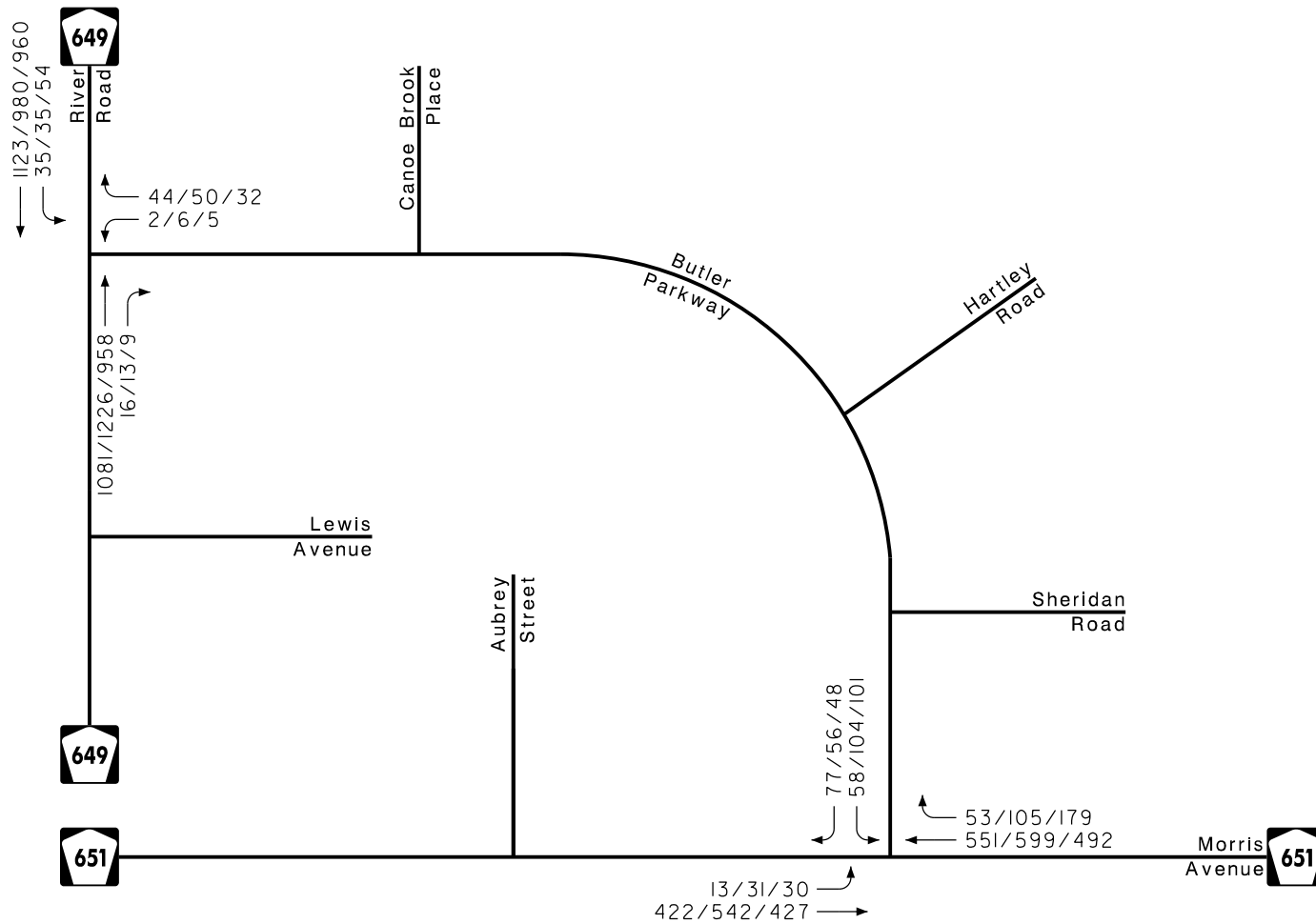
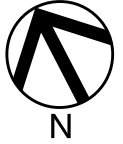


Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

AM/PM/SAT PEAK HOUR

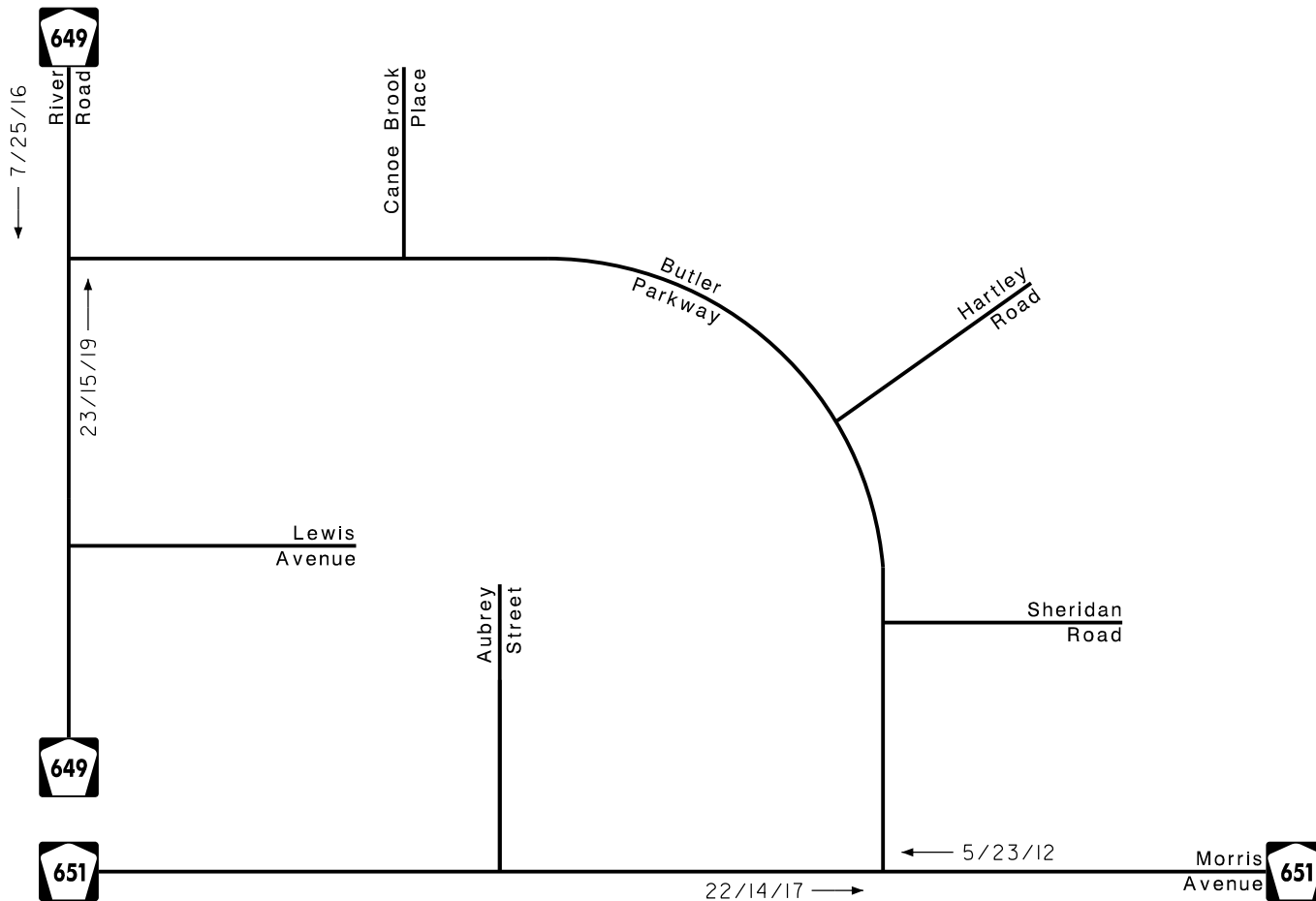
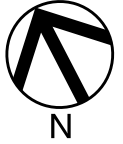
FIGURE 2A
NO-BUILD VOLUMES
(ANNUAL GROWTH ONLY)



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

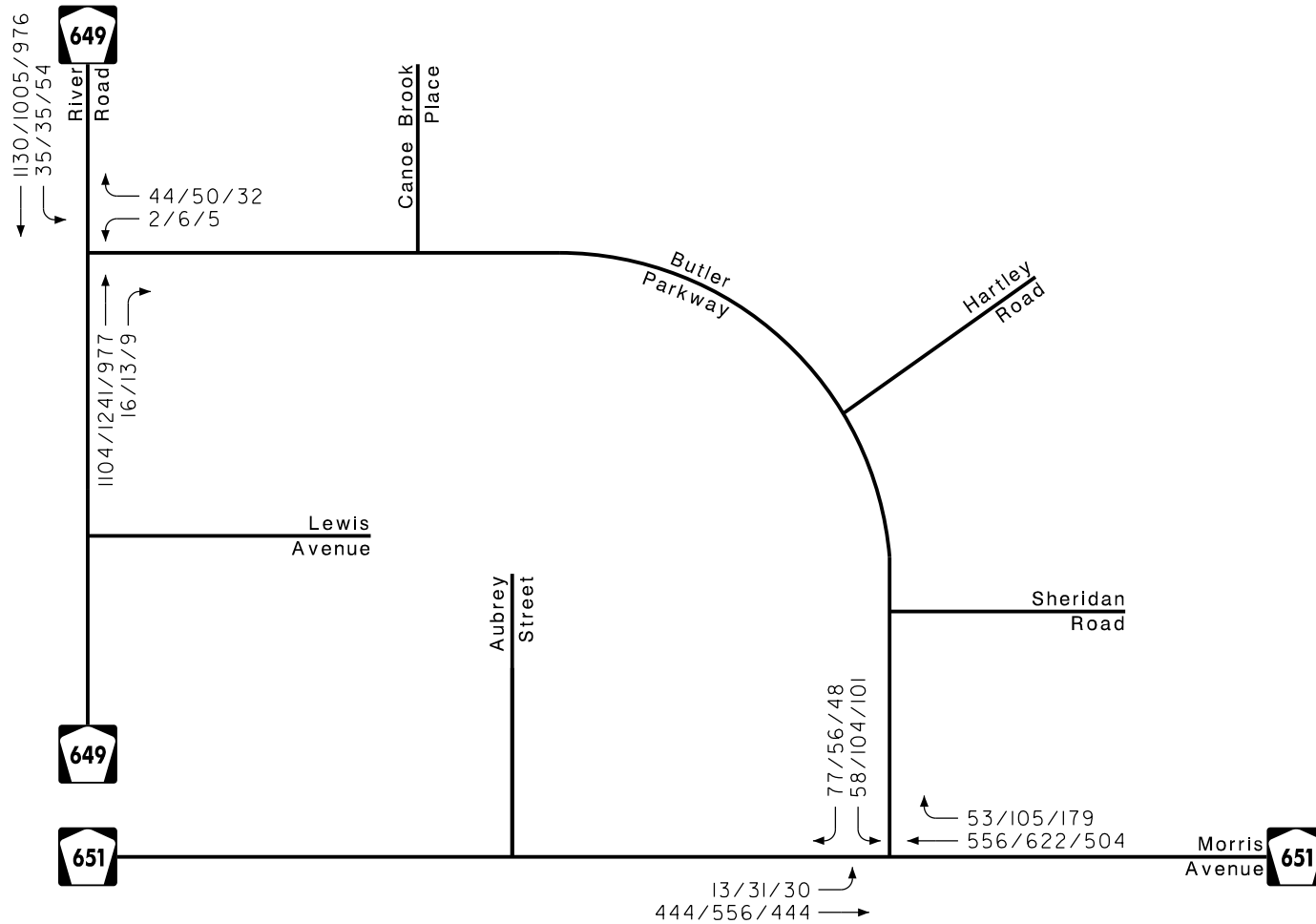
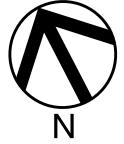
AM/PM/SAT PEAK HOUR



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

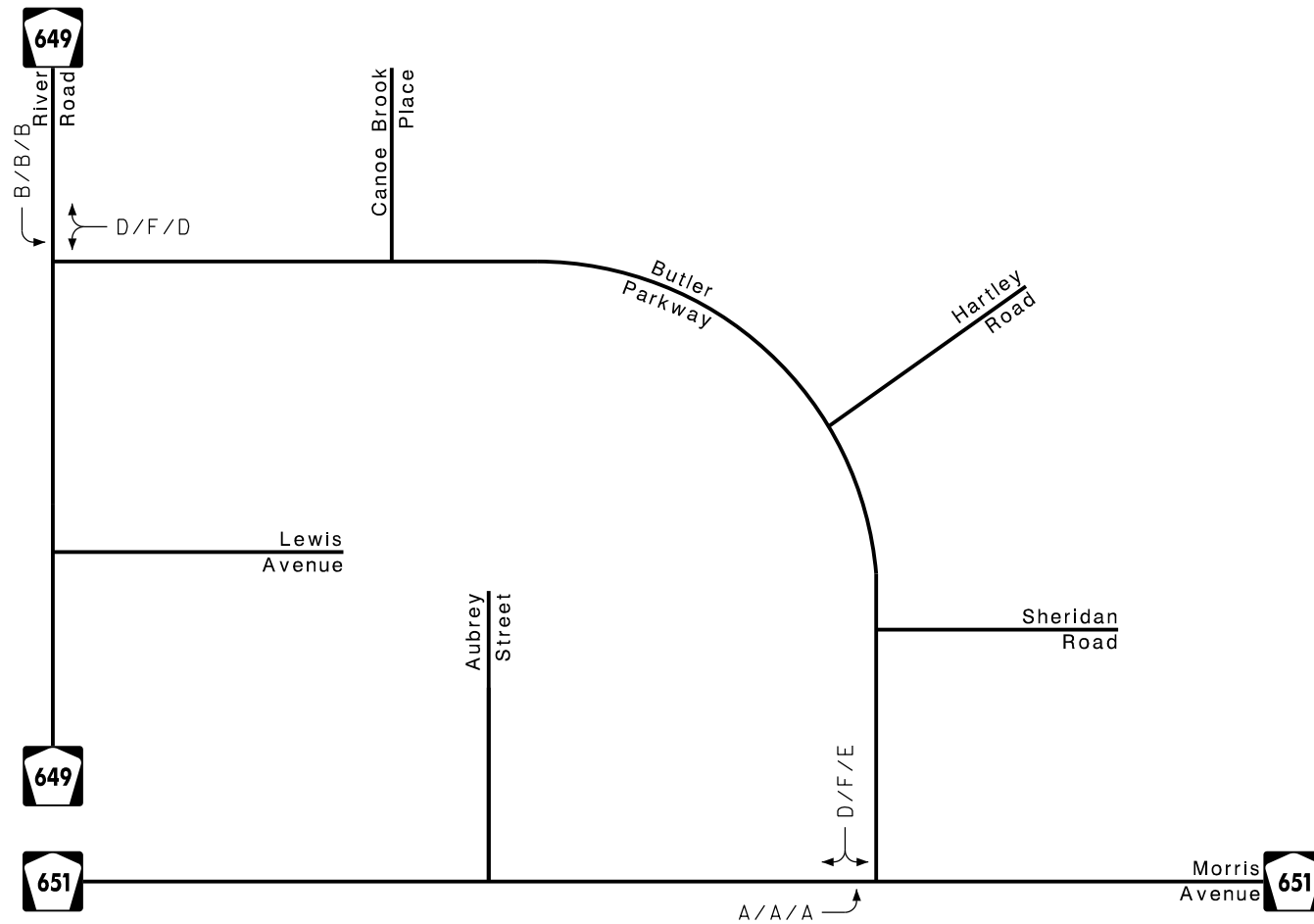
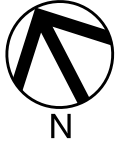
AM/PM/SAT PEAK HOUR



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

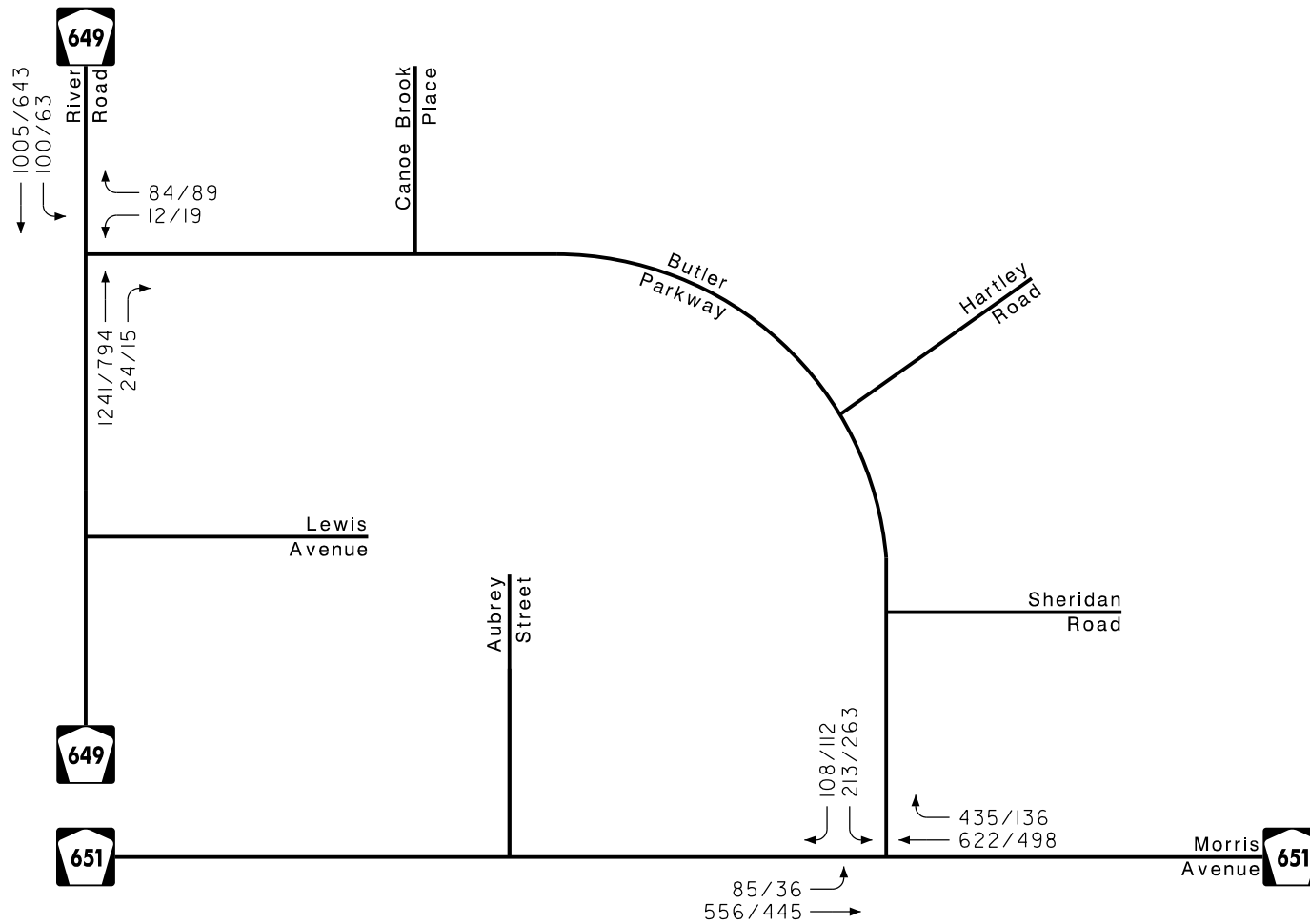
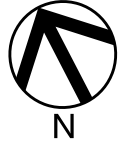
AM/PM/SAT PEAK HOUR



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

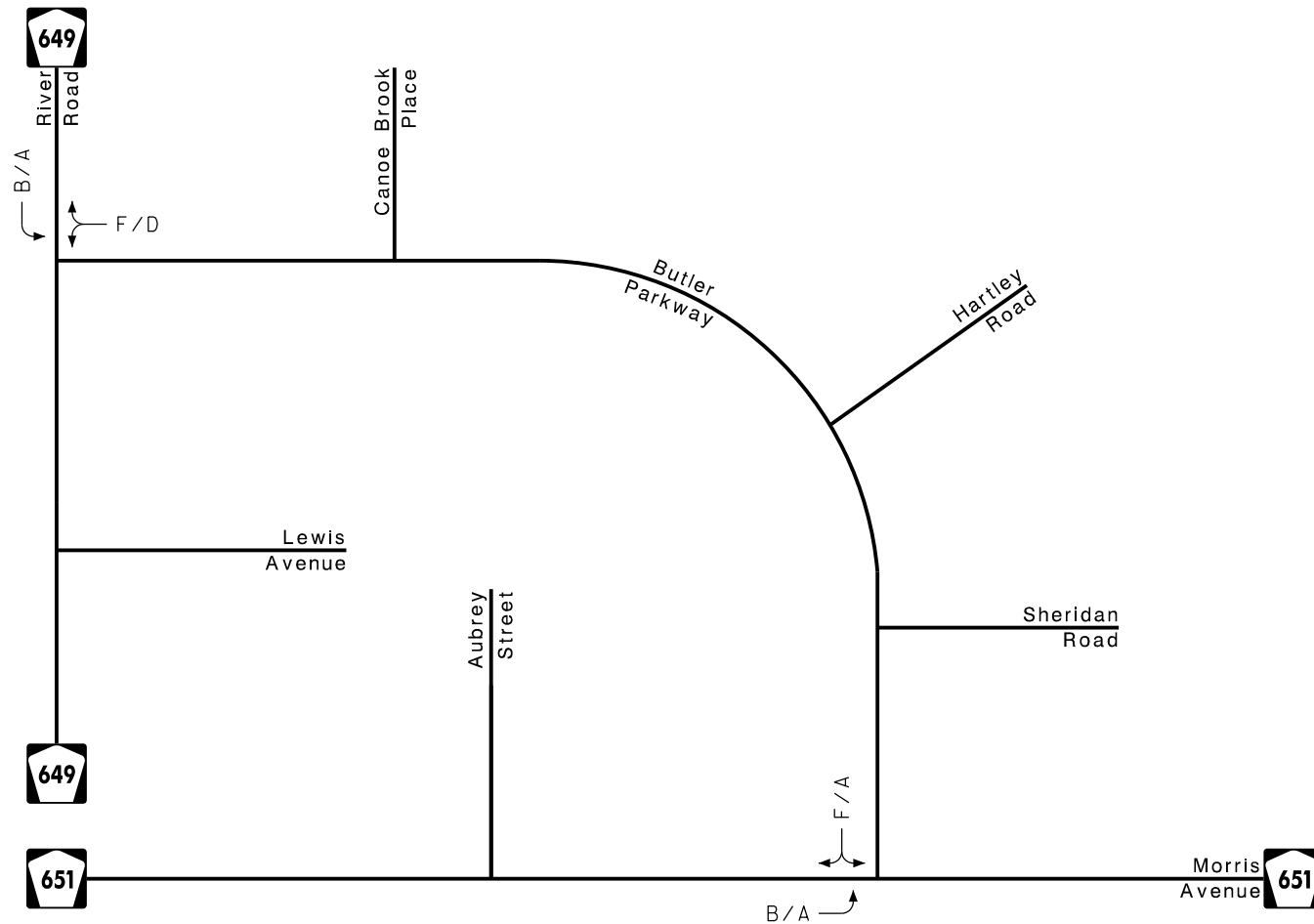
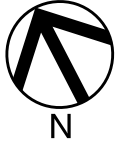
AM/PM/SAT PEAK HOUR



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

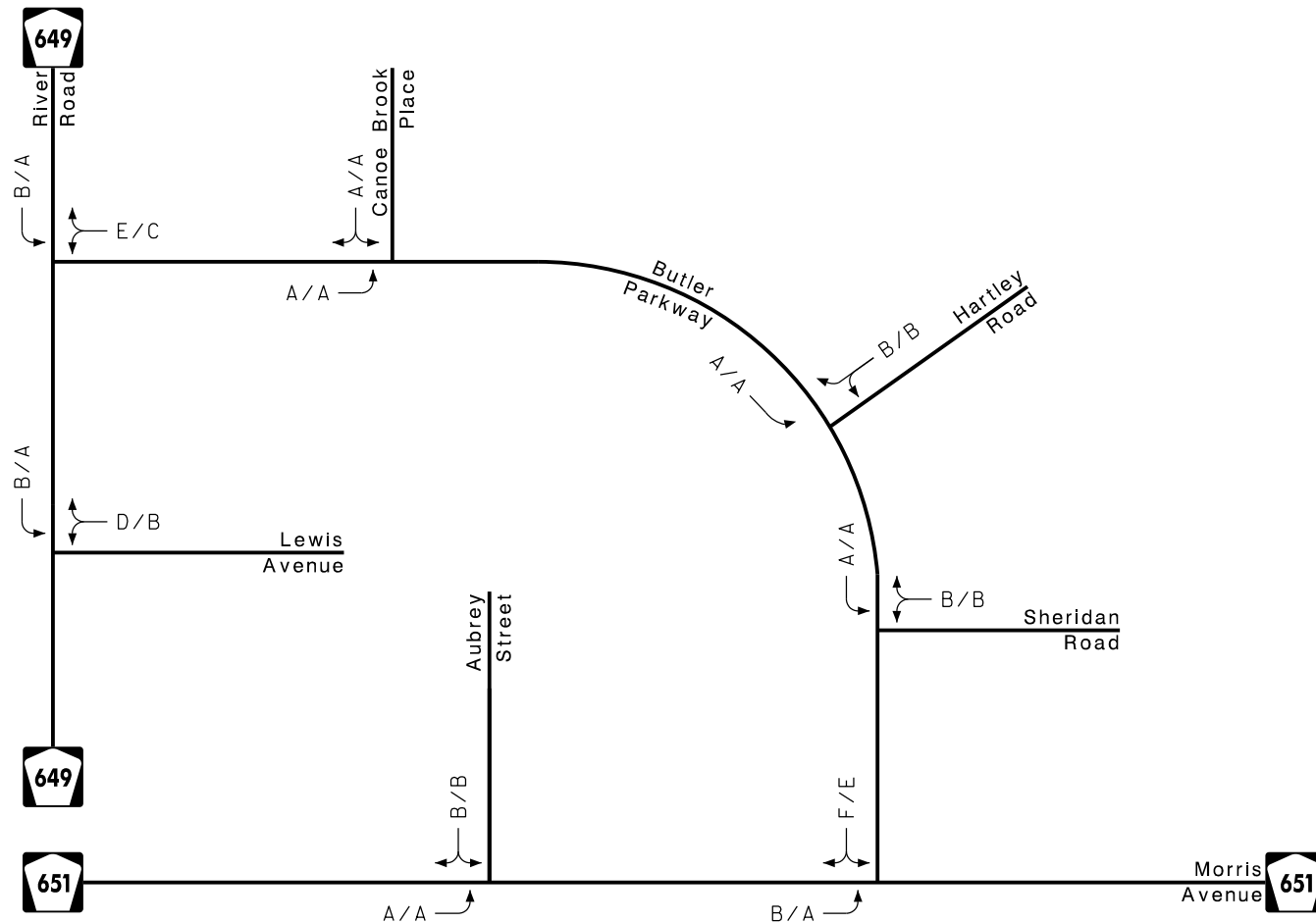
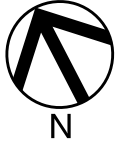
ARRIVAL/DEPARTURE
(PM PEAK HOUR WITH FOOTBALL GAME)



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

ARRIVAL/DEPARTURE
(PM PEAK HOUR WITH FOOTBALL GAME)

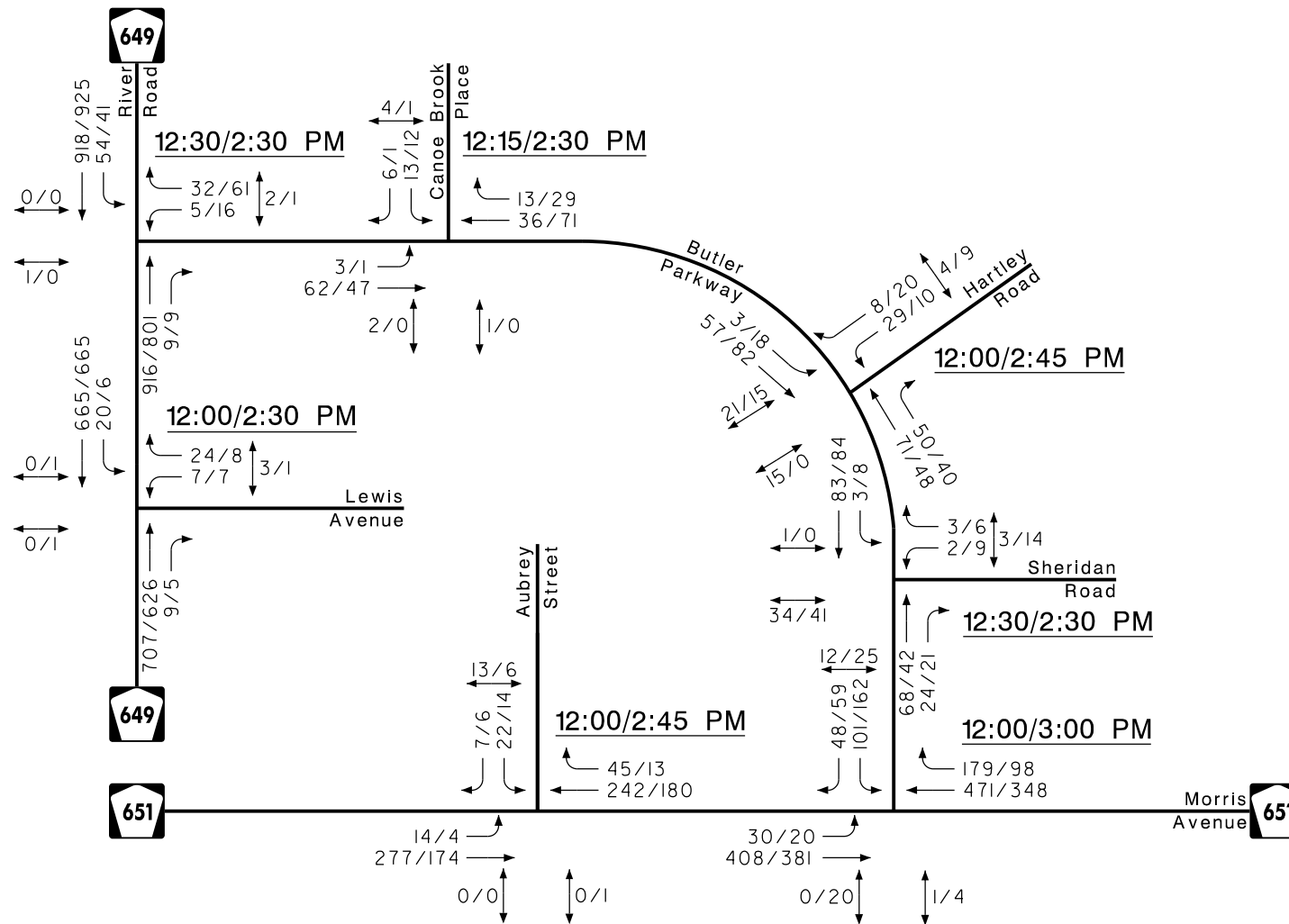


Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

ARRIVAL/DEPARTURE PEAK HOUR

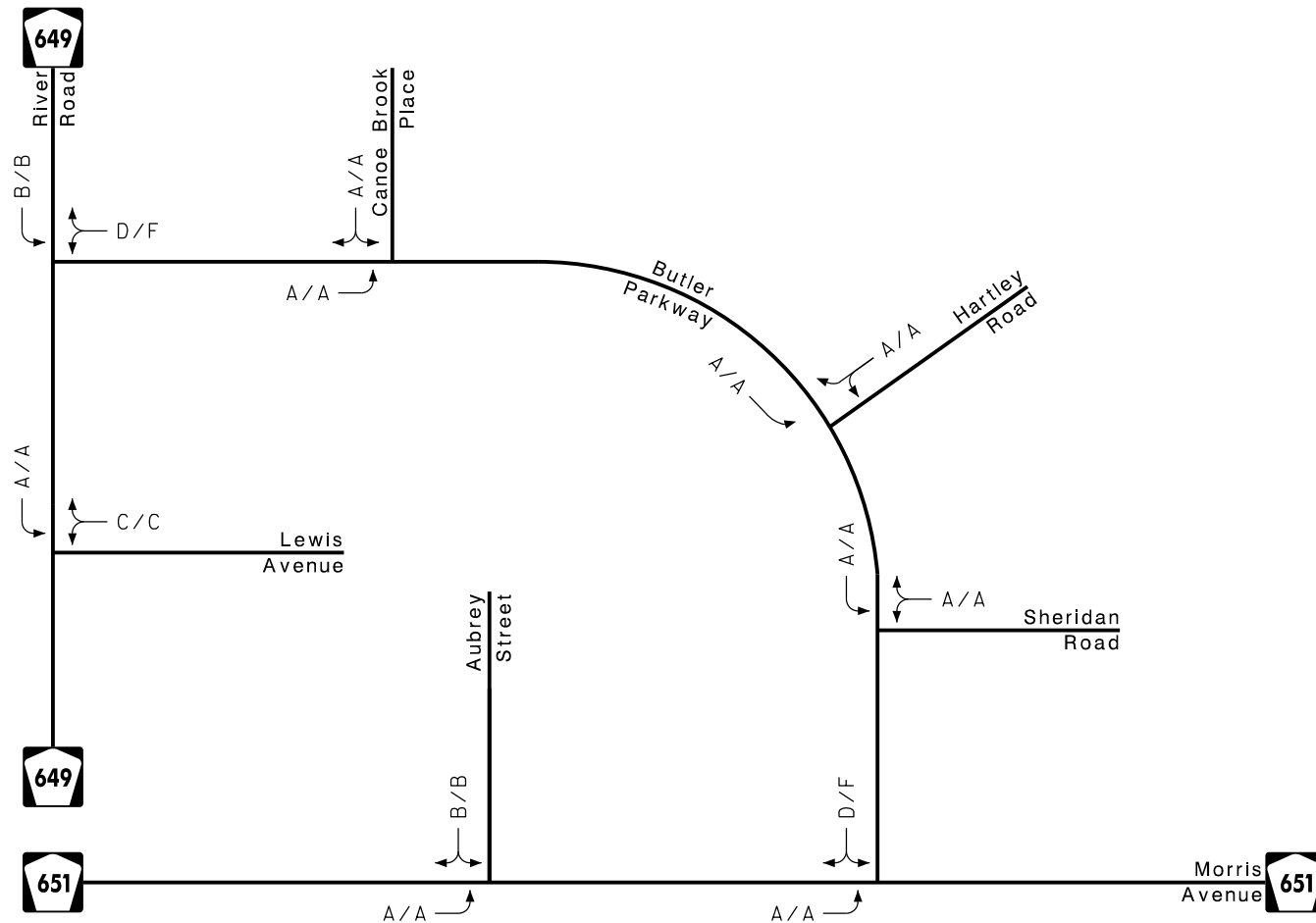
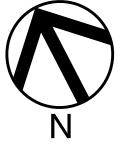
FIGURE 5A
EXISTING VOLUMES
(FOOTBALL GAME)



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

ARRIVAL/DEPARTURE PEAK HOUR



Tatlock Park – Summit

City of Summit, Union County, NJ
December 2024

ARRIVAL/DEPARTURE PEAK HOUR

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Tuesday/Clear/RS/D4-2584

File Name : 24511014

Site Code : 24511014

Start Date : 10/1/2024

Page No : 1

Groups Printed- Unshifted

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	224	6	0	230	4	0	1	5	0	168	0	168	403
07:15 AM	230	13	0	243	5	0	1	6	2	215	0	217	466
07:30 AM	262	13	0	275	7	0	0	7	5	237	0	242	524
07:45 AM	245	11	0	256	13	0	0	13	3	272	0	275	544
Total	961	43	0	1004	29	0	2	31	10	892	0	902	1937
08:00 AM	290	8	0	298	17	1	0	18	4	265	0	269	585
08:15 AM	277	3	0	280	7	1	0	8	4	260	0	264	552
08:30 AM	206	5	0	211	9	0	0	9	4	275	0	279	499
08:45 AM	230	5	0	235	12	3	0	15	5	273	0	278	528
Total	1003	21	0	1024	45	5	0	50	17	1073	0	1090	2164
*** BREAK ***													
02:00 PM	187	7	0	194	5	0	0	5	1	212	0	213	412
02:15 PM	231	15	0	246	9	0	0	9	1	244	0	245	500
02:30 PM	223	9	0	232	5	0	0	5	2	217	0	219	456
02:45 PM	239	13	0	252	7	4	0	11	3	229	0	232	495
Total	880	44	0	924	26	4	0	30	7	902	0	909	1863
03:00 PM	251	4	0	255	14	3	0	17	5	287	0	292	564
03:15 PM	234	10	0	244	16	2	1	19	4	308	0	312	575
03:30 PM	208	14	0	222	8	1	0	9	3	272	0	275	506
03:45 PM	244	7	0	251	12	0	0	12	1	306	0	307	570
Total	937	35	0	972	50	6	1	57	13	1173	0	1186	2215
04:00 PM	226	3	0	229	7	1	0	8	2	288	0	290	527
04:15 PM	253	10	0	263	3	0	0	3	4	282	0	286	552
04:30 PM	230	16	0	246	12	1	0	13	5	268	0	273	532
04:45 PM	249	14	0	263	12	0	1	13	0	248	0	248	524
Total	958	43	0	1001	34	2	1	37	11	1086	0	1097	2135
05:00 PM	236	8	0	244	16	0	0	16	0	257	0	257	517
05:15 PM	275	7	0	282	12	0	0	12	3	245	0	248	542
05:30 PM	271	8	0	279	8	1	0	9	3	232	0	235	523
05:45 PM	270	7	0	277	13	0	0	13	2	218	0	220	510
Total	1052	30	0	1082	49	1	0	50	8	952	0	960	2092
Grand Total	5791	216	0	6007	233	18	4	255	66	6078	0	6144	12406
Apprch %	96.4	3.6	0		91.4	7.1	1.6		1.1	98.9	0		
Total %	46.7	1.7	0	48.4	1.9	0.1	0	2.1	0.5	49	0	49.5	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Tuesday/Clear/RS/D4-2584

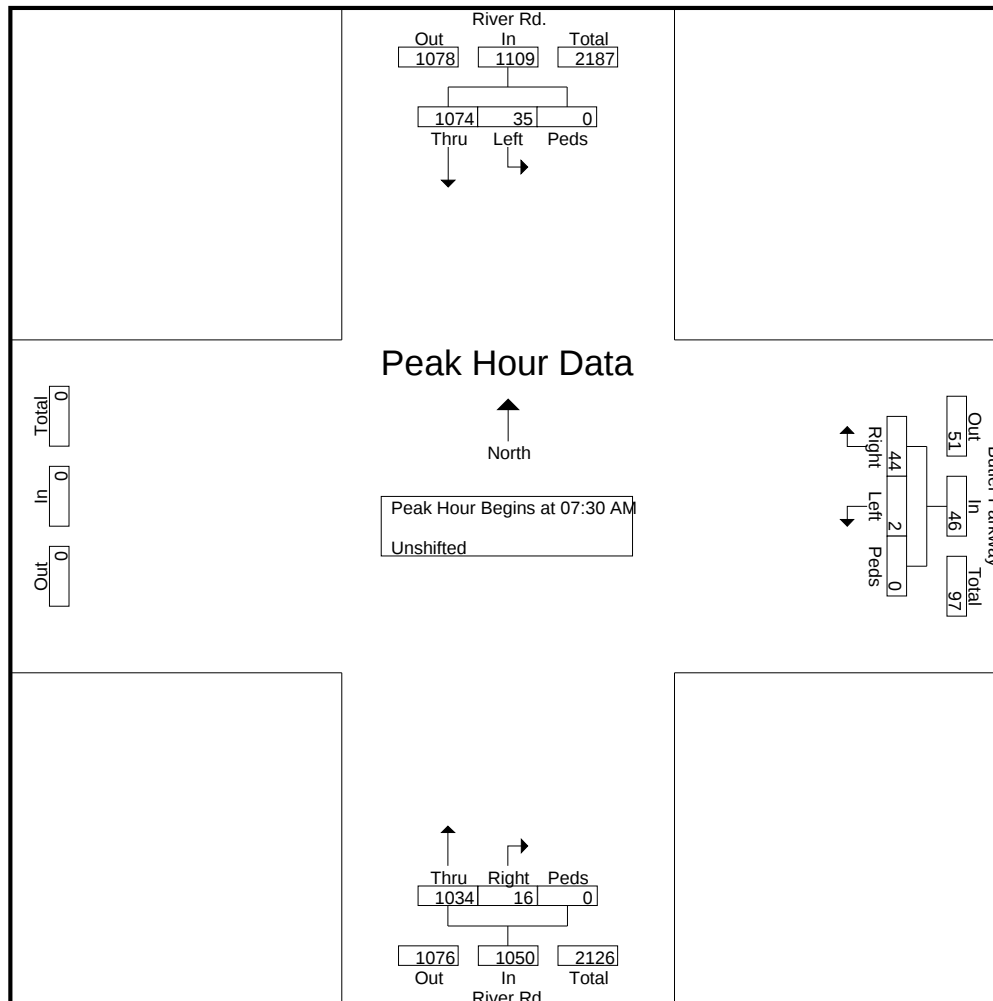
File Name : 24511014

Site Code : 24511014

Start Date : 10/1/2024

Page No : 2

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	262	13	0	275	7	0	0	7	5	237	0	242	524
07:45 AM	245	11	0	256	13	0	0	13	3	272	0	275	544
08:00 AM	290	8	0	298	17	1	0	18	4	265	0	269	585
08:15 AM	277	3	0	280	7	1	0	8	4	260	0	264	552
Total Volume	1074	35	0	1109	44	2	0	46	16	1034	0	1050	2205
% App. Total	96.8	3.2	0		95.7	4.3	0		1.5	98.5	0		
PHF	.926	.673	.000	.930	.647	.500	.000	.639	.800	.950	.000	.955	.942



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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

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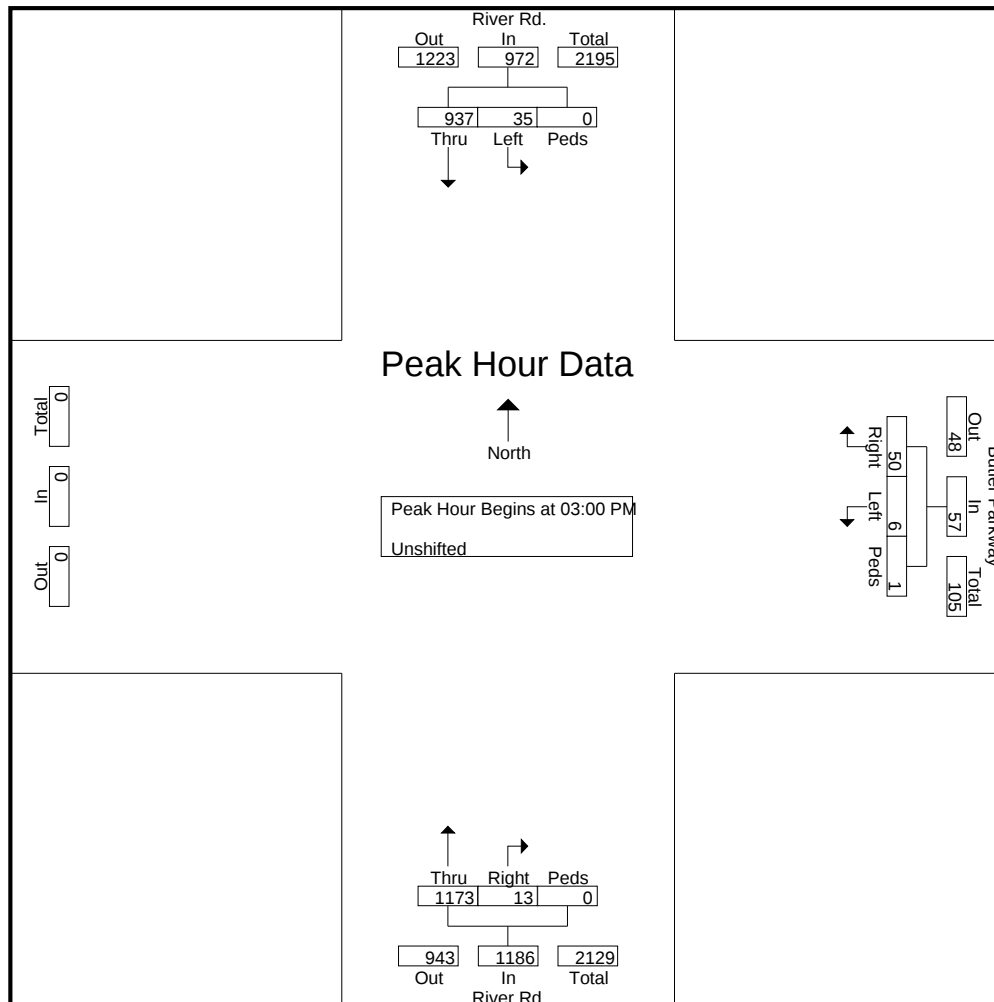
File Name : 24511014

Site Code : 24511014

Start Date : 10/1/2024

Page No : 3

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	251	4	0	255	14	3	0	17	5	287	0	292	564
03:15 PM	234	10	0	244	16	2	1	19	4	308	0	312	575
03:30 PM	208	14	0	222	8	1	0	9	3	272	0	275	506
03:45 PM	244	7	0	251	12	0	0	12	1	306	0	307	570
Total Volume	937	35	0	972	50	6	1	57	13	1173	0	1186	2215
% App. Total	96.4	3.6	0		87.7	10.5	1.8		1.1	98.9	0		
PHF	.933	.625	.000	.953	.781	.500	.250	.750	.650	.952	.000	.950	.963



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Morris Ave.
City of Summit/Union County/NJ
Tuesday/Clear/LW/D4-3730

File Name : 24511013
Site Code : 24511013
Start Date : 10/1/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	15	1	18	6	92	0	98	68	3	0	71	187
07:15 AM	5	10	4	19	5	92	0	97	114	4	0	118	234
07:30 AM	14	26	4	44	12	101	0	113	117	4	0	121	278
07:45 AM	8	7	6	21	14	139	0	153	104	4	0	108	282
Total	29	58	15	102	37	424	0	461	403	15	0	418	981
08:00 AM	34	9	6	49	13	151	0	164	106	1	0	107	320
08:15 AM	21	16	4	41	14	136	0	150	77	4	0	81	272
08:30 AM	10	1	5	16	11	114	0	125	83	5	0	88	229
08:45 AM	6	6	1	13	15	139	0	154	84	1	0	85	252
Total	71	32	16	119	53	540	0	593	350	11	0	361	1073
*** BREAK ***													
02:00 PM	4	7	0	11	7	112	0	119	75	3	0	78	208
02:15 PM	6	13	3	22	11	115	0	126	100	2	0	102	250
02:30 PM	6	10	0	16	11	124	0	135	100	4	0	104	255
02:45 PM	16	11	5	32	26	115	0	141	102	9	0	111	284
Total	32	41	8	81	55	466	0	521	377	18	0	395	997
03:00 PM	22	17	13	52	26	142	36	204	104	15	3	122	378
03:15 PM	10	12	7	29	22	166	1	189	104	5	0	109	327
03:30 PM	5	22	4	31	16	167	1	184	128	5	0	133	348
03:45 PM	5	15	13	33	18	131	1	150	123	3	0	126	309
Total	42	66	37	145	82	606	39	727	459	28	3	490	1362
04:00 PM	8	12	9	29	15	147	0	162	114	7	0	121	312
04:15 PM	11	13	5	29	18	158	0	176	121	3	4	128	333
04:30 PM	4	22	7	33	20	140	1	161	113	9	1	123	317
04:45 PM	12	13	3	28	29	154	0	183	113	6	1	120	331
Total	35	60	24	119	82	599	1	682	461	25	6	492	1293
05:00 PM	17	33	21	71	30	150	1	181	125	8	1	134	386
05:15 PM	7	21	4	32	26	126	2	154	136	7	1	144	330
05:30 PM	17	28	1	46	26	152	0	178	124	9	0	133	357
05:45 PM	15	22	6	43	23	145	4	172	133	7	0	140	355
Total	56	104	32	192	105	573	7	685	518	31	2	551	1428
Grand Total	265	361	132	758	414	3208	47	3669	2568	128	11	2707	7134
Apprch %	35	47.6	17.4		11.3	87.4	1.3		94.9	4.7	0.4		
Total %	3.7	5.1	1.9	10.6	5.8	45	0.7	51.4	36	1.8	0.2	37.9	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/LW/D4-3730

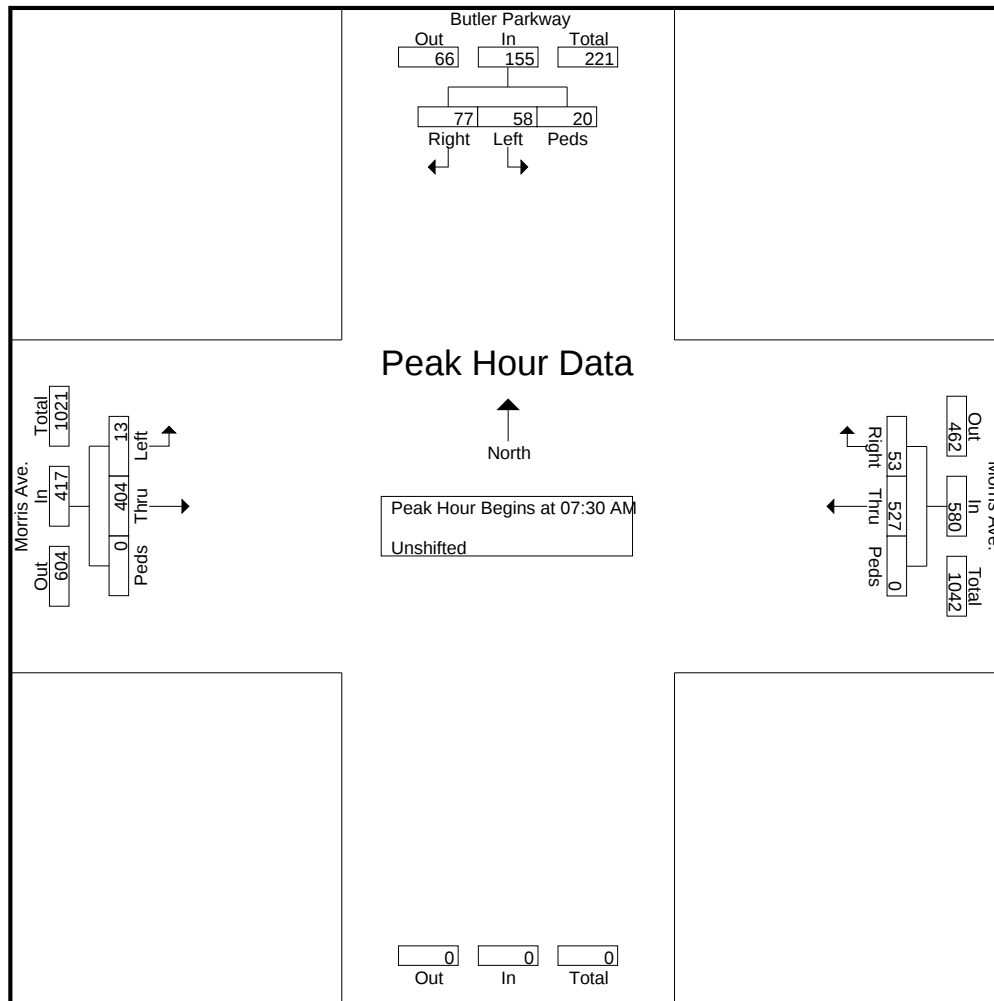
File Name : 24511013

Site Code : 24511013

Start Date : 10/1/2024

Page No : 2

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	14	26	4	44	12	101	0	113	117	4	0	121	278
07:45 AM	8	7	6	21	14	139	0	153	104	4	0	108	282
08:00 AM	34	9	6	49	13	151	0	164	106	1	0	107	320
08:15 AM	21	16	4	41	14	136	0	150	77	4	0	81	272
Total Volume	77	58	20	155	53	527	0	580	404	13	0	417	1152
% App. Total	49.7	37.4	12.9		9.1	90.9	0		96.9	3.1	0		
PHF	.566	.558	.833	.791	.946	.873	.000	.884	.863	.813	.000	.862	.900



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/LW/D4-3730

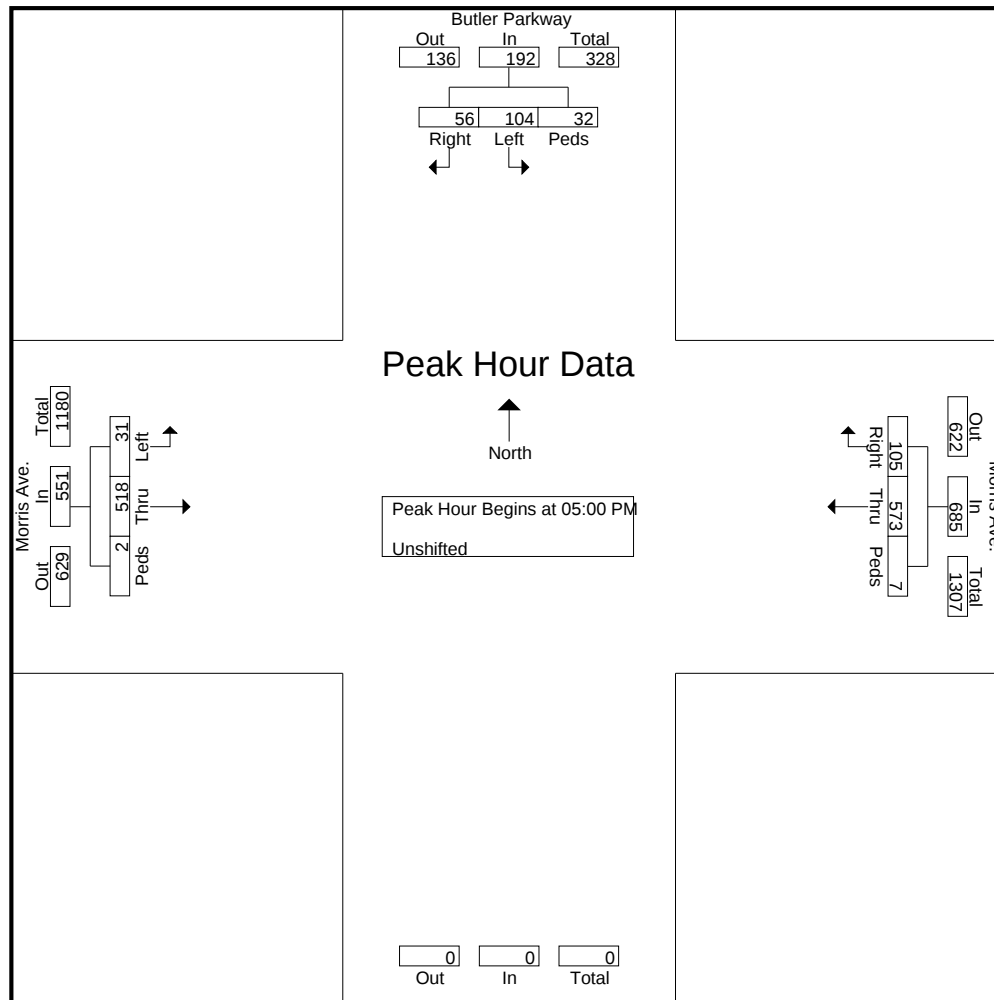
File Name : 24511013

Site Code : 24511013

Start Date : 10/1/2024

Page No : 3

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	17	33	21	71	30	150	1	181	125	8	1	134	386
05:15 PM	7	21	4	32	26	126	2	154	136	7	1	144	330
05:30 PM	17	28	1	46	26	152	0	178	124	9	0	133	357
05:45 PM	15	22	6	43	23	145	4	172	133	7	0	140	355
Total Volume	56	104	32	192	105	573	7	685	518	31	2	551	1428
% App. Total	29.2	54.2	16.7		15.3	83.6	1		94	5.6	0.4		
PHF	.824	.788	.381	.676	.875	.942	.438	.946	.952	.861	.500	.957	.925



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Tuesday/Clear/RS/D4-2584

File Name : 24511002

Site Code : 24511002

Start Date : 6/18/2024

Page No : 1

Groups Printed- Unshifted

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Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 PM	234	11	0	245	12	4	0	16	9	302	0	311	572
05:15 PM	249	10	0	259	9	0	0	9	7	287	0	294	562
05:30 PM	265	17	0	282	7	1	0	8	5	231	0	236	526
05:45 PM	240	16	0	256	5	0	0	5	4	181	0	185	446
Total	988	54	0	1042	33	5	0	38	25	1001	0	1026	2106
06:00 PM	250	7	0	257	9	3	0	12	2	228	0	230	499
06:15 PM	227	5	0	232	7	2	0	9	2	195	0	197	438
*** BREAK ***													
Total	477	12	0	489	16	5	0	21	4	423	0	427	937
*** BREAK ***													
07:30 PM	158	2	0	160	15	10	0	25	1	121	0	122	307
07:45 PM	161	3	0	164	17	4	0	21	1	144	0	145	330
Total	319	5	0	324	32	14	0	46	2	265	0	267	637
08:00 PM	147	3	0	150	17	8	0	25	2	130	0	132	307
08:15 PM	148	6	0	154	6	2	0	8	1	120	0	121	283
08:30 PM	128	6	0	134	4	1	0	5	0	117	0	117	256
08:45 PM	121	4	0	125	5	0	0	5	0	102	0	102	232
Total	544	19	0	563	32	11	0	43	3	469	0	472	1078
Grand Total	2328	90	0	2418	113	35	0	148	34	2158	0	2192	4758
Apprch %	96.3	3.7	0		76.4	23.6	0		1.6	98.4	0		
Total %	48.9	1.9	0	50.8	2.4	0.7	0	3.1	0.7	45.4	0	46.1	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Tuesday/Clear/RS/D4-2584

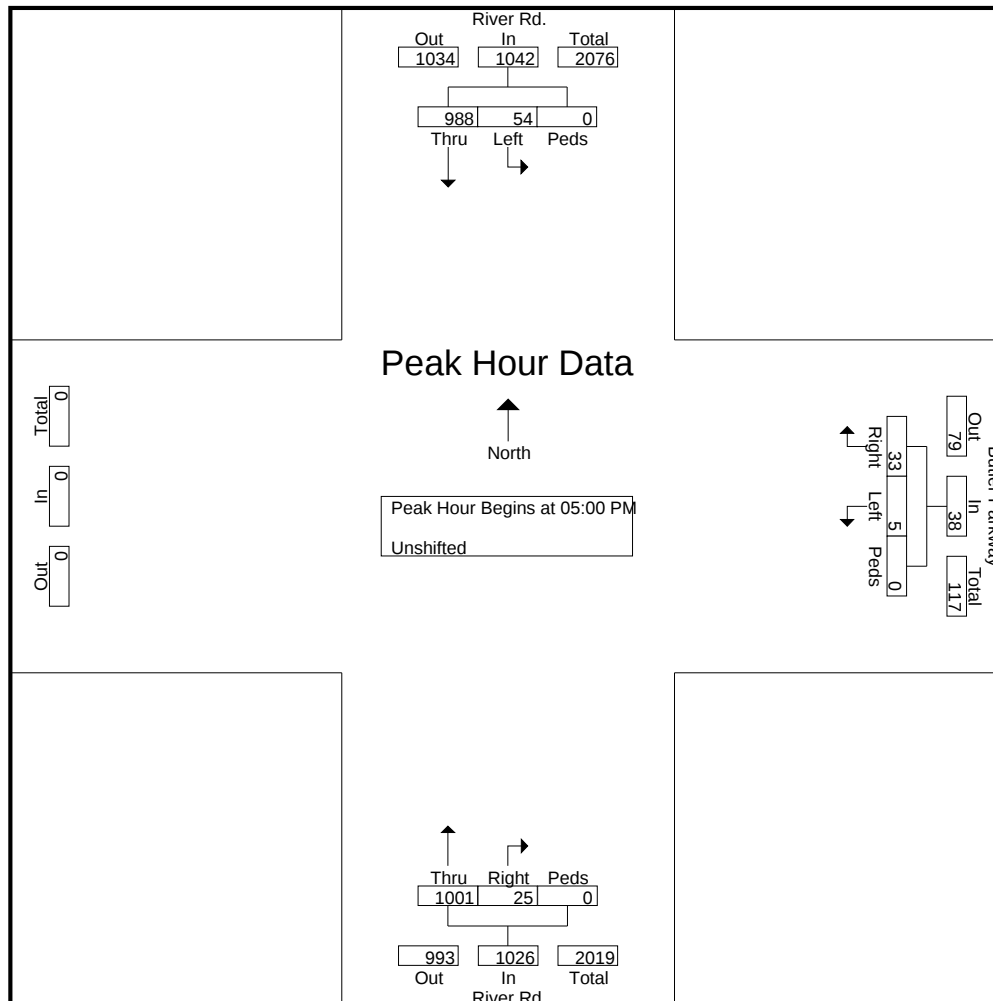
File Name : 24511002

Site Code : 24511002

Start Date : 6/18/2024

Page No : 2

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	234	11	0	245	12	4	0	16	9	302	0	311	572
05:15 PM	249	10	0	259	9	0	0	9	7	287	0	294	562
05:30 PM	265	17	0	282	7	1	0	8	5	231	0	236	526
05:45 PM	240	16	0	256	5	0	0	5	4	181	0	185	446
Total Volume	988	54	0	1042	33	5	0	38	25	1001	0	1026	2106
% App. Total	94.8	5.2	0		86.8	13.2	0		2.4	97.6	0		
PHF	.932	.794	.000	.924	.688	.313	.000	.594	.694	.829	.000	.825	.920



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Tuesday/Clear/RS/D4-2584

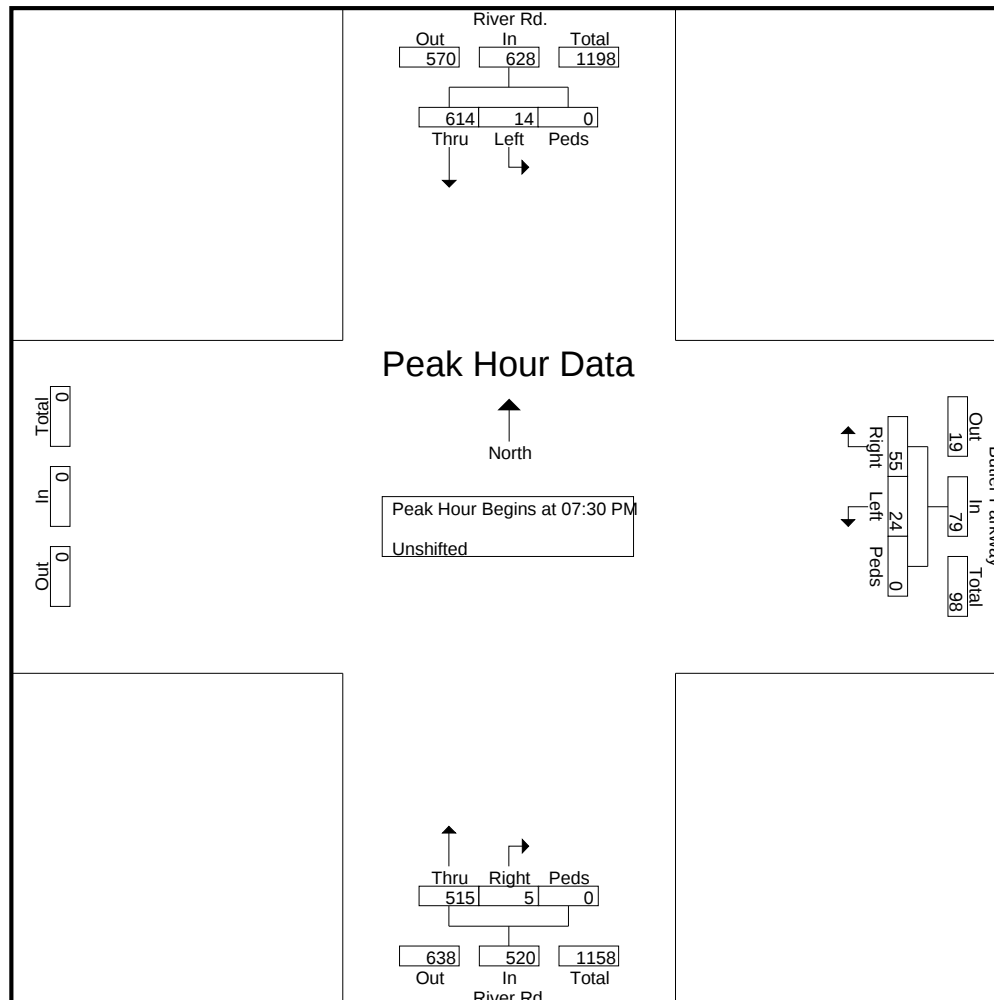
File Name : 24511002

Site Code : 24511002

Start Date : 6/18/2024

Page No : 3

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 PM													
07:30 PM	158	2	0	160	15	10	0	25	1	121	0	122	307
07:45 PM	161	3	0	164	17	4	0	21	1	144	0	145	330
08:00 PM	147	3	0	150	17	8	0	25	2	130	0	132	307
08:15 PM	148	6	0	154	6	2	0	8	1	120	0	121	283
Total Volume	614	14	0	628	55	24	0	79	5	515	0	520	1227
% App. Total	97.8	2.2	0		69.6	30.4	0		1	99	0		
PHF	.953	.583	.000	.957	.809	.600	.000	.790	.625	.894	.000	.897	.930



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Canoe Brook Place
City of Summit/Union County/NJ
Tuesday/Clear/LM/T-3130

File Name : 24511005
Site Code : 24511005
Start Date : 6/18/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Canoe Brook Place Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 PM	19	3	0	22	0	2	2	4	7	14	0	21	47
05:15 PM	16	2	0	18	0	11	0	11	6	8	1	15	44
05:30 PM	17	1	0	18	2	6	0	8	1	6	0	7	33
05:45 PM	16	2	0	18	2	2	7	11	4	8	0	12	41
Total	68	8	0	76	4	21	9	34	18	36	1	55	165
06:00 PM	10	1	4	15	1	4	1	6	6	12	2	20	41
06:15 PM	9	0	0	9	0	4	0	4	6	8	0	14	27
*** BREAK ***													
Total	19	1	4	24	1	8	1	10	12	20	2	34	68
*** BREAK ***													
07:30 PM	5	1	0	6	2	2	3	7	10	23	0	33	46
07:45 PM	6	2	1	9	0	4	2	6	6	21	0	27	42
Total	11	3	1	15	2	6	5	13	16	44	0	60	88
08:00 PM	4	1	0	5	1	1	4	6	7	22	0	29	40
08:15 PM	7	0	0	7	0	2	0	2	1	7	0	8	17
08:30 PM	6	0	1	7	0	1	0	1	0	4	2	6	14
08:45 PM	4	0	0	4	0	2	0	2	1	5	6	12	18
Total	21	1	1	23	1	6	4	11	9	38	8	55	89
Grand Total	119	13	6	138	8	41	19	68	55	138	11	204	410
Apprch %	86.2	9.4	4.3		11.8	60.3	27.9		27	67.6	5.4		
Total %	29	3.2	1.5	33.7	2	10	4.6	16.6	13.4	33.7	2.7	49.8	

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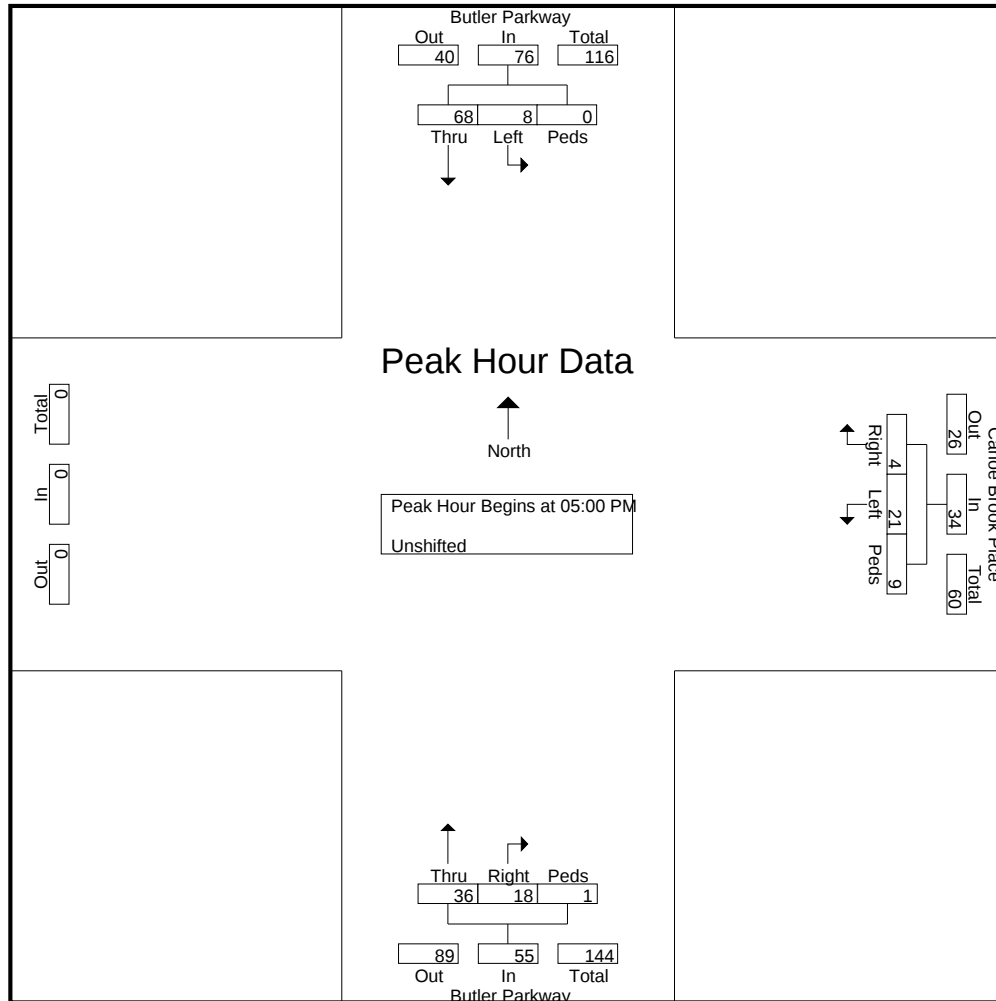
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Canoe Brook Place
City of Summit/Union County/NJ
Tuesday/Clear/LM/T-3130

File Name : 24511005
Site Code : 24511005
Start Date : 6/18/2024
Page No : 2

	Butler Parkway Southbound				Canoe Brook Place Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	19	3	0	22	0	2	2	4	7	14	0	21	47
05:15 PM	16	2	0	18	0	11	0	11	6	8	1	15	44
05:30 PM	17	1	0	18	2	6	0	8	1	6	0	7	33
05:45 PM	16	2	0	18	2	2	7	11	4	8	0	12	41
Total Volume	68	8	0	76	4	21	9	34	18	36	1	55	165
% App. Total	89.5	10.5	0		11.8	61.8	26.5		32.7	65.5	1.8		
PHF	.895	.667	.000	.864	.500	.477	.321	.773	.643	.643	.250	.655	.878



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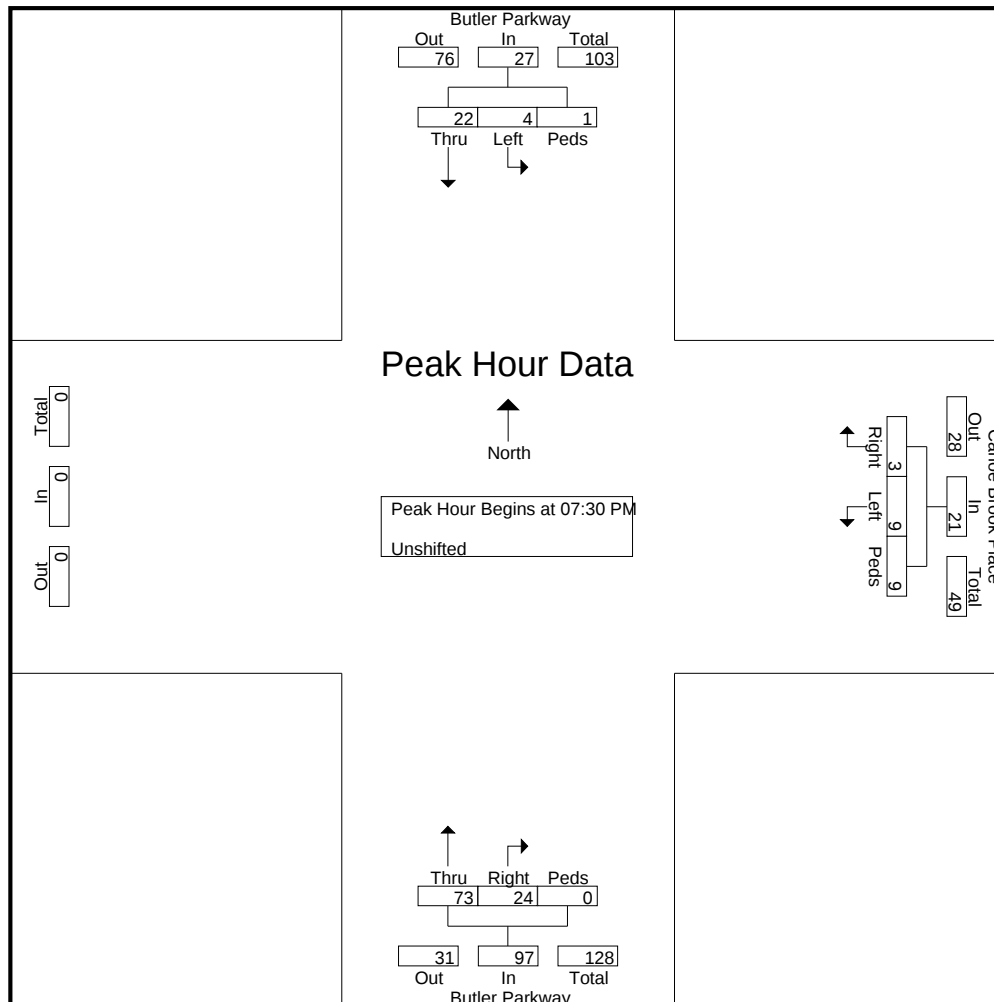
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Canoe Brook Place
City of Summit/Union County/NJ
Tuesday/Clear/LM/T-3130

File Name : 24511005
Site Code : 24511005
Start Date : 6/18/2024
Page No : 3

	Butler Parkway Southbound				Canoe Brook Place Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 PM													
07:30 PM	5	1	0	6	2	2	3	7	10	23	0	33	46
07:45 PM	6	2	1	9	0	4	2	6	6	21	0	27	42
08:00 PM	4	1	0	5	1	1	4	6	7	22	0	29	40
08:15 PM	7	0	0	7	0	2	0	2	1	7	0	8	17
Total Volume	22	4	1	27	3	9	9	21	24	73	0	97	145
% App. Total	81.5	14.8	3.7		14.3	42.9	42.9		24.7	75.3	0		
PHF	.786	.500	.250	.750	.375	.563	.563	.750	.600	.793	.000	.735	.788



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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Hartley Rd.
City of Summit/Union County/NJ
Tuesday/Clear/EM/T-2538

File Name : 24511006
Site Code : 24511006
Start Date : 6/18/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Hartley Rd. Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 PM	12	3	12	27	15	26	1	42	18	20	2	40	109
05:15 PM	6	3	48	57	7	16	2	25	26	35	1	62	144
05:30 PM	18	3	59	80	3	11	1	15	17	28	7	52	147
05:45 PM	13	3	38	54	2	7	2	11	16	14	17	47	112
Total	49	12	157	218	27	60	6	93	77	97	27	201	512
06:00 PM	11	3	17	31	1	1	0	2	11	13	3	27	60
06:15 PM	11	2	13	26	4	3	2	9	8	12	1	21	56
*** BREAK ***													
Total	22	5	30	57	5	4	2	11	19	25	4	48	116
*** BREAK ***													
07:30 PM	22	5	35	62	2	5	16	23	9	17	13	39	124
07:45 PM	16	5	39	60	0	10	14	24	21	15	7	43	127
Total	38	10	74	122	2	15	30	47	30	32	20	82	251
08:00 PM	21	5	28	54	2	11	17	30	23	16	1	40	124
08:15 PM	12	4	3	19	0	4	4	8	6	8	4	18	45
08:30 PM	6	0	2	8	0	1	6	7	3	5	0	8	23
08:45 PM	5	0	1	6	0	2	0	2	0	5	0	5	13
Total	44	9	34	87	2	18	27	47	32	34	5	71	205
Grand Total	153	36	295	484	36	97	65	198	158	188	56	402	1084
Apprch %	31.6	7.4	61		18.2	49	32.8		39.3	46.8	13.9		
Total %	14.1	3.3	27.2	44.6	3.3	8.9	6	18.3	14.6	17.3	5.2	37.1	

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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Hartley Rd.

City of Summit/Union County/NJ

Tuesday/Clear/EM/T-2538

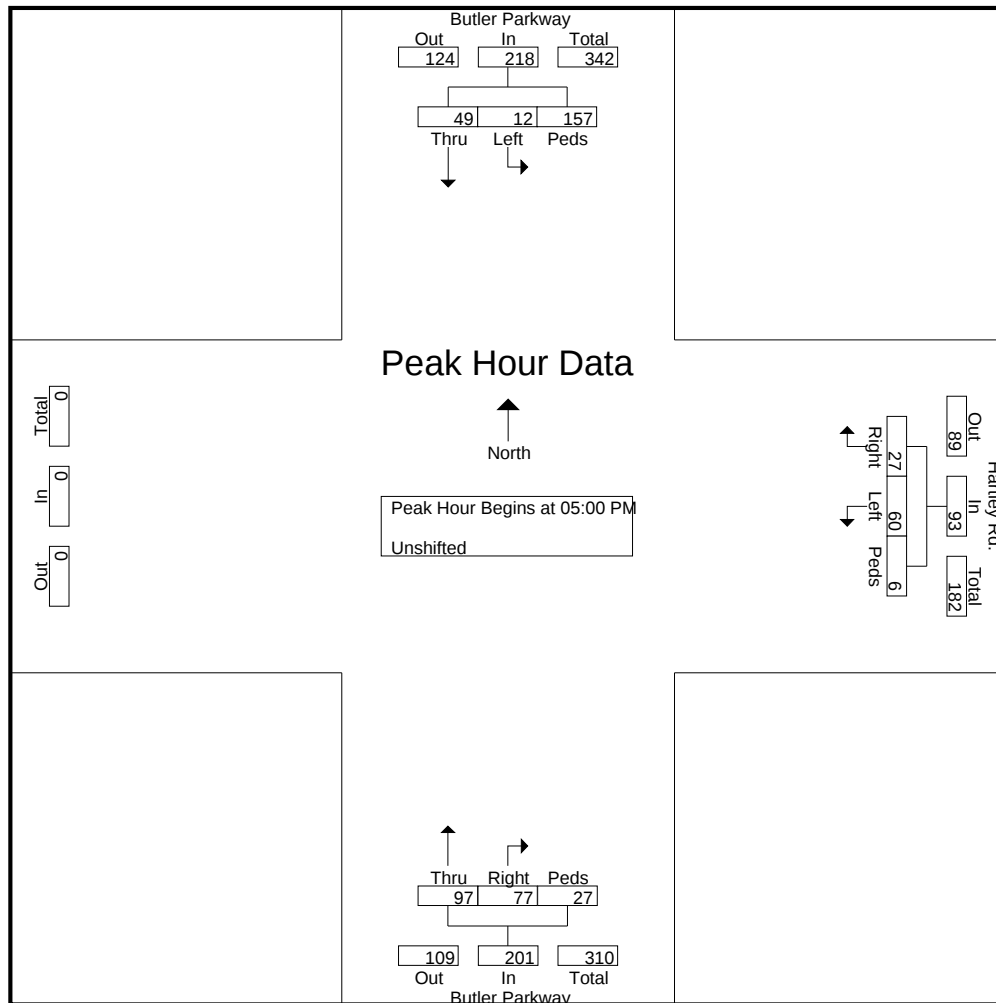
File Name : 24511006

Site Code : 24511006

Start Date : 6/18/2024

Page No : 2

	Butler Parkway Southbound				Hartley Rd. Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	12	3	12	27	15	26	1	42	18	20	2	40	109
05:15 PM	6	3	48	57	7	16	2	25	26	35	1	62	144
05:30 PM	18	3	59	80	3	11	1	15	17	28	7	52	147
05:45 PM	13	3	38	54	2	7	2	11	16	14	17	47	112
Total Volume	49	12	157	218	27	60	6	93	77	97	27	201	512
% App. Total	22.5	5.5	72		29	64.5	6.5		38.3	48.3	13.4		
PHF	.681	1.00	.665	.681	.450	.577	.750	.554	.740	.693	.397	.810	.871



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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Hartley Rd.

City of Summit/Union County/NJ

Tuesday/Clear/EM/T-2538

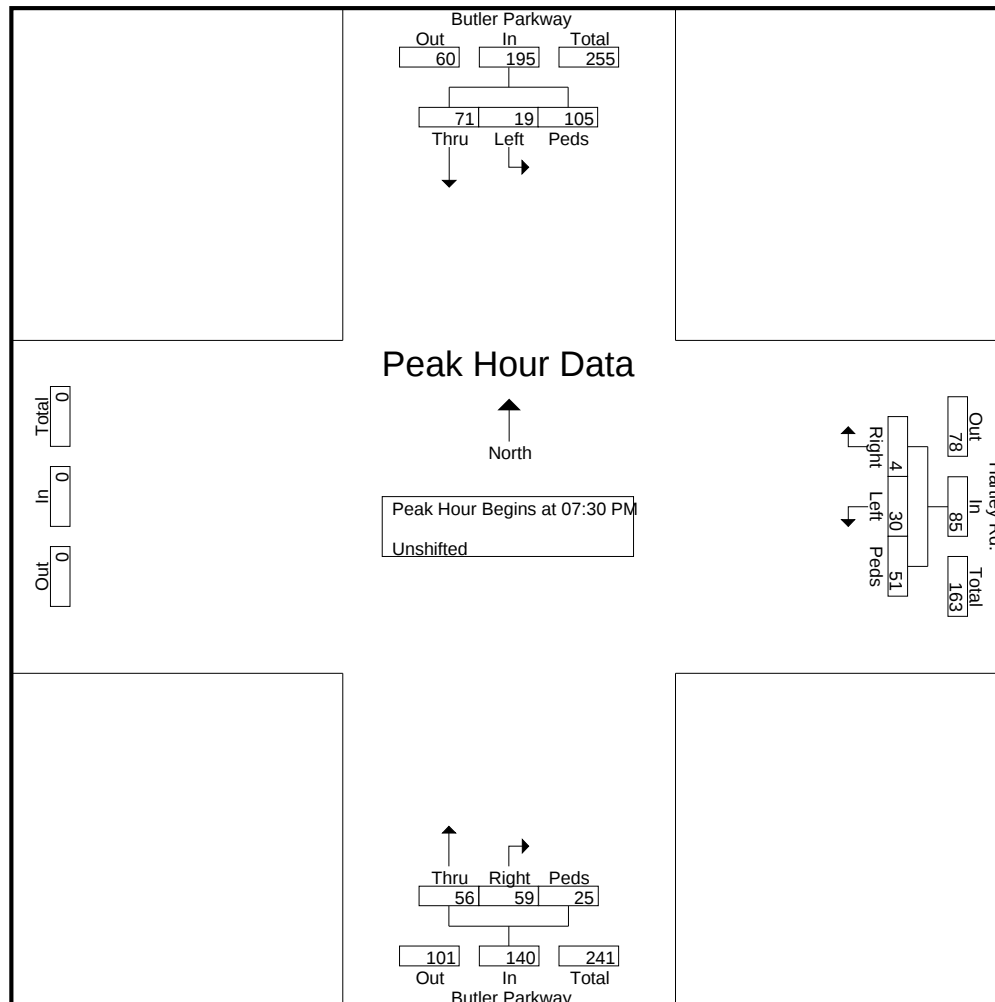
File Name : 24511006

Site Code : 24511006

Start Date : 6/18/2024

Page No : 3

	Butler Parkway Southbound				Hartley Rd. Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 PM													
07:30 PM	22	5	35	62	2	5	16	23	9	17	13	39	124
07:45 PM	16	5	39	60	0	10	14	24	21	15	7	43	127
08:00 PM	21	5	28	54	2	11	17	30	23	16	1	40	124
08:15 PM	12	4	3	19	0	4	4	8	6	8	4	18	45
Total Volume	71	19	105	195	4	30	51	85	59	56	25	140	420
% App. Total	36.4	9.7	53.8		4.7	35.3	60		42.1	40	17.9		
PHF	.807	.950	.673	.786	.500	.682	.750	.708	.641	.824	.481	.814	.827



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Sheridan Rd.
City of Summit/Union County/NJ
Tuesday/Clear/EM/T-2538

File Name : 24511006
Site Code : 24511006
Start Date : 6/18/2024
Page No : 1

Groups Printed- Sheridan Rd. Turns and Peds

	Butler Parkway Southbound			Sheridan Rd. Westbound				Butler Parkway Northbound			
Start Time	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
05:00 PM	1	2	3	2	2	6	10	15	11	26	39
05:15 PM	0	0	0	1	3	2	6	18	26	44	50
05:30 PM	3	0	3	5	2	4	11	8	22	30	44
05:45 PM	0	0	0	1	4	2	7	11	7	18	25
Total	4	2	6	9	11	14	34	52	66	118	158
06:00 PM	0	0	0	1	0	0	1	1	3	4	5
06:15 PM	0	0	0	2	0	3	5	3	2	5	10
*** BREAK ***											
Total	0	0	0	3	0	3	6	4	5	9	15
*** BREAK ***											
07:30 PM	0	0	0	1	4	27	32	3	39	42	74
07:45 PM	0	0	0	3	7	26	36	17	77	94	130
Total	0	0	0	4	11	53	68	20	116	136	204
08:00 PM	4	7	11	6	9	27	42	8	60	68	121
08:15 PM	1	0	1	0	0	3	3	5	0	5	9
08:30 PM	0	0	0	0	0	4	4	0	4	4	8
08:45 PM	0	0	0	0	1	0	1	2	0	2	3
Total	5	7	12	6	10	34	50	15	64	79	141
Grand Total	9	9	18	22	32	104	158	91	251	342	518
Apprch %	50	50		13.9	20.3	65.8		26.6	73.4		
Total %	1.7	1.7	3.5	4.2	6.2	20.1	30.5	17.6	48.5	66	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Sheridan Rd.

City of Summit/Union County/NJ

Tuesday/Clear/EM/T-2538

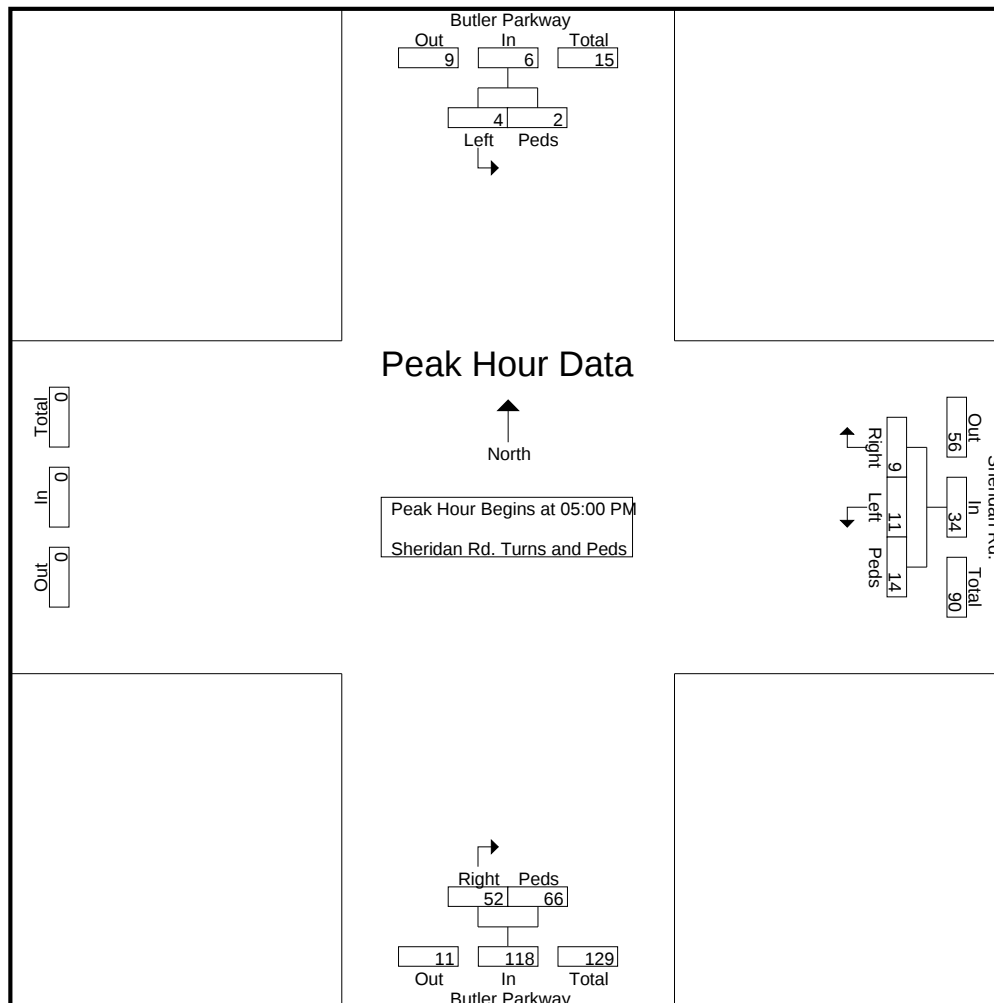
File Name : 24511006

Site Code : 24511006

Start Date : 6/18/2024

Page No : 2

	Butler Parkway Southbound			Sheridan Rd. Westbound				Butler Parkway Northbound			
Start Time	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	1	2	3	2	2	6	10	15	11	26	39
05:15 PM	0	0	0	1	3	2	6	18	26	44	50
05:30 PM	3	0	3	5	2	4	11	8	22	30	44
05:45 PM	0	0	0	1	4	2	7	11	7	18	25
Total Volume	4	2	6	9	11	14	34	52	66	118	158
% App. Total	66.7	33.3		26.5	32.4	41.2		44.1	55.9		
PHF	.333	.250	.500	.450	.688	.583	.773	.722	.635	.670	.790



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Sheridan Rd.

City of Summit/Union County/NJ

Tuesday/Clear/EM/T-2538

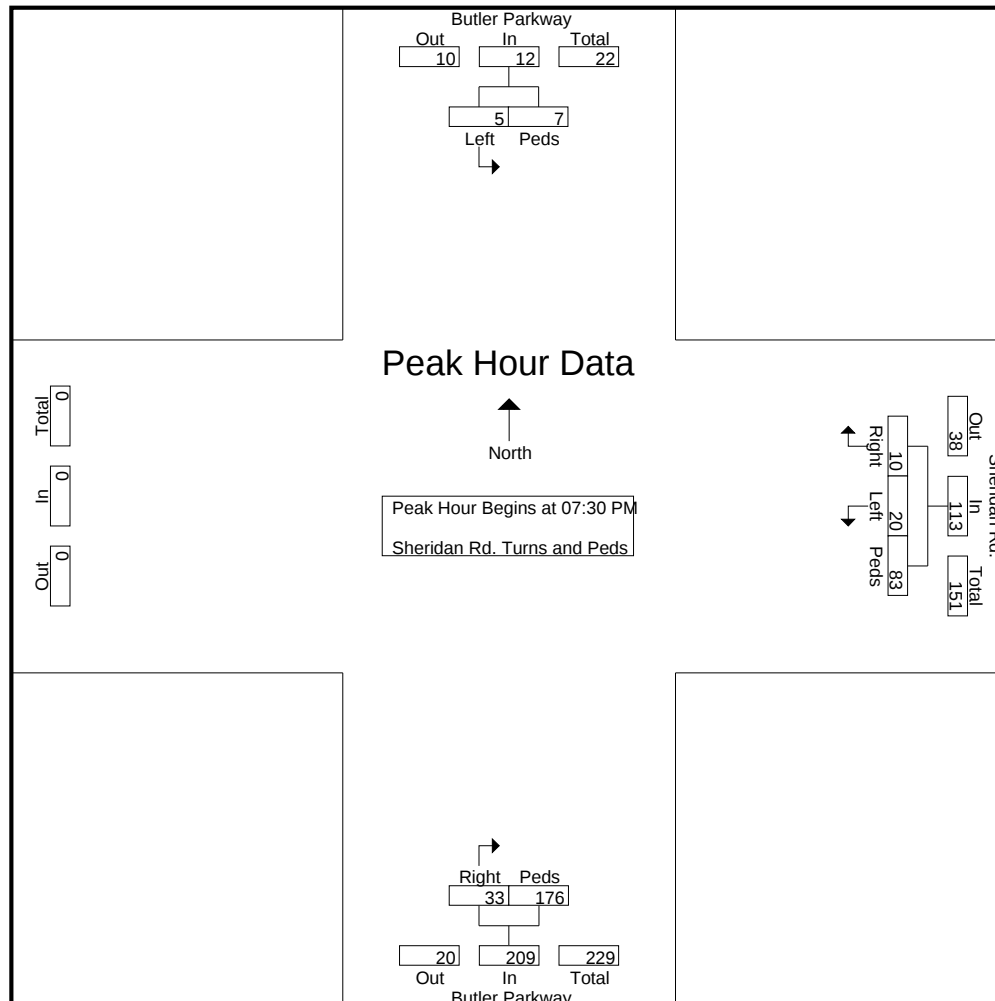
File Name : 24511006

Site Code : 24511006

Start Date : 6/18/2024

Page No : 3

	Butler Parkway Southbound			Sheridan Rd. Westbound				Butler Parkway Northbound			
Start Time	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 PM											
07:30 PM	0	0	0	1	4	27	32	3	39	42	74
07:45 PM	0	0	0	3	7	26	36	17	77	94	130
08:00 PM	4	7	11	6	9	27	42	8	60	68	121
08:15 PM	1	0	1	0	0	3	3	5	0	5	9
Total Volume	5	7	12	10	20	83	113	33	176	209	334
% App. Total	41.7	58.3		8.8	17.7	73.5		15.8	84.2		
PHF	.313	.250	.273	.417	.556	.769	.673	.485	.571	.556	.642



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Morris Ave.
City of Summit/Union County/NJ
Tuesday/Clear/LW/D4-3730

File Name : 24511001
Site Code : 24511001
Start Date : 6/18/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	28	23	0	51	112	141	0	253	121	19	0	140	444
05:15 PM	23	19	9	51	106	135	10	251	112	15	7	134	436
05:30 PM	21	19	1	41	65	151	7	223	117	9	9	135	399
05:45 PM	9	19	5	33	49	118	4	171	92	9	1	102	306
Total	81	80	15	176	332	545	21	898	442	52	17	511	1585
06:00 PM	4	8	5	17	28	102	2	132	103	4	4	111	260
06:15 PM	3	17	13	33	24	99	5	128	81	5	0	86	247
*** BREAK ***													
Total	7	25	18	50	52	201	7	260	184	9	4	197	507
*** BREAK ***													
07:30 PM	7	41	15	63	17	90	1	108	93	6	12	111	282
07:45 PM	23	64	11	98	9	76	2	87	85	4	37	126	311
Total	30	105	26	161	26	166	3	195	178	10	49	237	593
08:00 PM	13	53	14	80	15	76	0	91	109	8	19	136	307
08:15 PM	13	33	3	49	10	67	0	77	74	3	5	82	208
08:30 PM	2	11	4	17	5	67	3	75	55	4	0	59	151
08:45 PM	3	6	1	10	5	61	0	66	75	2	2	79	155
Total	31	103	22	156	35	271	3	309	313	17	26	356	821
Grand Total	149	313	81	543	445	1183	34	1662	1117	88	96	1301	3506
Apprch %	27.4	57.6	14.9		26.8	71.2	2		85.9	6.8	7.4		
Total %	4.2	8.9	2.3	15.5	12.7	33.7	1	47.4	31.9	2.5	2.7	37.1	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/LW/D4-3730

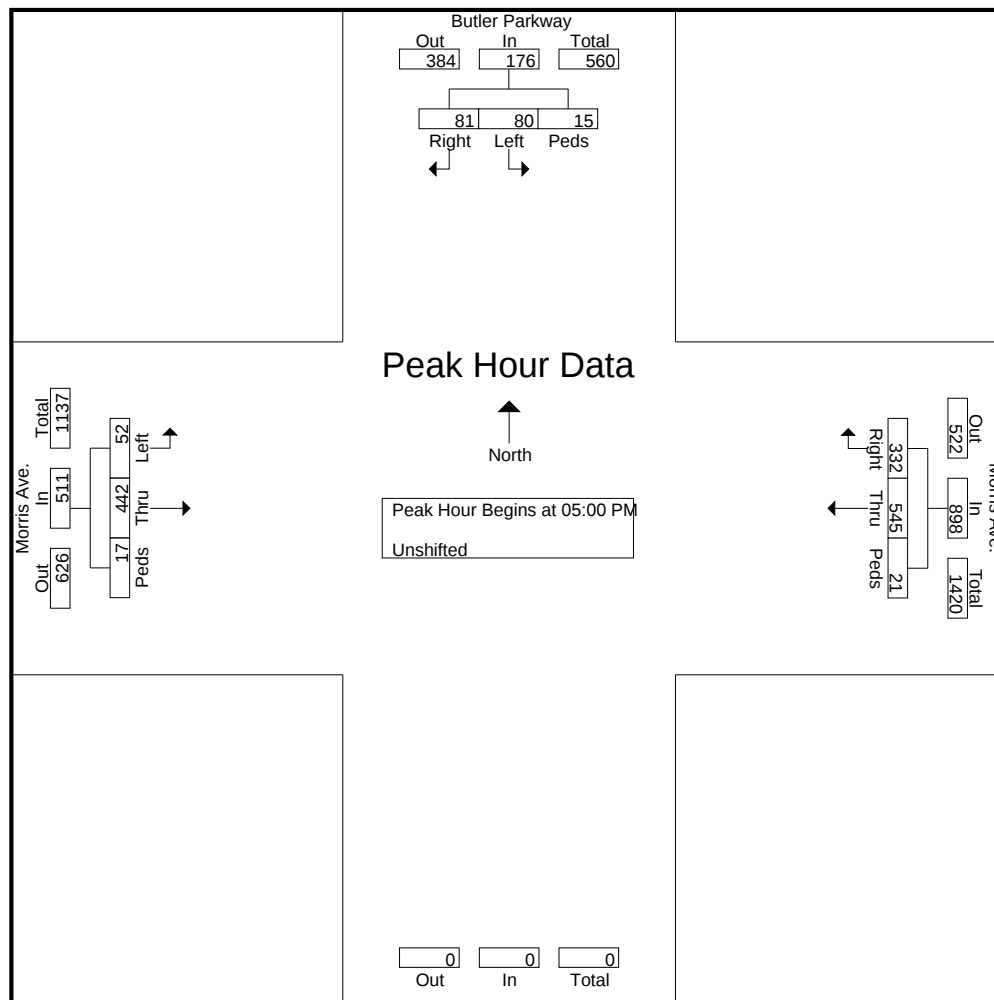
File Name : 24511001

Site Code : 24511001

Start Date : 6/18/2024

Page No : 2

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	28	23	0	51	112	141	0	253	121	19	0	140	444
05:15 PM	23	19	9	51	106	135	10	251	112	15	7	134	436
05:30 PM	21	19	1	41	65	151	7	223	117	9	9	135	399
05:45 PM	9	19	5	33	49	118	4	171	92	9	1	102	306
Total Volume	81	80	15	176	332	545	21	898	442	52	17	511	1585
% App. Total	46	45.5	8.5		37	60.7	2.3		86.5	10.2	3.3		
PHF	.723	.870	.417	.863	.741	.902	.525	.887	.913	.684	.472	.913	.892



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/LW/D4-3730

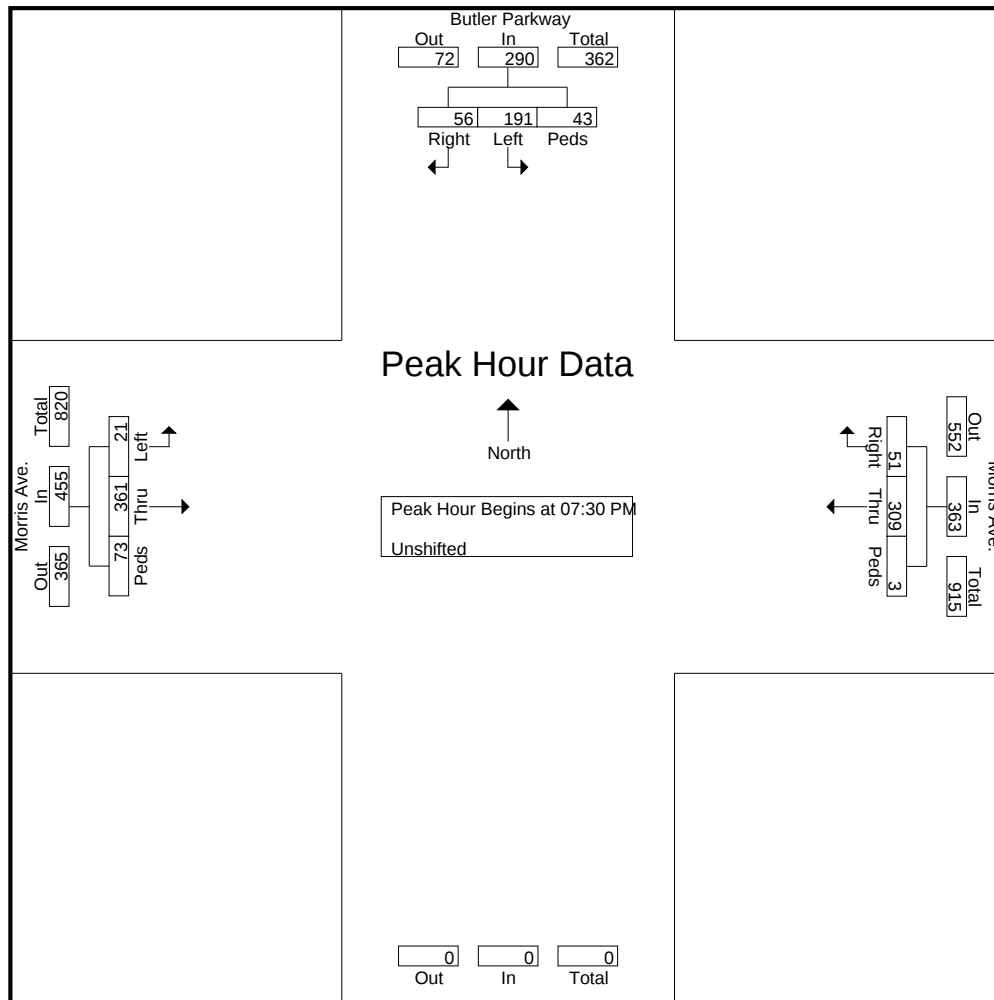
File Name : 24511001

Site Code : 24511001

Start Date : 6/18/2024

Page No : 3

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 PM													
07:30 PM	7	41	15	63	17	90	1	108	93	6	12	111	282
07:45 PM	23	64	11	98	9	76	2	87	85	4	37	126	311
08:00 PM	13	53	14	80	15	76	0	91	109	8	19	136	307
08:15 PM	13	33	3	49	10	67	0	77	74	3	5	82	208
Total Volume	56	191	43	290	51	309	3	363	361	21	73	455	1108
% App. Total	19.3	65.9	14.8		14	85.1	0.8		79.3	4.6	16		
PHF	.609	.746	.717	.740	.750	.858	.375	.840	.828	.656	.493	.836	.891



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Lewis Ave.

City of Summit/Union County/NJ

Tuesday/Clear/SJ/D4-3142

File Name : 24511004

Site Code : 24511004

Start Date : 6/18/2024

Page No : 1

Groups Printed- Unshifted

	River Rd. Southbound				Lewis Ave. Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
05:00 PM	207	6	0	213	2	0	0	2	4	280	0	284	499
05:15 PM	220	4	0	224	4	0	0	4	8	252	0	260	488
05:30 PM	250	4	0	254	4	2	0	6	2	198	0	200	460
05:45 PM	181	4	2	187	1	1	0	2	7	200	0	207	396
Total	858	18	2	878	11	3	0	14	21	930	0	951	1843
06:00 PM	197	2	0	199	1	0	0	1	2	194	0	196	396
06:15 PM	183	6	0	189	0	0	0	0	0	193	0	193	382
*** BREAK ***													
Total	380	8	0	388	1	0	0	1	2	387	0	389	778
*** BREAK ***													
07:30 PM	142	3	0	145	3	3	0	6	0	97	0	97	248
07:45 PM	133	5	0	138	3	2	0	5	6	117	0	123	266
Total	275	8	0	283	6	5	0	11	6	214	0	220	514
08:00 PM	100	4	0	104	5	1	0	6	1	87	0	88	198
08:15 PM	142	0	0	142	1	1	0	2	1	120	0	121	265
08:30 PM	97	0	0	97	1	1	0	2	0	100	0	100	199
08:45 PM	108	1	0	109	2	0	0	2	0	90	0	90	201
Total	447	5	0	452	9	3	0	12	2	397	0	399	863
Grand Total	1960	39	2	2001	27	11	0	38	31	1928	0	1959	3998
Apprch %	98	1.9	0.1		71.1	28.9	0		1.6	98.4	0		
Total %	49	1	0.1	50.1	0.7	0.3	0	1	0.8	48.2	0	49	

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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Lewis Ave.

City of Summit/Union County/NJ

Tuesday/Clear/SJ/D4-3142

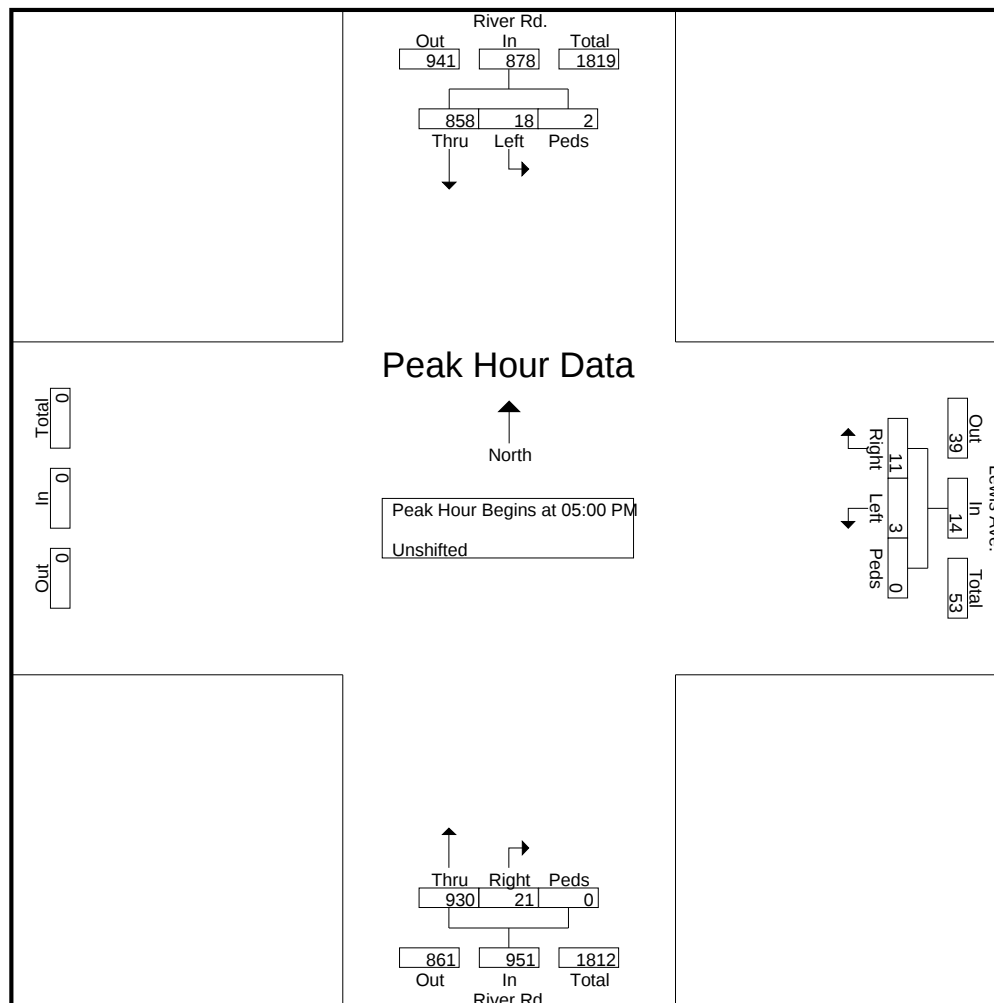
File Name : 24511004

Site Code : 24511004

Start Date : 6/18/2024

Page No : 2

	River Rd. Southbound				Lewis Ave. Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	207	6	0	213	2	0	0	2	4	280	0	284	499
05:15 PM	220	4	0	224	4	0	0	4	8	252	0	260	488
05:30 PM	250	4	0	254	4	2	0	6	2	198	0	200	460
05:45 PM	181	4	2	187	1	1	0	2	7	200	0	207	396
Total Volume	858	18	2	878	11	3	0	14	21	930	0	951	1843
% App. Total	97.7	2.1	0.2		78.6	21.4	0		2.2	97.8	0		
PHF	.858	.750	.250	.864	.688	.375	.000	.583	.656	.830	.000	.837	.923



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Lewis Ave.

City of Summit/Union County/NJ

Tuesday/Clear/SJ/D4-3142

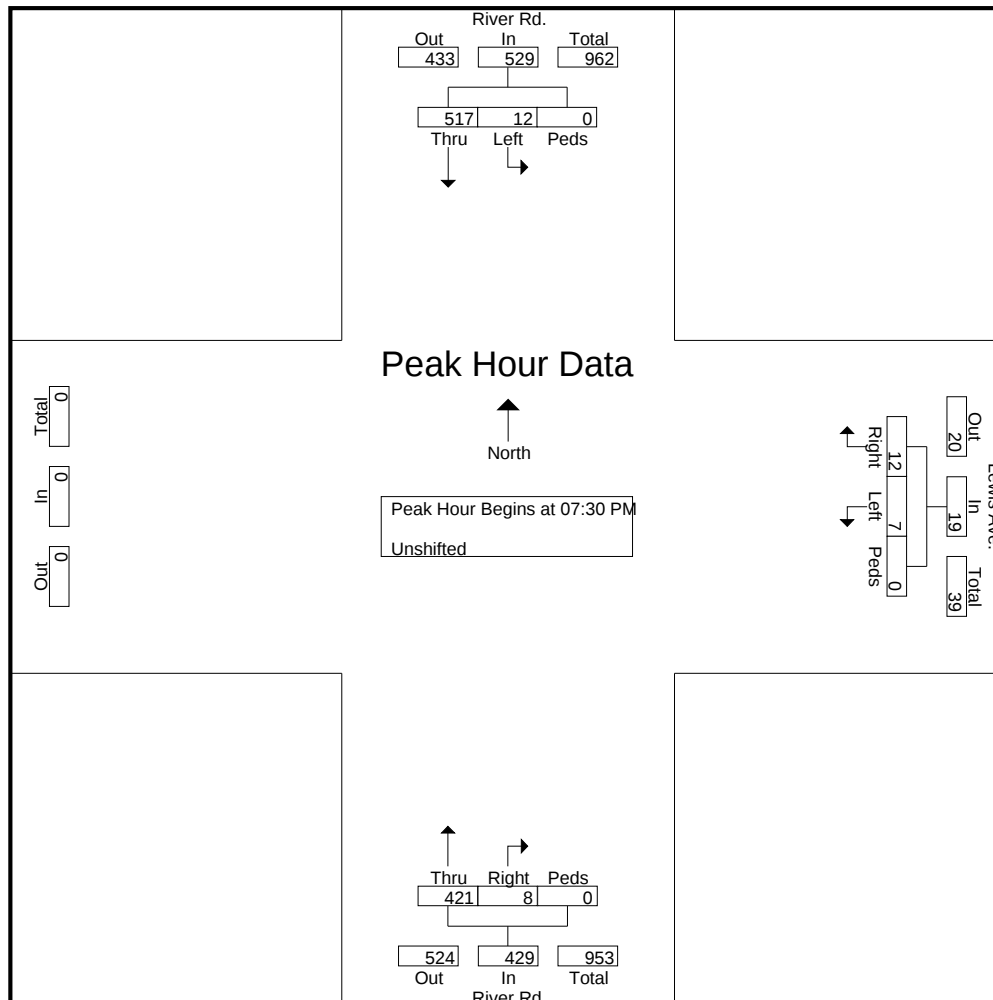
File Name : 24511004

Site Code : 24511004

Start Date : 6/18/2024

Page No : 3

	River Rd. Southbound				Lewis Ave. Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 PM													
07:30 PM	142	3	0	145	3	3	0	6	0	97	0	97	248
07:45 PM	133	5	0	138	3	2	0	5	6	117	0	123	266
08:00 PM	100	4	0	104	5	1	0	6	1	87	0	88	198
08:15 PM	142	0	0	142	1	1	0	2	1	120	0	121	265
Total Volume	517	12	0	529	12	7	0	19	8	421	0	429	977
% App. Total	97.7	2.3	0		63.2	36.8	0		1.9	98.1	0		
PHF	.910	.600	.000	.912	.600	.583	.000	.792	.333	.877	.000	.872	.918



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Aubrey St.

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/RB/D4-2870

File Name : 24511003

Site Code : 24511003

Start Date : 6/18/2024

Page No : 1

Groups Printed- Unshifted

	Aubrey St. Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
05:00 PM	1	3	4	8	17	82	0	99	91	2	0	93	200
05:15 PM	4	3	1	8	18	81	0	99	100	8	0	108	215
05:30 PM	4	4	6	14	28	86	1	115	99	6	0	105	234
05:45 PM	4	3	9	16	8	78	0	86	93	6	0	99	201
Total	13	13	20	46	71	327	1	399	383	22	0	405	850
06:00 PM	5	0	9	14	8	73	0	81	73	2	0	75	170
06:15 PM	4	6	1	11	2	55	0	57	54	2	0	56	124
*** BREAK ***													
Total	9	6	10	25	10	128	0	138	127	4	0	131	294
*** BREAK ***													
07:30 PM	13	9	0	22	7	53	0	60	48	5	0	53	135
07:45 PM	10	10	3	23	6	49	0	55	33	2	0	35	113
Total	23	19	3	45	13	102	0	115	81	7	0	88	248
08:00 PM	7	8	4	19	5	58	0	63	62	1	0	63	145
08:15 PM	4	3	3	10	3	46	0	49	42	1	0	43	102
08:30 PM	1	4	0	5	7	44	0	51	37	1	0	38	94
08:45 PM	2	2	10	14	0	36	0	36	59	2	0	61	111
Total	14	17	17	48	15	184	0	199	200	5	0	205	452
Grand Total	59	55	50	164	109	741	1	851	791	38	0	829	1844
Apprch %	36	33.5	30.5		12.8	87.1	0.1		95.4	4.6	0		
Total %	3.2	3	2.7	8.9	5.9	40.2	0.1	46.1	42.9	2.1	0	45	

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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Aubrey St.

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/RB/D4-2870

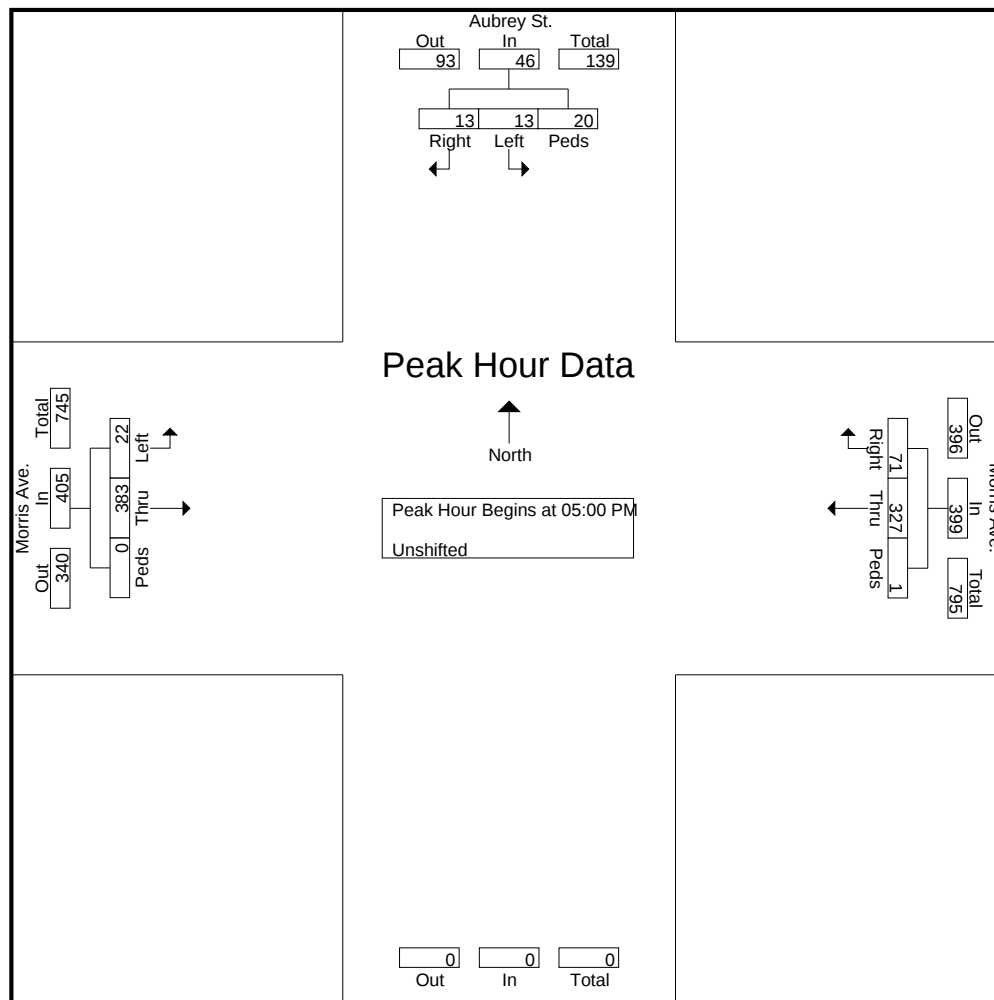
File Name : 24511003

Site Code : 24511003

Start Date : 6/18/2024

Page No : 2

	Aubrey St. Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	1	3	4	8	17	82	0	99	91	2	0	93	200
05:15 PM	4	3	1	8	18	81	0	99	100	8	0	108	215
05:30 PM	4	4	6	14	28	86	1	115	99	6	0	105	234
05:45 PM	4	3	9	16	8	78	0	86	93	6	0	99	201
Total Volume	13	13	20	46	71	327	1	399	383	22	0	405	850
% App. Total	28.3	28.3	43.5		17.8	82	0.3		94.6	5.4	0		
PHF	.813	.813	.556	.719	.634	.951	.250	.867	.958	.688	.000	.938	.908



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Aubrey St.

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Tuesday/Clear/RB/D4-2870

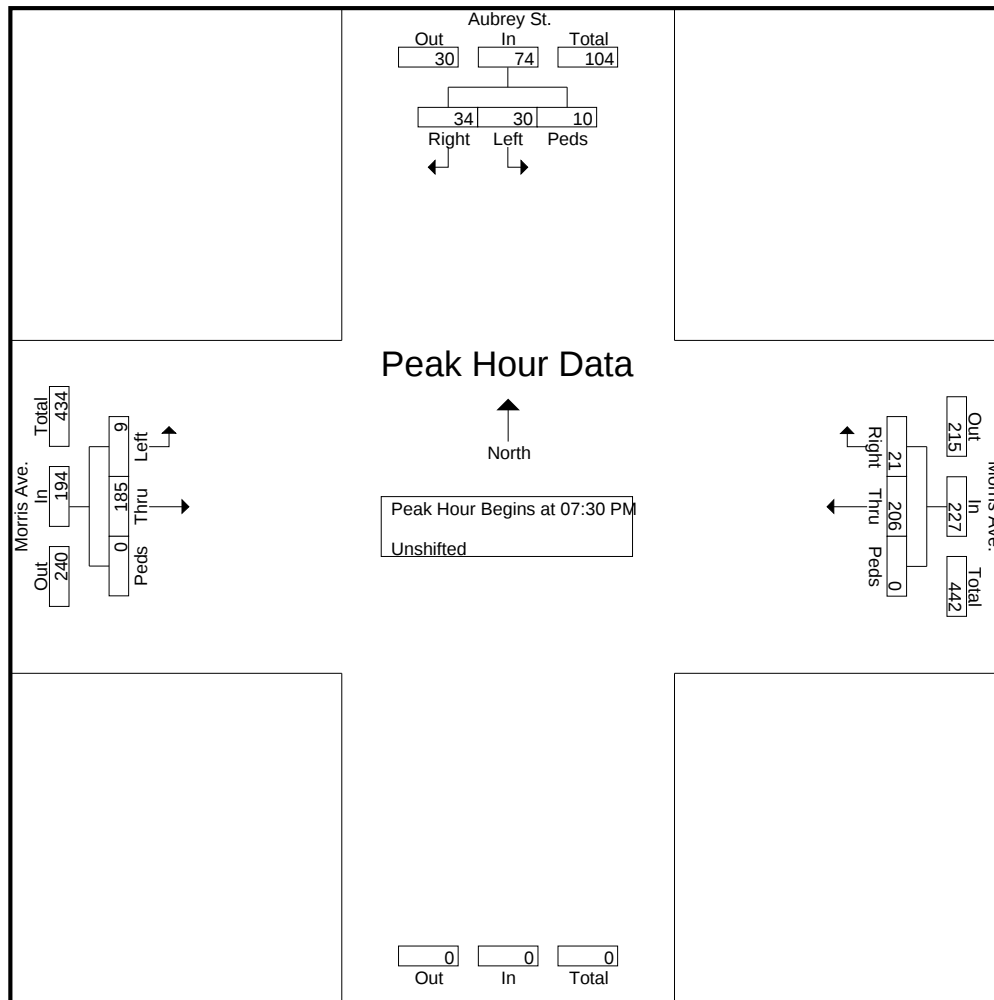
File Name : 24511003

Site Code : 24511003

Start Date : 6/18/2024

Page No : 3

	Aubrey St. Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 PM to 08:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 PM													
07:30 PM	13	9	0	22	7	53	0	60	48	5	0	53	135
07:45 PM	10	10	3	23	6	49	0	55	33	2	0	35	113
08:00 PM	7	8	4	19	5	58	0	63	62	1	0	63	145
08:15 PM	4	3	3	10	3	46	0	49	42	1	0	43	102
Total Volume	34	30	10	74	21	206	0	227	185	9	0	194	495
% App. Total	45.9	40.5	13.5		9.3	90.7	0		95.4	4.6	0		
PHF	.654	.750	.625	.804	.750	.888	.000	.901	.746	.450	.000	.770	.853



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Saturday/Rain/RS/D4-2584

File Name : 24511008

Site Code : 24511008

Start Date : 9/28/2024

Page No : 1

Groups Printed- Unshifted

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
12:00 PM	206	8	0	214	9	2	0	11	7	236	0	243	468
12:15 PM	197	12	0	209	9	0	0	9	4	222	0	226	444
12:30 PM	216	13	0	229	9	1	0	10	2	230	1	233	472
12:45 PM	251	14	0	265	10	1	2	13	2	222	0	224	502
Total	870	47	0	917	37	4	2	43	15	910	1	926	1886
01:00 PM	225	11	0	236	8	3	0	11	2	235	0	237	484
01:15 PM	226	16	0	242	5	0	0	5	3	229	0	232	479
*** BREAK ***													
Total	451	27	0	478	13	3	0	16	5	464	0	469	963
*** BREAK ***													
02:30 PM	217	10	0	227	10	3	0	13	2	205	0	207	447
02:45 PM	233	14	0	247	17	1	1	19	3	177	0	180	446
Total	450	24	0	474	27	4	1	32	5	382	0	387	893
03:00 PM	229	7	0	236	8	1	0	9	0	195	0	195	440
03:15 PM	246	10	0	256	26	11	0	37	4	224	0	228	521
03:30 PM	200	12	0	212	9	2	0	11	6	195	0	201	424
03:45 PM	238	8	0	246	8	4	0	12	1	182	0	183	441
Total	913	37	0	950	51	18	0	69	11	796	0	807	1826
Grand Total	2684	135	0	2819	128	29	3	160	36	2552	1	2589	5568
Apprch %	95.2	4.8	0		80	18.1	1.9		1.4	98.6	0		
Total %	48.2	2.4	0	50.6	2.3	0.5	0.1	2.9	0.6	45.8	0	46.5	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Saturday/Rain/RS/D4-2584

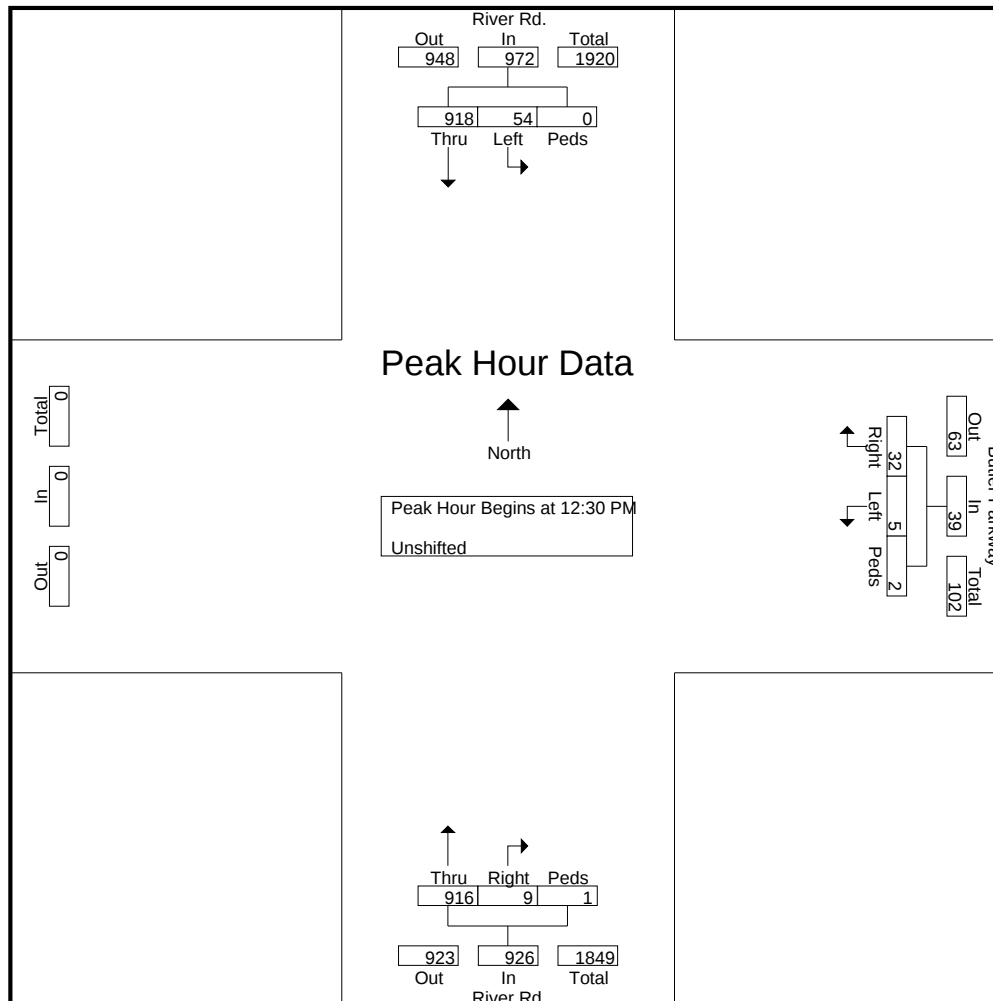
File Name : 24511008

Site Code : 24511008

Start Date : 9/28/2024

Page No : 2

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:30 PM													
12:30 PM	216	13	0	229	9	1	0	10	2	230	1	233	472
12:45 PM	251	14	0	265	10	1	2	13	2	222	0	224	502
01:00 PM	225	11	0	236	8	3	0	11	2	235	0	237	484
01:15 PM	226	16	0	242	5	0	0	5	3	229	0	232	479
Total Volume	918	54	0	972	32	5	2	39	9	916	1	926	1937
% App. Total	94.4	5.6	0		82.1	12.8	5.1		1	98.9	0.1		
PHF	.914	.844	.000	.917	.800	.417	.250	.750	.750	.974	.250	.977	.965



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Butler Parkway

City of Summit/Union County/NJ

Saturday/Rain/RS/D4-2584

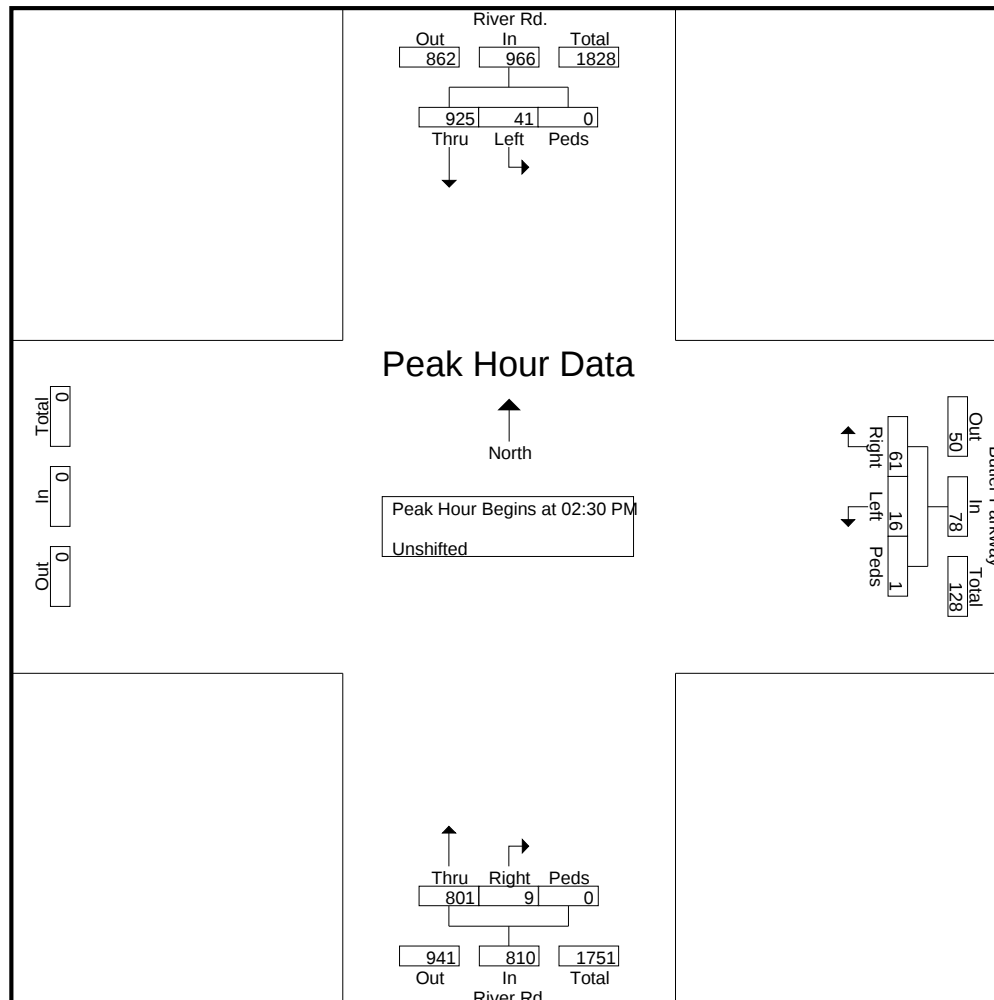
File Name : 24511008

Site Code : 24511008

Start Date : 9/28/2024

Page No : 3

	River Rd. Southbound				Butler Parkway Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	217	10	0	227	10	3	0	13	2	205	0	207	447
02:45 PM	233	14	0	247	17	1	1	19	3	177	0	180	446
03:00 PM	229	7	0	236	8	1	0	9	0	195	0	195	440
03:15 PM	246	10	0	256	26	11	0	37	4	224	0	228	521
Total Volume	925	41	0	966	61	16	1	78	9	801	0	810	1854
% App. Total	95.8	4.2	0		78.2	20.5	1.3		1.1	98.9	0		
PHF	.940	.732	.000	.943	.587	.364	.250	.527	.563	.894	.000	.888	.890



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277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Canoe Brook Place
City of Summit/Union County/NJ
Saturday/Rain/LM/T-3101

File Name : 24511011
Site Code : 24511011
Start Date : 9/28/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Canoe Brook Place Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
12:00 PM	11	0	2	13	1	1	2	4	6	11	1	18	35
12:15 PM	20	0	0	20	1	1	0	2	3	9	0	12	34
12:30 PM	17	0	2	19	1	2	3	6	2	9	0	11	36
12:45 PM	12	1	0	13	2	6	1	9	2	6	1	9	31
Total	60	1	4	65	5	10	6	21	13	35	2	50	136
01:00 PM	13	2	0	15	2	4	0	6	6	12	0	18	39
01:15 PM	17	0	0	17	0	5	0	5	2	2	1	5	27
*** BREAK ***													
Total	30	2	0	32	2	9	0	11	8	14	1	23	66
*** BREAK ***													
02:30 PM	11	1	0	12	0	4	0	4	3	17	0	20	36
02:45 PM	15	0	0	15	0	1	1	2	5	10	0	15	32
Total	26	1	0	27	0	5	1	6	8	27	0	35	68
03:00 PM	7	0	0	7	0	3	0	3	10	12	0	22	32
03:15 PM	14	0	0	14	1	4	0	5	11	32	0	43	62
03:30 PM	16	0	0	16	0	2	2	4	2	10	0	12	32
03:45 PM	11	1	0	12	1	5	0	6	4	9	0	13	31
Total	48	1	0	49	2	14	2	18	27	63	0	90	157
Grand Total	164	5	4	173	9	38	9	56	56	139	3	198	427
Apprch %	94.8	2.9	2.3		16.1	67.9	16.1		28.3	70.2	1.5		
Total %	38.4	1.2	0.9	40.5	2.1	8.9	2.1	13.1	13.1	32.6	0.7	46.4	

Shropshire Associates LLC

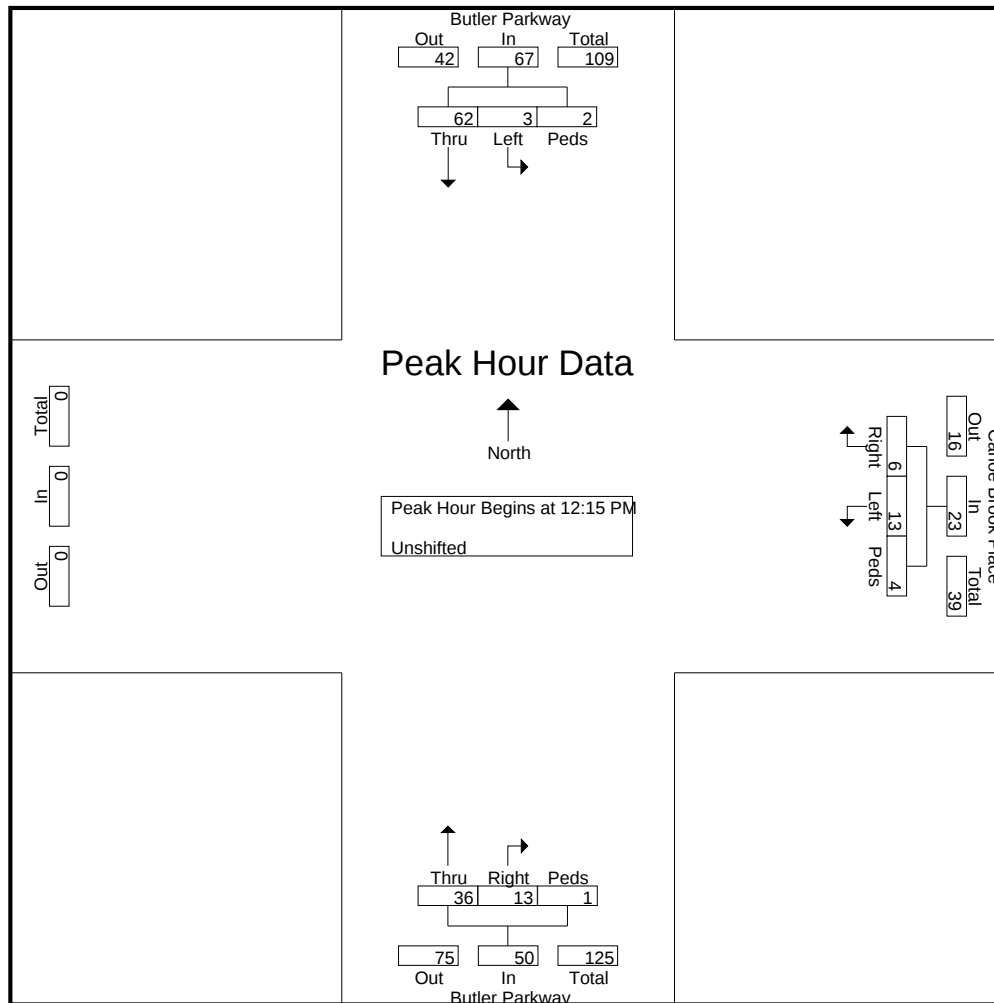
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Canoe Brook Place
City of Summit/Union County/NJ
Saturday/Rain/LM/T-3101

File Name : 24511011
Site Code : 24511011
Start Date : 9/28/2024
Page No : 2

	Butler Parkway Southbound				Canoe Brook Place Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:15 PM													
12:15 PM	20	0	0	20	1	1	0	2	3	9	0	12	34
12:30 PM	17	0	2	19	1	2	3	6	2	9	0	11	36
12:45 PM	12	1	0	13	2	6	1	9	2	6	1	9	31
01:00 PM	13	2	0	15	2	4	0	6	6	12	0	18	39
Total Volume	62	3	2	67	6	13	4	23	13	36	1	50	140
% App. Total	92.5	4.5	3		26.1	56.5	17.4		26	72	2		
PHF	.775	.375	.250	.838	.750	.542	.333	.639	.542	.750	.250	.694	.897



Shropshire Associates LLC

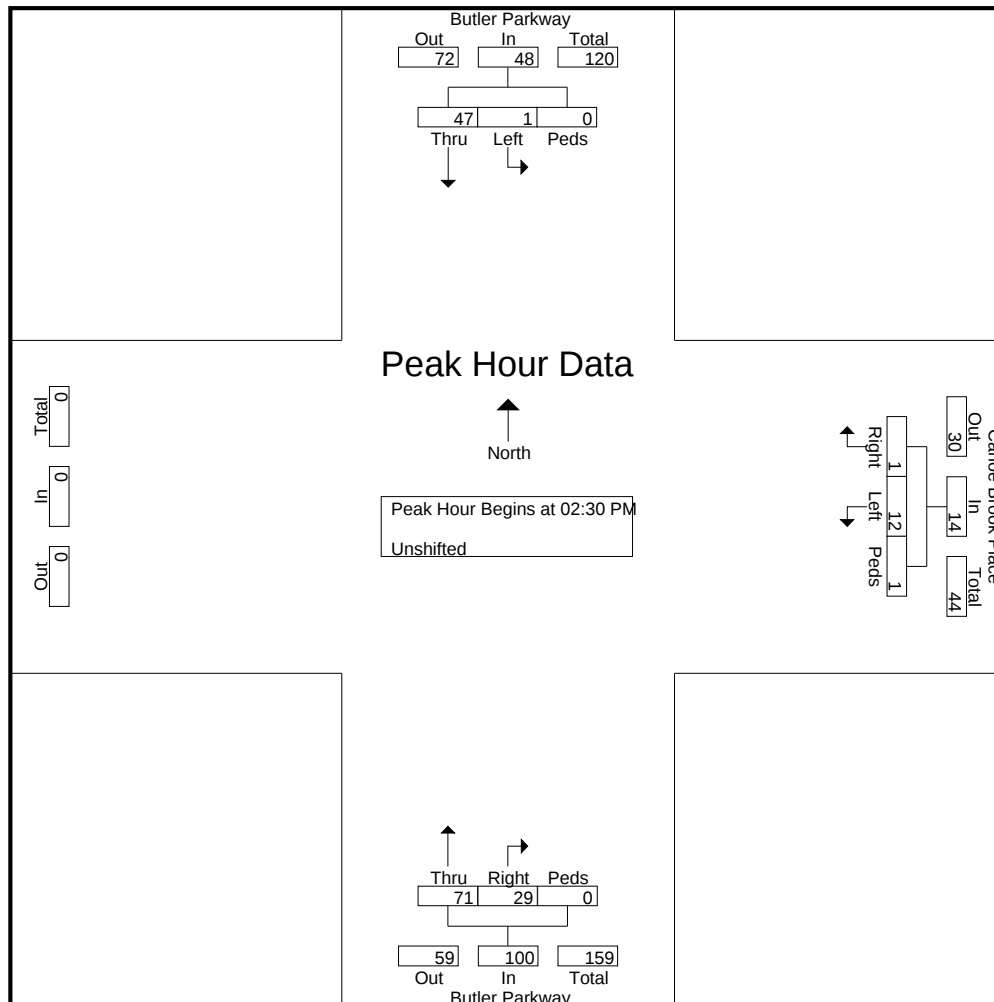
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Canoe Brook Place
City of Summit/Union County/NJ
Saturday/Rain/LM/T-3101

File Name : 24511011
Site Code : 24511011
Start Date : 9/28/2024
Page No : 3

	Butler Parkway Southbound				Canoe Brook Place Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	11	1	0	12	0	4	0	4	3	17	0	20	36
02:45 PM	15	0	0	15	0	1	1	2	5	10	0	15	32
03:00 PM	7	0	0	7	0	3	0	3	10	12	0	22	32
03:15 PM	14	0	0	14	1	4	0	5	11	32	0	43	62
Total Volume	47	1	0	48	1	12	1	14	29	71	0	100	162
% App. Total	97.9	2.1	0		7.1	85.7	7.1		29	71	0		
PHF	.783	.250	.000	.800	.250	.750	.250	.700	.659	.555	.000	.581	.653



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Hartley Rd.
City of Summit/Union County/NJ
Saturday/Rain/EM/TU-3229

File Name : 24511012
Site Code : 24511012
Start Date : 9/28/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Hartley Rd. Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
12:00 PM	20	0	9	29	2	6	1	9	13	21	2	36	74
12:15 PM	11	0	1	12	3	8	0	11	11	13	1	25	48
12:30 PM	16	1	4	21	1	7	1	9	10	15	1	26	56
12:45 PM	10	2	7	19	2	8	2	12	16	22	11	49	80
Total	57	3	21	81	8	29	4	41	50	71	15	136	258
01:00 PM	13	6	12	31	2	1	0	3	12	16	3	31	65
01:15 PM	17	2	2	21	2	4	1	7	4	14	0	18	46
*** BREAK ***													
Total	30	8	14	52	4	5	1	10	16	30	3	49	111
*** BREAK ***													
02:30 PM	10	2	4	16	4	2	1	7	4	12	0	16	39
02:45 PM	19	0	3	22	9	5	0	14	7	13	0	20	56
Total	29	2	7	38	13	7	1	21	11	25	0	36	95
03:00 PM	17	2	6	25	7	1	4	12	6	10	0	16	53
03:15 PM	27	10	6	43	1	2	5	8	17	17	0	34	85
03:30 PM	19	6	0	25	3	2	0	5	10	8	0	18	48
03:45 PM	15	0	1	16	5	6	0	11	4	10	0	14	41
Total	78	18	13	109	16	11	9	36	37	45	0	82	227
Grand Total	194	31	55	280	41	52	15	108	114	171	18	303	691
Apprch %	69.3	11.1	19.6		38	48.1	13.9		37.6	56.4	5.9		
Total %	28.1	4.5	8	40.5	5.9	7.5	2.2	15.6	16.5	24.7	2.6	43.8	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Hartley Rd.

City of Summit/Union County/NJ

Saturday/Rain/EM/TU-3229

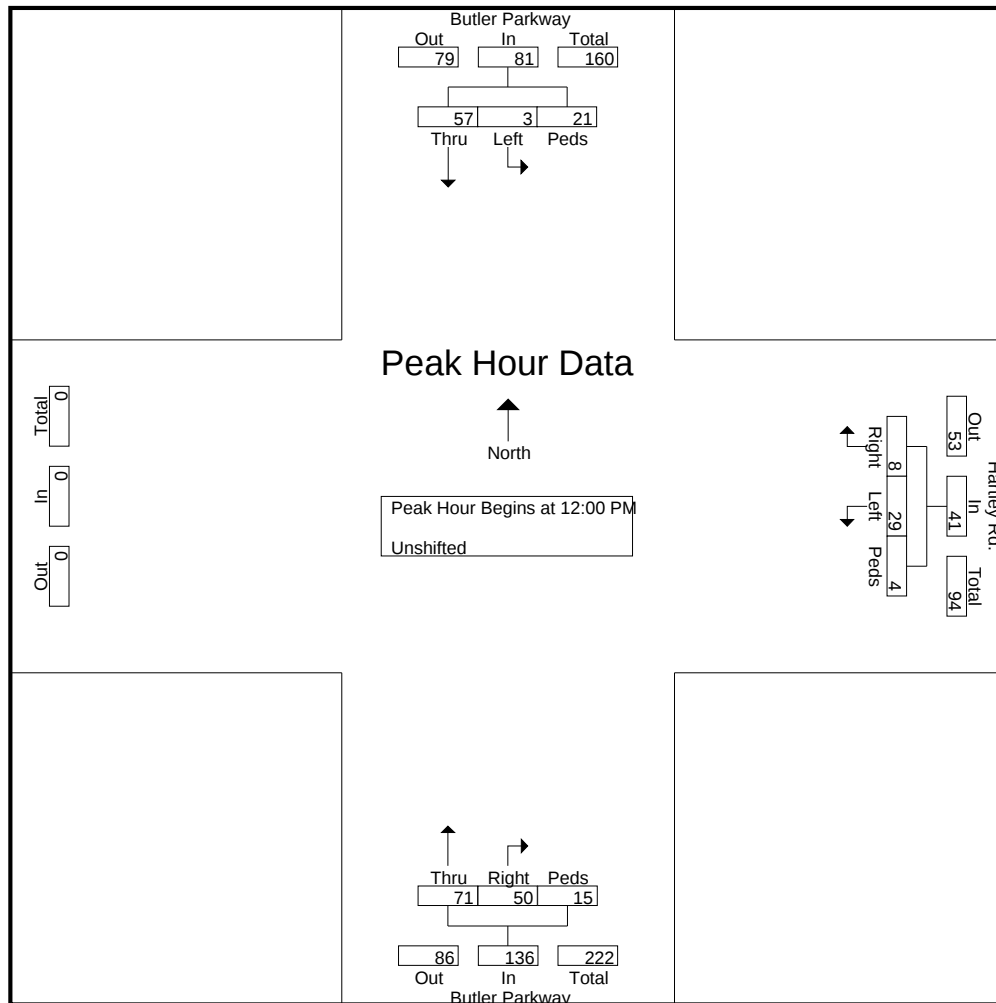
File Name : 24511012

Site Code : 24511012

Start Date : 9/28/2024

Page No : 2

	Butler Parkway Southbound				Hartley Rd. Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	20	0	9	29	2	6	1	9	13	21	2	36	74
12:15 PM	11	0	1	12	3	8	0	11	11	13	1	25	48
12:30 PM	16	1	4	21	1	7	1	9	10	15	1	26	56
12:45 PM	10	2	7	19	2	8	2	12	16	22	11	49	80
Total Volume	57	3	21	81	8	29	4	41	50	71	15	136	258
% App. Total	70.4	3.7	25.9		19.5	70.7	9.8		36.8	52.2	11		
PHF	.713	.375	.583	.698	.667	.906	.500	.854	.781	.807	.341	.694	.806



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Hartley Rd.

City of Summit/Union County/NJ

Saturday/Rain/EM/TU-3229

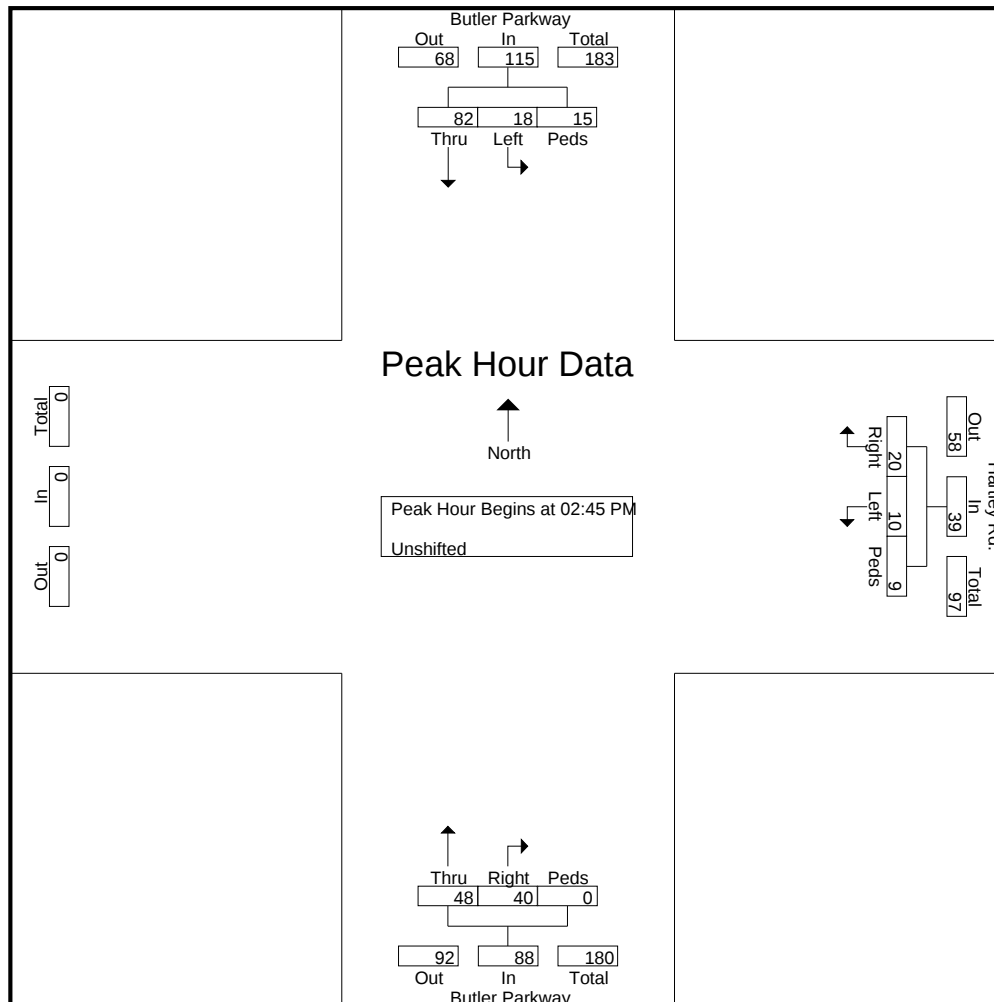
File Name : 24511012

Site Code : 24511012

Start Date : 9/28/2024

Page No : 3

	Butler Parkway Southbound				Hartley Rd. Westbound				Butler Parkway Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:45 PM													
02:45 PM	19	0	3	22	9	5	0	14	7	13	0	20	56
03:00 PM	17	2	6	25	7	1	4	12	6	10	0	16	53
03:15 PM	27	10	6	43	1	2	5	8	17	17	0	34	85
03:30 PM	19	6	0	25	3	2	0	5	10	8	0	18	48
Total Volume	82	18	15	115	20	10	9	39	40	48	0	88	242
% App. Total	71.3	15.7	13		51.3	25.6	23.1		45.5	54.5	0		
PHF	.759	.450	.625	.669	.556	.500	.450	.696	.588	.706	.000	.647	.712



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Sheridan Rd.
City of Summit/Union County/NJ
Saturday/Rain/EM/TU-3229

File Name : 24511012
Site Code : 24511012
Start Date : 9/28/2024
Page No : 1

Groups Printed- Sheridan Rd. Turns

	Butler Parkway Southbound			Sheridan Rd. Westbound				Butler Parkway Northbound			
Start Time	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
12:00 PM	0	0	0	2	2	1	5	10	7	17	22
12:15 PM	1	0	1	0	0	0	0	1	2	3	4
12:30 PM	0	0	0	2	0	0	2	2	3	5	7
12:45 PM	1	0	1	1	0	1	2	7	13	20	23
Total	2	0	2	5	2	2	9	20	25	45	56
01:00 PM	1	0	1	0	1	1	2	10	13	23	26
01:15 PM	1	1	2	0	1	1	2	5	5	10	14
*** BREAK ***											
Total	2	1	3	0	2	2	4	15	18	33	40
*** BREAK ***											
02:30 PM	1	0	1	1	1	0	2	1	0	1	4
02:45 PM	1	0	1	3	1	2	6	0	3	3	10
Total	2	0	2	4	2	2	8	1	3	4	14
03:00 PM	1	0	1	2	5	0	7	6	16	22	30
03:15 PM	5	0	5	0	2	12	14	14	22	36	55
03:30 PM	1	0	1	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	1	1	2	1	3	4
Total	7	0	7	2	7	13	22	23	39	62	91
Grand Total	13	1	14	11	13	19	43	59	85	144	201
Apprch %	92.9	7.1		25.6	30.2	44.2		41	59		
Total %	6.5	0.5	7	5.5	6.5	9.5	21.4	29.4	42.3	71.6	

Shropshire Associates LLC

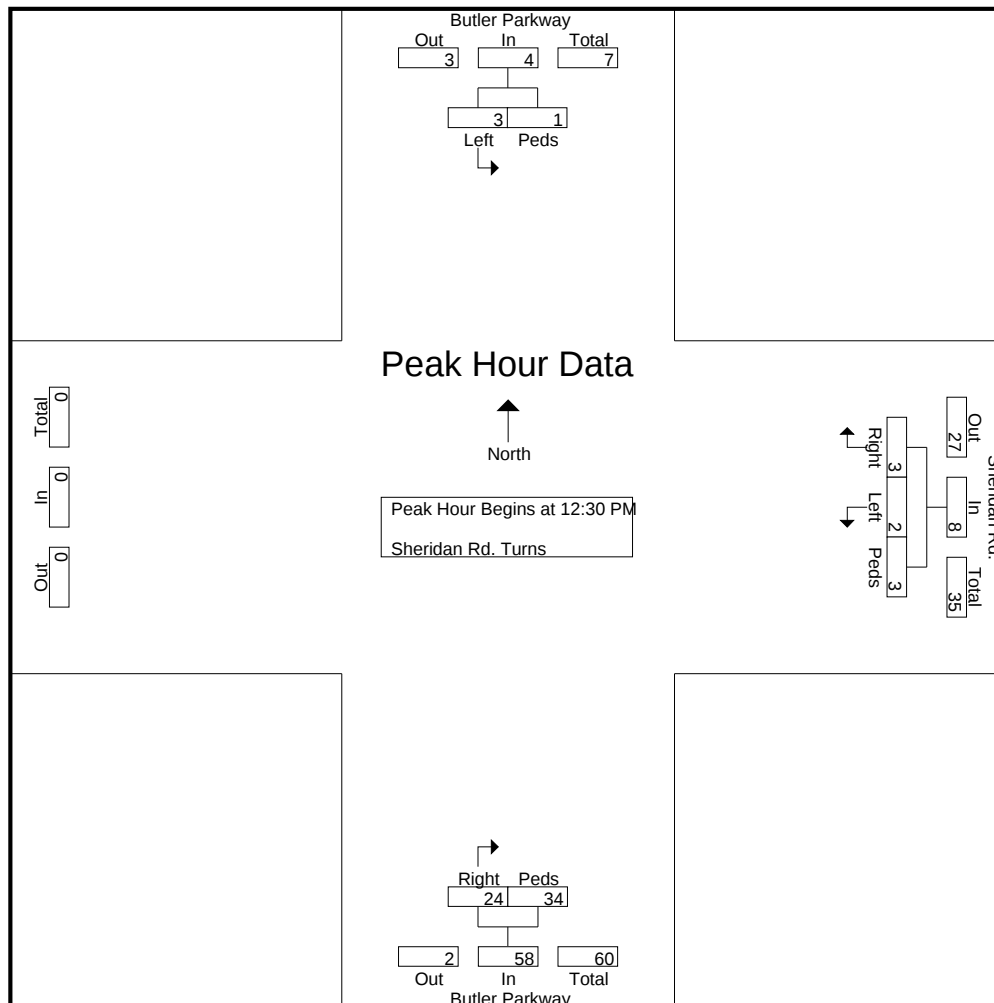
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Sheridan Rd.
City of Summit/Union County/NJ
Saturday/Rain/EM/TU-3229

File Name : 24511012
Site Code : 24511012
Start Date : 9/28/2024
Page No : 2

	Butler Parkway Southbound			Sheridan Rd. Westbound				Butler Parkway Northbound			
Start Time	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 12:30 PM											
12:30 PM	0	0	0	2	0	0	2	2	3	5	7
12:45 PM	1	0	1	1	0	1	2	7	13	20	23
01:00 PM	1	0	1	0	1	1	2	10	13	23	26
01:15 PM	1	1	2	0	1	1	2	5	5	10	14
Total Volume	3	1	4	3	2	3	8	24	34	58	70
% App. Total	75	25		37.5	25	37.5		41.4	58.6		
PHF	.750	.250	.500	.375	.500	.750	1.00	.600	.654	.630	.673



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Sheridan Rd.

City of Summit/Union County/NJ

Saturday/Rain/EM/TU-3229

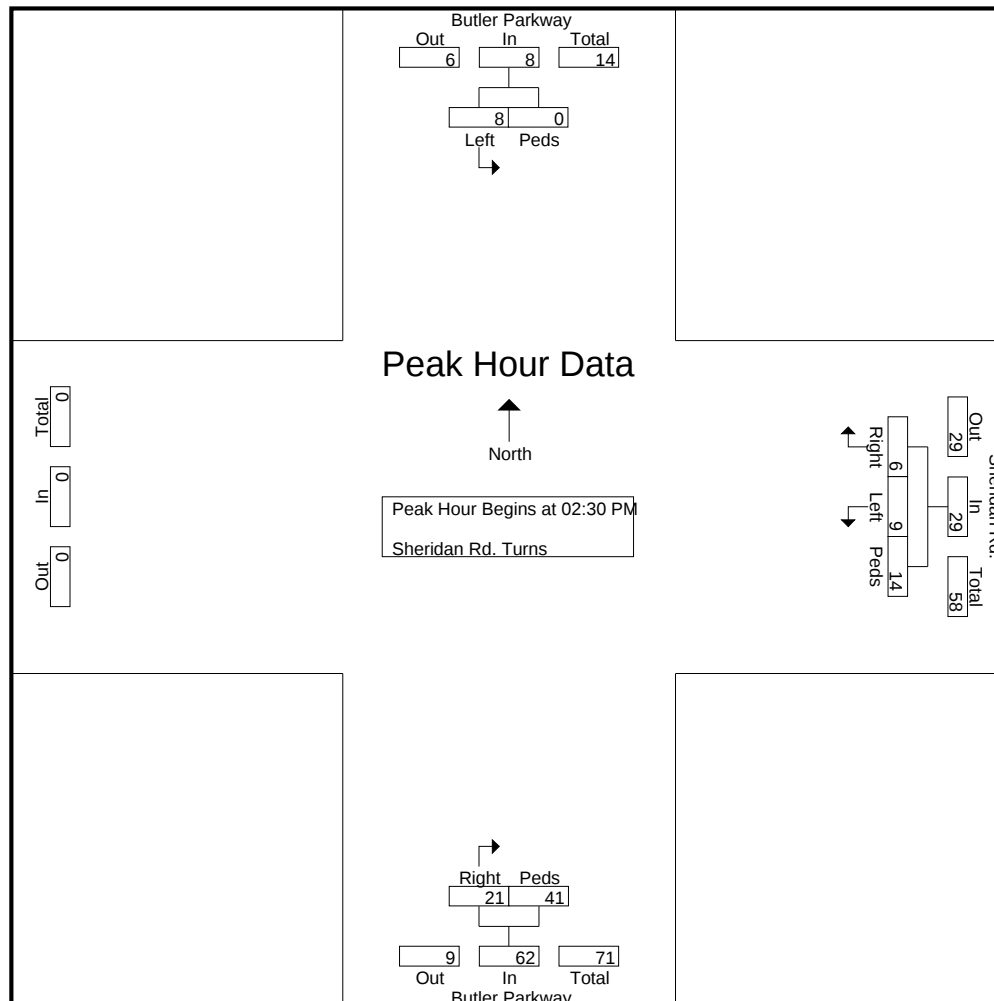
File Name : 24511012

Site Code : 24511012

Start Date : 9/28/2024

Page No : 3

	Butler Parkway Southbound			Sheridan Rd. Westbound				Butler Parkway Northbound			
Start Time	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	1	0	1	1	1	0	2	1	0	1	4
02:45 PM	1	0	1	3	1	2	6	0	3	3	10
03:00 PM	1	0	1	2	5	0	7	6	16	22	30
03:15 PM	5	0	5	0	2	12	14	14	22	36	55
Total Volume	8	0	8	6	9	14	29	21	41	62	99
% App. Total	100	0		20.7	31	48.3		33.9	66.1		
PHF	.400	.000	.400	.500	.450	.292	.518	.375	.466	.431	.450



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Morris Ave.
City of Summit/Union County/NJ
Saturday/Rain/LW/D4-3730

File Name : 24511007
Site Code : 24511007
Start Date : 9/28/2024
Page No : 1

Groups Printed- Unshifted

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
12:00 PM	19	33	1	53	33	133	0	166	107	6	0	113	332
12:15 PM	5	24	2	31	38	116	0	154	112	7	0	119	304
12:30 PM	14	26	4	44	50	102	1	153	97	7	0	104	301
12:45 PM	10	18	5	33	58	120	0	178	92	10	0	102	313
Total	48	101	12	161	179	471	1	651	408	30	0	438	1250
01:00 PM	6	42	2	50	51	95	0	146	117	4	1	122	318
01:15 PM	7	20	0	27	28	97	0	125	103	7	1	111	263
*** BREAK ***													
Total	13	62	2	77	79	192	0	271	220	11	2	233	581
*** BREAK ***													
02:30 PM	5	16	0	21	17	105	0	122	77	4	0	81	224
02:45 PM	11	28	7	46	20	88	0	108	83	2	0	85	239
Total	16	44	7	67	37	193	0	230	160	6	0	166	463
03:00 PM	11	31	1	43	23	83	0	106	89	3	8	100	249
03:15 PM	17	66	20	103	26	97	2	125	109	5	0	114	342
03:30 PM	13	37	2	52	18	82	0	100	98	4	2	104	256
03:45 PM	18	28	2	48	31	86	2	119	85	8	0	93	260
Total	59	162	25	246	98	348	4	450	381	20	10	411	1107
Grand Total	136	369	46	551	393	1204	5	1602	1169	67	12	1248	3401
Apprch %	24.7	67	8.3		24.5	75.2	0.3		93.7	5.4	1		
Total %	4	10.8	1.4	16.2	11.6	35.4	0.1	47.1	34.4	2	0.4	36.7	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Saturday/Rain/LW/D4-3730

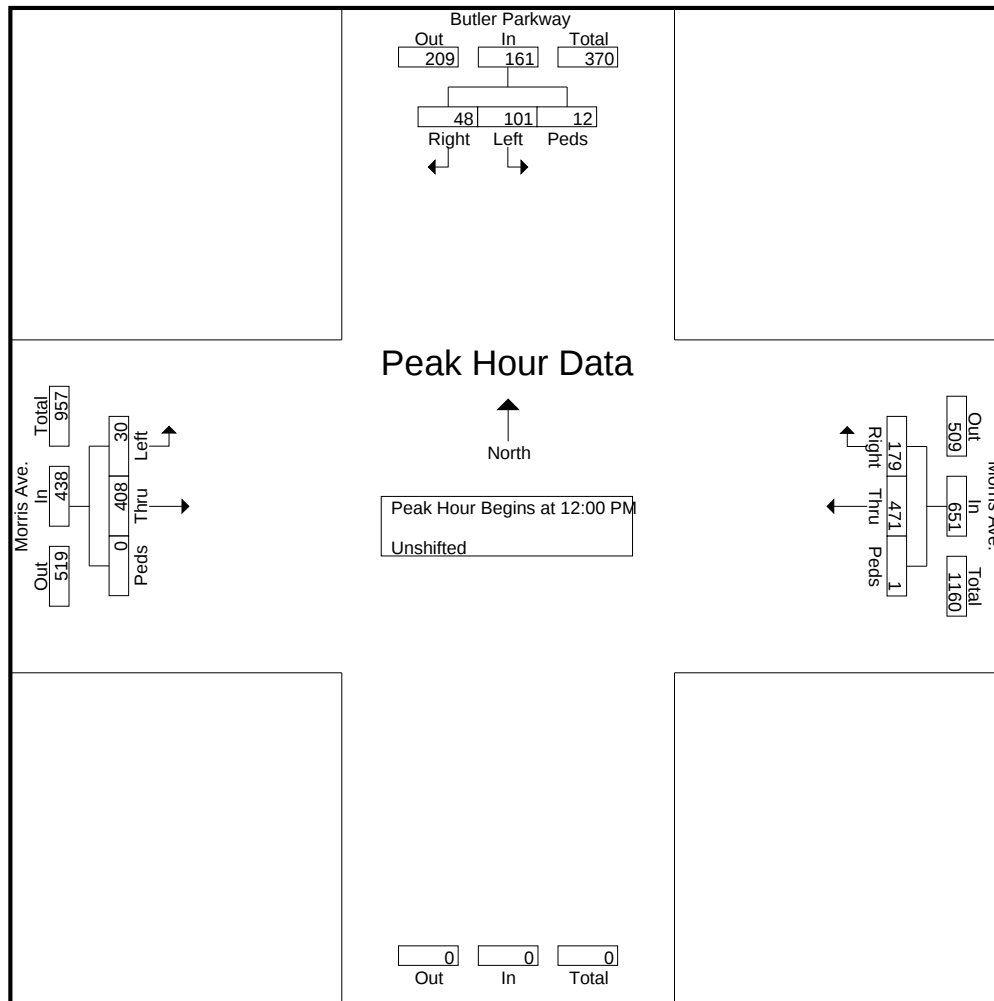
File Name : 24511007

Site Code : 24511007

Start Date : 9/28/2024

Page No : 2

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	19	33	1	53	33	133	0	166	107	6	0	113	332
12:15 PM	5	24	2	31	38	116	0	154	112	7	0	119	304
12:30 PM	14	26	4	44	50	102	1	153	97	7	0	104	301
12:45 PM	10	18	5	33	58	120	0	178	92	10	0	102	313
Total Volume	48	101	12	161	179	471	1	651	408	30	0	438	1250
% App. Total	29.8	62.7	7.5		27.5	72.4	0.2		93.2	6.8	0		
PHF	.632	.765	.600	.759	.772	.885	.250	.914	.911	.750	.000	.920	.941



Shropshire Associates LLC

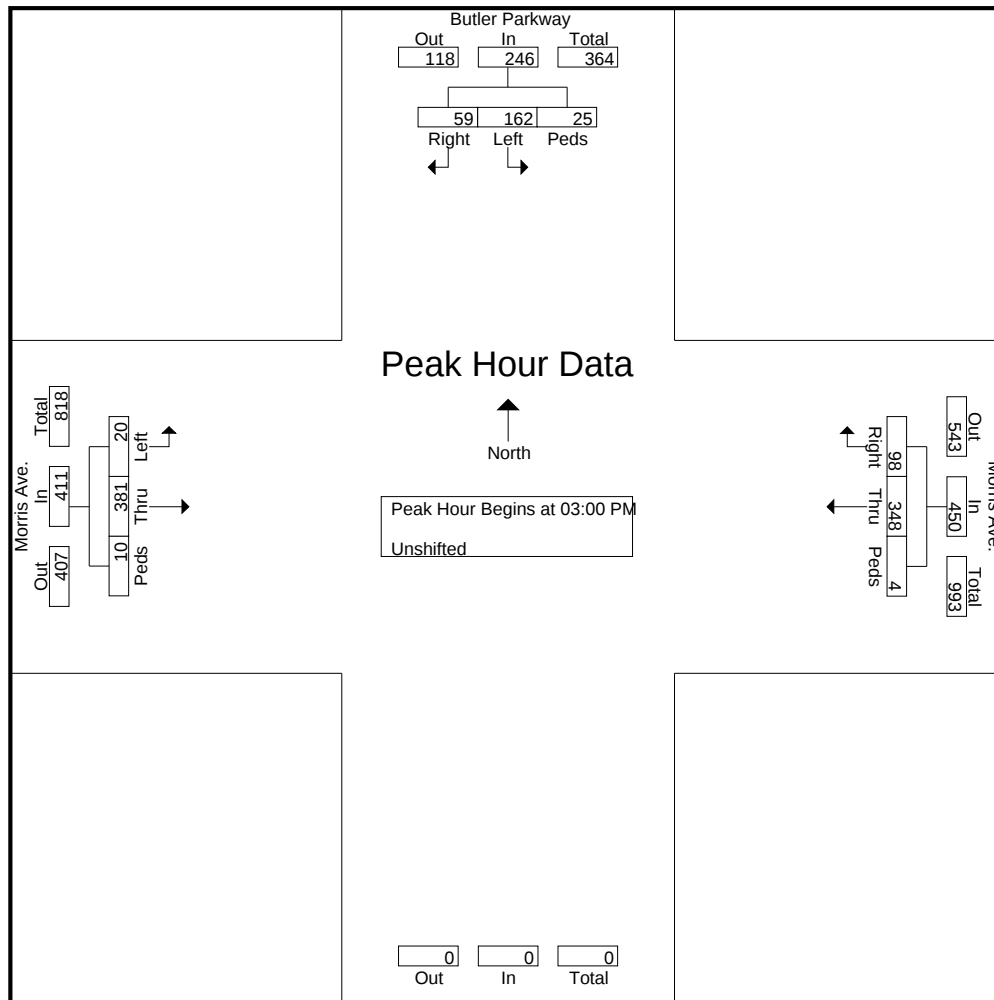
277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Butler Parkway
E/W Route: Morris Ave.
City of Summit/Union County/NJ
Saturday/Rain/LW/D4-3730

File Name : 24511007
Site Code : 24511007
Start Date : 9/28/2024
Page No : 3

	Butler Parkway Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	11	31	1	43	23	83	0	106	89	3	8	100	249
03:15 PM	17	66	20	103	26	97	2	125	109	5	0	114	342
03:30 PM	13	37	2	52	18	82	0	100	98	4	2	104	256
03:45 PM	18	28	2	48	31	86	2	119	85	8	0	93	260
Total Volume	59	162	25	246	98	348	4	450	381	20	10	411	1107
% App. Total	24	65.9	10.2		21.8	77.3	0.9		92.7	4.9	2.4		
PHF	.819	.614	.313	.597	.790	.897	.500	.900	.874	.625	.313	.901	.809



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Lewis Ave.

City of Summit/Union County/NJ

Saturday/Rain/SJ/D4-2870

File Name : 24511010

Site Code : 24511010

Start Date : 9/28/2024

Page No : 1

Groups Printed- Unshifted

	River Rd. Southbound				Lewis Ave. Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
12:00 PM	166	5	0	171	8	0	0	8	5	217	0	222	401
12:15 PM	161	8	0	169	6	4	0	10	0	176	0	176	355
12:30 PM	178	2	0	180	2	0	0	2	3	176	0	179	361
12:45 PM	160	5	0	165	8	3	3	14	1	138	0	139	318
Total	665	20	0	685	24	7	3	34	9	707	0	716	1435
01:00 PM	149	2	0	151	0	2	0	2	1	141	0	142	295
01:15 PM	153	2	0	155	0	0	0	0	0	134	0	134	289
*** BREAK ***													
Total	302	4	0	306	0	2	0	2	1	275	0	276	584
*** BREAK ***													
02:30 PM	160	0	0	160	0	0	0	0	1	167	0	168	328
02:45 PM	164	1	0	165	0	0	1	1	1	165	1	167	333
Total	324	1	0	325	0	0	1	1	2	332	1	335	661
03:00 PM	170	3	1	174	2	1	0	3	3	166	0	169	346
03:15 PM	171	2	0	173	6	6	0	12	0	128	0	128	313
03:30 PM	164	0	0	164	5	0	0	5	3	126	0	129	298
03:45 PM	183	3	0	186	3	0	0	3	0	129	0	129	318
Total	688	8	1	697	16	7	0	23	6	549	0	555	1275
Grand Total	1979	33	1	2013	40	16	4	60	18	1863	1	1882	3955
Apprch %	98.3	1.6	0		66.7	26.7	6.7		1	99	0.1		
Total %	50	0.8	0	50.9	1	0.4	0.1	1.5	0.5	47.1	0	47.6	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Lewis Ave.

City of Summit/Union County/NJ

Saturday/Rain/SJ/D4-2870

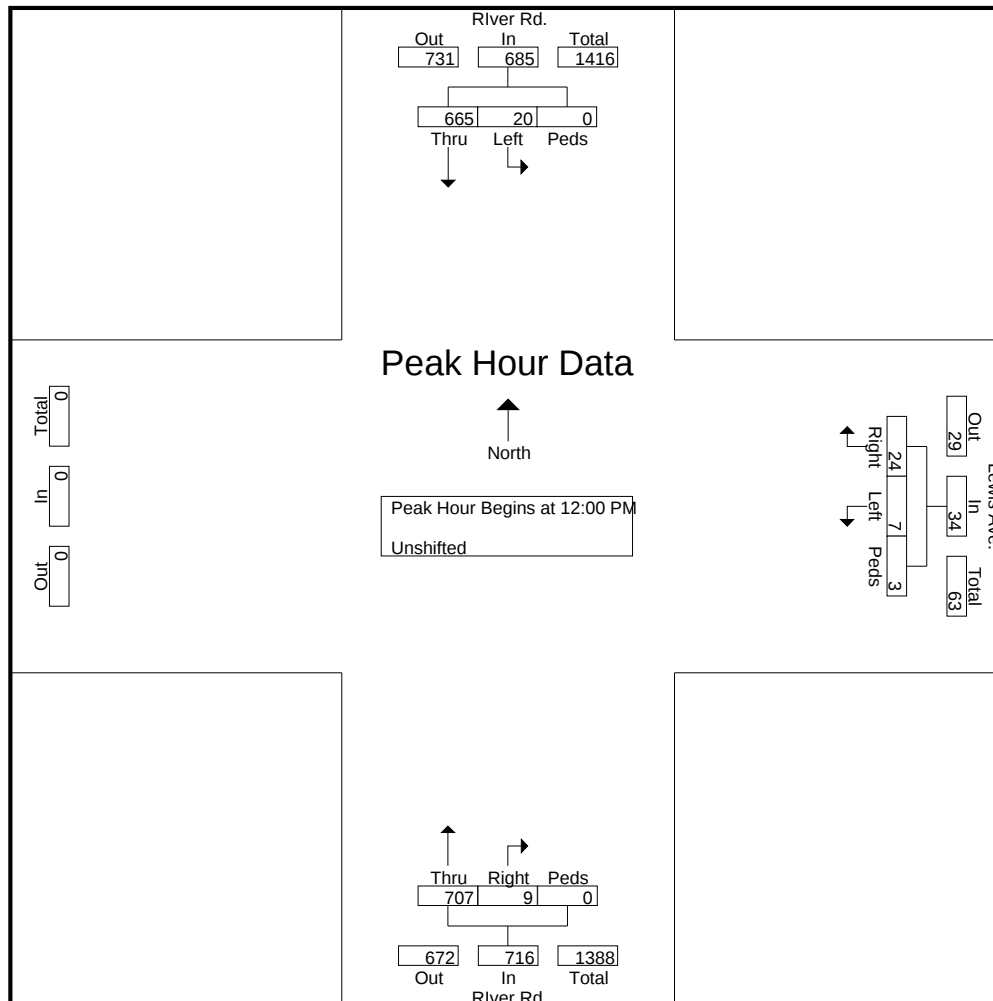
File Name : 24511010

Site Code : 24511010

Start Date : 9/28/2024

Page No : 2

	River Rd. Southbound				Lewis Ave. Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	166	5	0	171	8	0	0	8	5	217	0	222	401
12:15 PM	161	8	0	169	6	4	0	10	0	176	0	176	355
12:30 PM	178	2	0	180	2	0	0	2	3	176	0	179	361
12:45 PM	160	5	0	165	8	3	3	14	1	138	0	139	318
Total Volume	665	20	0	685	24	7	3	34	9	707	0	716	1435
% App. Total	97.1	2.9	0		70.6	20.6	8.8		1.3	98.7	0		
PHF	.934	.625	.000	.951	.750	.438	.250	.607	.450	.815	.000	.806	.895



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: River Rd.

E/W Route: Lewis Ave.

City of Summit/Union County/NJ

Saturday/Rain/SJ/D4-2870

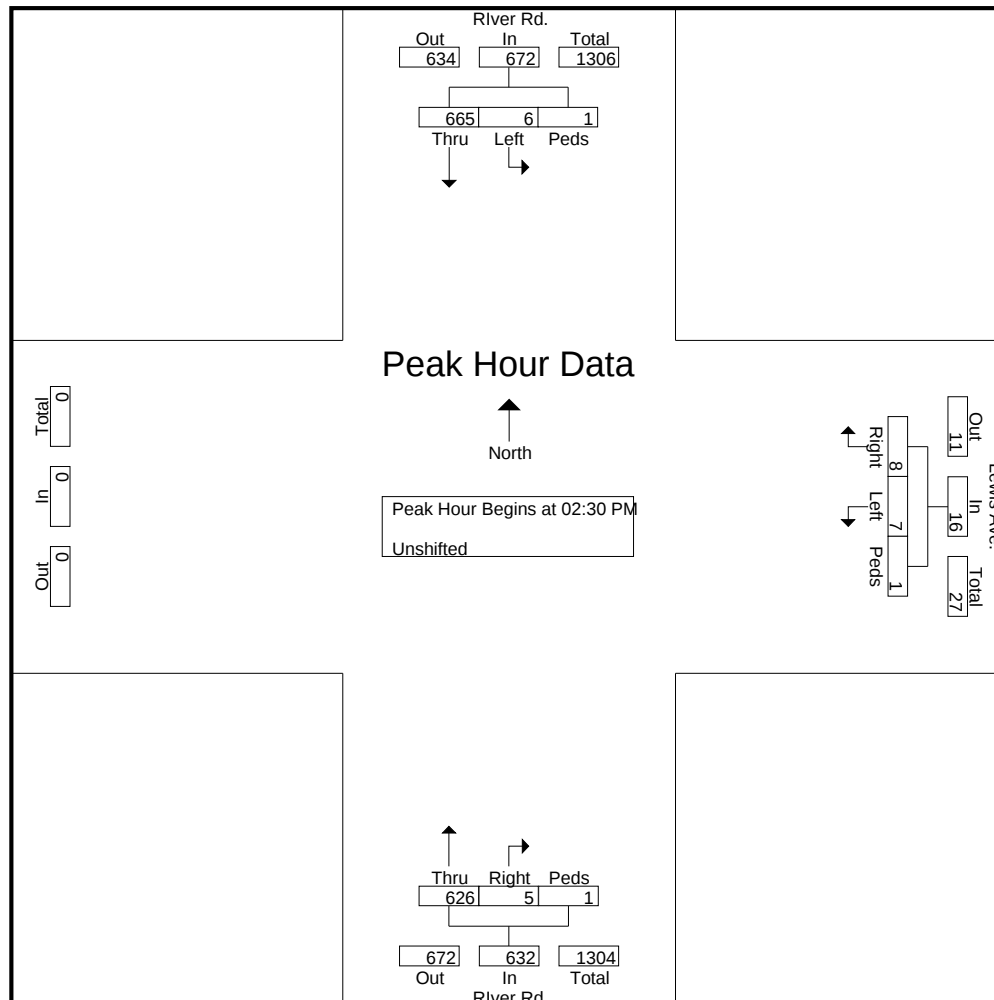
File Name : 24511010

Site Code : 24511010

Start Date : 9/28/2024

Page No : 3

	River Rd. Southbound				Lewis Ave. Westbound				River Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:30 PM													
02:30 PM	160	0	0	160	0	0	0	0	1	167	0	168	328
02:45 PM	164	1	0	165	0	0	1	1	1	165	1	167	333
03:00 PM	170	3	1	174	2	1	0	3	3	166	0	169	346
03:15 PM	171	2	0	173	6	6	0	12	0	128	0	128	313
Total Volume	665	6	1	672	8	7	1	16	5	626	1	632	1320
% App. Total	99	0.9	0.1		50	43.8	6.2		0.8	99.1	0.2		
PHF	.972	.500	.250	.966	.333	.292	.250	.333	.417	.937	.250	.935	.954



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Aubrey St.
E/W Route: Morris Ave.
City of Summit/Union County/NJ
Saturday/Rain/RB/D4-3142

File Name : 24511009
Site Code : 24511009
Start Date : 9/28/2024
Page No : 1

Groups Printed- Unshifted

	Aubrey St. Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
12:00 PM	2	11	6	19	10	65	0	75	53	5	0	58	152
12:15 PM	1	5	1	7	14	67	0	81	66	3	0	69	157
12:30 PM	3	3	4	10	8	52	0	60	54	2	0	56	126
12:45 PM	1	3	2	6	13	58	0	71	54	4	0	58	135
Total	7	22	13	42	45	242	0	287	227	14	0	241	570
01:00 PM	2	4	3	9	10	35	0	45	44	4	0	48	102
01:15 PM	0	1	1	2	3	49	0	52	56	0	0	56	110
*** BREAK ***													
Total	2	5	4	11	13	84	0	97	100	4	0	104	212
*** BREAK ***													
02:30 PM	2	1	0	3	6	51	0	57	23	1	0	24	84
02:45 PM	2	2	1	5	5	52	0	57	42	1	0	43	105
Total	4	3	1	8	11	103	0	114	65	2	0	67	189
03:00 PM	0	4	0	4	3	46	0	49	46	2	0	48	101
03:15 PM	2	5	2	9	3	46	0	49	41	1	0	42	100
03:30 PM	2	3	3	8	2	36	1	39	45	0	0	45	92
03:45 PM	3	2	3	8	7	40	0	47	32	2	0	34	89
Total	7	14	8	29	15	168	1	184	164	5	0	169	382
Grand Total	20	44	26	90	84	597	1	682	556	25	0	581	1353
Apprch %	22.2	48.9	28.9		12.3	87.5	0.1		95.7	4.3	0		
Total %	1.5	3.3	1.9	6.7	6.2	44.1	0.1	50.4	41.1	1.8	0	42.9	

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

N/S Route: Aubrey St.

E/W Route: Morris Ave.

City of Summit/Union County/NJ

Saturday/Rain/RB/D4-3142

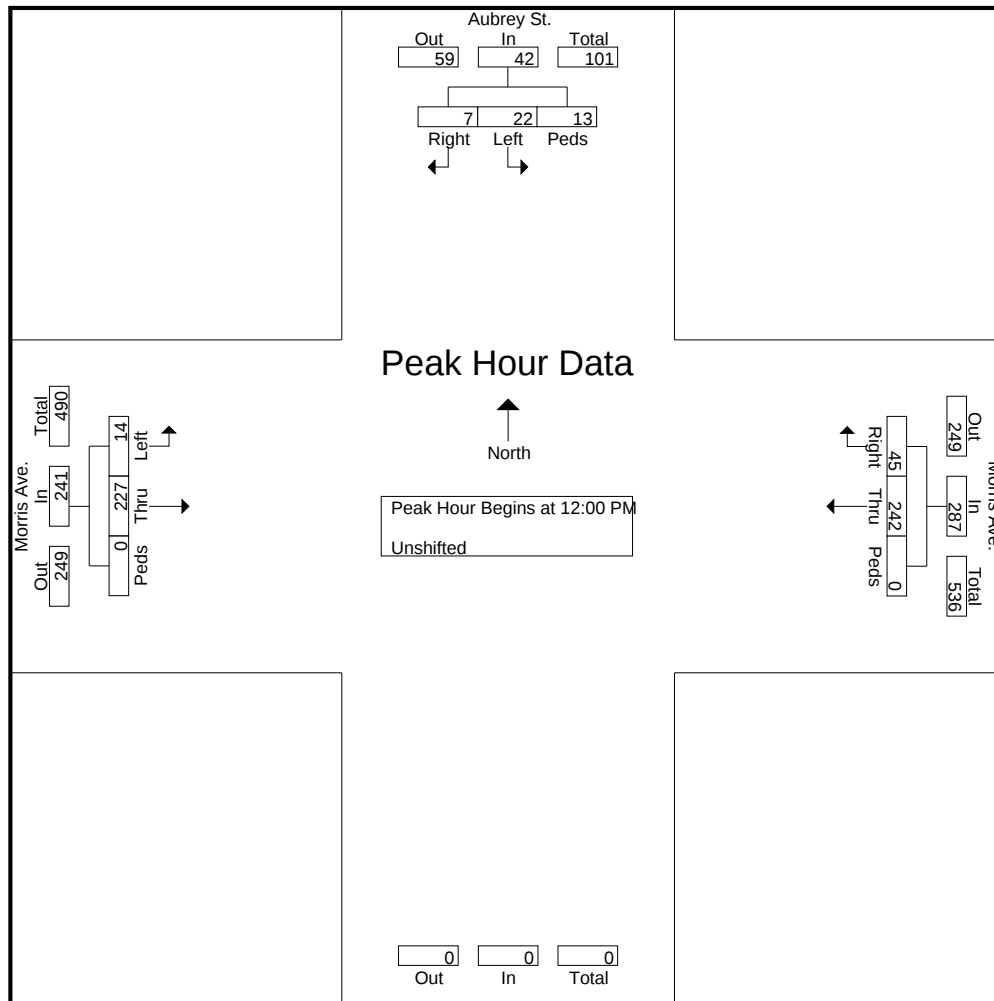
File Name : 24511009

Site Code : 24511009

Start Date : 9/28/2024

Page No : 2

	Aubrey St. Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 12:00 PM													
12:00 PM	2	11	6	19	10	65	0	75	53	5	0	58	152
12:15 PM	1	5	1	7	14	67	0	81	66	3	0	69	157
12:30 PM	3	3	4	10	8	52	0	60	54	2	0	56	126
12:45 PM	1	3	2	6	13	58	0	71	54	4	0	58	135
Total Volume	7	22	13	42	45	242	0	287	227	14	0	241	570
% App. Total	16.7	52.4	31		15.7	84.3	0		94.2	5.8	0		
PHF	.583	.500	.542	.553	.804	.903	.000	.886	.860	.700	.000	.873	.908



Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

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Saturday/Rain/RB/D4-3142

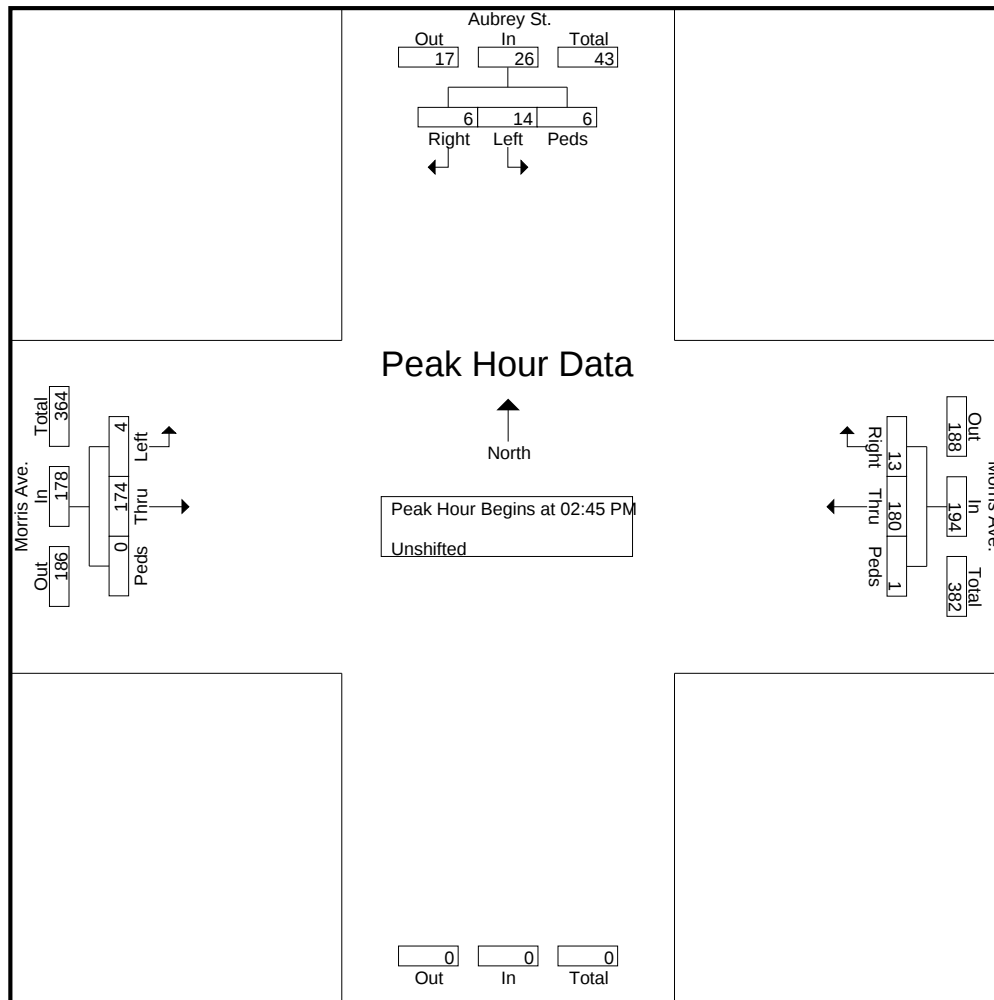
File Name : 24511009

Site Code : 24511009

Start Date : 9/28/2024

Page No : 3

	Aubrey St. Southbound				Morris Ave. Westbound				Morris Ave. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 03:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:45 PM													
02:45 PM	2	2	1	5	5	52	0	57	42	1	0	43	105
03:00 PM	0	4	0	4	3	46	0	49	46	2	0	48	101
03:15 PM	2	5	2	9	3	46	0	49	41	1	0	42	100
03:30 PM	2	3	3	8	2	36	1	39	45	0	0	45	92
Total Volume	6	14	6	26	13	180	1	194	174	4	0	178	398
% App. Total	23.1	53.8	23.1		6.7	92.8	0.5		97.8	2.2	0		
PHF	.750	.700	.500	.722	.650	.865	.250	.851	.946	.500	.000	.927	.948



ATR Data

24551-4 Butler Parkway near River Rd. - Tuesday, 6/18/24

Date	Time	Northbound	Southbound	Total
6/18/2024	1:00 PM	31	30	61
6/18/2024	2:00 PM	33	49	82
6/18/2024	3:00 PM	48	50	98
6/18/2024	4:00 PM	40	68	108
6/18/2024	5:00 PM	80	83	163
6/18/2024	6:00 PM	47	49	96
6/18/2024	7:00 PM	72	53	125
6/18/2024	8:00 PM	35	37	72
6/18/2024	9:00 PM	21	14	35
6/18/2024	10:00 PM	10	5	15
6/18/2024	11:00 PM	4	6	10

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/18/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	4	0	4
1:00	67	62	129
2:00	56	66	122
3:00	88	76	164
4:00	113	81	194
5:00	362	178	540
6:00	102	72	174
7:00	93	165	258
8:00	38	120	158
9:00	19	24	43
10:00	19	9	28
11:00	7	5	12
Total	968	858	1826
Percent	53.0%	47.0%	
AM Peak Volume			
PM Peak Volume	5:00 362	5:00 178	5:00 540

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

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near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
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Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/19/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	5	2	7
1:00	0	1	1
2:00	1	0	1
3:00	1	1	2
4:00	1	3	4
5:00	10	1	11
6:00	18	31	49
7:00	44	41	85
8:00	54	54	108
9:00	52	62	114
10:00	64	58	122
11:00	65	66	131
12:00 PM	60	83	143
1:00	39	54	93
2:00	55	77	132
3:00	62	65	127
4:00	72	69	141
5:00	58	53	111
6:00	78	61	139
7:00	75	54	129
8:00	26	44	70
9:00	14	29	43
10:00	7	10	17
11:00	6	2	8
Total	867	921	1788
Percent	48.5%	51.5%	
AM Peak	11:00	11:00	11:00
Volume	65	66	131
PM Peak	6:00	12:00 PM	12:00 PM
Volume	78	83	143

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/20/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	3	0	3
1:00	0	1	1
2:00	1	0	1
3:00	1	1	2
4:00	0	3	3
5:00	9	6	15
6:00	13	17	30
7:00	43	47	90
8:00	60	57	117
9:00	74	65	139
10:00	49	65	114
11:00	54	61	115
12:00 PM	51	58	109
1:00	44	44	88
2:00	57	55	112
3:00	41	51	92
4:00	61	59	120
5:00	64	52	116
6:00	75	41	116
7:00	44	24	68
8:00	35	33	68
9:00	18	35	53
10:00	13	10	23
11:00	6	9	15
Total	816	794	1610
Percent	50.7%	49.3%	
AM Peak	9:00	9:00	9:00
Volume	74	65	139
PM Peak	6:00	4:00	4:00
Volume	75	59	120

Tatlock Park - Summit
 Butler Parkway near Morris Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-3

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
 near Morris

Station ID: 24511
 Location 1: Butler Pkwy near Morris
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/21/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	2	2	4
1:00	4	2	6
2:00	0	0	0
3:00	0	1	1
4:00	1	2	3
5:00	8	2	10
6:00	12	11	23
7:00	36	45	81
8:00	55	55	110
9:00	64	52	116
10:00	45	55	100
11:00	59	46	105
12:00 PM	76	59	135
1:00	51	43	94
2:00	46	50	96
3:00	45	46	91
4:00	43	51	94
5:00	51	44	95
6:00	56	39	95
7:00	41	39	80
8:00	27	29	56
9:00	16	16	32
10:00	20	13	33
11:00	6	5	11
Total	764	707	1471
Percent	51.9%	48.1%	
AM Peak	9:00	8:00	9:00
Volume	64	55	116
PM Peak	12:00 PM	12:00 PM	12:00 PM
Volume	76	59	135

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/22/2024	Northeast, Lane 1	Southwest, Lane 2	Total
Time			
12:00 AM	5	2	7
1:00	4	2	6
2:00	1	0	1
3:00	1	1	2
4:00	1	0	1
5:00	5	4	9
6:00	2	15	17
7:00	22	19	41
8:00	30	41	71
9:00	47	36	83
10:00	44	50	94
11:00	38	40	78
12:00 PM	51	33	84
1:00	35	33	68
2:00	51	35	86
3:00	39	34	73
4:00	34	34	68
5:00	35	42	77
6:00	40	24	64
7:00	25	26	51
8:00	24	19	43
9:00	17	12	29
10:00	11	13	24
11:00	4	6	10
Total	566	521	1087
Percent	52.1%	47.9%	
AM Peak	9:00	10:00	10:00
Volume	47	50	94
PM Peak	12:00 PM	5:00	2:00
Volume	51	42	86

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/23/2024	Northeast, Lane 1	Southwest, Lane 2	Total
Time			
12:00 AM	3	2	5
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	2	3	5
5:00	5	1	6
6:00	4	5	9
7:00	11	11	22
8:00	20	14	34
9:00	17	24	41
10:00	40	25	65
11:00	39	30	69
12:00 PM	32	36	68
1:00	38	36	74
2:00	21	20	41
3:00	27	31	58
4:00	18	30	48
5:00	20	16	36
6:00	27	20	47
7:00	28	24	52
8:00	13	19	32
9:00	17	16	33
10:00	7	7	14
11:00	6	4	10
Total	395	374	769
Percent	51.4%	48.6%	
AM Peak	10:00	11:00	11:00
Volume	40	30	69
PM Peak	1:00	12:00 PM	1:00
Volume	38	36	74

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/24/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	6	4	10
1:00	1	0	1
2:00	0	0	0
3:00	0	1	1
4:00	2	2	4
5:00	3	2	5
6:00	13	22	35
7:00	30	36	66
8:00	50	83	133
9:00	45	56	101
10:00	41	36	77
11:00	45	57	102
12:00 PM	50	50	100
1:00	43	41	84
2:00	38	47	85
3:00	53	55	108
4:00	67	55	122
5:00	60	54	114
6:00	38	47	85
7:00	34	39	73
8:00	42	34	76
9:00	16	22	38
10:00	5	4	9
11:00	7	1	8
Total	689	748	1437
Percent	47.9%	52.1%	
AM Peak	8:00	8:00	8:00
Volume	50	83	133
PM Peak	4:00	3:00	4:00
Volume	67	55	122

Tatlock Park - Summit
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-3 - Butler Pkwy
near Morris

Station ID: 24511
Location 1: Butler Pkwy near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/25/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	1	2	3
1:00	1	0	1
2:00	0	0	0
3:00	0	1	1
4:00	3	3	6
5:00	9	6	15
6:00	22	17	39
7:00	35	46	81
8:00	62	70	132
9:00	48	62	110
10:00	52	48	100
11:00	28	26	54
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	261	281	542
Percent	48.2%	51.8%	
AM Peak	8:00	8:00	8:00
Volume	62	70	132
PM Peak			
Volume			
Grand Total	5326	5204	10530
Percent	50.6%	49.4%	
ADT		ADT: 1,504	AADT: 1,504

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/18/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	7	8	15
1:00	11	16	27
2:00	15	18	33
3:00	21	28	49
4:00	21	17	38
5:00	26	42	68
6:00	17	47	64
7:00	25	29	54
8:00	17	15	32
9:00	10	9	19
10:00	6	5	11
11:00	1	1	2
Total	177	235	412
Percent	43.0%	57.0%	
AM Peak Volume			
PM Peak	5:00	6:00	5:00
Volume	26	47	68

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/19/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	1	1	2
1:00	0	0	0
2:00	0	1	1
3:00	0	3	3
4:00	1	0	1
5:00	7	7	14
6:00	8	3	11
7:00	11	9	20
8:00	12	14	26
9:00	14	3	17
10:00	11	12	23
11:00	19	10	29
12:00 PM	19	21	40
1:00	16	13	29
2:00	21	23	44
3:00	13	15	28
4:00	13	23	36
5:00	10	14	24
6:00	8	18	26
7:00	13	7	20
8:00	14	9	23
9:00	17	6	23
10:00	1	2	3
11:00	2	1	3
Total	231	215	446
Percent	51.8%	48.2%	
AM Peak	11:00	8:00	11:00
Volume	19	14	29
PM Peak	2:00	2:00	2:00
Volume	21	23	44

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/20/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	3	1	4
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	2	0	2
5:00	7	1	8
6:00	15	5	20
7:00	12	8	20
8:00	6	7	13
9:00	15	6	21
10:00	10	8	18
11:00	11	5	16
12:00 PM	12	11	23
1:00	8	7	15
2:00	9	10	19
3:00	13	15	28
4:00	9	17	26
5:00	7	14	21
6:00	10	15	25
7:00	7	7	14
8:00	5	10	15
9:00	3	13	16
10:00	4	2	6
11:00	4	3	7
Total	172	165	337
Percent	51.0%	49.0%	
AM Peak	6:00	7:00	9:00
Volume	15	8	21
PM Peak	3:00	4:00	3:00
Volume	13	17	28

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/21/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	1	0	1
1:00	0	1	1
2:00	1	0	1
3:00	0	1	1
4:00	0	0	0
5:00	8	2	10
6:00	6	4	10
7:00	15	4	19
8:00	11	7	18
9:00	10	8	18
10:00	12	12	24
11:00	11	13	24
12:00 PM	16	11	27
1:00	5	12	17
2:00	15	17	32
3:00	11	21	32
4:00	17	13	30
5:00	16	12	28
6:00	14	18	32
7:00	8	9	17
8:00	18	12	30
9:00	8	8	16
10:00	6	1	7
11:00	6	2	8
Total	215	188	403
Percent	53.3%	46.7%	
AM Peak	7:00	11:00	10:00
Volume	15	13	24
PM Peak	8:00	3:00	2:00
Volume	18	21	32

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/22/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	3	4	7
1:00	0	1	1
2:00	1	1	2
3:00	0	0	0
4:00	0	0	0
5:00	2	0	2
6:00	5	0	5
7:00	5	2	7
8:00	16	10	26
9:00	10	12	22
10:00	16	17	33
11:00	20	10	30
12:00 PM	10	8	18
1:00	19	22	41
2:00	10	7	17
3:00	17	13	30
4:00	14	16	30
5:00	13	10	23
6:00	14	17	31
7:00	9	11	20
8:00	8	7	15
9:00	5	5	10
10:00	12	1	13
11:00	0	0	0
Total	209	174	383
Percent	54.6%	45.4%	
AM Peak	11:00	10:00	10:00
Volume	20	17	33
PM Peak	1:00	1:00	1:00
Volume	19	22	41

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/23/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	1	1	2
1:00	2	0	2
2:00	0	2	2
3:00	0	1	1
4:00	1	1	2
5:00	2	1	3
6:00	2	3	5
7:00	5	1	6
8:00	8	6	14
9:00	10	4	14
10:00	9	8	17
11:00	16	4	20
12:00 PM	10	9	19
1:00	14	15	29
2:00	7	11	18
3:00	16	13	29
4:00	9	10	19
5:00	8	11	19
6:00	11	12	23
7:00	4	9	13
8:00	9	10	19
9:00	6	3	9
10:00	4	6	10
11:00	1	2	3
Total	155	143	298
Percent	52.0%	48.0%	
AM Peak	11:00	10:00	11:00
Volume	16	8	20
PM Peak	3:00	1:00	1:00
Volume	16	15	29

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/24/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	1	1	2
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	0	0	0
5:00	7	2	9
6:00	11	5	16
7:00	11	6	17
8:00	10	10	20
9:00	8	7	15
10:00	7	8	15
11:00	12	8	20
12:00 PM	19	13	32
1:00	10	7	17
2:00	9	21	30
3:00	13	11	24
4:00	11	11	22
5:00	7	13	20
6:00	12	13	25
7:00	3	11	14
8:00	7	6	13
9:00	7	4	11
10:00	2	3	5
11:00	1	1	2
Total	168	161	329
Percent	51.1%	48.9%	
AM Peak	11:00	8:00	8:00
Volume	12	10	20
PM Peak	12:00 PM	2:00	12:00 PM
Volume	19	21	32

Tatlock Park - Summit
 Lewis Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-1
 Station ID: 24511
 Location 1: Lewis Ave.
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-1 - Lewis Ave.
 Date Printed: 6/26/2024
 Start Date: 6/18/2024
 End Date: 6/25/2024
 GPS Accuracy: 0 ft
 Location Verified: No

6/25/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	2	1	3
1:00	0	1	1
2:00	0	1	1
3:00	0	0	0
4:00	0	0	0
5:00	9	4	13
6:00	6	3	9
7:00	12	3	15
8:00	9	8	17
9:00	12	8	20
10:00	10	8	18
11:00	1	2	3
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	61	39	100
Percent	61.0%	39.0%	
AM Peak	7:00	8:00	9:00
Volume	12	8	20
PM Peak			
Volume			
Grand Total	1388	1320	2708
Percent	51.3%	48.7%	
ADT		ADT: 387	AADT: 387

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/18/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
12:00 PM	6	6	12
1:00	16	18	34
2:00	18	22	40
3:00	24	32	56
4:00	21	38	59
5:00	39	85	124
6:00	37	31	68
7:00	63	22	85
8:00	34	26	60
9:00	26	11	37
10:00	5	13	18
11:00	4	0	4
Total	293	304	597
Percent	49.1%	50.9%	
AM Peak Volume			
PM Peak	7:00	5:00	5:00
Volume	63	85	124

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/19/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	1	0	1
1:00	0	2	2
2:00	1	2	3
3:00	2	1	3
4:00	1	1	2
5:00	5	3	8
6:00	8	0	8
7:00	23	12	35
8:00	19	17	36
9:00	14	12	26
10:00	13	11	24
11:00	14	38	52
12:00 PM	19	29	48
1:00	19	19	38
2:00	30	24	54
3:00	23	22	45
4:00	23	23	46
5:00	18	18	36
6:00	20	21	41
7:00	10	28	38
8:00	15	23	38
9:00	10	16	26
10:00	4	4	8
11:00	1	5	6
Total	293	331	624
Percent	47.0%	53.0%	
AM Peak	7:00	11:00	11:00
Volume	23	38	52
PM Peak	2:00	12:00 PM	2:00
Volume	30	29	54

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/20/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	0	2	2
1:00	0	0	0
2:00	0	0	0
3:00	0	1	1
4:00	2	1	3
5:00	2	4	6
6:00	10	9	19
7:00	18	12	30
8:00	12	5	17
9:00	8	15	23
10:00	15	13	28
11:00	19	18	37
12:00 PM	13	22	35
1:00	16	12	28
2:00	14	15	29
3:00	10	20	30
4:00	24	19	43
5:00	21	21	42
6:00	22	21	43
7:00	14	21	35
8:00	6	15	21
9:00	10	5	15
10:00	1	5	6
11:00	5	5	10
Total	242	261	503
Percent	48.1%	51.9%	
AM Peak	11:00	11:00	11:00
Volume	19	18	37
PM Peak	4:00	12:00 PM	4:00
Volume	24	22	43

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/21/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	0	4	4
1:00	3	2	5
2:00	0	1	1
3:00	2	1	3
4:00	1	0	1
5:00	2	4	6
6:00	11	1	12
7:00	10	11	21
8:00	13	12	25
9:00	19	17	36
10:00	15	13	28
11:00	14	21	35
12:00 PM	16	19	35
1:00	12	10	22
2:00	18	24	42
3:00	21	21	42
4:00	13	19	32
5:00	16	24	40
6:00	21	32	53
7:00	15	25	40
8:00	12	31	43
9:00	5	11	16
10:00	7	14	21
11:00	6	11	17
Total	252	328	580
Percent	43.4%	56.6%	
AM Peak	9:00	11:00	9:00
Volume	19	21	36
PM Peak	3:00	6:00	6:00
Volume	21	32	53

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/22/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	2	1	3
1:00	2	0	2
2:00	0	3	3
3:00	0	1	1
4:00	0	2	2
5:00	1	3	4
6:00	2	5	7
7:00	6	4	10
8:00	19	8	27
9:00	21	13	34
10:00	19	22	41
11:00	15	23	38
12:00 PM	12	13	25
1:00	24	21	45
2:00	8	16	24
3:00	10	25	35
4:00	19	19	38
5:00	5	13	18
6:00	15	25	40
7:00	19	25	44
8:00	8	22	30
9:00	6	13	19
10:00	6	18	24
11:00	3	4	7
Total	222	299	521
Percent	42.6%	57.4%	
AM Peak	9:00	11:00	10:00
Volume	21	23	41
PM Peak	1:00	3:00	1:00
Volume	24	25	45

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/23/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	2	3	5
1:00	1	2	3
2:00	2	2	4
3:00	1	0	1
4:00	1	0	1
5:00	2	1	3
6:00	3	1	4
7:00	7	5	12
8:00	8	7	15
9:00	8	8	16
10:00	11	14	25
11:00	14	18	32
12:00 PM	15	17	32
1:00	15	10	25
2:00	10	15	25
3:00	15	17	32
4:00	15	14	29
5:00	7	13	20
6:00	17	19	36
7:00	15	8	23
8:00	10	14	24
9:00	7	14	21
10:00	6	7	13
11:00	2	4	6
Total	194	213	407
Percent	47.7%	52.3%	
AM Peak	11:00	11:00	11:00
Volume	14	18	32
PM Peak	6:00	6:00	6:00
Volume	17	19	36

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/24/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	0	1	1
1:00	0	0	0
2:00	1	1	2
3:00	0	0	0
4:00	2	0	2
5:00	3	4	7
6:00	11	2	13
7:00	14	4	18
8:00	21	11	32
9:00	8	8	16
10:00	11	10	21
11:00	8	15	23
12:00 PM	17	29	46
1:00	7	9	16
2:00	20	10	30
3:00	19	18	37
4:00	11	23	34
5:00	12	13	25
6:00	16	22	38
7:00	9	5	14
8:00	7	12	19
9:00	4	3	7
10:00	3	3	6
11:00	3	8	11
Total	207	211	418
Percent	49.5%	50.5%	
AM Peak	8:00	11:00	8:00
Volume	21	15	32
PM Peak	2:00	12:00 PM	12:00 PM
Volume	20	29	46

Tatlock Park - Summit
Aubrey St.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-2 - Aubrey St.
Date Printed: 6/26/2024
Start Date: 6/18/2024
End Date: 6/25/2024
GPS Accuracy: 0 ft
Location Verified: No

6/25/2024 Time	Southwest, Lane 1	Northeast, Lane 2	Total
12:00 AM	1	3	4
1:00	0	2	2
2:00	1	0	1
3:00	0	2	2
4:00	1	0	1
5:00	3	2	5
6:00	11	2	13
7:00	17	6	23
8:00	18	16	34
9:00	11	12	23
10:00	15	19	34
11:00	5	5	10
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	83	69	152
Percent	54.6%	45.4%	
AM Peak	8:00	10:00	8:00
Volume	18	19	34
PM Peak			
Volume			
Grand Total	1786	2016	3802
Percent	47.0%	53.0%	
ADT		ADT: 543	AADT: 543

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/28/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	13	4	17
11:00	32	61	93
12:00 PM	42	58	100
1:00	42	54	96
2:00	52	50	102
3:00	67	45	112
4:00	44	35	79
5:00	37	23	60
6:00	33	25	58
7:00	14	23	37
8:00	11	15	26
9:00	8	6	14
10:00	5	6	11
11:00	3	2	5
Total	403	407	810
Percent	49.8%	50.2%	
AM Peak	11:00	11:00	11:00
Volume	32	61	93
PM Peak	3:00	12:00 PM	3:00
Volume	67	58	112

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/29/2024	Northwest, Lane 1	Southeast, Lane 2	Total
Time			
12:00 AM	6	9	15
1:00	2	2	4
2:00	3	2	5
3:00	0	0	0
4:00	2	1	3
5:00	3	1	4
6:00	2	4	6
7:00	12	18	30
8:00	12	8	20
9:00	35	23	58
10:00	29	26	55
11:00	37	31	68
12:00 PM	30	36	66
1:00	24	38	62
2:00	20	18	38
3:00	21	28	49
4:00	20	32	52
5:00	23	23	46
6:00	22	21	43
7:00	13	13	26
8:00	10	10	20
9:00	5	7	12
10:00	0	4	4
11:00	0	1	1
Total	331	356	687
Percent	48.2%	51.8%	
AM Peak	11:00	11:00	11:00
Volume	37	31	68
PM Peak	12:00 PM	1:00	12:00 PM
Volume	30	38	66

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/30/2024	Northwest, Lane 1	Southeast, Lane 2	Total
Time			
12:00 AM	1	0	1
1:00	1	2	3
2:00	0	0	0
3:00	1	0	1
4:00	0	2	2
5:00	7	6	13
6:00	13	8	21
7:00	34	45	79
8:00	40	39	79
9:00	34	30	64
10:00	29	25	54
11:00	30	28	58
12:00 PM	23	28	51
1:00	24	31	55
2:00	28	32	60
3:00	58	60	118
4:00	34	45	79
5:00	50	47	97
6:00	30	29	59
7:00	28	20	48
8:00	16	24	40
9:00	7	9	16
10:00	3	3	6
11:00	1	3	4
Total	492	516	1008
Percent	48.8%	51.2%	
AM Peak	8:00	7:00	7:00
Volume	40	45	79
PM Peak	3:00	3:00	3:00
Volume	58	60	118

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/1/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	0	0
1:00	1	0	1
2:00	0	0	0
3:00	0	1	1
4:00	1	3	4
5:00	10	7	17
6:00	13	10	23
7:00	30	56	86
8:00	53	42	95
9:00	31	31	62
10:00	21	29	50
11:00	23	26	49
12:00 PM	25	26	51
1:00	26	42	68
2:00	27	48	75
3:00	61	43	104
4:00	33	60	93
5:00	55	46	101
6:00	44	26	70
7:00	15	26	41
8:00	18	13	31
9:00	5	8	13
10:00	3	6	9
11:00	1	1	2
Total	496	550	1046
Percent	47.4%	52.6%	
AM Peak	8:00	7:00	8:00
Volume	53	56	95
PM Peak	3:00	4:00	3:00
Volume	61	60	104

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/2/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	1	0	1
4:00	1	3	4
5:00	7	4	11
6:00	11	8	19
7:00	38	50	88
8:00	54	48	102
9:00	32	26	58
10:00	27	21	48
11:00	34	24	58
12:00 PM	34	33	67
1:00	30	36	66
2:00	39	63	102
3:00	48	44	92
4:00	40	39	79
5:00	55	39	94
6:00	34	34	68
7:00	27	24	51
8:00	23	14	37
9:00	12	12	24
10:00	7	4	11
11:00	4	1	5
Total	558	527	1085
Percent	51.4%	48.6%	
AM Peak	8:00	7:00	8:00
Volume	54	50	102
PM Peak	5:00	2:00	2:00
Volume	55	63	102

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/3/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	0	0
1:00	1	0	1
2:00	3	1	4
3:00	1	1	2
4:00	0	3	3
5:00	6	4	10
6:00	16	11	27
7:00	23	36	59
8:00	39	41	80
9:00	37	24	61
10:00	39	26	65
11:00	30	22	52
12:00 PM	30	39	69
1:00	34	32	66
2:00	38	26	64
3:00	41	43	84
4:00	35	38	73
5:00	38	38	76
6:00	29	43	72
7:00	30	22	52
8:00	17	15	32
9:00	7	12	19
10:00	5	3	8
11:00	3	5	8
Total	502	485	987
Percent	50.9%	49.1%	
AM Peak	8:00	8:00	8:00
Volume	39	41	80
PM Peak	3:00	3:00	3:00
Volume	41	43	84

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/4/2024	Northwest, Lane 1	Southeast, Lane 2	Total
Time			
12:00 AM	3	2	5
1:00	2	0	2
2:00	1	0	1
3:00	0	0	0
4:00	2	4	6
5:00	5	2	7
6:00	10	9	19
7:00	35	57	92
8:00	35	43	78
9:00	28	31	59
10:00	28	29	57
11:00	38	27	65
12:00 PM	31	37	68
1:00	28	22	50
2:00	30	42	72
3:00	49	67	116
4:00	48	52	100
5:00	55	47	102
6:00	33	23	56
7:00	14	19	33
8:00	17	19	36
9:00	5	18	23
10:00	9	7	16
11:00	5	4	9
Total	511	561	1072
Percent	47.7%	52.3%	
AM Peak	11:00	7:00	7:00
Volume	38	57	92
PM Peak	5:00	3:00	3:00
Volume	55	67	116

Tatlock Park
Butler Parkway near River Rd.
City of Summit/Union County/NJ
Site Code: 24511-4

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-8 Butler Parkway
near River Rd.

Station ID: 24511
Location 1: Butler near River
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/5/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	4	4
1:00	2	1	3
2:00	1	0	1
3:00	2	1	3
4:00	0	1	1
5:00	1	3	4
6:00	6	12	18
7:00	12	17	29
8:00	24	35	59
9:00	6	14	20
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	54	88	142
Percent	38.0%	62.0%	
AM Peak	8:00	8:00	8:00
Volume	24	35	59
PM Peak			
Volume			
Grand Total	3347	3490	6837
Percent	49.0%	51.0%	
ADT		ADT: 977	AADT: 977

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/28/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	7	1	8
11:00	125	151	276
12:00 PM	138	120	258
1:00	134	142	276
2:00	86	126	212
3:00	115	208	323
4:00	90	91	181
5:00	63	94	157
6:00	36	26	62
7:00	26	33	59
8:00	14	19	33
9:00	12	15	27
10:00	10	10	20
11:00	6	4	10
Total	862	1040	1902
Percent	45.3%	54.7%	
AM Peak	11:00	11:00	11:00
Volume	125	151	276
PM Peak	12:00 PM	3:00	3:00
Volume	138	208	323

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/29/2024	Northeast, Lane 1	Southwest, Lane 2	Total
Time			
12:00 AM	5	8	13
1:00	1	1	2
2:00	4	2	6
3:00	0	0	0
4:00	3	1	4
5:00	3	1	4
6:00	7	4	11
7:00	30	13	43
8:00	24	19	43
9:00	87	73	160
10:00	97	62	159
11:00	83	97	180
12:00 PM	67	104	171
1:00	32	77	109
2:00	33	30	63
3:00	36	39	75
4:00	28	33	61
5:00	36	31	67
6:00	36	34	70
7:00	30	27	57
8:00	15	8	23
9:00	8	7	15
10:00	3	3	6
11:00	1	1	2
Total	669	675	1344
Percent	49.8%	50.2%	
AM Peak	10:00	11:00	11:00
Volume	97	97	180
PM Peak	12:00 PM	12:00 PM	12:00 PM
Volume	67	104	171

Tatlock Park
 Butler Parkway near Morris Ave.
 City of Summit/Union County/NJ
 Site Code: 24511-3

Shropshire Associates LLC
 277 Whitehorse Pike, Suite 203
 Atco, NJ 08004

File Name: 24511-7 Butler Parkway
 near Morris Ave.

Station ID: 24511
 Location 1: Butler near Morris
 Location 2:
 Latitude: 0.000000
 Longitude: 0.000000

Date Printed: 10/7/2024
 Start Date: 9/28/2024
 End Date: 10/5/2024
 GPS Accuracy: 0 ft
 Location Verified: No

9/30/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	1	0	1
1:00	2	2	4
2:00	1	0	1
3:00	2	0	2
4:00	0	2	2
5:00	8	8	16
6:00	22	16	38
7:00	48	86	134
8:00	73	118	191
9:00	45	49	94
10:00	49	44	93
11:00	43	56	99
12:00 PM	46	48	94
1:00	41	45	86
2:00	71	78	149
3:00	118	111	229
4:00	92	88	180
5:00	79	137	216
6:00	78	83	161
7:00	50	40	90
8:00	49	53	102
9:00	7	8	15
10:00	4	4	8
11:00	1	3	4
Total	930	1079	2009
Percent	46.3%	53.7%	
AM Peak	8:00	8:00	8:00
Volume	73	118	191
PM Peak	3:00	5:00	3:00
Volume	118	137	229

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/1/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	0	0	0
1:00	1	0	1
2:00	0	0	0
3:00	1	1	2
4:00	1	2	3
5:00	11	11	22
6:00	24	12	36
7:00	47	97	144
8:00	72	115	187
9:00	56	52	108
10:00	39	42	81
11:00	33	58	91
12:00 PM	50	58	108
1:00	44	60	104
2:00	67	80	147
3:00	120	118	238
4:00	106	100	206
5:00	146	183	329
6:00	105	141	246
7:00	56	40	96
8:00	31	55	86
9:00	8	10	18
10:00	4	5	9
11:00	1	1	2
Total	1023	1241	2264
Percent	45.2%	54.8%	
AM Peak	8:00	8:00	8:00
Volume	72	115	187
PM Peak	5:00	5:00	5:00
Volume	146	183	329

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/2/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	1	0	1
4:00	2	3	5
5:00	10	5	15
6:00	21	8	29
7:00	50	101	151
8:00	71	133	204
9:00	52	69	121
10:00	38	49	87
11:00	52	58	110
12:00 PM	59	55	114
1:00	46	48	94
2:00	87	111	198
3:00	126	123	249
4:00	87	99	186
5:00	125	135	260
6:00	81	123	204
7:00	75	80	155
8:00	24	27	51
9:00	20	12	32
10:00	13	9	22
11:00	2	4	6
Total	1042	1252	2294
Percent	45.4%	54.6%	
AM Peak	8:00	8:00	8:00
Volume	71	133	204
PM Peak	3:00	5:00	5:00
Volume	126	135	260

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/3/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	0	0	0
1:00	0	0	0
2:00	1	1	2
3:00	0	0	0
4:00	2	3	5
5:00	4	3	7
6:00	18	15	33
7:00	61	79	140
8:00	49	77	126
9:00	51	48	99
10:00	58	61	119
11:00	48	54	102
12:00 PM	47	75	122
1:00	55	55	110
2:00	106	87	193
3:00	64	74	138
4:00	72	114	186
5:00	104	107	211
6:00	89	90	179
7:00	64	42	106
8:00	31	57	88
9:00	12	14	26
10:00	9	5	14
11:00	6	5	11
Total	951	1066	2017
Percent	47.1%	52.9%	
AM Peak	7:00	7:00	7:00
Volume	61	79	140
PM Peak	2:00	4:00	5:00
Volume	106	114	211

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/4/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	2	3	5
1:00	2	0	2
2:00	1	0	1
3:00	0	0	0
4:00	1	3	4
5:00	8	2	10
6:00	15	13	28
7:00	58	105	163
8:00	71	148	219
9:00	41	54	95
10:00	39	45	84
11:00	59	52	111
12:00 PM	48	69	117
1:00	53	47	100
2:00	73	88	161
3:00	143	145	288
4:00	99	124	223
5:00	104	118	222
6:00	65	54	119
7:00	33	37	70
8:00	25	23	48
9:00	20	17	37
10:00	20	47	67
11:00	6	7	13
Total	986	1201	2187
Percent	45.1%	54.9%	
AM Peak	8:00	8:00	8:00
Volume	71	148	219
PM Peak	3:00	3:00	3:00
Volume	143	145	288

Tatlock Park
Butler Parkway near Morris Ave.
City of Summit/Union County/NJ
Site Code: 24511-3

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-7 Butler Parkway
near Morris Ave.

Station ID: 24511
Location 1: Butler near Morris
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/5/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	1	3	4
1:00	2	1	3
2:00	0	0	0
3:00	1	1	2
4:00	0	1	1
5:00	4	2	6
6:00	11	12	23
7:00	80	65	145
8:00	87	67	154
9:00	34	17	51
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	220	169	389
Percent	56.6%	43.4%	
AM Peak	8:00	8:00	8:00
Volume	87	67	154
PM Peak			
Volume			
Grand Total	6683	7723	14406
Percent	46.4%	53.6%	
ADT		ADT: 2,058	AADT: 2,058

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

9/28/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	12	11	23
11:00	18	11	29
12:00 PM	44	32	76
1:00	16	20	36
2:00	22	13	35
3:00	50	18	68
4:00	19	13	32
5:00	14	14	28
6:00	11	11	22
7:00	14	9	23
8:00	4	7	11
9:00	8	5	13
10:00	2	4	6
11:00	6	2	8
Total	240	170	410
Percent	58.5%	41.5%	
AM Peak	11:00	10:00	11:00
Volume	18	11	29
PM Peak	3:00	12:00 PM	12:00 PM
Volume	50	32	76

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

9/29/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	3	2	5
1:00	1	2	3
2:00	2	3	5
3:00	1	1	2
4:00	0	2	2
5:00	1	3	4
6:00	1	0	1
7:00	4	4	8
8:00	8	3	11
9:00	15	7	22
10:00	13	11	24
11:00	13	12	25
12:00 PM	18	7	25
1:00	11	10	21
2:00	13	16	29
3:00	11	10	21
4:00	13	15	28
5:00	9	14	23
6:00	11	16	27
7:00	7	7	14
8:00	5	4	9
9:00	8	10	18
10:00	2	0	2
11:00	1	3	4
Total	171	162	333
Percent	51.4%	48.6%	
AM Peak	9:00	11:00	11:00
Volume	15	12	25
PM Peak	12:00 PM	2:00	2:00
Volume	18	16	29

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

9/30/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	2	2
1:00	0	1	1
2:00	0	0	0
3:00	0	0	0
4:00	1	1	2
5:00	4	1	5
6:00	9	3	12
7:00	12	9	21
8:00	7	8	15
9:00	10	6	16
10:00	12	11	23
11:00	9	6	15
12:00 PM	17	17	34
1:00	19	11	30
2:00	8	12	20
3:00	13	16	29
4:00	18	12	30
5:00	16	23	39
6:00	17	16	33
7:00	8	12	20
8:00	6	10	16
9:00	3	7	10
10:00	4	1	5
11:00	2	0	2
Total	195	185	380
Percent	51.3%	48.7%	
AM Peak	7:00	10:00	10:00
Volume	12	11	23
PM Peak	1:00	5:00	5:00
Volume	19	23	39

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

10/1/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	1	1
1:00	0	1	1
2:00	0	0	0
3:00	0	0	0
4:00	1	1	2
5:00	7	1	8
6:00	6	7	13
7:00	15	7	22
8:00	12	11	23
9:00	10	11	21
10:00	12	11	23
11:00	10	11	21
12:00 PM	15	11	26
1:00	17	14	31
2:00	17	13	30
3:00	23	25	48
4:00	16	14	30
5:00	18	18	36
6:00	15	11	26
7:00	13	12	25
8:00	6	10	16
9:00	7	4	11
10:00	2	1	3
11:00	2	2	4
Total	224	197	421
Percent	53.2%	46.8%	
AM Peak	7:00	8:00	8:00
Volume	15	11	23
PM Peak	3:00	3:00	3:00
Volume	23	25	48

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

10/2/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	2	0	2
1:00	0	0	0
2:00	0	0	0
3:00	0	1	1
4:00	1	0	1
5:00	3	1	4
6:00	8	3	11
7:00	13	9	22
8:00	12	13	25
9:00	10	6	16
10:00	16	16	32
11:00	7	13	20
12:00 PM	15	17	32
1:00	15	18	33
2:00	14	10	24
3:00	26	12	38
4:00	19	11	30
5:00	17	26	43
6:00	13	18	31
7:00	11	11	22
8:00	10	3	13
9:00	5	8	13
10:00	4	3	7
11:00	2	5	7
Total	223	204	427
Percent	52.2%	47.8%	
AM Peak	10:00	10:00	10:00
Volume	16	16	32
PM Peak	3:00	5:00	5:00
Volume	26	26	43

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

10/3/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	0	0
1:00	0	0	0
2:00	0	0	0
3:00	0	0	0
4:00	1	0	1
5:00	5	4	9
6:00	5	3	8
7:00	12	7	19
8:00	13	14	27
9:00	8	11	19
10:00	15	14	29
11:00	16	18	34
12:00 PM	13	18	31
1:00	10	12	22
2:00	13	13	26
3:00	17	15	32
4:00	14	15	29
5:00	14	22	36
6:00	18	14	32
7:00	10	11	21
8:00	6	7	13
9:00	3	6	9
10:00	2	3	5
11:00	2	2	4
Total	197	209	406
Percent	48.5%	51.5%	
AM Peak	11:00	11:00	11:00
Volume	16	18	34
PM Peak	6:00	5:00	5:00
Volume	18	22	36

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

10/4/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	0	2	2
1:00	0	0	0
2:00	0	0	0
3:00	0	1	1
4:00	2	0	2
5:00	4	2	6
6:00	4	2	6
7:00	11	9	20
8:00	22	11	33
9:00	17	16	33
10:00	12	8	20
11:00	16	11	27
12:00 PM	15	15	30
1:00	16	20	36
2:00	17	13	30
3:00	26	14	40
4:00	17	20	37
5:00	17	22	39
6:00	21	20	41
7:00	14	9	23
8:00	6	7	13
9:00	3	10	13
10:00	5	2	7
11:00	2	0	2
Total	247	214	461
Percent	53.6%	46.4%	
AM Peak	8:00	9:00	8:00
Volume	22	16	33
PM Peak	3:00	5:00	6:00
Volume	26	22	41

Tatlock Park

Lewis Ave.

City of Summit/Union County/NJ

Site Code: 24511-1

Station ID: 24511

Location 1: Lewis

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-5 Lewis Ave

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

10/5/2024 Time	Northwest, Lane 1	Southeast, Lane 2	Total
12:00 AM	2	1	3
1:00	0	1	1
2:00	0	0	0
3:00	0	0	0
4:00	0	0	0
5:00	2	2	4
6:00	0	1	1
7:00	5	6	11
8:00	31	18	49
9:00	0	1	1
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	40	30	70
Percent	57.1%	42.9%	
AM Peak	8:00	8:00	8:00
Volume	31	18	49
PM Peak			
Volume			
Grand Total	1537	1371	2908
Percent	52.9%	47.1%	
ADT		ADT: 416	AADT: 416

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/28/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	22	20	42
12:00 PM	63	36	99
1:00	28	22	50
2:00	40	27	67
3:00	24	33	57
4:00	30	28	58
5:00	21	14	35
6:00	35	19	54
7:00	32	35	67
8:00	11	8	19
9:00	12	9	21
10:00	8	3	11
11:00	8	0	8
Total	334	254	588
Percent	56.8%	43.2%	
AM Peak	11:00	11:00	11:00
Volume	22	20	42
PM Peak	12:00 PM	12:00 PM	12:00 PM
Volume	63	36	99

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/29/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	8	5	13
1:00	3	3	6
2:00	4	4	8
3:00	4	4	8
4:00	3	3	6
5:00	1	6	7
6:00	1	0	1
7:00	3	7	10
8:00	5	3	8
9:00	12	14	26
10:00	11	15	26
11:00	17	17	34
12:00 PM	17	9	26
1:00	12	9	21
2:00	13	12	25
3:00	19	23	42
4:00	18	25	43
5:00	19	17	36
6:00	31	23	54
7:00	15	10	25
8:00	15	12	27
9:00	8	8	16
10:00	4	1	5
11:00	1	2	3
Total	244	232	476
Percent	51.3%	48.7%	
AM Peak	11:00	11:00	11:00
Volume	17	17	34
PM Peak	6:00	4:00	6:00
Volume	31	25	54

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

9/30/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	1	1	2
1:00	1	2	3
2:00	3	0	3
3:00	0	0	0
4:00	2	1	3
5:00	4	2	6
6:00	3	12	15
7:00	12	30	42
8:00	14	19	33
9:00	11	10	21
10:00	11	5	16
11:00	12	14	26
12:00 PM	14	16	30
1:00	19	14	33
2:00	24	25	49
3:00	22	14	36
4:00	28	23	51
5:00	34	29	63
6:00	29	22	51
7:00	22	11	33
8:00	16	12	28
9:00	10	3	13
10:00	3	4	7
11:00	6	0	6
Total	301	269	570
Percent	52.8%	47.2%	
AM Peak	8:00	7:00	7:00
Volume	14	30	42
PM Peak	5:00	5:00	5:00
Volume	34	29	63

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/1/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	1	0	1
1:00	0	0	0
2:00	0	0	0
3:00	1	1	2
4:00	0	0	0
5:00	5	3	8
6:00	5	15	20
7:00	12	33	45
8:00	12	24	36
9:00	13	11	24
10:00	11	9	20
11:00	13	13	26
12:00 PM	15	12	27
1:00	20	12	32
2:00	23	24	47
3:00	33	20	53
4:00	27	17	44
5:00	30	23	53
6:00	30	17	47
7:00	16	11	27
8:00	22	3	25
9:00	10	5	15
10:00	4	2	6
11:00	6	3	9
Total	309	258	567
Percent	54.5%	45.5%	
AM Peak	9:00	7:00	7:00
Volume	13	33	45
PM Peak	3:00	2:00	3:00
Volume	33	24	53

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/2/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	4	1	5
1:00	0	0	0
2:00	1	0	1
3:00	0	2	2
4:00	2	2	4
5:00	3	2	5
6:00	2	12	14
7:00	16	30	46
8:00	16	34	50
9:00	11	10	21
10:00	18	15	33
11:00	10	14	24
12:00 PM	18	11	29
1:00	11	19	30
2:00	15	18	33
3:00	36	17	53
4:00	24	16	40
5:00	35	26	61
6:00	25	24	49
7:00	30	19	49
8:00	12	9	21
9:00	12	8	20
10:00	9	4	13
11:00	3	5	8
Total	313	298	611
Percent	51.2%	48.8%	
AM Peak	10:00	8:00	8:00
Volume	18	34	50
PM Peak	3:00	5:00	5:00
Volume	36	26	61

Tatlock Park

Aubrey Ave.

City of Summit/Union County/NJ

Site Code: 24511-2

Station ID: 24511

Location 1: Aubrey St.

Location 2:

Latitude: 0.000000

Longitude: 0.000000

Shropshire Associates LLC

277 Whitehorse Pike, Suite 203

Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.

Date Printed: 10/7/2024

Start Date: 9/28/2024

End Date: 10/5/2024

GPS Accuracy: 0 ft

Location Verified: No

10/3/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	1	1	2
1:00	2	1	3
2:00	2	0	2
3:00	2	0	2
4:00	1	0	1
5:00	5	5	10
6:00	5	13	18
7:00	9	15	24
8:00	12	26	38
9:00	10	16	26
10:00	14	14	28
11:00	13	20	33
12:00 PM	18	23	41
1:00	15	8	23
2:00	16	20	36
3:00	18	17	35
4:00	24	18	42
5:00	35	23	58
6:00	32	28	60
7:00	20	6	26
8:00	10	7	17
9:00	4	10	14
10:00	6	6	12
11:00	4	1	5
Total	278	278	556
Percent	50.0%	50.0%	
AM Peak	10:00	8:00	8:00
Volume	14	26	38
PM Peak	5:00	6:00	6:00
Volume	35	28	60

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/4/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	0	0	0
1:00	0	0	0
2:00	3	0	3
3:00	1	1	2
4:00	1	1	2
5:00	3	1	4
6:00	3	8	11
7:00	15	31	46
8:00	24	21	45
9:00	7	10	17
10:00	14	16	30
11:00	15	11	26
12:00 PM	14	15	29
1:00	18	16	34
2:00	20	17	37
3:00	32	19	51
4:00	25	20	45
5:00	31	22	53
6:00	32	23	55
7:00	25	23	48
8:00	16	10	26
9:00	7	13	20
10:00	15	12	27
11:00	5	1	6
Total	326	291	617
Percent	52.8%	47.2%	
AM Peak	8:00	7:00	7:00
Volume	24	31	46
PM Peak	3:00	6:00	6:00
Volume	32	23	55

Tatlock Park
Aubrey Ave.
City of Summit/Union County/NJ
Site Code: 24511-2
Station ID: 24511
Location 1: Aubrey St.
Location 2:
Latitude: 0.000000
Longitude: 0.000000

Shropshire Associates LLC
277 Whitehorse Pike, Suite 203
Atco, NJ 08004

File Name: 24511-6 Aubrey Ave.
Date Printed: 10/7/2024
Start Date: 9/28/2024
End Date: 10/5/2024
GPS Accuracy: 0 ft
Location Verified: No

10/5/2024 Time	Northeast, Lane 1	Southwest, Lane 2	Total
12:00 AM	5	2	7
1:00	2	2	4
2:00	2	0	2
3:00	1	0	1
4:00	3	2	5
5:00	1	2	3
6:00	3	3	6
7:00	3	12	15
8:00	20	24	44
9:00	9	7	16
10:00	*	*	0
11:00	*	*	0
12:00 PM	*	*	0
1:00	*	*	0
2:00	*	*	0
3:00	*	*	0
4:00	*	*	0
5:00	*	*	0
6:00	*	*	0
7:00	*	*	0
8:00	*	*	0
9:00	*	*	0
10:00	*	*	0
11:00	*	*	0
Total	49	54	103
Percent	47.6%	52.4%	
AM Peak	8:00	8:00	8:00
Volume	20	24	44
PM Peak			
Volume			
Grand Total	2154	1934	4088
Percent	52.7%	47.3%	
ADT		ADT: 588	AADT: 588

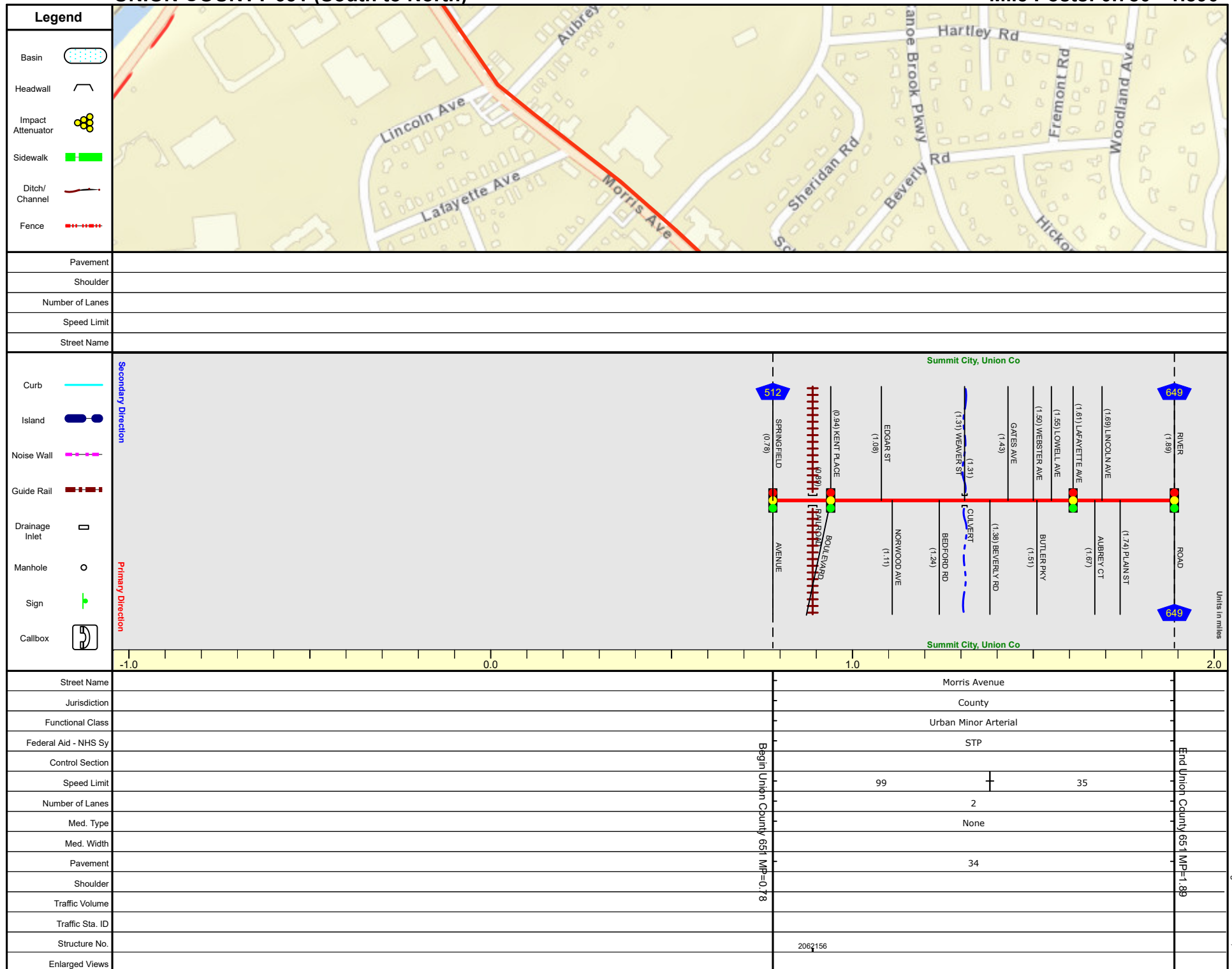
UNION COUNTY 649 (South to North)

Mile Posts: 0.000 - 2.000

Legend			
Basin			
Headwall			
Impact Attenuator			
Sidewalk			
Ditch/Channel			
Fence			
Pavement			24
Shoulder			
Number of Lanes			2
Speed Limit			35
Street Name			John F Kennedy Parkway
Curb			
Island			
Noise Wall			
Guide Rail			
Drainage Inlet			
Manhole			
Sign			
Callbox			
Street Name		Constantine Place	John F Kennedy Parkway
Jurisdiction		County	
Functional Class		Urban Minor Arterial	
Federal Aid - NHS Sy		STP	
Control Section			
Speed Limit		35	40
Number of Lanes		2	4
Med. Type		None	
Med. Width		10	
Pavement		34	24
Shoulder		6	8
Traffic Volume		12,824 (2017)	24,254 (2017)
Traffic Sta. ID		112066	112067
Structure No.			
Enlarged Views			

SRI = 20000649

Date last inventoried: June 2022



Intersection						
Int Delay, s/veh	0.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	44	1034	16	35	1074
Future Vol, veh/h	2	44	1034	16	35	1074
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	47	1100	17	37	1143
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2326	1109	0	0	1117	0
Stage 1	1109	-	-	-	-	-
Stage 2	1217	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	41	255	-	-	625	-
Stage 1	316	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	34	255	-	-	625	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	28.9	0	0.4			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	199	625	-	
HCM Lane V/C Ratio	-	-	0.246	0.06	-	
HCM Control Delay (s)	-	-	28.9	11.1	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	50	1173	13	35	937
Future Vol, veh/h	6	50	1173	13	35	937
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	52	1222	14	36	976
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2277	1229	0	0	1236	0
Stage 1	1229	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	44	217	-	-	564	-
Stage 1	276	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	38	217	-	-	564	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	46.1	0	0.4			
HCM LOS	E					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	144	564	-	
HCM Lane V/C Ratio	-	-	0.405	0.065	-	
HCM Control Delay (s)	-	-	46.1	11.8	0	
HCM Lane LOS	-	-	E	B	A	
HCM 95th %tile Q(veh)	-	-	1.8	0.2	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	32	916	9	54	918
Future Vol, veh/h	5	32	916	9	54	918
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, %	2	2	2	2	2	2
Mvmt Flow	5	33	944	9	56	946
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2007	949	0	0	953	0
Stage 1	949	-	-	-	-	-
Stage 2	1058	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	65	316	-	-	721	-
Stage 1	376	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	316	-	-	721	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	28.5	0	0.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	191	721	-	
HCM Lane V/C Ratio	-	-	0.2	0.077	-	
HCM Control Delay (s)	-	-	28.5	10.4	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	44	1104	16	35	1130
Future Vol, veh/h	2	44	1104	16	35	1130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	47	1174	17	37	1202
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2459	1183	0	0	1191	0
Stage 1	1183	-	-	-	-	-
Stage 2	1276	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	34	231	-	-	586	-
Stage 1	291	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	28	231	-	-	586	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	33.2	0	0.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	176	586	-	
HCM Lane V/C Ratio	-	-	0.278	0.064	-	
HCM Control Delay (s)	-	-	33.2	11.6	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.2	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	6	50	1241	13	35	1005
Future Vol, veh/h	6	50	1241	13	35	1005
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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	52	1293	14	36	1047
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2419	1300	0	0	1307	0
Stage 1	1300	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	36	197	-	-	530	-
Stage 1	255	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	30	197	-	-	530	-
Mov Cap-2 Maneuver	30	-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	58.2	0	0.4			
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	123	530	-	
HCM Lane V/C Ratio	-	-	0.474	0.069	-	
HCM Control Delay (s)	-	-	58.2	12.3	0	
HCM Lane LOS	-	-	F	B	A	
HCM 95th %tile Q(veh)	-	-	2.1	0.2	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	32	977	9	54	976
Future Vol, veh/h	5	32	977	9	54	976
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, %	2	2	2	2	2	2
Mvmt Flow	5	33	1007	9	56	1006
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2130	1012	0	0	1016	0
Stage 1	1012	-	-	-	-	-
Stage 2	1118	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	55	290	-	-	683	-
Stage 1	351	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	45	290	-	-	683	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	351	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	32.8	0	0.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	167	683	-	
HCM Lane V/C Ratio	-	-	0.228	0.082	-	
HCM Control Delay (s)	-	-	32.8	10.7	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-	

Intersection						
Int Delay, s/veh	3					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	13	404	527	53	58	77
Future Vol, veh/h	13	404	527	53	58	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	-	-	-	-	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	14	449	586	59	64	86
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	645	0	-	0	1093	616
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	477	-
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	940	-	-	-	237	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	624	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	940	-	-	-	232	491
Mov Cap-2 Maneuver	-	-	-	-	232	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	624	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.3	0		24.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	940	-	332	
HCM Lane V/C Ratio	-	-	0.015	-	0.452	
HCM Control Delay (s)	-	-	8.9	0	24.5	
HCM Lane LOS	-	-	A	A	C	
HCM 95th %tile Q(veh)	-	-	0	-	2.2	

Intersection						
Int Delay, s/veh	7.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	31	518	573	105	104	56
Future Vol, veh/h	31	518	573	105	104	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	557	616	113	112	60
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	729	0	-	0	1296	673
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	623	-
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	875	-	-	-	179	455
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	875	-	-	-	169	455
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	535	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.5	0		64.9		
HCM LOS				F		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	875	-	-	217
HCM Lane V/C Ratio	-	-	0.038	-	-	0.793
HCM Control Delay (s)	-	-	9.3	0	-	64.9
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	5.7

Intersection						
Int Delay, s/veh	4.4					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	30	408	471	179	101	48
Future Vol, veh/h	30	408	471	179	101	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	434	501	190	107	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	691	0	-	0	1094	596
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	498	-
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	904	-	-	-	237	504
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	904	-	-	-	226	504
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	611	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.6	0		34.5		
HCM LOS				D		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	904	-	-	275
HCM Lane V/C Ratio	-	-	0.035	-	-	0.576
HCM Control Delay (s)	-	-	9.1	0	-	34.5
HCM Lane LOS	-	-	A	A	-	D
HCM 95th %tile Q(veh)	-	-	0.1	-	-	3.3

Intersection						
Int Delay, s/veh	3.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	13	444	556	53	58	77
Future Vol, veh/h	13	444	556	53	58	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	-	-	-	-	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	14	493	618	59	64	86
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	677	0	-	0	1169	648
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	521	-
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	915	-	-	-	213	470
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	915	-	-	-	209	470
Mov Cap-2 Maneuver	-	-	-	-	209	-
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	596	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.3	0		27.6		
HCM LOS				D		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	915	-	-	306
HCM Lane V/C Ratio	-	-	0.016	-	-	0.49
HCM Control Delay (s)	-	-	9	0	-	27.6
HCM Lane LOS	-	-	A	A	-	D
HCM 95th %tile Q(veh)	-	-	0	-	-	2.6

Intersection						
Int Delay, s/veh	10					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	31	556	622	105	104	56
Future Vol, veh/h	31	556	622	105	104	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	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	598	669	113	112	60
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	782	0	-	0	1390	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	664	-
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	836	-	-	-	157	425
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	512	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	836	-	-	-	148	425
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	512	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.5	0		90.4		
HCM LOS	F					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	836	-	192	
HCM Lane V/C Ratio	-	-	0.04	-	0.896	
HCM Control Delay (s)	-	-	9.5	0	90.4	
HCM Lane LOS	-	-	A	A	F	
HCM 95th %tile Q(veh)	-	-	0.1	-	6.9	

Intersection						
Int Delay, s/veh	4.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	30	444	504	179	101	48
Future Vol, veh/h	30	444	504	179	101	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	472	536	190	107	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	726	0	-	0	1167	631
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	536	-
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	877	-	-	-	214	481
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	877	-	-	-	204	481
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	587	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.6	0		41.4		
HCM LOS				E		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	877	-	-	250
HCM Lane V/C Ratio	-	-	0.036	-	-	0.634
HCM Control Delay (s)	-	-	9.3	0	-	41.4
HCM Lane LOS	-	-	A	A	-	E
HCM 95th %tile Q(veh)	-	-	0.1	-	-	3.9

Intersection						
Int Delay, s/veh	1.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	33	1001	25	54	988
Future Vol, veh/h	5	33	1001	25	54	988
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	5	36	1088	27	59	1074
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2294	1102	0	0	1115	0
Stage 1	1102	-	-	-	-	-
Stage 2	1192	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	43	257	-	-	626	-
Stage 1	318	-	-	-	-	-
Stage 2	288	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	257	-	-	626	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	42.6	0	0.6			
HCM LOS	E					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	136	626	-	
HCM Lane V/C Ratio	-	-	0.304	0.094	-	
HCM Control Delay (s)	-	-	42.6	11.3	0	
HCM Lane LOS	-	-	E	B	A	
HCM 95th %tile Q(veh)	-	-	1.2	0.3	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	24	55	515	5	14	614
Future Vol, veh/h	24	55	515	5	14	614
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	59	554	5	15	660
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1247	557	0	0	559	0
Stage 1	557	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	192	530	-	-	1012	-
Stage 1	574	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	530	-	-	1012	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Approach	NW	NE		SW		
HCM Control Delay, s	19	0		0.2		
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	341	1012	-	
HCM Lane V/C Ratio	-	-	0.249	0.015	-	
HCM Control Delay (s)	-	-	19	8.6	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1	0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	3	11	930	21	18	858
Future Vol, veh/h	3	11	930	21	18	858
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	3	12	1011	23	20	933
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1996	1023	0	0	1034	0
Stage 1	1023	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	66	286	-	-	672	-
Stage 1	347	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	62	286	-	-	672	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	29.7	0	0.2			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	161	672	-	
HCM Lane V/C Ratio	-	-	0.095	0.029	-	
HCM Control Delay (s)	-	-	29.7	10.5	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	7	12	421	8	12	517
Future Vol, veh/h	7	12	421	8	12	517
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	8	13	458	9	13	562
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1051	463	0	0	467	0
Stage 1	463	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	251	599	-	-	1094	-
Stage 1	634	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	599	-	-	1094	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Approach	NW	NE		SW		
HCM Control Delay, s	14.7	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERNWLn1		SWL	SWT	
Capacity (veh/h)	-	-		393	1094	
HCM Lane V/C Ratio	-	-		0.053	0.012	
HCM Control Delay (s)	-	-		14.7	8.3	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.2	0	

Intersection						
Int Delay, s/veh	0.6					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	22	383	327	71	13	13
Future Vol, veh/h	22	383	327	71	13	13
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	421	359	78	14	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	437	0	-	0	867	398
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	469	-
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	1123	-	-	-	323	652
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1123	-	-	-	314	652
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	630	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.4	0		14.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1123	-	424	
HCM Lane V/C Ratio	-	-	0.022	-	0.067	
HCM Control Delay (s)	-	-	8.3	0	14.1	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0.1	-	0.2	

Intersection						
Int Delay, s/veh	1.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	9	185	206	21	30	34
Future Vol, veh/h	9	185	206	21	30	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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	218	242	25	35	40
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	267	0	-	0	495	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	240	-
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	1297	-	-	-	534	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	529	784
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	800	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.4	0		11.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	1297	-	640	
HCM Lane V/C Ratio	-	-	0.008	-	0.118	
HCM Control Delay (s)	-	-	7.8	0	11.4	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.4	

Intersection						
Int Delay, s/veh	1.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	8	68	36	18	21	4
Future Vol, veh/h	8	68	36	18	21	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	77	41	20	24	5
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	61	0	-	0	146	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	95	-
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	-	-	-	846	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1542	-	-	-	841	1017
Mov Cap-2 Maneuver	-	-	-	-	841	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	929	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.8	0		9.3		
HCM LOS				A		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1542	-	-	865
HCM Lane V/C Ratio	-	-	0.006	-	-	0.033
HCM Control Delay (s)	-	-	7.3	0	0	9.3
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 1

Movement SEL SET NWT NWR SWL SWR

Lane Configurations 

Traffic Vol, veh/h 4 22 73 24 9 3

Future Vol, veh/h 4 22 73 24 9 3

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

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

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

Grade, % - 0 0 - 0 -

Peak Hour Factor 79 79 79 79 79 79

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 5 28 92 30 11 4

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 122 0 - 0 145 107

Stage 1 - - - - 107 -

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 1465 - - - 847 947

Stage 1 - - - - 917 -

Stage 2 - - - - 984 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1465 - - - 844 947

Mov Cap-2 Maneuver - - - - 844 -

Stage 1 - - - - 914 -

Stage 2 - - - - 984 -

Approach SE NW SW

HCM Control Delay, s 1.1 0 9.2

HCM LOS A

Minor Lane/Major Mvmt NWT NWR SEL SETSWLn1

Capacity (veh/h) - - 1465 - 868

HCM Lane V/C Ratio - - 0.003 - 0.017

HCM Control Delay (s) - - 7.5 0 9.2

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0 - 0.1

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	60	27	97	77	12	49
Future Vol, veh/h	60	27	97	77	12	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	31	111	89	14	56
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	240	156	0	0	200	0
Stage 1	156	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	748	890	-	-	1372	-
Stage 1	872	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	890	-	-	1372	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	872	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Approach	WB	NE		SW		
HCM Control Delay, s	10.3	0		1.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	781	1372	-	
HCM Lane V/C Ratio	-	-	0.128	0.01	-	
HCM Control Delay (s)	-	-	10.3	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	30	4	56	59	19	71
Future Vol, veh/h	30	4	56	59	19	71
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	5	67	71	23	86
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	235	103	0	0	138	0
Stage 1	103	-	-	-	-	-
Stage 2	132	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	753	952	-	-	1446	-
Stage 1	921	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	740	952	-	-	1446	-
Mov Cap-2 Maneuver	740	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Approach	WB	NE		SW		
HCM Control Delay, s	10	0		1.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	760	1446	-	
HCM Lane V/C Ratio	-	-	0.054	0.016	-	
HCM Control Delay (s)	-	-	10	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	11	9	332	52	4	109
Future Vol, veh/h	11	9	332	52	4	109
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	12	10	361	57	4	118
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	516	390	0	0	418	0
Stage 1	390	-	-	-	-	-
Stage 2	126	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	519	658	-	-	1141	-
Stage 1	684	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	658	-	-	1141	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	11.5	0	0.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	572	1141	-	
HCM Lane V/C Ratio	-	-	0.038	0.004	-	
HCM Control Delay (s)	-	-	11.5	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	1.5					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	20	10	39	33	5	101
Future Vol, veh/h	20	10	39	33	5	101
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	22	11	42	36	5	110
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	180	60	0	0	78	0
Stage 1	60	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	810	1005	-	-	1520	-
Stage 1	963	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	807	1005	-	-	1520	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	9.3	0	0.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	864	1520	-	
HCM Lane V/C Ratio	-	-	0.038	0.004	-	
HCM Control Delay (s)	-	-	9.3	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	9.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	52	442	545	332	80	81
Future Vol, veh/h	52	442	545	332	80	81
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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	497	612	373	90	91
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	985	0	-	0	1412	799
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	613	-
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	701	-	-	-	152	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	541	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	701	-	-	-	135	386
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	541	-
Approach	SE	NW		SW		
HCM Control Delay, s	1.1	0		88.5		
HCM LOS				F		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	701	-	-	201
HCM Lane V/C Ratio	-	-	0.083	-	-	0.9
HCM Control Delay (s)	-	-	10.6	0	-	88.5
HCM Lane LOS	-	-	B	A	-	F
HCM 95th %tile Q(veh)	-	-	0.3	-	-	7.1

Intersection						
Int Delay, s/veh	9.6					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	21	361	309	51	191	56
Future Vol, veh/h	21	361	309	51	191	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	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	406	347	57	215	63
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	404	0	-	0	830	376
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	454	-
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	1155	-	-	-	340	670
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1155	-	-	-	331	670
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	640	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.4	0		37.7		
HCM LOS	E					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	1155	-	374	
HCM Lane V/C Ratio	-	-	0.02	-	0.742	
HCM Control Delay (s)	-	-	8.2	0	37.7	
HCM Lane LOS	-	-	A	A	E	
HCM 95th %tile Q(veh)	-	-	0.1	-	5.8	

Intersection						
Int Delay, s/veh	0.8					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	5	32	916	9	54	918
Future Vol, veh/h	5	32	916	9	54	918
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, %	2	2	2	2	2	2
Mvmt Flow	5	33	944	9	56	946
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2007	949	0	0	953	0
Stage 1	949	-	-	-	-	-
Stage 2	1058	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	65	316	-	-	721	-
Stage 1	376	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	316	-	-	721	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	28.5	0	0.6			
HCM LOS	D					
Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT	
Capacity (veh/h)	-	-	191	721	-	
HCM Lane V/C Ratio	-	-	0.2	0.077	-	
HCM Control Delay (s)	-	-	28.5	10.4	0	
HCM Lane LOS	-	-	D	B	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	16	61	801	9	41	925
Future Vol, veh/h	16	61	801	9	41	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	69	900	10	46	1039
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2036	905	0	0	910	0
Stage 1	905	-	-	-	-	-
Stage 2	1131	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	62	335	-	-	748	-
Stage 1	395	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	53	335	-	-	748	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	395	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Approach	NW	NE		SW		
HCM Control Delay, s	51.8	0		0.4		
HCM LOS	F					
Minor Lane/Major Mvmt	NET	NERNWLn1		SWL	SWT	
Capacity (veh/h)	-	-		159	748	
HCM Lane V/C Ratio	-	-		0.544	0.062	
HCM Control Delay (s)	-	-		51.8	10.1	
HCM Lane LOS	-	-		F	B	
HCM 95th %tile Q(veh)	-	-		2.7	0.2	

Intersection						
Int Delay, s/veh	0.6					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	7	24	707	9	20	665
Future Vol, veh/h	7	24	707	9	20	665
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, %	2	2	2	2	2	2
Mvmt Flow	8	27	786	10	22	739
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1574	791	0	0	796	0
Stage 1	791	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	121	390	-	-	826	-
Stage 1	447	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	390	-	-	826	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	21.4	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	254	826	-	
HCM Lane V/C Ratio	-	-	0.136	0.027	-	
HCM Control Delay (s)	-	-	21.4	9.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	7	8	626	5	6	665
Future Vol, veh/h	7	8	626	5	6	665
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	8	659	5	6	700
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1374	662	0	0	664	0
Stage 1	662	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	160	462	-	-	925	-
Stage 1	513	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	158	462	-	-	925	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	20.8	0	0.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	243	925	-	
HCM Lane V/C Ratio	-	-	0.065	0.007	-	
HCM Control Delay (s)	-	-	20.8	8.9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	0.9					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	14	227	242	45	22	7
Future Vol, veh/h	14	227	242	45	22	7
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	249	266	49	24	8
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	315	0	-	0	570	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	279	-
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	1245	-	-	-	483	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1245	-	-	-	476	748
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	768	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.5	0		12.3		
HCM LOS	B					
Minor Lane/Major Mvmt		NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)		-	-	1245	-	522
HCM Lane V/C Ratio		-	-	0.012	-	0.061
HCM Control Delay (s)		-	-	7.9	0	12.3
HCM Lane LOS		-	-	A	A	B
HCM 95th %tile Q(veh)		-	-	0	-	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	4	174	180	13	14	6
Future Vol, veh/h	4	174	180	13	14	6
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	183	189	14	15	6
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	203	0	-	0	387	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	191	-
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	1369	-	-	-	616	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1369	-	-	-	614	845
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	841	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.2	0		10.6		
HCM LOS				B		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1369	-	-	669
HCM Lane V/C Ratio	-	-	0.003	-	-	0.031
HCM Control Delay (s)	-	-	7.6	0	10.6	
HCM Lane LOS	-	-	A	A	B	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

Intersection						
Int Delay, s/veh	1.4					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	3	62	36	13	13	6
Future Vol, veh/h	3	62	36	13	13	6
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	3	69	40	14	14	7
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	54	0	-	0	122	47
Stage 1	-	-	-	-	47	-
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	1551	-	-	-	873	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1551	-	-	-	871	1022
Mov Cap-2 Maneuver	-	-	-	-	871	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	948	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.3	0		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	1551	-	914	
HCM Lane V/C Ratio	-	-	0.002	-	0.023	
HCM Control Delay (s)	-	-	7.3	0	9	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

Intersection						
Int Delay, s/veh	0.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	47	71	29	12	1
Future Vol, veh/h	1	47	71	29	12	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	0	-	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	72	109	45	18	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	154	0	-	0	208	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	76	-
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	1426	-	-	-	780	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1426	-	-	-	779	917
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	947	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.2	0		9.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	1426	-	788	
HCM Lane V/C Ratio	-	-	0.001	-	0.025	
HCM Control Delay (s)	-	-	7.5	0	9.7	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	29	8	71	50	3	57
Future Vol, veh/h	29	8	71	50	3	57
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	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	10	88	62	4	70
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	197	119	0	0	150	0
Stage 1	119	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	792	933	-	-	1431	-
Stage 1	906	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	790	933	-	-	1431	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Approach	WB	NE		SW		
HCM Control Delay, s	9.7	0		0.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	817	1431	-	
HCM Lane V/C Ratio	-	-	0.056	0.003	-	
HCM Control Delay (s)	-	-	9.7	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	10	20	48	40	18	82
Future Vol, veh/h	10	20	48	40	18	82
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	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	28	68	56	25	115
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	261	96	0	0	124	0
Stage 1	96	-	-	-	-	-
Stage 2	165	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	728	960	-	-	1463	-
Stage 1	928	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	715	960	-	-	1463	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	928	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Approach	WB	NE		SW		
HCM Control Delay, s	9.4	0		1.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT		
Capacity (veh/h)	-	-	862	1463	-	
HCM Lane V/C Ratio	-	-	0.049	0.017	-	
HCM Control Delay (s)	-	-	9.4	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	2	3	68	24	3	83
Future Vol, veh/h	2	3	68	24	3	83
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	2	3	74	26	3	90
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	183	87	0	0	100	0
Stage 1	87	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	806	971	-	-	1493	-
Stage 1	936	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	804	971	-	-	1493	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	9	0	0.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	897	1493	-	
HCM Lane V/C Ratio	-	-	0.006	0.002	-	
HCM Control Delay (s)	-	-	9	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	9	6	42	21	8	84
Future Vol, veh/h	9	6	42	21	8	84
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	10	7	46	23	9	91
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	167	58	0	0	69	0
Stage 1	58	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	823	1008	-	-	1532	-
Stage 1	965	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	818	1008	-	-	1532	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Approach	NW	NE	SW			
HCM Control Delay, s	9.1	0	0.6			
HCM LOS	A					
Minor Lane/Major Mvmt	NET	NERNWLn1	SWL	SWT		
Capacity (veh/h)	-	-	885	1532	-	
HCM Lane V/C Ratio	-	-	0.018	0.006	-	
HCM Control Delay (s)	-	-	9.1	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	4.4					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	30	408	471	179	101	48
Future Vol, veh/h	30	408	471	179	101	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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	434	501	190	107	51
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	691	0	-	0	1094	596
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	498	-
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	904	-	-	-	237	504
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	904	-	-	-	226	504
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	611	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.6	0		34.5		
HCM LOS				D		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	904	-	-	275
HCM Lane V/C Ratio	-	-	0.035	-	-	0.576
HCM Control Delay (s)	-	-	9.1	0	-	34.5
HCM Lane LOS	-	-	A	A	-	D
HCM 95th %tile Q(veh)	-	-	0.1	-	-	3.3

Intersection						
Int Delay, s/veh	14.4					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	20	381	348	98	162	59
Future Vol, veh/h	20	381	348	98	162	59
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	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	470	430	121	200	73
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	551	0	-	0	1011	491
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	520	-
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	1019	-	-	-	265	578
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1019	-	-	-	256	578
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	597	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.4	0		68.9		
HCM LOS				F		
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1019	-	-	301
HCM Lane V/C Ratio	-	-	0.024	-	-	0.906
HCM Control Delay (s)	-	-	8.6	0	-	68.9
HCM Lane LOS	-	-	A	A	-	F
HCM 95th %tile Q(veh)	-	-	0.1	-	-	8.5