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TRAFFIC IMPACT ANALYSIS for

**FAMCO, LLC
& NEW WEST PROPERTIES, LLC**

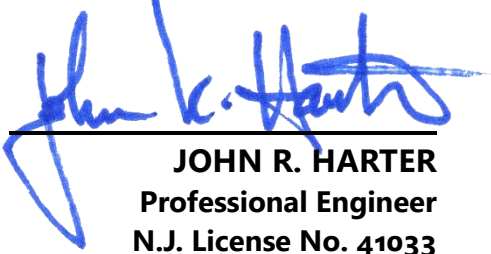
Proposed Mixed-Use Residential Development

Block 126; Lots 9-12 & 14-16

10 South Washington Avenue (CR 39)

Borough of Bergenfield

Bergen County, New Jersey



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**Revised: November 6, 2025
October 7, 2024**

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Traffic Planning and Design, Inc. (TPD) has prepared this Traffic Impact Analysis (TIA) to support the applications to the Borough of Bergenfield and Bergen County for a proposed mixed-use residential development that consists of a 6-story, 220-unit mixed-use residential development and 6,065 square feet of ground floor retail. The approximately 2-acre property is located at the southwest corner of the Main Street (CR 70) and Washington Avenue (CR 39) signalized intersection as shown on **Figure 1** (Site Location Map) in the **Appendix**.

This TIA was revised to include a Shared Parking Analysis between the residential and retail components of the proposed development. Additionally, a Parking Management Plan is included in this TIA based on the findings from the Shared Parking Analysis.

The site is currently occupied by approximately **45,000** square feet of retail. Access to the existing retail center is provided via an ingress-only driveway along eastbound West Main Street (CR 70) and 2 ingress-only and 2 egress-only driveways along northbound Portland Avenue.

**Existing
Conditions**

Under future conditions, the existing retail buildings would be removed and a **6-story, 220-unit mixed-use residential development** would be constructed, inclusive of **6,065** square feet of retail located at the eastern portion of the property, along southbound South Washington Avenue (CR 39). Site access is proposed via a driveway with a left-out restriction along eastbound West Main Street (CR 70) to provide access to the second level of the parking garage. Additionally, the number of driveways along northbound Portland Avenue is proposed to be reduced from 4 to 1 and would serve as ground level access to the parking garage.

**Proposed
Conditions**

This TIA was prepared to evaluate potential traffic impacts associated with the proposed development. Accordingly, this analysis includes the following:

- A review of existing roadway and traffic conditions in the vicinity of the site, including roadway geometrics and traffic volumes;
- Projection of the volume of traffic expected to be generated by the proposed development, and assignment of site-generated traffic onto the adjacent roadway network;
- An analysis of roadway and site driveway operations;
- A review of the Site Layout Plan focusing on access design, on-site circulation, and parking supply; and
- Recommendations and conclusions.

The subject property is bound by West Main Street (CR 70) to the north, South Washington Avenue (CR 39) to the east, a retail development to the south and Portland Avenue to the west in the Borough of Bergenfield, Bergen County. The subject property has the following characteristics:

- Located in the Area 'D' Redevelopment Plan Zone where the proposed residential and commercial uses are permitted.
- Designated as Lots 9 through 12 and Lots 14 through 16 in Block 126.
- Has approximately 200 feet of frontage along eastbound West Main Street (CR 70) and 350 feet of frontage along southbound South Washington Avenue (CR 39).
- Land uses along the West Main Street (CR 70) and South Washington Avenue (CR 39) corridors are primarily commercial with residential uses located on the outskirts.
- NJTransit 166 bus line runs along the West Main Street (CR 70) frontage and the NJTransit bus 167, 177, 186, 753 and 772 lines run along the South Washington Avenue (CR 39) frontage.

ROADWAY NETWORK

The following is a description of the roadway network located adjacent to the subject property.

West Main Street (CR 70)

- Classified as an Urban Principal Arterial under Bergen County jurisdiction.
- Designated as an east/west roadway within the vicinity of the subject property.
- Provides 1 travel lane in each direction with designated turn lanes at key signalized intersections.
- Parking is permitted in the westbound direction between South Washington Avenue (CR 39) and Portland Avenue.

- The posted speed limit is 25 miles per hour along the site frontage.

South Washington Avenue (CR 39)

- Classified as an Urban Principal Arterial under Bergen County jurisdiction.
- Designated as a north/south roadway within the vicinity of the subject property.
- Provides 1 travel lane in each direction with designated turn lanes at key signalized intersections.
- Parking is permitted and sidewalks are provided along both sides of the roadway.
- The posted speed limit is 25 miles per hour along the site frontage.

Portland Avenue

- Operates as a local roadway under Borough jurisdiction.
- Designated as a north/south roadway within the vicinity of the subject property.
- Provides 1 travel lane in each direction of travel and designated turn lanes at key intersections.
- Parking is permitted and sidewalks are provided along both sides of the roadway.
- Speed limit is not posted but assumed to be 25 miles per hour within the vicinity of the site.

Bedford Avenue

- Operates as a local roadway under Borough jurisdiction.
- Designated as an east/west roadway within the vicinity of the subject property.
- Provides 1 travel lane in each direction and is a two-way roadway west of its intersection with Portland Avenue and eastbound-only to the east.

- Parking is permitted and sidewalks are provided along both sides of the roadway.
- Speed limit is not posted but assumed to be 25 miles per hour within the vicinity of the site.

EXISTING TRAFFIC VOLUMES

To examine the existing traffic conditions in the vicinity of the project site, traffic volume counts were conducted during the weekday morning, weekday evening and Saturday afternoon peak periods at the following intersections:

- Main Street (CR 70) & Washington Avenue (CR 39)
- West Main Street (CR 70) & Portland Avenue
- Portland Avenue & Bedford Avenue
- West Main Street (CR 70) & Site Driveway
- Portland Avenue & Site Driveways

Specifically, turning movement counts were conducted on the following dates and times in 2024 when local schools were in session:

- Thursday, September 12 from 6:00 am to 9:00 am
- Thursday, September 12 from 4:00 pm to 7:00 pm
- Saturday, September 14 from 11:00 am to 3:00 pm

STUDY PEAK HOURS

The manual turning movement count summaries are provided in the **Appendix**. The results of the traffic counts indicate that there are distinct hours during the periods of study when traffic experienced its highest levels. The weekday morning peak hour was found to occur from **7:30 am to 8:30 am**, the weekday evening peak hour was found to occur from **5:30 pm to 6:30 pm** and the Saturday afternoon peak hour was found to occur from **11:30 am to 12:30 pm**.

The existing weekday morning, weekday evening and Saturday afternoon peak hour traffic volumes are summarized on **Figure 2** in the **Appendix**.

PROPOSED DEVELOPMENT TRAFFIC CHARACTERISTICS

TRIP GENERATION

Traffic projections for the proposed development have been prepared using rates published by the Institute of Transportation Engineers (ITE) in the 11th Edition of the *Trip Generation Manual*. This ITE reference includes compilations of trip generation data collected at various land uses in the United States, including residential and retail uses.

Table 1 below presents the weekday morning, weekday evening and Saturday afternoon peak hour trip generation comparison of the existing 45,000 square foot retail building and the proposed mixed-use residential development. Specifically, trip generation associated with the existing retail center is based on the observed street peak hour vehicle trip counts and the trip generation associated with the proposed development was calculated per the following ITE Land Use Codes:

- 221: "Multifamily Housing (Mid-Rise)" based on the number of dwelling units.
- 822: "Strip Retail Plaza (<40k)" based on the building area.

The ITE trip generation summary printouts are provided in the **Appendix**.

Table 1
ITE Trip Generation
Existing Vs. Proposed Developments

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday MD Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Observed 45,000 SF Retail Development	4	6	10	22	15	37	16	21	37
Proposed 220-Unit Development	20	65	85	53	33	86	45	44	89
Proposed 6,065 SF Retail	13	9	22	30	29	59	23	22	45
Difference	+29	+68	+97	+61	+47	+108	+52	+45	+97

As shown in **Table 1**, the proposed mixed-use development would result in a maximum of **108** additional trips during the weekday evening peak hour.

TRIP DISTRIBUTION

The site-generated traffic attributed to the proposed development has been added to the adjacent roadway network based on existing travel patterns and trip generation identified from the collected traffic count data. The new trip distribution and traffic volumes are illustrated on **Figure 3** and **Figure 4** in the **Appendix**, respectively. In an effort to provide a conservative analysis, pass-by and internal capture trip credits were not considered for the proposed development.

FUTURE TRAFFIC CONDITIONS

FUTURE TRAFFIC VOLUMES

It is recognized that traffic routinely fluctuates along various State and County roadways, as well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis. It is expected that as development continues in the vicinity of the site, traffic may be expected to increase on a regular basis.

It is anticipated that the construction of the project will be completed within 2 years for a 2026 build-out. As a result, minimal (if any) additional "background" traffic growth can be anticipated with such a short build-out. However, in order to perform a conservative analysis, the existing traffic volumes on the study roadway system were increased by a 2.75% growth rate per year in accordance with the NJDOT growth factor for Urban Minor Arterials in Bergen County.

Other Area Developments

The Borough of Bergenfield Building Department was contacted to determine if there are any proposed developments in the vicinity of the site which could impact traffic conditions on the adjacent roadway network.

According to the Borough, there are no significant proposed or recently approved area developments within the vicinity of the site.

FUTURE NO-BUILD TRAFFIC VOLUMES

The future No-Build traffic volumes were established by growing the existing traffic volumes at an annual growth rate of 2.75%. The future No-Build traffic volumes are summarized on **Figure 5** in the **Appendix**.

FUTURE BUILD TRAFFIC VOLUMES

The future Build traffic volumes were first calculated by removing the site traffic volumes associated with the existing retail center on the subject property as shown on **Figure 6** in the **Appendix**. The future Build traffic

volumes were established by combining the site-generated traffic volumes associated with the proposed mixed-use development with the future No-Build traffic volumes and removing the existing site traffic (**Figure 6**) as shown on **Figure 7** in the **Appendix**.

ANALYSIS OF FUTURE TRAFFIC VOLUMES

A Volume/Capacity and Level of Service Analysis¹ was performed for the weekday morning, weekday evening and Saturday afternoon peak hour traffic volumes at the study intersections using Synchro/SimTraffic 12 Software. This type of analysis is performed to gauge the operational state of traffic activity, and to identify any areas of excessive delay or congestion. The Synchro/SimTraffic 12 summary printouts and Level of Service summary tables are provided in the **Appendix**.

TPD obtained the Bergen County timing directive for the signalized intersection of Main Street (CR 70) and Washington Avenue (CR 39) which is provided in the **Appendix**.

Main Street (CR 70) & Washington Avenue (CR 39)

Under future **No-Build** and **Build** conditions, the signalized intersection of West Main Street (CR 70) and Washington Avenue (CR 39) was calculated to operate at a Level of Service D or better for any movement during the study peak hours. Under future Build conditions, a 95th percentile queue increase of approximately 1 vehicle was calculated for any movement, which will continue to be entirely accommodated within the existing storage.

Additionally, TPD calculated the peak hour site traffic increases at the signalized intersection to be minimal at approximately 4% under future conditions.

¹ See the **Appendix** for Volume/Capacity and Level of Service description.

West Main Street (CR 70) & Portland Avenue

Under future **No-Build** conditions, the intersection of West Main Street (CR 70) and Portland Avenue was calculated to operate at a Level of Service C or better during the study peak hours. This Level of Service C translates to a 95th percentile queue of approximately 4 vehicles for the northbound left-turn movement during the weekday peak hours, which can be accommodated without blocking the existing Portland Avenue site driveways.

Under future **Build** conditions, the intersection was calculated to operate at a similar Levels of Service when compared to future No-Build conditions with the following exception. The northbound left-turn movement was calculated to operate at a Level of Service D during the weekday morning peak hour. The weekday morning operation translates to a 95th percentile queue increase of approximately 1 vehicle, which would continue to not block the proposed Portland Avenue site driveway under future conditions.

Portland Avenue & Bedford Avenue

Under future **No-Build** and **Build** conditions, the intersection of Portland Avenue and Bedford Avenue was calculated to operate at a Level of Service A during the study peak hours.

Site Driveways

Under future **No-Build** and **Build** conditions, the site driveways were calculated to operate at a Level of Service B or better during the study peak hours. This Level of Service B translates to a 95th percentile queue of approximately 2 vehicles which can be accommodated without impact to on-site circulation.

The Bergenfield Area 'D' Redevelopment Plan states that additional retail parking is permitted through shared parking arrangements with residential users within the building garage and that a parking management plan is required for review by the Planning Board. To project the maximum parking demand for the proposed development, TPD prepared calculations using research compiled by the Institute of Transportation Engineers (ITE) in the 6th Edition of the *Parking Generation Manual*.

Table 2 provides the various parking demand projections based on ITE Land Use Code 221: "*Multifamily Housing – 2+ BR (Mid-Rise)*" assuming there is no nearby rail transit.

Table 2
ITE Parking Generation Manual, 6th Edition
Land Use Code 221: "Multifamily Housing – 2+ BR (Mid-Rise)"
General Urban/Suburban (No Nearby Rail Transit)

Land Use Variable	Time Period	Number of Studies	Average Rate	Fitted Curve
220 Dwelling Units	Monday-Friday	44	271	271
	Saturday	2	229	-
306 Bedrooms	Monday-Friday	23	239	249
	Saturday	1	236	-

Based on **Table 2**, each of the ITE variables (dwelling units and bedrooms) were used, and the highest parking demand projections, based on average rates, were found to be **271** vehicles on a weekday.

The appended **Table 3** provides hourly parking demand variations (percentages) for weekday and Saturday based on research compiled by ITE in the 6th Edition of the *Parking Generation Manual* and by the Urban Land Institute (ULI) in the 3rd Edition of *Shared Parking* for residential and retail uses. The hourly parking demand projections for weekday and Saturday were determined by multiplying the maximum residential and retail parking demand from **Table 2** by the hourly percentages in **Table 3**. The overall maximum parking demand for the proposed mixed-use residential

development was found to be **280 parked vehicles** during the weekday nighttime hour of 10:00 pm to 11:00 pm.

Under future conditions, a parking supply of 327 physical stalls is proposed for the development, and a parking requirement of only 280 stalls was determined to be necessary as a result of this Shared Parking Analysis.

As previously mentioned, the Bergenfield Area 'D' Redevelopment Plan states that additional retail parking is permitted through shared parking arrangements with residential users within the building garage and that a parking management plan is required for review by the Planning Board. The proposed development would share parking between the residential and retail users and has been designed to ensure efficient use of parking facilities.

Overview of Shared Parking Plan

Based on the Building Plan (Sheet A-01) prepared by Minno Wasko Architects and Planners (Minno Wasko), last revised October 20, 2025, shared parking is proposed within the garage in addition to the 14 parking stalls located along southbound South Washington Avenue (CR 39). The following summarizes the proposed plan:

- Retail Parking:
 - ▷ Eight (8) dedicated parking stalls for patrons of the retail component are proposed to be located along the western portion of the parking garage.
 - ▷ Two (2) shared parking stalls are proposed within the parking garage adjacent to the dedicated retail parking stalls.
 - ▷ Fourteen (14) additional parking stalls are proposed along southbound South Washington Avenue (CR 39).
 - ▷ A total of 24 parking stalls (dedicated and shared) are proposed for the retail component of the proposed development.
 - ▷ Based on the findings from the shared parking analysis, a maximum demand of 22 parked vehicles are anticipated for the proposed retail component during the Saturday afternoon peak period.

➤ Residential Parking:

- ▷ Three hundred three (303) dedicated parking stalls for residents of the site are proposed within the parking garage.
- ▷ Two (2) shared parking stalls are proposed within the parking garage adjacent to the dedicated retail parking stalls.
- ▷ Fourteen (14) shared parking stalls are proposed along southbound South Washington Avenue (CR 39).
- ▷ A total of 319 parking stalls (dedicated and shared) are proposed for the residential component of the proposed development.
- ▷ Based on the findings from the shared parking analysis, a maximum parking demand of 271 parked vehicles are anticipated for the proposed residential component during the overnight period.

The dedicated and shared parking supply between the residential and retail components of the proposed development are designed to complement each other, ensuring efficient parking as these components tend to peak at different hours of the day.

An evaluation has been made of the Site Layout Plan prepared by Bohler, last revised October 24, 2025. In particular, the evaluation focused on site access, circulation, and parking supply as follows:

Site Access

- Access to the existing retail center is provided via an ingress-only driveway along eastbound West Main Street (CR 70) and 2 ingress-only and 2 egress-only driveways along northbound Portland Avenue.
- Under future conditions, access to the site is proposed via a driveway with a left-out restriction along eastbound West Main Street (CR 70) to provide access to the second level of the parking garage. Additionally, a full-movement driveway is proposed along northbound Portland Avenue which serves access to the parking garage.
- The nearby NJTransit bus lines will provide for convenient pedestrian access to/from the site.

Parking

- Per the Area 'D' Redevelopment zone, 1.55 parking stalls per residential unit are required, or **341** parking stalls required. Additionally, the Borough Ordinance requires 3 parking stalls per 1,000 square feet of retail building area. Therefore, a total of **24** parking stalls are required for the proposed retail uses.
 - A total of **365** parking stalls are required for the overall development.
- A total of **327** physical parking stalls are proposed based on the Site Layout Plan, with 313 parking stalls within the garages (including 2 shared parking stalls) and 14 parallel parking stalls located along southbound South Washington Avenue (CR 39).
- Based on the New Jersey Ordinance, EV parking stall credit (2 parking stalls per EV parking stall, but limited to a maximum credit of 36 stalls). Additionally, 2 shared parking stalls would be provided for a total equivalent of **365** parking stalls for the project (327 physical parking

stalls plus an additional 36 EV stall credit and 2 shared parking stalls), which meets the requirement.

- Parking demand research has been compiled by the ITE and published in the 6th Edition of the ***Parking Generation Manual***. ITE collects data from various land uses throughout the United States which allows engineers and planners to project future parking demand.
- The proposed residential portion of the development falls under ITE Land Use Code 221: "***Multifamily Housing - 2+ BR (Mid-Rise)***" and the retail portion of the development falls under ITE Land Use Code 822: "***Strip Retail Plaza (<40k)***." The ITE parking generation printouts are provided in the **Appendix**.
- Although the residential and retail components of the proposed mixed-use development peak at different times of the day, a conservative assessment of parking demand was considered. The ITE research indicates that the peak parking demand would be **268** parked vehicles for the residential component and **12** parked vehicles for the retail component during a typical weekday, or **280** total parked vehicles.
- The proposed supply of **327** physical parking stalls is, therefore, anticipated to accommodate the projected parking demand based on ITE research with a reserve capacity of **47** parking stalls, or **14%** vacancy.
- The proposed parking stall dimensions meet the requirements within the Area 'D' Redevelopment zone are identified as the following:
 - ▷ 8 feet in width by 16 feet in depth for compact stalls within the proposed parking garage.
 - ▷ 9 feet in width by 18 feet in depth for standard parking stalls within the proposed parking garage.
 - ▷ 8 feet in width by 22 feet in depth for the parallel parking stalls along southbound South Washington Avenue (CR 39).

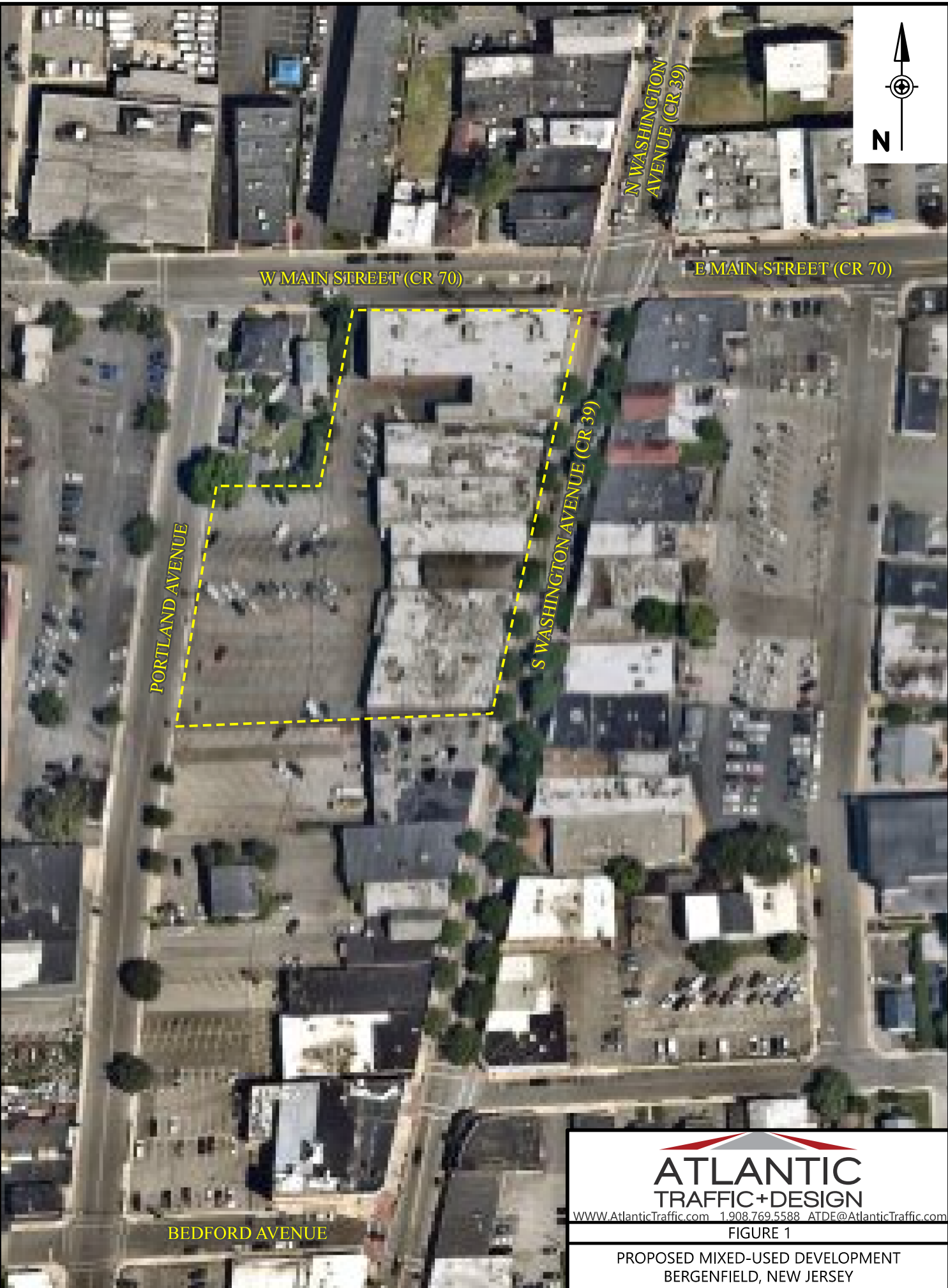
The proposed development includes the removal of the existing 45,000 square foot retail center and the construction of a 6-story, 220-unit residential development with 6,065 square feet of ground floor retail. It has been determined from the preparation of this detailed Traffic Impact Analysis that the proposed development **would not** significantly impact traffic conditions in the vicinity of the site.

The results of the Synchro/SimTraffic analysis show that the Levels of Service under future Build conditions were calculated to be generally consistent with future No-Build conditions. Additionally, TPD calculated the peak hour volume increases associated with the proposed development were minimal at approximately 4% under future conditions at the study signalized intersection.

Under future conditions, access is proposed to be modified along West Main Street (CR 70) and Portland Avenue. The proposed parking supply would provide the equivalent of 365 parking stalls (including a credit for 36 EV stalls and 2 shared parking stalls within the garage), which meets the Borough Ordinance criteria. Lastly, the parking stall dimensions have been designed to meet the requirements within the Area 'D' Redevelopment zone and are consistent with recommended engineering standards.

Technical Appendix

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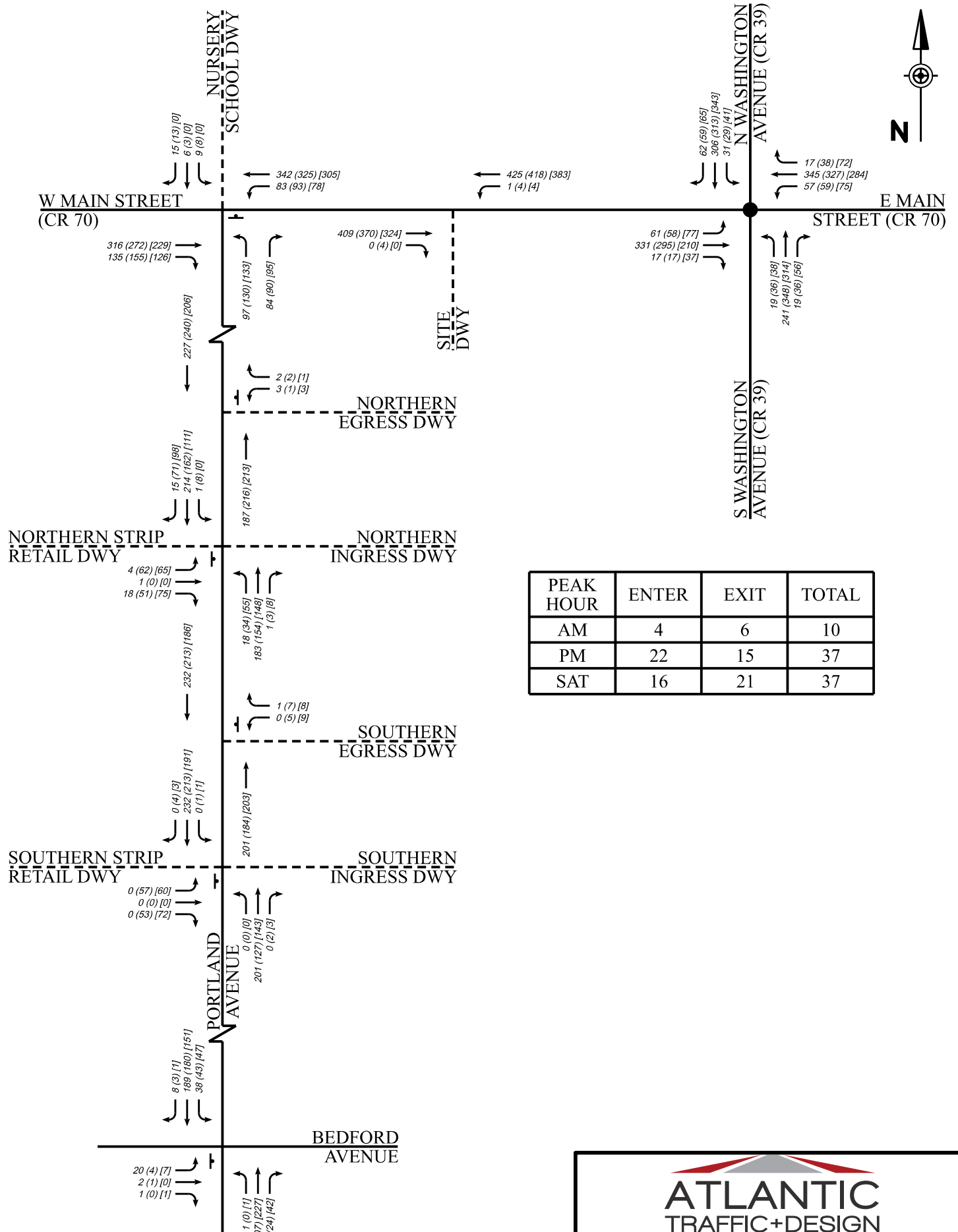
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FIGURE 1

PROPOSED MIXED-USED DEVELOPMENT
BERGENFIELD, NEW JERSEY

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PEAK HOUR	ENTER	EXIT	TOTAL
AM	4	6	10
PM	22	15	37
SAT	16	21	37

KEY:

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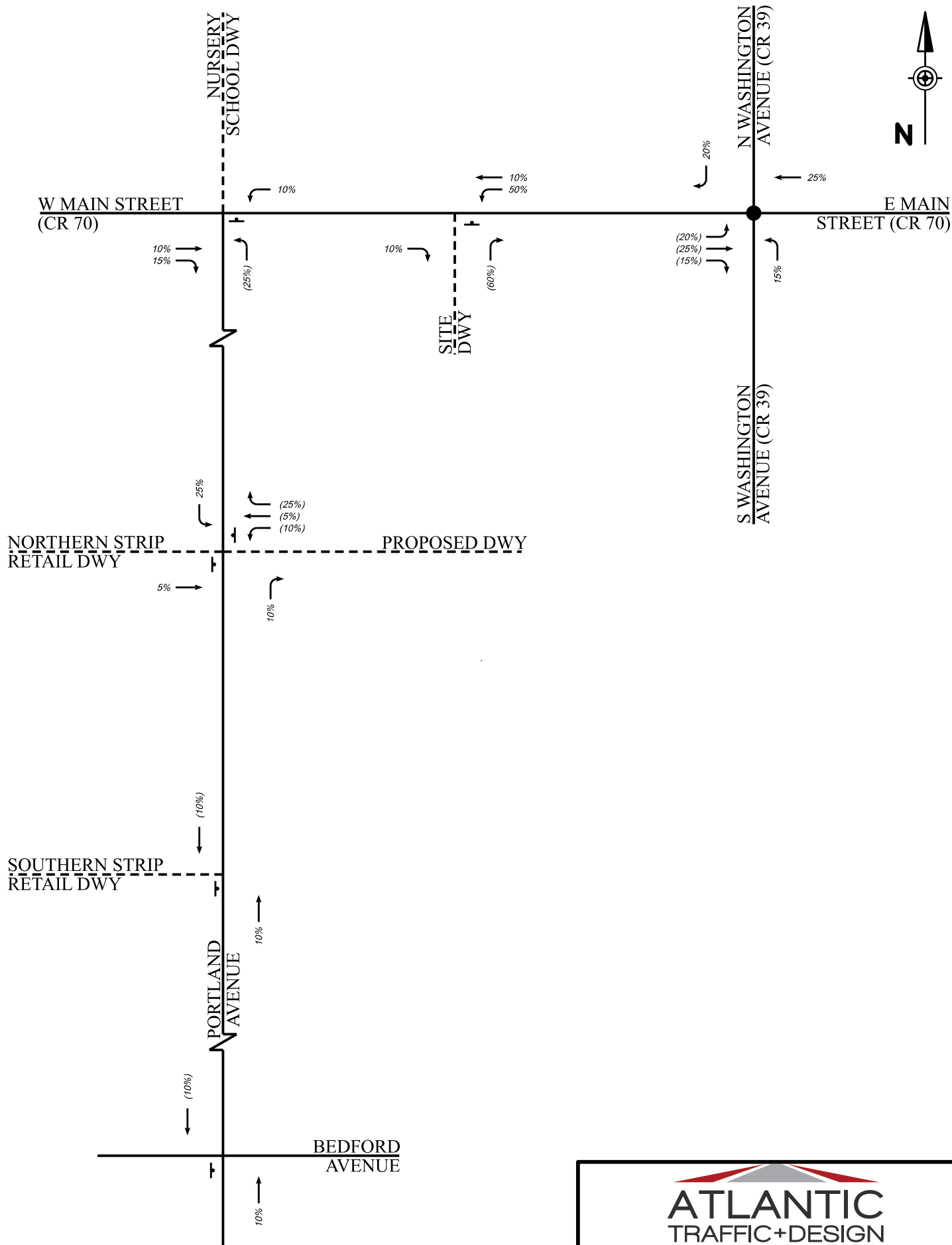
● SIGNALIZED INTERSECTION

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FIGURE 2

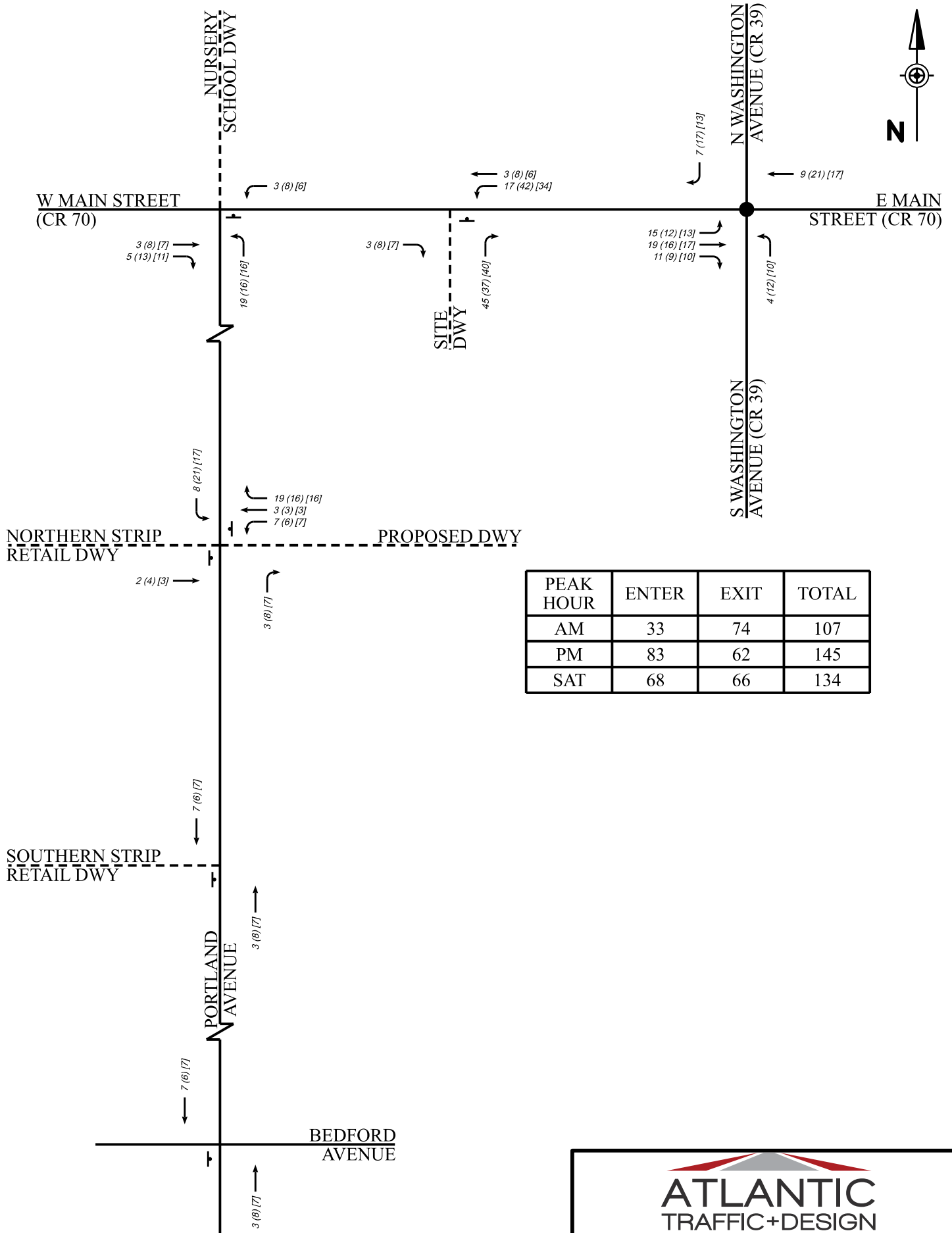
EXISTING TRAFFIC VOLUMES
AM (PM) [SAT] PEAK HOUR VOLUMES



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FIGURE 3

PROJECT-GENERATED NEW TRIP DISTRIBUTION
 ENTER (EXIT) DISTRIBUTION



PEAK HOUR	ENTER	EXIT	TOTAL
AM	33	74	107
PM	83	62	145
SAT	68	66	134

KEY:



STOP CONTROLLED



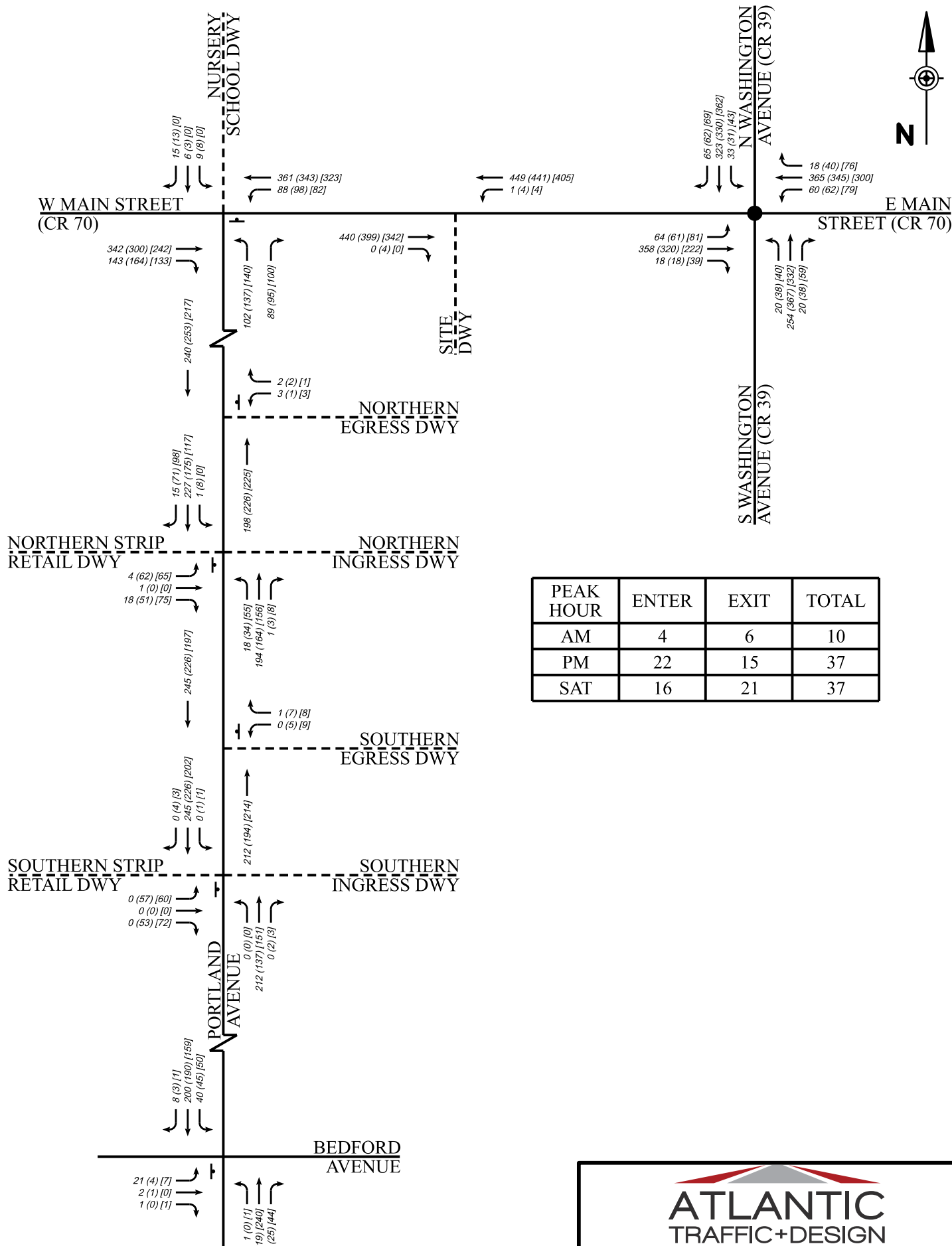
SIGNALIZED INTERSECTION

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FIGURE 4

PROJECT-GENERATED NEW TRAFFIC VOLUMES
AM (PM) [SAT] PEAK HOUR VOLUMES



KEY:



STOP CONTROLLED

SIGNALIZED INTERSECTION

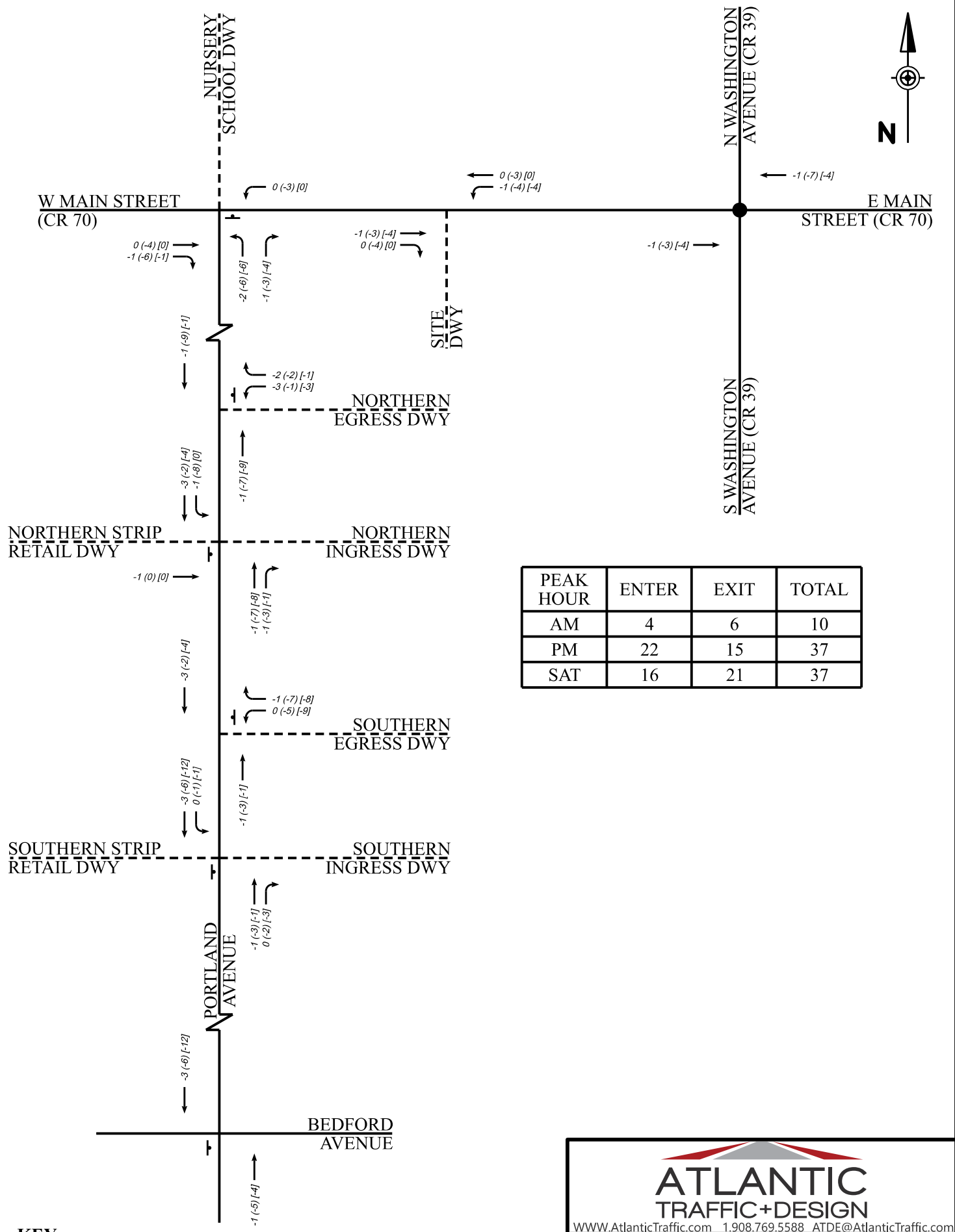
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FIGURE 5

FUTURE NO-BUILD TRAFFIC VOLUMES
AM (PM) [SAT] PEAK HOUR VOLUMES

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PEAK HOUR	ENTER	EXIT	TOTAL
AM	4	6	10
PM	22	15	37
SAT	16	21	37

KEY:

— STOP CONTROLLED

● SIGNALIZED INTERSECTION



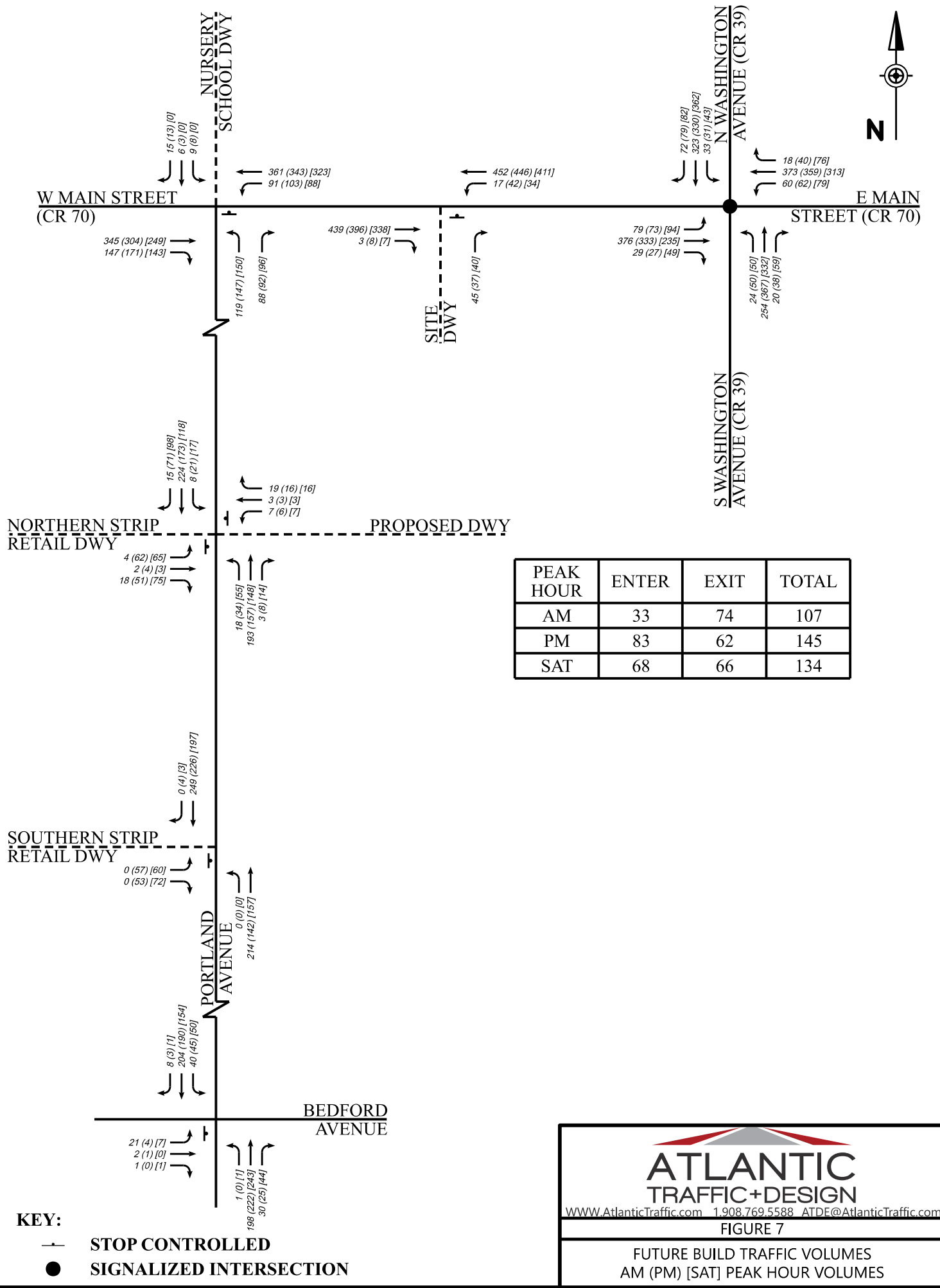
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FIGURE 6

REMOVAL OF EXISTING TRAFFIC VOLUMES
AM (PM) [SAT] PEAK HOUR VOLUMES

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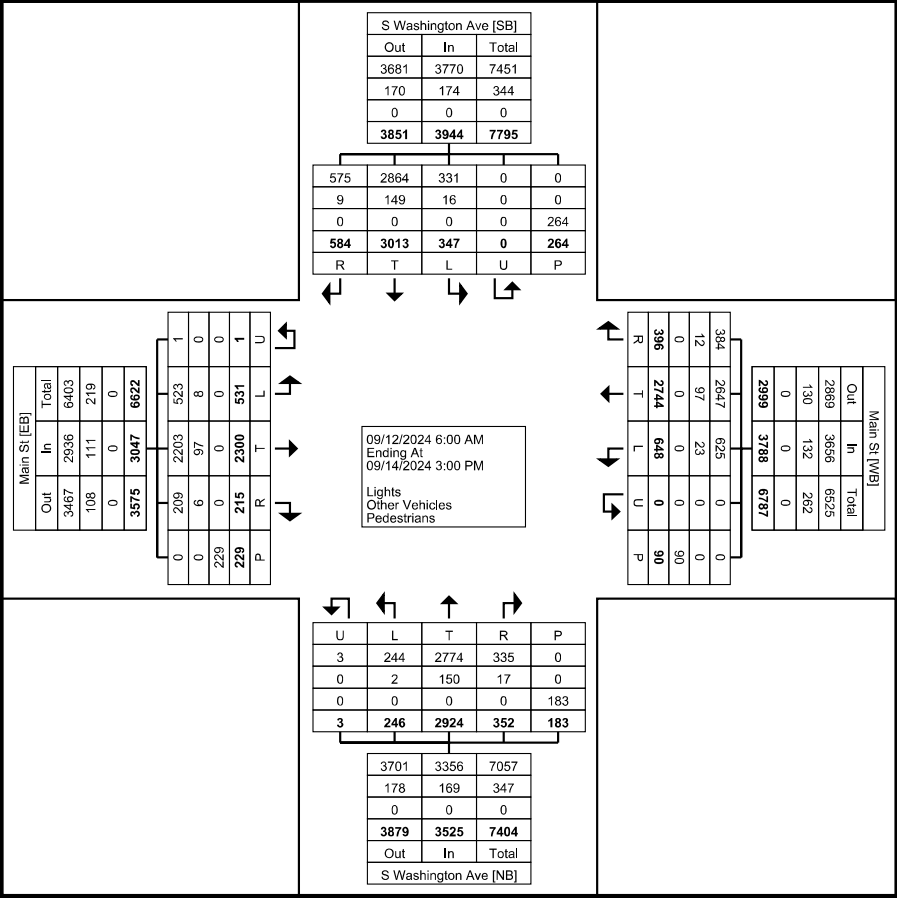
B | Turning Movement Count Summary

Count Name: 1 TMC
Site Code:
Start Date: 09/12/2024
Page No: 1

Turning Movement Data

Start Time	Main St Eastbound						Main St Westbound						S Washington Ave Northbound						S Washington Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	2	16	1	2	19	0	10	24	6	2	40	0	1	28	2	0	31	0	3	48	2	1	53	143
6:15 AM	0	6	26	1	1	33	0	11	13	5	1	29	0	0	34	4	0	38	0	7	45	4	6	56	156
6:30 AM	0	7	24	5	0	36	0	13	41	3	1	57	0	1	52	3	0	56	0	5	68	5	4	78	227
6:45 AM	0	5	41	5	6	51	0	12	30	2	0	44	0	1	62	8	2	71	0	6	72	11	5	89	255
Hourly Total	0	20	107	12	9	139	0	46	108	16	4	170	0	3	176	17	2	196	0	21	233	22	16	276	781
7:00 AM	0	8	42	4	6	54	0	14	46	8	0	68	0	0	67	3	6	70	0	4	57	5	5	66	258
7:15 AM	0	5	64	5	7	74	0	14	80	4	0	98	0	3	61	5	5	69	0	5	61	14	5	80	321
7:30 AM	0	9	72	5	2	86	0	13	106	2	0	121	0	5	57	4	7	66	0	7	80	22	5	109	382
7:45 AM	0	24	103	5	3	132	0	9	82	7	0	98	0	9	52	5	3	66	0	4	92	16	7	112	408
Hourly Total	0	46	281	19	18	346	0	50	314	21	0	385	0	17	237	17	21	271	0	20	290	57	22	367	1369
8:00 AM	0	20	86	4	0	110	0	16	77	5	5	98	0	3	70	5	3	78	0	11	63	15	3	89	375
8:15 AM	0	7	69	3	4	79	0	19	80	3	3	102	0	2	62	5	7	69	0	9	71	9	6	89	339
8:30 AM	0	15	69	5	3	89	0	15	95	8	5	118	0	4	71	4	2	79	0	8	71	18	4	97	383
8:45 AM	0	18	75	5	6	98	0	14	68	10	2	92	0	6	68	12	3	86	0	9	85	10	6	104	380
Hourly Total	0	60	299	17	13	376	0	64	320	26	15	410	0	15	271	26	15	312	0	37	290	52	19	379	1477
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	13	68	4	10	85	0	17	78	3	4	98	0	6	78	12	5	96	0	10	74	20	5	104	383
4:15 PM	0	17	62	4	3	83	0	16	92	12	0	120	0	6	87	9	2	102	0	9	69	14	8	92	397
4:30 PM	0	15	59	5	8	79	0	11	74	7	1	92	0	6	83	10	4	99	0	10	74	18	5	102	372
4:45 PM	0	17	76	4	9	97	0	17	90	10	0	117	0	4	84	7	9	95	0	8	83	13	4	104	413
Hourly Total	0	62	265	17	30	344	0	61	334	32	5	427	0	22	332	38	20	392	0	37	300	65	22	402	1565
5:00 PM	0	17	77	3	11	97	0	15	66	10	1	91	0	10	72	5	4	87	0	9	81	15	3	105	380
5:15 PM	0	15	55	6	13	76	0	17	79	9	6	105	0	6	87	10	6	103	0	5	73	9	2	87	371
5:30 PM	0	22	77	6	7	105	0	14	88	8	2	110	0	11	92	11	5	114	0	6	62	20	9	88	417
5:45 PM	0	9	59	4	6	72	0	19	73	12	4	104	0	6	83	4	3	93	0	4	86	13	0	103	372
Hourly Total	0	63	268	19	37	350	0	65	306	39	13	410	0	33	334	30	18	397	0	24	302	57	14	383	1540
6:00 PM	0	16	57	5	7	78	0	16	60	10	10	86	0	7	86	10	0	103	0	9	88	15	7	112	379
6:15 PM	0	7	84	2	14	93	0	10	91	8	10	109	0	12	87	11	6	110	0	10	77	11	6	98	410
6:30 PM	0	11	72	3	8	86	0	16	69	9	3	94	0	4	83	9	5	96	0	8	61	13	14	82	358
6:45 PM	0	12	60	7	3	79	0	20	79	11	0	110	0	3	91	6	3	100	0	6	88	12	11	106	395
Hourly Total	0	46	273	17	32	336	0	62	299	38	23	399	0	26	347	36	14	409	0	33	314	51	38	398	1542
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	1	10	50	4	4	65	0	19	50	14	0	83	0	15	73	14	9	102	0	16	85	16	11	117	367
11:15 AM	0	10	39	10	12	59	0	16	61	11	0	88	0	2	60	8	6	70	0	16	86	21	7	123	340
11:30 AM	0	17	37	3	5	57	0	23	55	17	0	95	3	13	75	16	5	107	0	11	89	16	11	116	375
11:45 AM	0	20	60	10	5	90	0	14	83	15	0	112	0	10	84	11	4	105	0	9	86	20	13	115	422
Hourly Total	1	57	186	27	26	271	0	72	249	57	0	378	3	40	292	49	24	384	0	52	346	73	42	471	1504
12:00 PM	0	16	36	9	2	61	0	14	64	20	0	98	0	8	80	17	4	105	0	6	82	16	12	104	368
12:15 PM	0	11	42	9	1	62	0	24	76	20	0	120	0	7	75	12	3	94	0	15	86	13	9	114	390

12:30 PM	0	23	40	1	5	64	0	20	73	10	0	103	0	2	83	11	1	96	0	12	67	18	9	97	360
12:45 PM	0	18	59	6	0	83	0	16	77	10	1	103	0	11	81	11	5	103	0	13	80	23	7	116	405
Hourly Total	0	68	177	25	8	270	0	74	290	60	1	424	0	28	319	51	13	398	0	46	315	70	37	431	1523
1:00 PM	0	15	69	8	11	92	0	18	49	6	16	73	0	6	88	15	4	109	0	10	68	19	15	97	371
1:15 PM	0	16	70	8	9	94	0	16	59	6	0	81	0	9	71	14	13	94	0	19	90	11	4	120	389
1:30 PM	0	10	49	10	0	69	0	16	77	18	0	111	0	7	87	12	5	106	0	8	78	20	7	106	392
1:45 PM	0	20	55	6	0	81	0	20	64	12	4	96	0	6	77	10	5	93	0	8	80	21	6	109	379
Hourly Total	0	61	243	32	20	336	0	70	249	42	20	361	0	28	323	51	27	402	0	45	316	71	32	432	1531
2:00 PM	0	14	51	9	7	74	0	20	72	17	8	109	0	9	67	6	14	82	0	7	77	19	13	103	368
2:15 PM	0	13	47	7	17	67	0	22	70	18	0	110	0	10	84	9	5	103	0	10	84	12	1	106	386
2:30 PM	0	8	52	9	9	69	0	21	60	18	1	99	0	6	78	11	4	95	0	10	66	19	4	95	358
2:45 PM	0	13	51	5	3	69	0	21	73	12	0	106	0	9	64	11	6	84	0	5	80	16	4	101	360
Hourly Total	0	48	201	30	36	279	0	84	275	65	9	424	0	34	293	37	29	364	0	32	307	66	22	405	1472
Grand Total	1	531	2300	215	229	3047	0	648	2744	396	90	3788	3	246	2924	352	183	3525	0	347	3013	584	264	3944	14304
Approach %	0.0	17.4	75.5	7.1	-	-	0.0	17.1	72.4	10.5	-	-	0.1	7.0	83.0	10.0	-	-	0.0	8.8	76.4	14.8	-	-	-
Total %	0.0	3.7	16.1	1.5	-	21.3	0.0	4.5	19.2	2.8	-	26.5	0.0	1.7	20.4	2.5	-	24.6	0.0	2.4	21.1	4.1	-	27.6	-
Lights	1	523	2203	209	-	2936	0	625	2647	384	-	3656	3	244	2774	335	-	3356	0	331	2864	575	-	3770	13718
% Lights	100.0	98.5	95.8	97.2	-	96.4	-	96.5	96.5	97.0	-	96.5	100.0	99.2	94.9	95.2	-	95.2	-	95.4	95.1	98.5	-	95.6	95.9
Other Vehicles	0	8	97	6	-	111	0	23	97	12	-	132	0	2	150	17	-	169	0	16	149	9	-	174	586
% Other Vehicles	0.0	1.5	4.2	2.8	-	3.6	-	3.5	3.5	3.0	-	3.5	0.0	0.8	5.1	4.8	-	4.8	-	4.6	4.9	1.5	-	4.4	4.1
Pedestrians	-	-	-	-	229	-	-	-	-	-	90	-	-	-	-	-	183	-	-	-	-	-	264	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

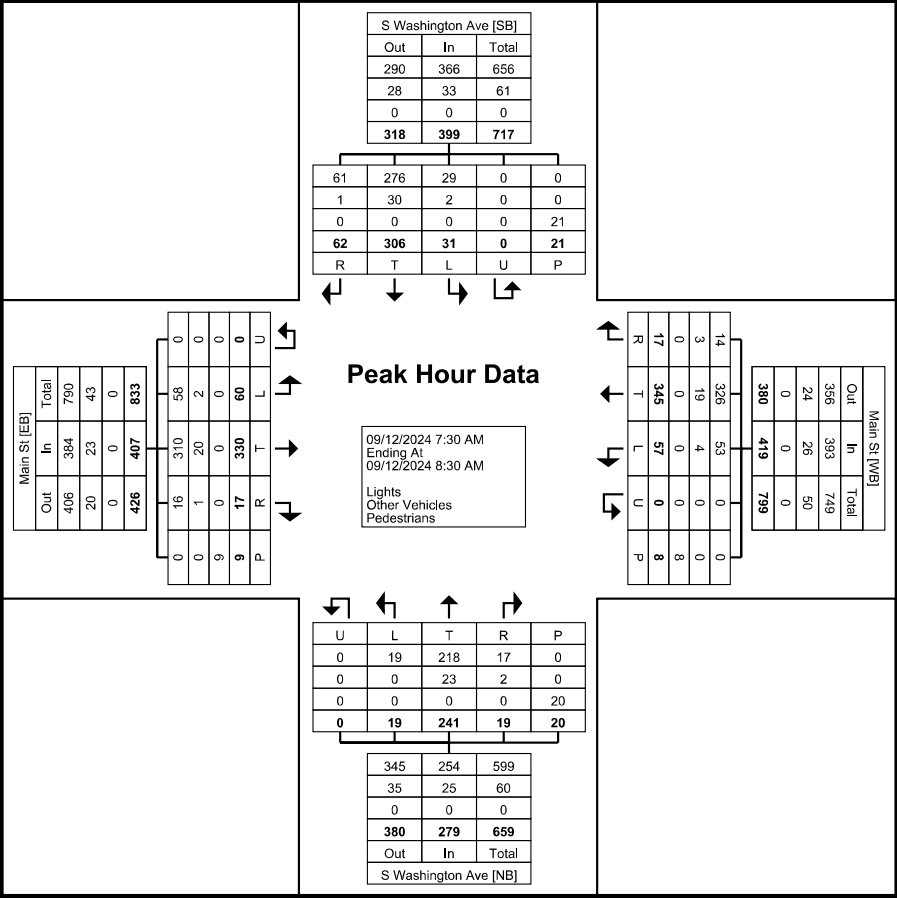


Turning Movement Data Plot

Count Name: 1 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

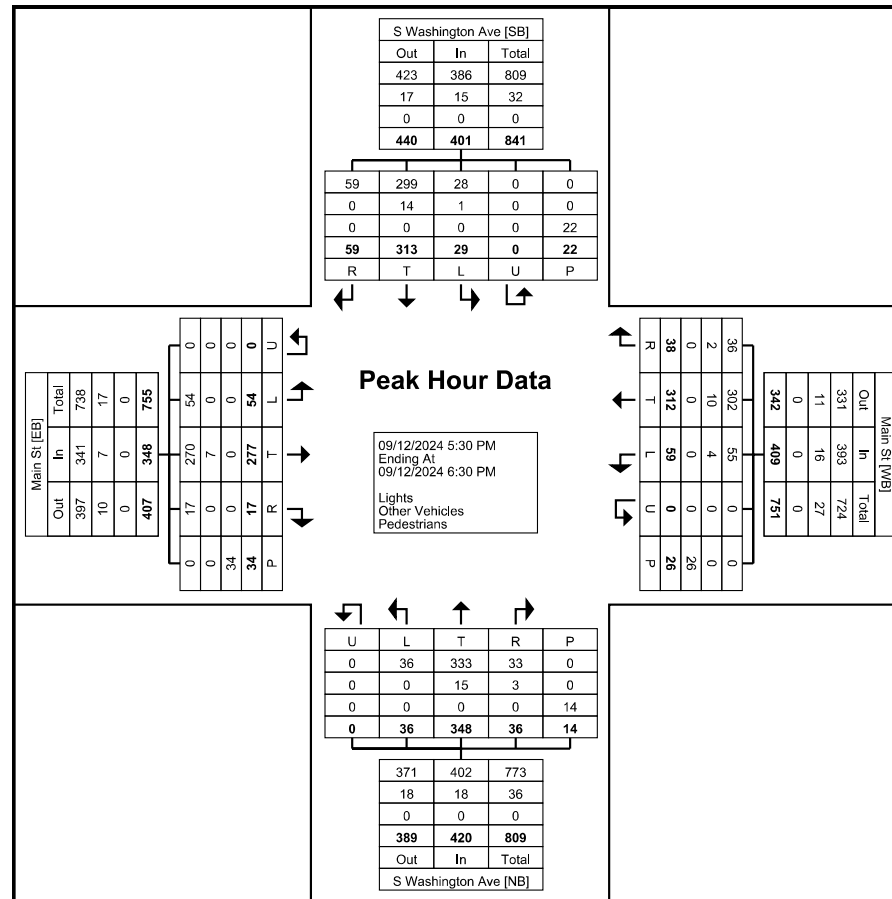
Start Time	Main St Eastbound						Main St Westbound						S Washington Ave Northbound						S Washington Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	9	72	5	2	86	0	13	106	2	0	121	0	5	57	4	7	66	0	7	80	22	5	109	382
7:45 AM	0	24	103	5	3	132	0	9	82	7	0	98	0	9	52	5	3	66	0	4	92	16	7	112	408
8:00 AM	0	20	86	4	0	110	0	16	77	5	5	98	0	3	70	5	3	78	0	11	63	15	3	89	375
8:15 AM	0	7	69	3	4	79	0	19	80	3	3	102	0	2	62	5	7	69	0	9	71	9	6	89	339
Total	0	60	330	17	9	407	0	57	345	17	8	419	0	19	241	19	20	279	0	31	306	62	21	399	1504
Approach %	0.0	14.7	81.1	4.2	-	-	0.0	13.6	82.3	4.1	-	-	0.0	6.8	86.4	6.8	-	-	0.0	7.8	76.7	15.5	-	-	-
Total %	0.0	4.0	21.9	1.1	-	27.1	0.0	3.8	22.9	1.1	-	27.9	0.0	1.3	16.0	1.3	-	18.6	0.0	2.1	20.3	4.1	-	26.5	-
PHF	0.000	0.625	0.801	0.850	-	0.771	0.000	0.750	0.814	0.607	-	0.866	0.000	0.528	0.861	0.950	-	0.894	0.000	0.705	0.832	0.705	-	0.891	0.922
Lights	0	58	310	16	-	384	0	53	326	14	-	393	0	19	218	17	-	254	0	29	276	61	-	366	1397
% Lights	-	96.7	93.9	94.1	-	94.3	-	93.0	94.5	82.4	-	93.8	-	100.0	90.5	89.5	-	91.0	-	93.5	90.2	98.4	-	91.7	92.9
Other Vehicles	0	2	20	1	-	23	0	4	19	3	-	26	0	0	23	2	-	25	0	2	30	1	-	33	107
% Other Vehicles	-	3.3	6.1	5.9	-	5.7	-	7.0	5.5	17.6	-	6.2	-	0.0	9.5	10.5	-	9.0	-	6.5	9.8	1.6	-	8.3	7.1
Pedestrians	-	-	-	-	9	-	-	-	-	-	8	-	-	-	-	-	20	-	-	-	-	-	21	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Count Name: 1 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 6

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Main St Eastbound						Main St Westbound						S Washington Ave Northbound						S Washington Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:30 PM	0	22	77	6	7	105	0	14	88	8	2	110	0	11	92	11	5	114	0	6	62	20	9	88	417
5:45 PM	0	9	59	4	6	72	0	19	73	12	4	104	0	6	83	4	3	93	0	4	86	13	0	103	372
6:00 PM	0	16	57	5	7	78	0	16	60	10	10	86	0	7	86	10	0	103	0	9	88	15	7	112	379
6:15 PM	0	7	84	2	14	93	0	10	91	8	10	109	0	12	87	11	6	110	0	10	77	11	6	98	410
Total	0	54	277	17	34	348	0	59	312	38	26	409	0	36	348	36	14	420	0	29	313	59	22	401	1578
Approach %	0.0	15.5	79.6	4.9	-	-	0.0	14.4	76.3	9.3	-	-	0.0	8.6	82.9	8.6	-	-	0.0	7.2	78.1	14.7	-	-	-
Total %	0.0	3.4	17.6	1.1	-	22.1	0.0	3.7	19.8	2.4	-	25.9	0.0	2.3	22.1	2.3	-	26.6	0.0	1.8	19.8	3.7	-	25.4	-
PHF	0.000	0.614	0.824	0.708	-	0.829	0.000	0.776	0.857	0.792	-	0.930	0.000	0.750	0.946	0.818	-	0.921	0.000	0.725	0.889	0.738	-	0.895	0.946
Lights	0	54	270	17	-	341	0	55	302	36	-	393	0	36	333	33	-	402	0	28	299	59	-	386	1522
% Lights	-	100.0	97.5	100.0	-	96.0	-	93.2	96.8	94.7	-	96.1	-	100.0	95.7	91.7	-	95.7	-	96.6	95.5	100.0	-	96.3	96.5
Other Vehicles	0	0	7	0	-	7	0	4	10	2	-	16	0	0	15	3	-	18	0	1	14	0	-	15	56
% Other Vehicles	-	0.0	2.5	0.0	-	2.0	-	6.8	3.2	5.3	-	3.9	-	0.0	4.3	8.3	-	4.3	-	3.4	4.5	0.0	-	3.7	3.5
Pedestrians	-	-	-	-	34	-	-	-	-	-	26	-	-	-	-	-	14	-	-	-	-	-	22	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

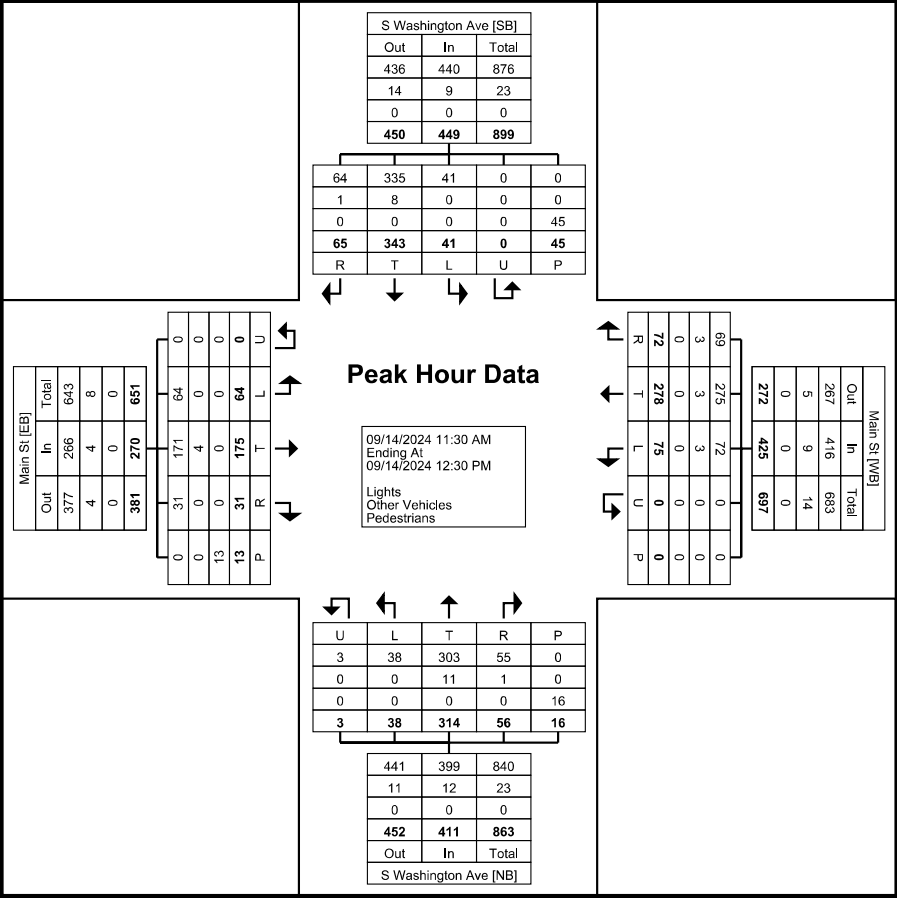


Turning Movement Peak Hour Data Plot (5:30 PM)

Count Name: 1 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 8

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Main St Eastbound						Main St Westbound						S Washington Ave Northbound						S Washington Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	17	37	3	5	57	0	23	55	17	0	95	3	13	75	16	5	107	0	11	89	16	11	116	375
11:45 AM	0	20	60	10	5	90	0	14	83	15	0	112	0	10	84	11	4	105	0	9	86	20	13	115	422
12:00 PM	0	16	36	9	2	61	0	14	64	20	0	98	0	8	80	17	4	105	0	6	82	16	12	104	368
12:15 PM	0	11	42	9	1	62	0	24	76	20	0	120	0	7	75	12	3	94	0	15	86	13	9	114	390
Total	0	64	175	31	13	270	0	75	278	72	0	425	3	38	314	56	16	411	0	41	343	65	45	449	1555
Approach %	0.0	23.7	64.8	11.5	-	-	0.0	17.6	65.4	16.9	-	-	0.7	9.2	76.4	13.6	-	-	0.0	9.1	76.4	14.5	-	-	-
Total %	0.0	4.1	11.3	2.0	-	17.4	0.0	4.8	17.9	4.6	-	27.3	0.2	2.4	20.2	3.6	-	26.4	0.0	2.6	22.1	4.2	-	28.9	-
PHF	0.000	0.800	0.729	0.775	-	0.750	0.000	0.781	0.837	0.900	-	0.885	0.250	0.731	0.935	0.824	-	0.960	0.000	0.683	0.963	0.813	-	0.968	0.921
Lights	0	64	171	31	-	266	0	72	275	69	-	416	3	38	303	55	-	399	0	41	335	64	-	440	1521
% Lights	-	100.0	97.7	100.0	-	98.5	-	96.0	98.9	95.8	-	97.9	100.0	100.0	96.5	98.2	-	97.1	-	100.0	97.7	98.5	-	98.0	97.8
Other Vehicles	0	0	4	0	-	4	0	3	3	3	-	9	0	0	11	1	-	12	0	0	8	1	-	9	34
% Other Vehicles	-	0.0	2.3	0.0	-	1.5	-	4.0	1.1	4.2	-	2.1	0.0	0.0	3.5	1.8	-	2.9	-	0.0	2.3	1.5	-	2.0	2.2
Pedestrians	-	-	-	-	13	-	-	-	-	-	0	-	-	-	-	-	16	-	-	-	-	-	45	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

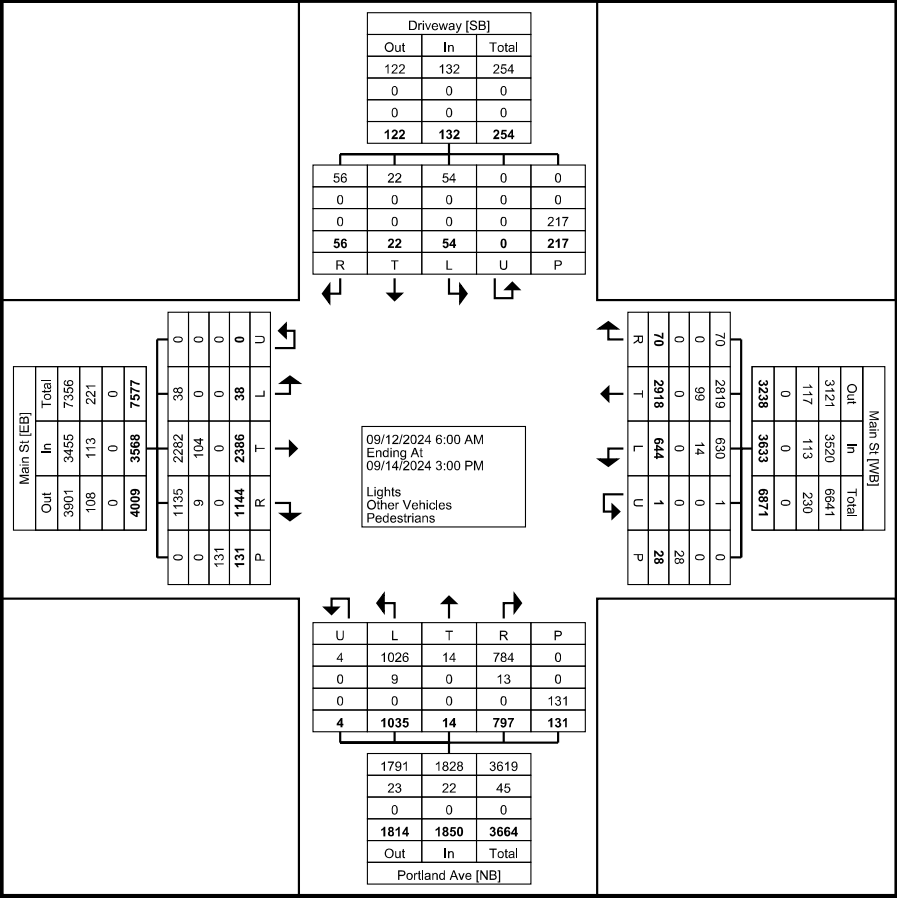


Count Name: 2 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 1

Turning Movement Data

Start Time	Main St Eastbound						Main St Westbound						Portland Ave Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	14	4	0	18	0	1	21	0	0	22	0	6	0	4	0	10	0	0	0	2	1	2	52
6:15 AM	0	0	29	4	0	33	0	0	17	0	0	17	0	2	0	5	1	7	0	0	0	0	3	0	57
6:30 AM	0	0	32	9	0	41	0	0	43	1	0	44	0	10	0	4	0	14	0	0	0	2	5	2	101
6:45 AM	0	0	46	9	4	55	0	7	34	0	2	41	0	13	0	5	5	18	0	0	0	0	5	0	114
Hourly Total	0	0	121	26	4	147	0	8	115	1	2	124	0	31	0	18	6	49	0	0	0	4	14	4	324
7:00 AM	0	0	48	18	0	66	0	4	48	0	1	52	0	12	0	6	0	18	0	0	0	0	5	0	136
7:15 AM	0	0	71	36	0	107	0	13	85	0	1	98	0	11	0	9	2	20	0	0	0	0	3	0	225
7:30 AM	0	1	59	71	2	131	0	44	93	0	0	137	0	24	0	30	3	54	0	0	0	1	9	1	323
7:45 AM	0	5	105	24	4	134	0	15	89	3	1	107	0	42	0	32	2	74	0	0	0	3	16	3	318
Hourly Total	0	6	283	149	6	438	0	76	315	3	3	394	0	89	0	77	7	166	0	0	0	4	33	4	1002
8:00 AM	0	7	84	20	1	111	0	12	81	6	1	99	0	14	2	12	3	28	0	3	4	9	5	16	254
8:15 AM	0	3	70	20	2	93	0	11	75	6	0	92	0	17	2	10	3	29	0	6	2	2	3	10	224
8:30 AM	0	3	80	33	10	116	0	15	89	21	0	125	0	13	1	16	2	30	0	7	3	10	8	20	291
8:45 AM	0	3	75	15	9	93	0	8	60	11	0	79	0	12	1	17	3	30	0	8	3	4	7	15	217
Hourly Total	0	16	309	88	22	413	0	46	305	44	1	395	0	56	6	55	11	117	0	24	12	25	23	61	986
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	67	30	6	98	0	18	82	2	0	102	0	30	0	26	5	56	0	3	2	1	8	6	262
4:15 PM	0	1	61	28	3	90	0	14	101	1	2	116	1	37	0	19	3	57	0	1	0	2	8	3	266
4:30 PM	0	0	55	27	3	82	0	13	77	4	0	94	0	31	1	22	1	54	0	5	2	0	3	7	237
4:45 PM	0	1	74	33	3	108	0	19	92	2	1	113	0	40	1	22	1	63	0	1	1	1	5	3	287
Hourly Total	0	3	257	118	15	378	0	64	352	9	3	425	1	138	2	89	10	230	0	10	5	4	24	19	1052
5:00 PM	0	3	66	29	16	98	0	12	79	5	2	96	0	33	4	26	3	63	0	5	0	2	3	7	264
5:15 PM	0	3	47	22	2	72	0	13	72	4	1	89	0	19	0	29	7	48	0	6	1	4	2	11	220
5:30 PM	0	4	87	36	2	127	0	26	98	2	3	126	0	35	1	22	3	58	0	5	1	8	6	14	325
5:45 PM	0	2	56	40	3	98	0	15	75	1	0	91	0	35	1	19	3	55	0	0	2	4	7	6	250
Hourly Total	0	12	256	127	23	395	0	66	324	12	6	402	0	122	6	96	16	224	0	16	4	18	18	38	1059
6:00 PM	0	0	51	37	7	88	0	17	71	0	3	88	0	34	0	33	5	67	0	2	0	1	7	3	246
6:15 PM	0	1	78	42	4	121	0	35	81	0	0	116	0	26	0	16	3	42	0	1	0	0	5	1	280
6:30 PM	0	0	60	43	7	103	0	20	70	0	0	90	0	28	0	23	1	51	0	0	0	0	7	0	244
6:45 PM	0	0	66	33	5	99	0	16	75	0	2	91	0	33	0	22	4	55	0	0	1	0	8	1	246
Hourly Total	0	1	255	155	23	411	0	88	297	0	5	385	0	121	0	94	13	215	0	3	1	1	27	5	1016
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	0	56	33	5	89	0	18	65	0	1	83	0	35	0	17	4	52	0	0	0	0	7	0	224
11:15 AM	0	0	50	36	5	86	0	19	65	0	0	84	0	30	0	14	4	44	0	0	0	0	10	0	214
11:30 AM	0	0	41	28	4	69	0	16	65	0	0	81	0	28	0	27	6	55	0	0	0	0	4	0	205
11:45 AM	0	0	78	37	0	115	0	24	99	0	0	123	0	25	0	26	8	51	0	0	0	0	3	0	289
Hourly Total	0	0	225	134	14	359	0	77	294	0	1	371	0	118	0	84	22	202	0	0	0	0	24	0	932
12:00 PM	0	0	65	25	3	90	0	16	68	0	0	84	0	42	0	19	4	61	0	0	0	0	4	0	235
12:15 PM	0	0	45	36	4	81	0	22	77	1	0	100	0	38	0	23	3	61	0	0	0	0	8	0	242

12:30 PM	0	0	48	21	0	69	0	14	73	0	2	87	1	28	0	28	2	57	0	0	0	0	5	0	213
12:45 PM	0	0	78	39	2	117	0	23	103	0	0	126	0	29	0	24	7	53	0	1	0	0	4	1	297
Hourly Total	0	0	236	121	9	357	0	75	321	1	2	397	1	137	0	94	16	232	0	1	0	0	21	1	987
1:00 PM	0	0	68	35	3	103	0	15	56	0	0	71	0	25	0	25	5	50	0	0	0	0	5	0	224
1:15 PM	0	0	66	39	1	105	0	16	69	0	3	85	0	25	0	29	9	54	0	0	0	0	2	0	244
1:30 PM	0	0	49	20	4	69	1	17	85	0	1	103	0	28	0	24	3	52	0	0	0	0	5	0	224
1:45 PM	0	0	60	22	1	82	0	17	82	0	0	99	0	28	0	25	3	53	0	0	0	0	1	0	234
Hourly Total	0	0	243	116	9	359	1	65	292	0	4	358	0	106	0	103	20	209	0	0	0	0	13	0	926
2:00 PM	0	0	54	29	2	83	0	19	83	0	0	102	2	25	0	20	1	47	0	0	0	0	2	0	232
2:15 PM	0	0	47	27	0	74	0	15	76	0	0	91	0	38	0	23	4	61	0	0	0	0	3	0	226
2:30 PM	0	0	55	29	1	84	0	20	68	0	0	88	0	28	0	16	3	44	0	0	0	0	9	0	216
2:45 PM	0	0	45	25	3	70	0	25	76	0	1	101	0	26	0	28	2	54	0	0	0	0	6	0	225
Hourly Total	0	0	201	110	6	311	0	79	303	0	1	382	2	117	0	87	10	206	0	0	0	0	20	0	899
Grand Total	0	38	2386	1144	131	3568	1	644	2918	70	28	3633	4	1035	14	797	131	1850	0	54	22	56	217	132	9183
Approach %	0.0	1.1	66.9	32.1	-	-	0.0	17.7	80.3	1.9	-	-	0.2	55.9	0.8	43.1	-	-	0.0	40.9	16.7	42.4	-	-	-
Total %	0.0	0.4	26.0	12.5	-	38.9	0.0	7.0	31.8	0.8	-	39.6	0.0	11.3	0.2	8.7	-	20.1	0.0	0.6	0.2	0.6	-	1.4	-
Lights	0	38	2282	1135	-	3455	1	630	2819	70	-	3520	4	1026	14	784	-	1828	0	54	22	56	-	132	8935
% Lights	-	100.0	95.6	99.2	-	96.8	100.0	97.8	96.6	100.0	-	96.9	100.0	99.1	100.0	98.4	-	98.8	-	100.0	100.0	100.0	-	100.0	97.3
Other Vehicles	0	0	104	9	-	113	0	14	99	0	-	113	0	9	0	13	-	22	0	0	0	0	-	0	248
% Other Vehicles	-	0.0	4.4	0.8	-	3.2	0.0	2.2	3.4	0.0	-	3.1	0.0	0.9	0.0	1.6	-	1.2	-	0.0	0.0	0.0	-	0.0	2.7
Pedestrians	-	-	-	-	131	-	-	-	-	-	28	-	-	-	-	-	131	-	-	-	-	-	217	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

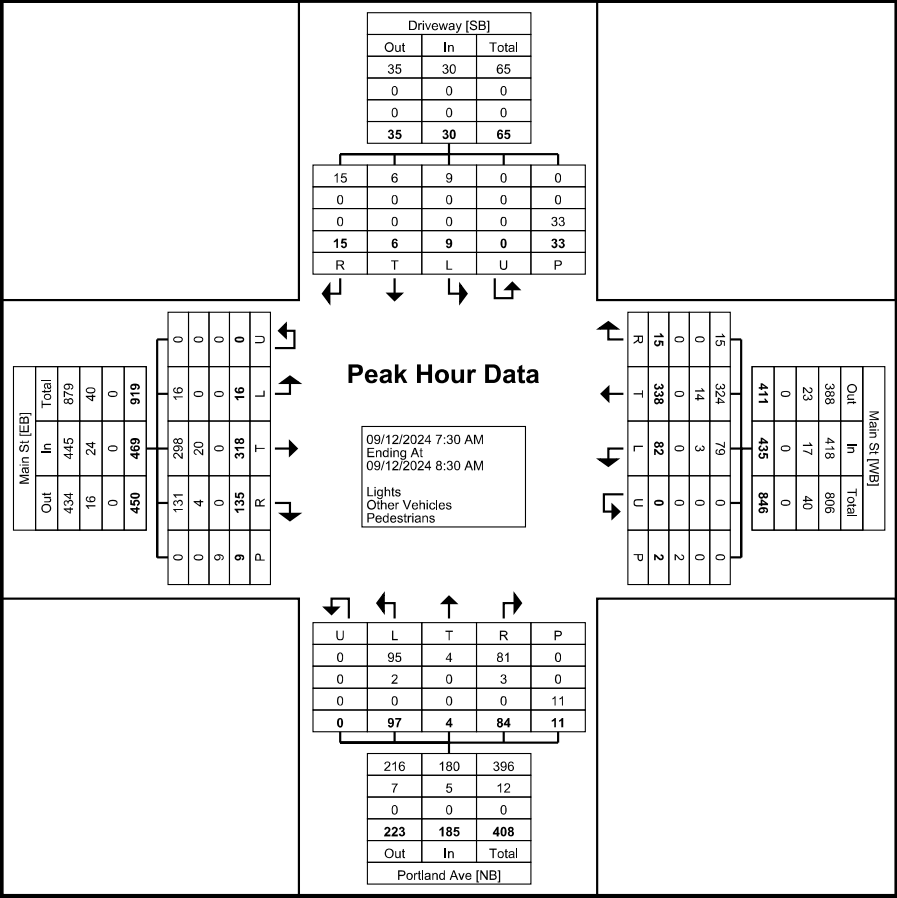


Turning Movement Data Plot

Count Name: 2 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Main St Eastbound						Main St Westbound						Portland Ave Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	1	59	71	2	131	0	44	93	0	0	137	0	24	0	30	3	54	0	0	0	1	9	1	323
7:45 AM	0	5	105	24	4	134	0	15	89	3	1	107	0	42	0	32	2	74	0	0	0	3	16	3	318
8:00 AM	0	7	84	20	1	111	0	12	81	6	1	99	0	14	2	12	3	28	0	3	4	9	5	16	254
8:15 AM	0	3	70	20	2	93	0	11	75	6	0	92	0	17	2	10	3	29	0	6	2	2	3	10	224
Total	0	16	318	135	9	469	0	82	338	15	2	435	0	97	4	84	11	185	0	9	6	15	33	30	1119
Approach %	0.0	3.4	67.8	28.8	-	-	0.0	18.9	77.7	3.4	-	-	0.0	52.4	2.2	45.4	-	-	0.0	30.0	20.0	50.0	-	-	-
Total %	0.0	1.4	28.4	12.1	-	41.9	0.0	7.3	30.2	1.3	-	38.9	0.0	8.7	0.4	7.5	-	16.5	0.0	0.8	0.5	1.3	-	2.7	-
PHF	0.000	0.571	0.757	0.475	-	0.875	0.000	0.466	0.909	0.625	-	0.794	0.000	0.577	0.500	0.656	-	0.625	0.000	0.375	0.375	0.417	-	0.469	0.866
Lights	0	16	298	131	-	445	0	79	324	15	-	418	0	95	4	81	-	180	0	9	6	15	-	30	1073
% Lights	-	100.0	93.7	97.0	-	94.9	-	96.3	95.9	100.0	-	96.1	-	97.9	100.0	96.4	-	97.3	-	100.0	100.0	100.0	-	100.0	95.9
Other Vehicles	0	0	20	4	-	24	0	3	14	0	-	17	0	2	0	3	-	5	0	0	0	0	-	0	46
% Other Vehicles	-	0.0	6.3	3.0	-	5.1	-	3.7	4.1	0.0	-	3.9	-	2.1	0.0	3.6	-	2.7	-	0.0	0.0	0.0	-	0.0	4.1
Pedestrians	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	11	-	-	-	-	-	33	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

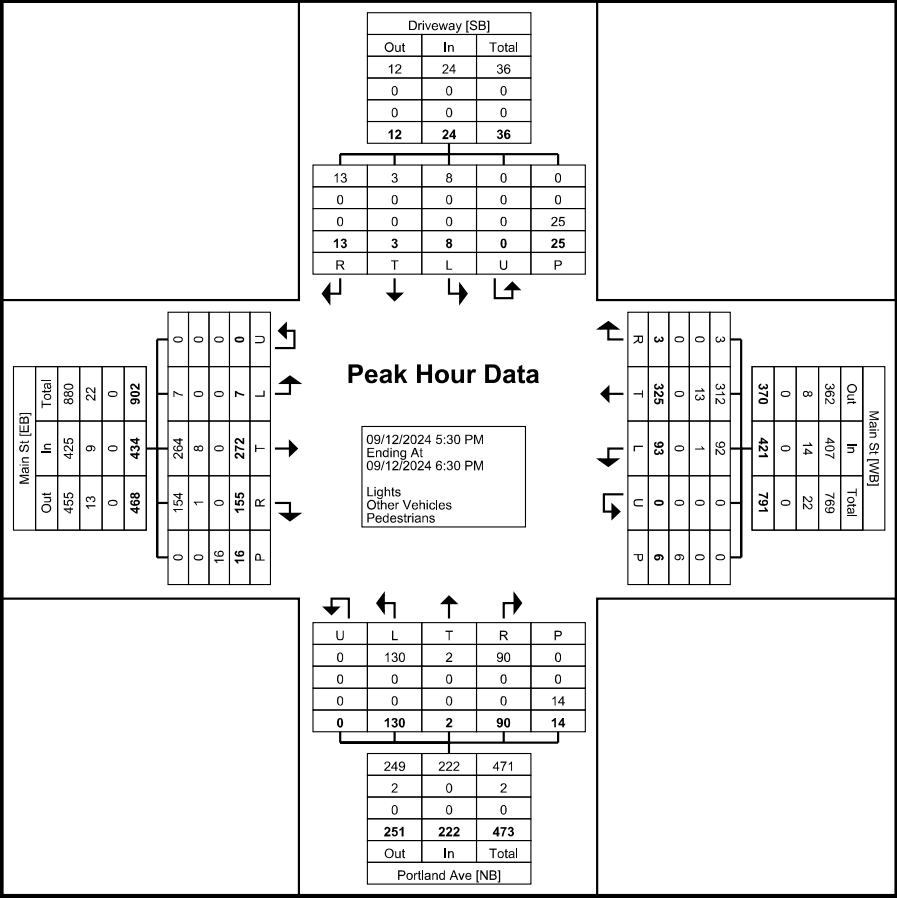


Turning Movement Peak Hour Data Plot (7:30 AM)

Count Name: 2 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 6

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Main St Eastbound						Main St Westbound						Portland Ave Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:30 PM	0	4	87	36	2	127	0	26	98	2	3	126	0	35	1	22	3	58	0	5	1	8	6	14	325
5:45 PM	0	2	56	40	3	98	0	15	75	1	0	91	0	35	1	19	3	55	0	0	2	4	7	6	250
6:00 PM	0	0	51	37	7	88	0	17	71	0	3	88	0	34	0	33	5	67	0	2	0	1	7	3	246
6:15 PM	0	1	78	42	4	121	0	35	81	0	0	116	0	26	0	16	3	42	0	1	0	0	5	1	280
Total	0	7	272	155	16	434	0	93	325	3	6	421	0	130	2	90	14	222	0	8	3	13	25	24	1101
Approach %	0.0	1.6	62.7	35.7	-	-	0.0	22.1	77.2	0.7	-	-	0.0	58.6	0.9	40.5	-	-	0.0	33.3	12.5	54.2	-	-	-
Total %	0.0	0.6	24.7	14.1	-	39.4	0.0	8.4	29.5	0.3	-	38.2	0.0	11.8	0.2	8.2	-	20.2	0.0	0.7	0.3	1.2	-	2.2	-
PHF	0.000	0.438	0.782	0.923	-	0.854	0.000	0.664	0.829	0.375	-	0.835	0.000	0.929	0.500	0.682	-	0.828	0.000	0.400	0.375	0.406	-	0.429	0.847
Lights	0	7	264	154	-	425	0	92	312	3	-	407	0	130	2	90	-	222	0	8	3	13	-	24	1078
% Lights	-	100.0	97.1	99.4	-	97.9	-	98.9	96.0	100.0	-	96.7	-	100.0	100.0	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	97.9
Other Vehicles	0	0	8	1	-	9	0	1	13	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	23
% Other Vehicles	-	0.0	2.9	0.6	-	2.1	-	1.1	4.0	0.0	-	3.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.1
Pedestrians	-	-	-	-	16	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	-	-	25	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

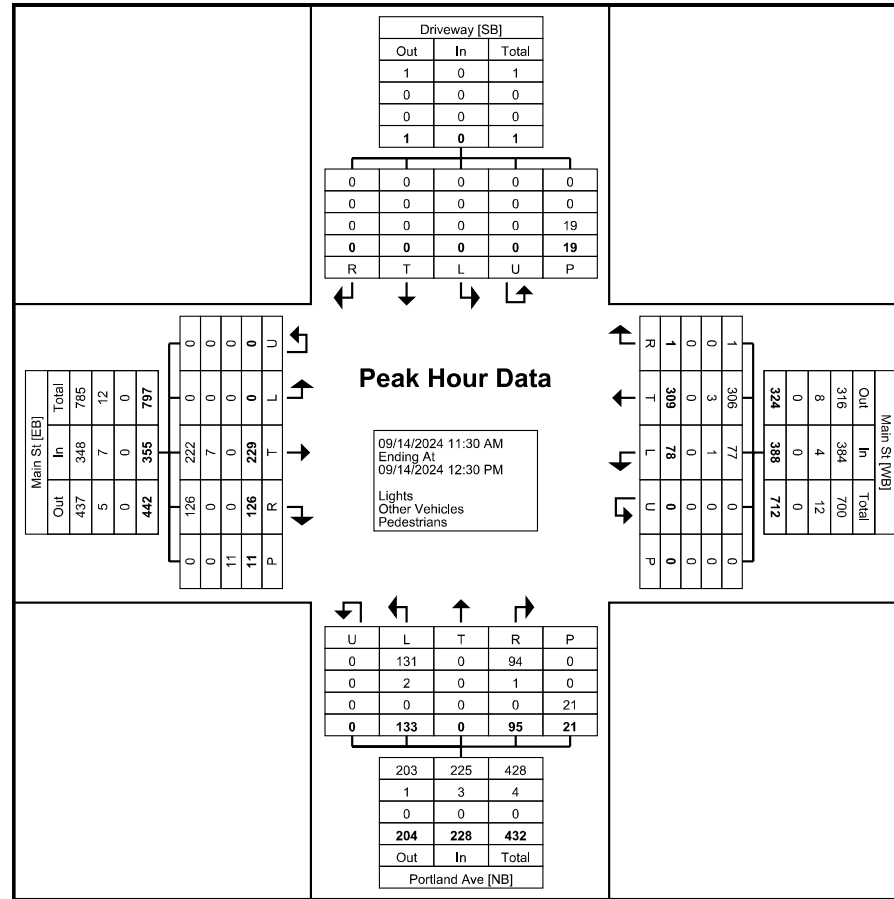


Turning Movement Peak Hour Data Plot (5:30 PM)

Count Name: 2 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 8

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Main St Eastbound						Main St Westbound						Portland Ave Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	0	41	28	4	69	0	16	65	0	0	81	0	28	0	27	6	55	0	0	0	0	4	0	205
11:45 AM	0	0	78	37	0	115	0	24	99	0	0	123	0	25	0	26	8	51	0	0	0	0	3	0	289
12:00 PM	0	0	65	25	3	90	0	16	68	0	0	84	0	42	0	19	4	61	0	0	0	0	4	0	235
12:15 PM	0	0	45	36	4	81	0	22	77	1	0	100	0	38	0	23	3	61	0	0	0	0	8	0	242
Total	0	0	229	126	11	355	0	78	309	1	0	388	0	133	0	95	21	228	0	0	0	0	19	0	971
Approach %	0.0	0.0	64.5	35.5	-	-	0.0	20.1	79.6	0.3	-	-	0.0	58.3	0.0	41.7	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	23.6	13.0	-	36.6	0.0	8.0	31.8	0.1	-	40.0	0.0	13.7	0.0	9.8	-	23.5	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.734	0.851	-	0.772	0.000	0.813	0.780	0.250	-	0.789	0.000	0.792	0.000	0.880	-	0.934	0.000	0.000	0.000	0.000	-	0.000	0.840
Lights	0	0	222	126	-	348	0	77	306	1	-	384	0	131	0	94	-	225	0	0	0	0	-	0	957
% Lights	-	-	96.9	100.0	-	98.0	-	98.7	99.0	100.0	-	99.0	-	98.5	-	98.9	-	98.7	-	-	-	-	-	-	98.6
Other Vehicles	0	0	7	0	-	7	0	1	3	0	-	4	0	2	0	1	-	3	0	0	0	0	-	0	14
% Other Vehicles	-	-	3.1	0.0	-	2.0	-	1.3	1.0	0.0	-	1.0	-	1.5	-	1.1	-	1.3	-	-	-	-	-	-	1.4
Pedestrians	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	21	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

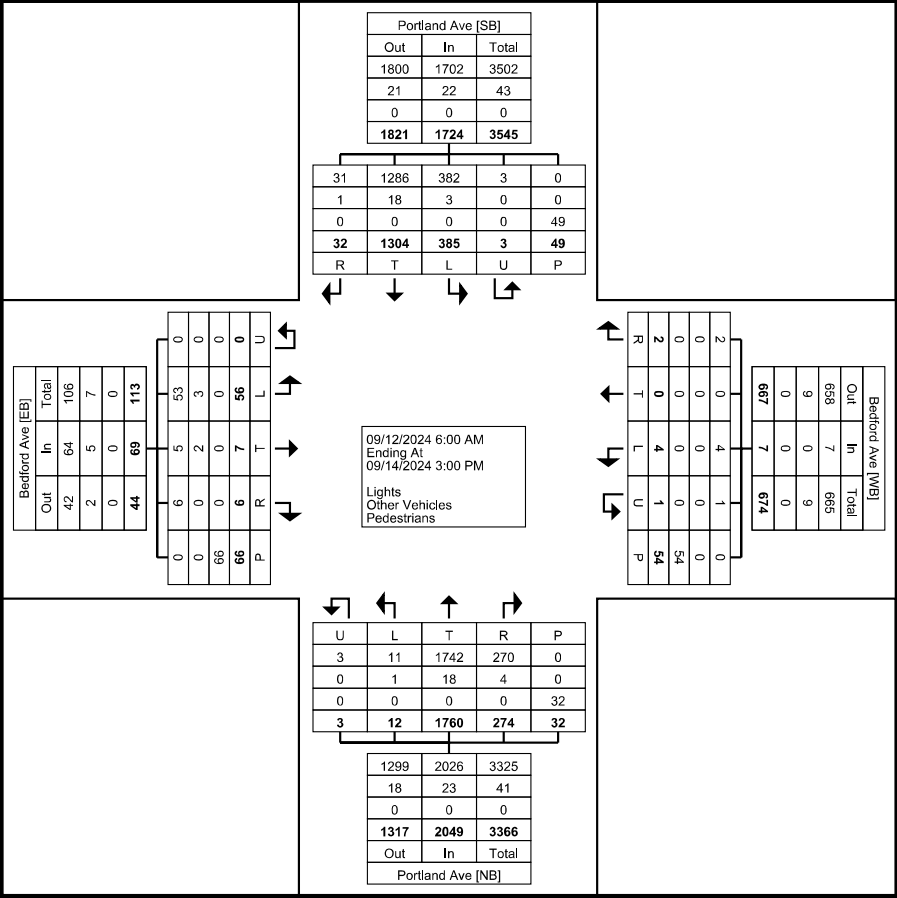


Turning Movement Peak Hour Data Plot (11:30 AM)

Turning Movement Data

Start Time	Bedford Ave Eastbound						Bedford Ave Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	9	1	1	10	0	2	3	0	0	5	16
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	8	0	1	2	1	3	4	12
6:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	21	0	0	21	0	5	8	0	3	13	34
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1	0	21	0	5	11	0	2	16	37
Hourly Total	0	0	0	1	2	1	0	0	0	0	1	0	0	1	56	3	1	60	0	13	24	1	8	38	99
7:00 AM	0	1	0	0	0	1	0	0	0	0	2	0	0	1	15	1	0	17	0	7	16	1	3	24	42
7:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	21	2	0	23	0	5	33	2	4	40	63
7:30 AM	0	3	1	0	7	4	0	0	0	0	0	0	0	0	64	3	2	67	0	12	94	4	5	110	181
7:45 AM	0	7	0	0	1	7	0	0	0	0	3	0	0	1	63	17	0	81	0	7	52	1	2	60	148
Hourly Total	0	11	1	0	9	12	0	0	0	0	7	0	0	2	163	23	2	188	0	31	195	8	14	234	434
8:00 AM	0	5	1	0	2	6	0	0	0	0	0	0	0	0	30	4	0	34	0	12	19	1	1	32	72
8:15 AM	0	5	0	1	0	6	0	0	0	0	0	0	0	0	29	4	1	33	0	7	24	2	0	33	72
8:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	0	30	3	0	33	0	6	31	2	1	39	77
8:45 AM	0	4	0	3	0	7	0	0	0	0	0	0	0	1	27	1	1	29	0	7	20	1	1	28	64
Hourly Total	0	19	1	4	2	24	0	0	0	0	0	0	0	1	116	12	2	129	0	32	94	6	3	132	285
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	1	0	2	2	1	0	0	0	0	1	1	0	54	7	0	62	0	15	34	1	0	50	115
4:15 PM	0	0	0	0	2	0	0	0	0	0	2	0	1	0	52	3	2	56	0	11	26	1	1	38	94
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	64	7	2	71	0	11	33	0	0	44	116
4:45 PM	0	2	0	0	3	2	0	0	0	0	3	0	0	0	50	6	1	56	0	9	36	2	0	47	105
Hourly Total	0	4	1	0	7	5	1	0	0	0	5	1	2	0	220	23	5	245	0	46	129	4	1	179	430
5:00 PM	0	1	0	0	2	1	0	0	0	0	4	0	0	1	67	4	0	72	0	14	41	1	1	56	129
5:15 PM	0	1	1	0	3	2	0	0	0	0	2	0	0	0	45	5	0	50	0	9	24	0	1	33	85
5:30 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	56	5	1	61	0	8	51	1	2	60	123
5:45 PM	0	2	0	0	8	2	0	0	0	0	2	0	0	0	50	6	2	56	0	15	36	0	0	51	109
Hourly Total	0	5	2	0	13	7	0	0	0	0	8	0	0	1	218	20	3	239	0	46	152	2	4	200	446
6:00 PM	0	1	0	0	5	1	0	0	0	0	0	0	0	0	56	7	5	63	0	10	31	1	1	42	106
6:15 PM	0	0	0	0	4	0	0	0	0	0	9	0	0	0	45	6	1	51	0	10	62	1	0	73	124
6:30 PM	0	0	1	0	0	1	0	0	0	0	8	0	1	2	49	20	2	72	0	17	36	2	0	55	128
6:45 PM	0	0	1	0	5	1	0	0	0	0	5	0	0	1	49	9	1	59	0	7	42	0	1	49	109
Hourly Total	0	1	2	0	14	3	0	0	0	0	22	0	1	3	199	42	9	245	0	44	171	4	2	219	467
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	44	10	0	54	0	11	32	0	0	43	98
11:15 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	1	42	6	0	49	0	10	30	0	0	40	90
11:30 AM	0	3	0	0	1	3	0	0	0	1	0	1	0	0	43	9	1	52	1	6	45	0	0	52	108
11:45 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	1	62	10	1	73	0	15	31	1	0	47	122
Hourly Total	0	7	0	0	4	7	0	0	0	1	0	1	0	2	191	35	2	228	1	42	138	1	0	182	418
12:00 PM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	54	10	1	64	0	11	34	0	2	45	112
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	68	13	0	81	1	15	41	0	4	57	138

12:30 PM	0	0	0	0	2	0	0	0	0	1	0	1	0	0	52	11	0	63	0	10	36	0	1	46	110
12:45 PM	0	2	0	0	1	2	0	0	0	0	3	0	0	0	49	12	0	61	0	16	31	2	0	49	112
Hourly Total	0	4	0	1	4	5	0	0	0	1	4	1	0	0	223	46	1	269	1	52	142	2	7	197	472
1:00 PM	0	2	0	0	3	2	0	0	0	0	3	0	0	0	37	7	0	44	0	15	35	1	2	51	97
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	13	0	63	0	12	33	1	1	46	109
1:30 PM	0	0	0	0	2	0	0	2	0	0	2	2	0	0	53	7	1	60	0	9	22	0	0	31	93
1:45 PM	0	0	0	0	3	0	0	1	0	0	2	1	0	1	52	9	3	62	0	4	41	0	2	45	108
Hourly Total	0	2	0	0	8	2	0	3	0	0	7	3	0	1	192	36	4	229	0	40	131	2	5	173	407
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	11	0	51	1	10	33	0	3	44	95
2:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	51	6	1	57	0	12	25	0	1	37	96
2:30 PM	0	1	0	0	2	1	0	0	0	0	0	0	0	1	50	10	1	61	0	13	40	1	0	54	116
2:45 PM	0	0	0	0	1	0	0	1	0	0	0	1	0	0	41	7	1	48	0	4	30	1	1	35	84
Hourly Total	0	3	0	0	3	3	0	1	0	0	0	1	0	1	182	34	3	217	1	39	128	2	5	170	391
Grand Total	0	56	7	6	66	69	1	4	0	2	54	7	3	12	1760	274	32	2049	3	385	1304	32	49	1724	3849
Approach %	0.0	81.2	10.1	8.7	-	-	14.3	57.1	0.0	28.6	-	-	0.1	0.6	85.9	13.4	-	-	0.2	22.3	75.6	1.9	-	-	-
Total %	0.0	1.5	0.2	0.2	-	1.8	0.0	0.1	0.0	0.1	-	0.2	0.1	0.3	45.7	7.1	-	53.2	0.1	10.0	33.9	0.8	-	44.8	-
Lights	0	53	5	6	-	64	1	4	0	2	-	7	3	11	1742	270	-	2026	3	382	1286	31	-	1702	3799
% Lights	-	94.6	71.4	100.0	-	92.8	100.0	100.0	-	100.0	-	100.0	100.0	91.7	99.0	98.5	-	98.9	100.0	99.2	98.6	96.9	-	98.7	98.7
Other Vehicles	0	3	2	0	-	5	0	0	0	0	-	0	0	1	18	4	-	23	0	3	18	1	-	22	50
% Other Vehicles	-	5.4	28.6	0.0	-	7.2	0.0	0.0	-	0.0	-	0.0	0.0	8.3	1.0	1.5	-	1.1	0.0	0.8	1.4	3.1	-	1.3	1.3
Pedestrians	-	-	-	-	66	-	-	-	-	-	54	-	-	-	-	-	32	-	-	-	-	-	49	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

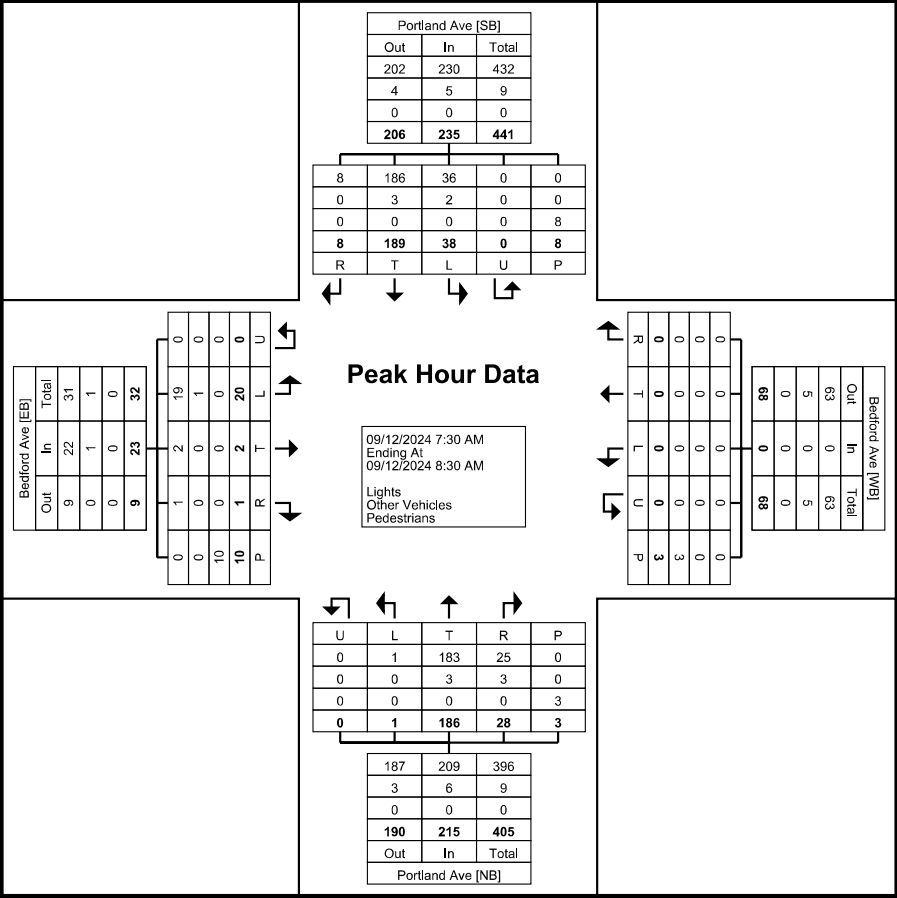


Turning Movement Data Plot

Count Name: 3 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

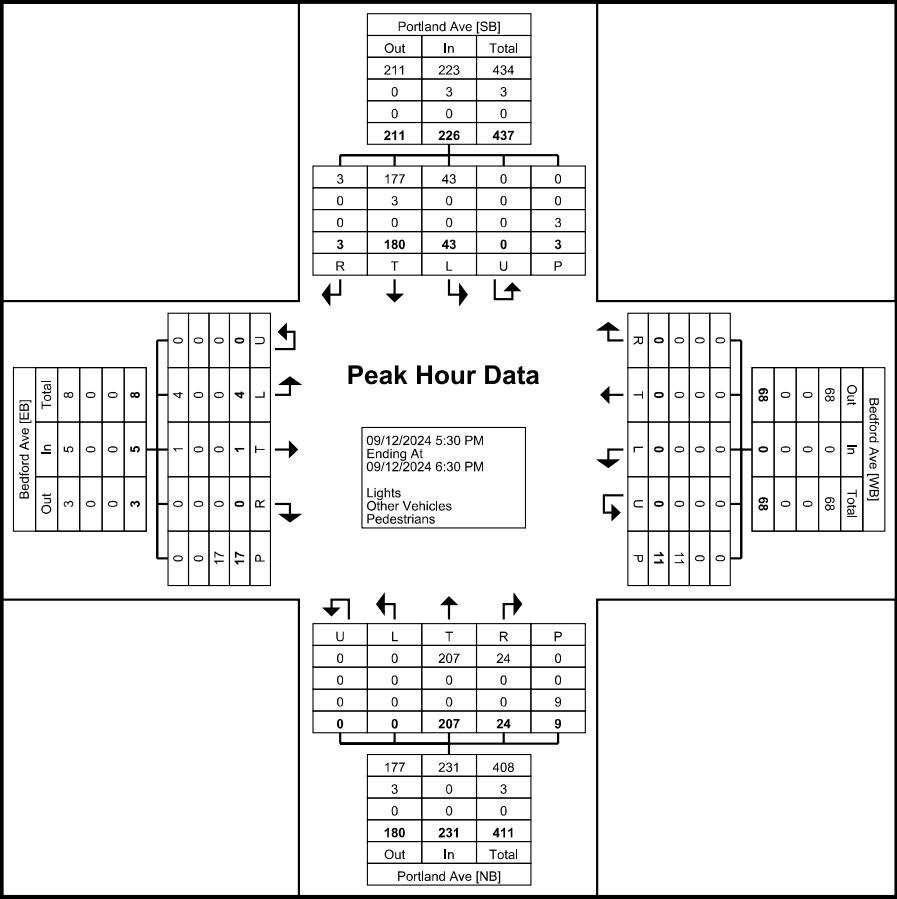
Start Time	Bedford Ave Eastbound						Bedford Ave Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	3	1	0	7	4	0	0	0	0	0	0	0	0	64	3	2	67	0	12	94	4	5	110	181
7:45 AM	0	7	0	0	1	7	0	0	0	0	3	0	0	1	63	17	0	81	0	7	52	1	2	60	148
8:00 AM	0	5	1	0	2	6	0	0	0	0	0	0	0	0	30	4	0	34	0	12	19	1	1	32	72
8:15 AM	0	5	0	1	0	6	0	0	0	0	0	0	0	0	29	4	1	33	0	7	24	2	0	33	72
Total	0	20	2	1	10	23	0	0	0	0	3	0	0	1	186	28	3	215	0	38	189	8	8	235	473
Approach %	0.0	87.0	8.7	4.3	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.5	86.5	13.0	-	-	0.0	16.2	80.4	3.4	-	-	-
Total %	0.0	4.2	0.4	0.2	-	4.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	39.3	5.9	-	45.5	0.0	8.0	40.0	1.7	-	49.7	-
PHF	0.000	0.714	0.500	0.250	-	0.821	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.727	0.412	-	0.664	0.000	0.792	0.503	0.500	-	0.534	0.653
Lights	0	19	2	1	-	22	0	0	0	0	-	0	0	1	183	25	-	209	0	36	186	8	-	230	461
% Lights	-	95.0	100.0	100.0	-	95.7	-	-	-	-	-	-	-	100.0	98.4	89.3	-	97.2	-	94.7	98.4	100.0	-	97.9	97.5
Other Vehicles	0	1	0	0	-	1	0	0	0	0	-	0	0	0	3	3	-	6	0	2	3	0	-	5	12
% Other Vehicles	-	5.0	0.0	0.0	-	4.3	-	-	-	-	-	-	-	0.0	1.6	10.7	-	2.8	-	5.3	1.6	0.0	-	2.1	2.5
Pedestrians	-	-	-	-	10	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Count Name: 3 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 6

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Bedford Ave Eastbound						Bedford Ave Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:30 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	56	5	1	61	0	8	51	1	2	60	123
5:45 PM	0	2	0	0	8	2	0	0	0	0	2	0	0	0	50	6	2	56	0	15	36	0	0	51	109
6:00 PM	0	1	0	0	5	1	0	0	0	0	0	0	0	0	56	7	5	63	0	10	31	1	1	42	106
6:15 PM	0	0	0	0	4	0	0	0	0	0	9	0	0	0	45	6	1	51	0	10	62	1	0	73	124
Total	0	4	1	0	17	5	0	0	0	0	11	0	0	0	207	24	9	231	0	43	180	3	3	226	462
Approach %	0.0	80.0	20.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	89.6	10.4	-	-	0.0	19.0	79.6	1.3	-	-	-
Total %	0.0	0.9	0.2	0.0	-	1.1	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	44.8	5.2	-	50.0	0.0	9.3	39.0	0.6	-	48.9	-
PHF	0.000	0.500	0.250	0.000	-	0.625	0.000	0.000	0.000	0.000	-	0.000	0.000	0.000	0.924	0.857	-	0.917	0.000	0.717	0.726	0.750	-	0.774	0.931
Lights	0	4	1	0	-	5	0	0	0	0	-	0	0	0	207	24	-	231	0	43	177	3	-	223	459
% Lights	-	100.0	100.0	-	-	100.0	-	-	-	-	-	-	-	-	100.0	100.0	-	100.0	-	100.0	98.3	100.0	-	98.7	99.4
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	3
% Other Vehicles	-	0.0	0.0	-	-	0.0	-	-	-	-	-	-	-	-	0.0	0.0	-	0.0	-	0.0	1.7	0.0	-	1.3	0.6
Pedestrians	-	-	-	-	17	-	-	-	-	-	11	-	-	-	-	-	9	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



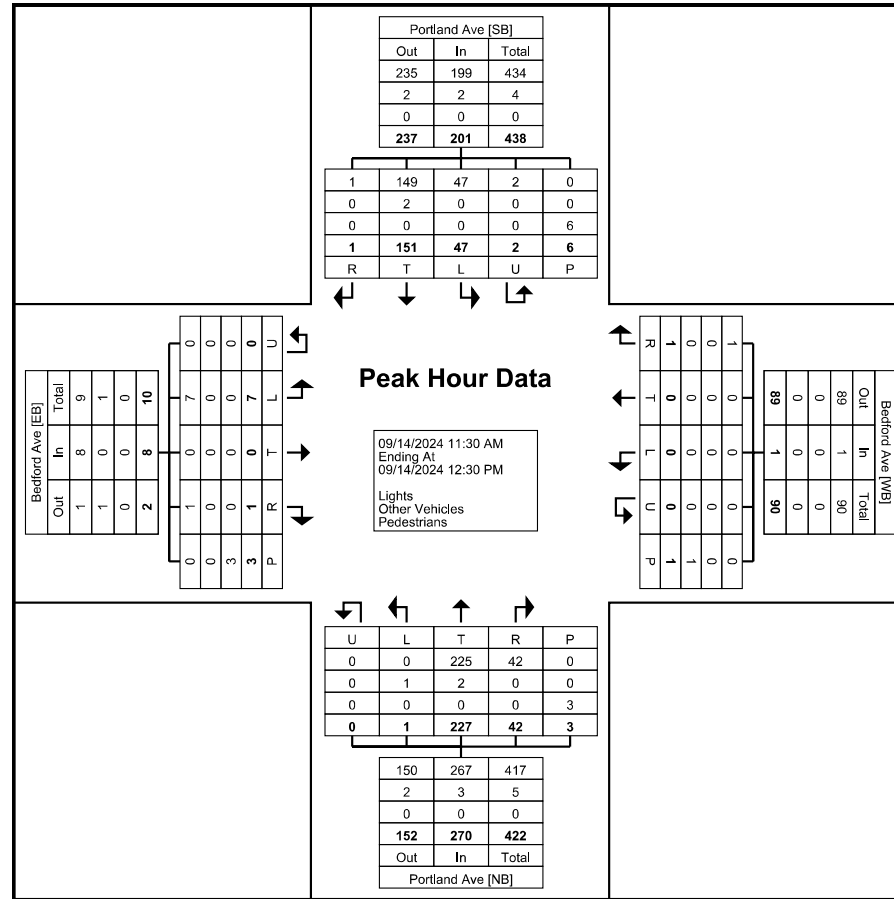
Turning Movement Peak Hour Data Plot (5:30 PM)

Count Name: 3 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 8

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Bedford Ave Eastbound						Bedford Ave Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	3	0	0	1	3	0	0	0	1	0	1	0	0	43	9	1	52	1	6	45	0	0	52	108
11:45 AM	0	2	0	0	1	2	0	0	0	0	0	0	0	1	62	10	1	73	0	15	31	1	0	47	122
12:00 PM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	54	10	1	64	0	11	34	0	2	45	112
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	68	13	0	81	1	15	41	0	4	57	138
Total	0	7	0	1	3	8	0	0	0	1	1	1	0	1	227	42	3	270	2	47	151	1	6	201	480
Approach %	0.0	87.5	0.0	12.5	-	-	0.0	0.0	0.0	100.0	-	-	0.0	0.4	84.1	15.6	-	-	1.0	23.4	75.1	0.5	-	-	-
Total %	0.0	1.5	0.0	0.2	-	1.7	0.0	0.0	0.0	0.2	-	0.2	0.0	0.2	47.3	8.8	-	56.3	0.4	9.8	31.5	0.2	-	41.9	-
PHF	0.000	0.583	0.000	0.250	-	0.667	0.000	0.000	0.000	0.250	-	0.250	0.000	0.250	0.835	0.808	-	0.833	0.500	0.783	0.839	0.250	-	0.882	0.870
Lights	0	7	0	1	-	8	0	0	0	1	-	1	0	0	225	42	-	267	2	47	149	1	-	199	475
% Lights	-	100.0	-	100.0	-	100.0	-	-	-	100.0	-	100.0	-	0.0	99.1	100.0	-	98.9	100.0	100.0	98.7	100.0	-	99.0	99.0
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	1	2	0	-	3	0	0	2	0	-	2	5
% Other Vehicles	-	0.0	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	100.0	0.9	0.0	-	1.1	0.0	0.0	1.3	0.0	-	1.0	1.0
Pedestrians	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Count Name: 3 TMC
Site Code:
Start Date: 09/12/2024
Page No: 9



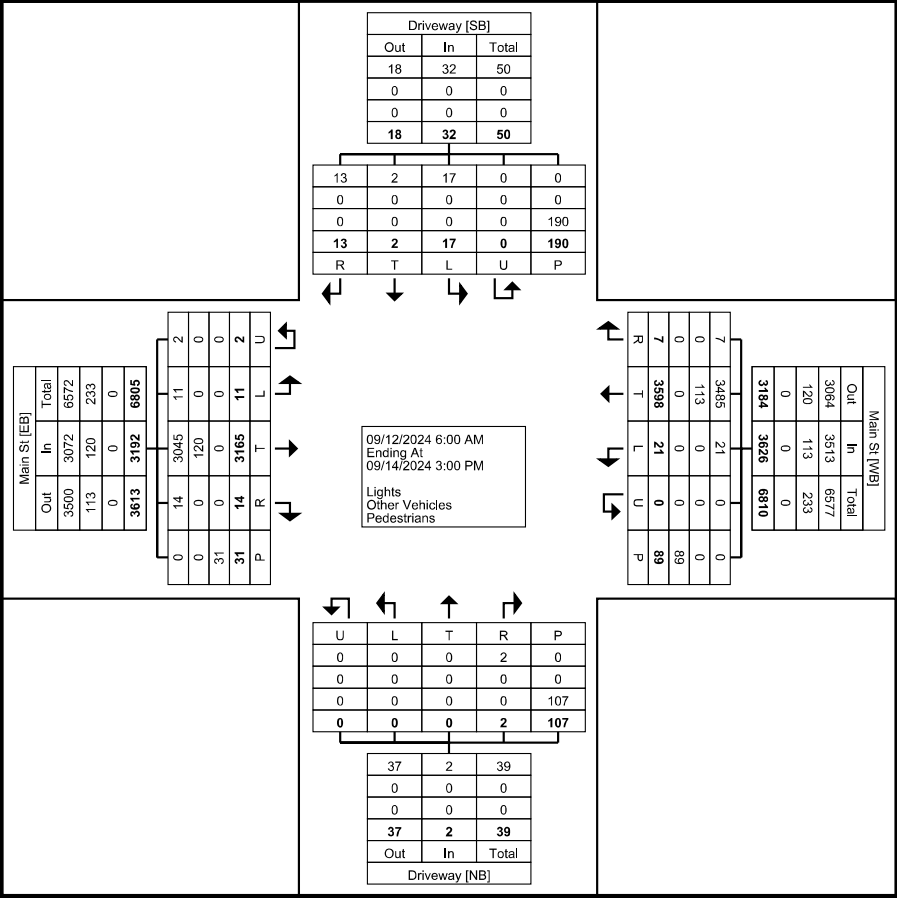
Turning Movement Peak Hour Data Plot (11:30 AM)

Count Name: 4 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 1

Turning Movement Data

Start Time	Main St Eastbound						Main St Westbound						Driveway Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	18	0	0	18	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	1	0	0	42
6:15 AM	0	0	32	0	0	32	0	0	15	0	2	15	0	0	0	0	1	0	0	0	0	0	2	0	47
6:30 AM	0	0	35	0	0	35	0	1	42	0	1	43	0	0	0	0	0	1	0	0	0	0	4	0	78
6:45 AM	0	0	50	0	0	50	0	0	41	0	3	41	0	0	0	0	4	0	0	1	0	1	7	2	93
Hourly Total	0	0	135	0	0	135	0	1	122	0	6	123	0	0	0	0	6	0	0	1	0	1	14	2	260
7:00 AM	0	0	56	0	2	56	0	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	8	0	108
7:15 AM	0	0	76	0	1	76	0	0	99	0	1	99	0	0	0	0	3	0	0	0	0	0	3	0	175
7:30 AM	0	0	92	0	0	92	0	1	128	1	4	130	0	0	0	0	4	0	0	0	0	4	6	4	226
7:45 AM	0	0	134	0	0	134	0	0	107	0	2	107	0	0	0	0	3	0	0	0	0	0	9	0	241
Hourly Total	0	0	358	0	3	358	0	1	386	1	7	388	0	0	0	0	10	0	0	0	0	4	26	4	750
8:00 AM	0	0	105	0	2	105	0	0	103	1	0	104	0	0	0	0	2	0	0	0	0	0	4	0	209
8:15 AM	0	1	85	0	0	86	0	0	89	0	8	89	0	0	0	0	4	0	0	1	0	2	5	3	178
8:30 AM	0	0	99	0	0	99	0	0	115	0	1	115	0	0	0	0	2	0	0	0	0	1	12	1	215
8:45 AM	0	0	97	0	1	97	0	0	76	1	1	77	0	0	0	0	4	0	0	0	0	0	7	0	174
Hourly Total	0	1	386	0	3	387	0	0	383	2	10	385	0	0	0	0	12	0	0	1	0	3	28	4	776
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	91	1	0	92	0	2	104	0	1	106	0	0	0	0	1	0	0	2	0	0	6	2	200
4:15 PM	0	0	82	0	2	82	0	0	115	0	3	115	0	0	0	0	1	0	0	1	0	0	9	1	198
4:30 PM	0	1	77	0	0	78	0	0	93	2	1	95	0	0	0	0	0	0	0	3	0	0	3	3	176
4:45 PM	0	1	95	1	1	97	0	0	113	1	1	114	0	0	0	0	2	0	0	2	0	0	5	2	213
Hourly Total	0	2	345	2	3	349	0	2	425	3	6	430	0	0	0	0	4	0	0	8	0	0	23	8	787
5:00 PM	0	0	92	0	0	92	0	0	95	0	0	95	0	0	0	0	6	0	0	3	0	0	0	3	190
5:15 PM	0	1	78	0	1	79	0	0	91	0	2	91	0	0	0	0	4	0	0	2	0	1	0	3	173
5:30 PM	0	1	108	0	0	109	0	2	123	0	5	125	0	0	0	0	4	0	0	2	0	0	0	2	236
5:45 PM	0	0	74	3	0	77	0	1	91	0	4	92	0	0	0	0	1	0	0	0	0	0	0	0	169
Hourly Total	0	2	352	3	1	357	0	3	400	0	11	403	0	0	0	0	15	0	0	7	0	1	0	8	768
6:00 PM	0	0	80	0	4	80	0	1	92	0	5	93	0	0	0	0	1	0	0	0	2	0	11	2	175
6:15 PM	0	0	91	1	1	92	0	0	112	0	5	112	0	0	0	0	3	0	0	0	0	0	6	0	204
6:30 PM	0	0	80	2	0	82	0	1	86	0	2	87	0	0	0	0	4	0	0	0	0	0	8	0	169
6:45 PM	0	0	84	1	1	85	0	3	93	0	4	96	0	0	0	0	6	0	0	0	0	0	11	0	181
Hourly Total	0	0	335	4	6	339	0	5	383	0	16	388	0	0	0	0	14	0	0	0	2	0	36	2	729
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	1	72	1	0	74	0	1	82	0	1	83	0	0	0	0	4	0	0	0	0	0	6	0	157
11:15 AM	0	0	63	0	1	63	0	1	84	0	5	85	0	0	0	1	3	1	0	0	0	0	8	0	149
11:30 AM	0	0	68	0	0	68	0	1	84	0	5	85	0	0	0	0	4	0	0	0	0	0	2	0	153
11:45 AM	0	0	103	0	0	103	0	0	119	0	1	119	0	0	0	1	6	1	0	0	0	0	1	0	223
Hourly Total	0	1	306	1	1	308	0	3	369	0	12	372	0	0	0	2	17	2	0	0	0	0	17	0	682
12:00 PM	0	0	83	0	0	83	0	2	85	0	3	87	0	0	0	0	3	0	0	0	0	0	4	0	170
12:15 PM	0	0	68	0	4	68	0	1	99	1	5	101	0	0	0	0	3	0	0	0	0	0	11	0	169

12:30 PM	0	0	75	0	2	75	0	0	85	0	2	85	0	0	0	0	0	0	0	0	1	3	1	161	
12:45 PM	0	2	96	0	1	98	0	0	125	0	0	125	0	0	0	0	6	0	0	0	0	1	3	1	224
Hourly Total	0	2	322	0	7	324	0	3	394	1	10	398	0	0	0	0	12	0	0	0	0	2	21	2	724
1:00 PM	0	0	94	0	1	94	0	0	73	0	2	73	0	0	0	0	0	0	0	0	0	3	0	167	
1:15 PM	0	0	95	0	4	95	0	1	81	0	0	82	0	0	0	0	0	0	0	0	1	4	1	178	
1:30 PM	0	2	69	1	1	72	0	1	100	0	1	101	0	0	0	0	0	0	0	0	0	0	0	173	
1:45 PM	1	0	83	0	0	84	0	0	99	0	0	99	0	0	0	0	0	0	0	0	0	0	0	183	
Hourly Total	1	2	341	1	6	345	0	2	353	0	3	355	0	0	0	0	0	0	0	0	1	7	1	701	
2:00 PM	0	0	73	1	0	74	0	0	99	0	3	99	0	0	0	0	5	0	0	0	0	2	0	173	
2:15 PM	0	0	69	1	0	70	0	1	94	0	1	95	0	0	0	0	4	0	0	0	0	3	0	165	
2:30 PM	0	1	72	1	1	74	0	0	87	0	3	87	0	0	0	0	7	0	0	0	0	8	0	161	
2:45 PM	1	0	71	0	0	72	0	0	103	0	1	103	0	0	0	0	1	0	0	0	0	5	1	176	
Hourly Total	1	1	285	3	1	290	0	1	383	0	8	384	0	0	0	0	17	0	0	0	0	18	1	675	
Grand Total	2	11	3165	14	31	3192	0	21	3598	7	89	3626	0	0	0	2	107	2	0	17	2	13	190	32	6852
Approach %	0.1	0.3	99.2	0.4	-	-	0.0	0.6	99.2	0.2	-	-	0.0	0.0	0.0	100.0	-	-	0.0	53.1	6.3	40.6	-	-	-
Total %	0.0	0.2	46.2	0.2	-	46.6	0.0	0.3	52.5	0.1	-	52.9	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	0.2	-	0.5	-
Lights	2	11	3045	14	-	3072	0	21	3485	7	-	3513	0	0	0	2	-	2	0	17	2	13	-	32	6619
% Lights	100.0	100.0	96.2	100.0	-	96.2	-	100.0	96.9	100.0	-	96.9	-	-	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	96.6
Other Vehicles	0	0	120	0	-	120	0	0	113	0	-	113	0	0	0	0	-	0	0	0	0	0	-	0	233
% Other Vehicles	0.0	0.0	3.8	0.0	-	3.8	-	0.0	3.1	0.0	-	3.1	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	3.4
Pedestrians	-	-	-	-	31	-	-	-	-	-	89	-	-	-	-	-	107	-	-	-	-	-	190	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

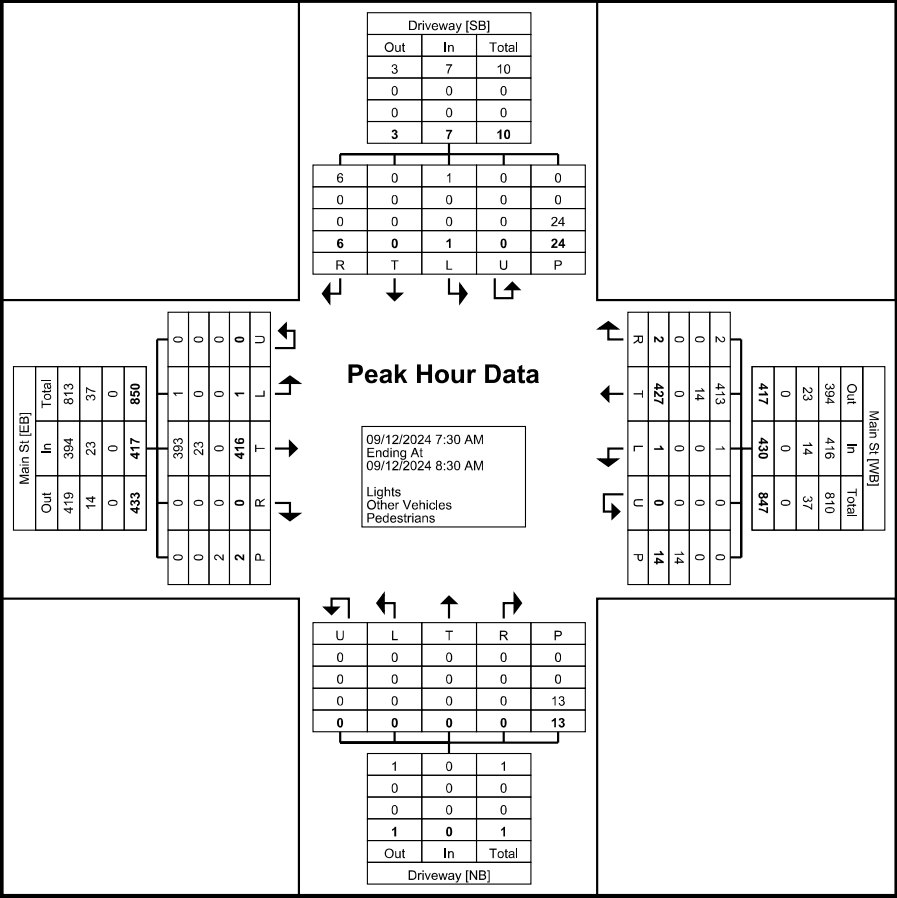


Turning Movement Data Plot

Count Name: 4 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Main St Eastbound						Main St Westbound						Driveway Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	92	0	0	92	0	1	128	1	4	130	0	0	0	0	4	0	0	0	0	4	6	4	226
7:45 AM	0	0	134	0	0	134	0	0	107	0	2	107	0	0	0	0	3	0	0	0	0	0	9	0	241
8:00 AM	0	0	105	0	2	105	0	0	103	1	0	104	0	0	0	0	2	0	0	0	0	0	4	0	209
8:15 AM	0	1	85	0	0	86	0	0	89	0	8	89	0	0	0	0	4	0	0	1	0	2	5	3	178
Total	0	1	416	0	2	417	0	1	427	2	14	430	0	0	0	0	13	0	0	1	0	6	24	7	854
Approach %	0.0	0.2	99.8	0.0	-	-	0.0	0.2	99.3	0.5	-	-	0.0	0.0	0.0	0.0	-	-	0.0	14.3	0.0	85.7	-	-	-
Total %	0.0	0.1	48.7	0.0	-	48.8	0.0	0.1	50.0	0.2	-	50.4	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.7	-	0.8	-
PHF	0.000	0.250	0.776	0.000	-	0.778	0.000	0.250	0.834	0.500	-	0.827	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.000	0.375	-	0.438	0.886
Lights	0	1	393	0	-	394	0	1	413	2	-	416	0	0	0	0	-	0	0	1	0	6	-	7	817
% Lights	-	100.0	94.5	-	-	94.5	-	100.0	96.7	100.0	-	96.7	-	-	-	-	-	-	-	100.0	-	100.0	-	100.0	95.7
Other Vehicles	0	0	23	0	-	23	0	0	14	0	-	14	0	0	0	0	-	0	0	0	0	0	-	0	37
% Other Vehicles	-	0.0	5.5	-	-	5.5	-	0.0	3.3	0.0	-	3.3	-	-	-	-	-	-	-	0.0	-	0.0	-	0.0	4.3
Pedestrians	-	-	-	-	2	-	-	-	-	-	14	-	-	-	-	-	13	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

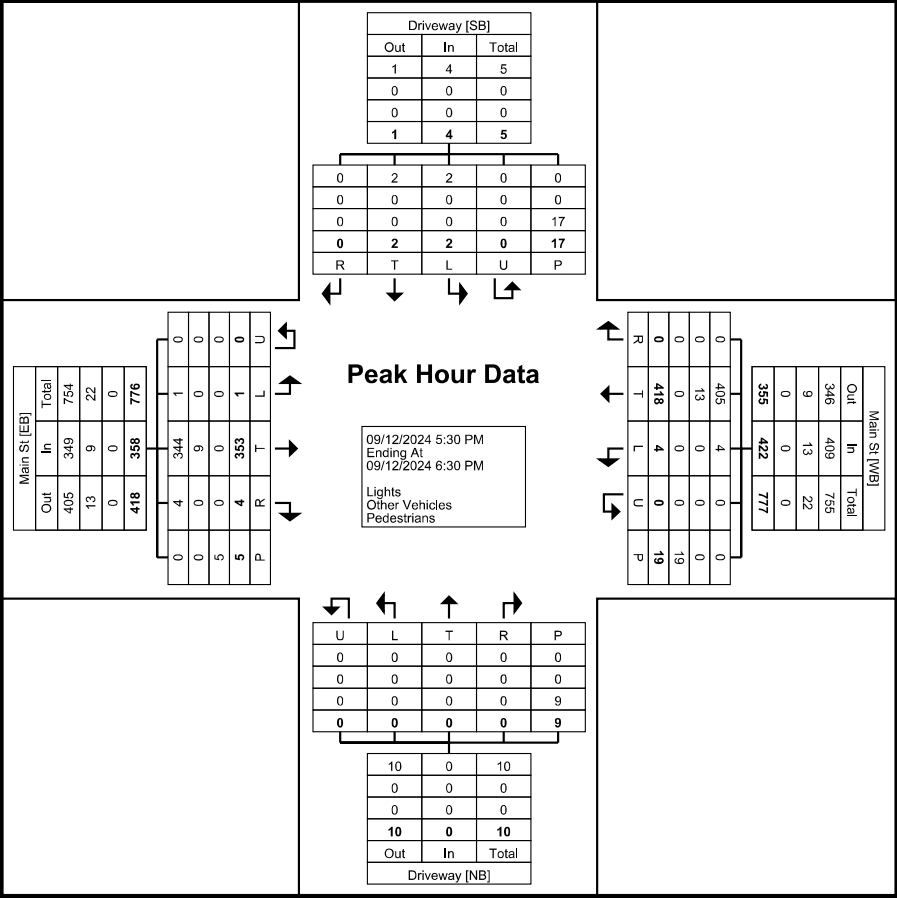


Turning Movement Peak Hour Data Plot (7:30 AM)

Count Name: 4 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 6

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Main St Eastbound						Main St Westbound						Driveway Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:30 PM	0	1	108	0	0	109	0	2	123	0	5	125	0	0	0	0	4	0	0	2	0	0	0	2	236
5:45 PM	0	0	74	3	0	77	0	1	91	0	4	92	0	0	0	0	1	0	0	0	0	0	0	0	169
6:00 PM	0	0	80	0	4	80	0	1	92	0	5	93	0	0	0	0	1	0	0	0	2	0	11	2	175
6:15 PM	0	0	91	1	1	92	0	0	112	0	5	112	0	0	0	0	3	0	0	0	0	0	6	0	204
Total	0	1	353	4	5	358	0	4	418	0	19	422	0	0	0	0	9	0	0	2	2	0	17	4	784
Approach %	0.0	0.3	98.6	1.1	-	-	0.0	0.9	99.1	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	50.0	50.0	0.0	-	-	-
Total %	0.0	0.1	45.0	0.5	-	45.7	0.0	0.5	53.3	0.0	-	53.8	0.0	0.0	0.0	0.0	-	0.0	0.0	0.3	0.3	0.0	-	0.5	-
PHF	0.000	0.250	0.817	0.333	-	0.821	0.000	0.500	0.850	0.000	-	0.844	0.000	0.000	0.000	0.000	-	0.000	0.000	0.250	0.250	0.000	-	0.500	0.831
Lights	0	1	344	4	-	349	0	4	405	0	-	409	0	0	0	0	-	0	0	2	2	0	-	4	762
% Lights	-	100.0	97.5	100.0	-	97.5	-	100.0	96.9	-	-	96.9	-	-	-	-	-	-	-	100.0	100.0	-	-	100.0	97.2
Other Vehicles	0	0	9	0	-	9	0	0	13	0	-	13	0	0	0	0	-	0	0	0	0	0	-	0	22
% Other Vehicles	-	0.0	2.5	0.0	-	2.5	-	0.0	3.1	-	-	3.1	-	-	-	-	-	-	-	0.0	0.0	-	-	0.0	2.8
Pedestrians	-	-	-	-	5	-	-	-	-	-	19	-	-	-	-	-	9	-	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

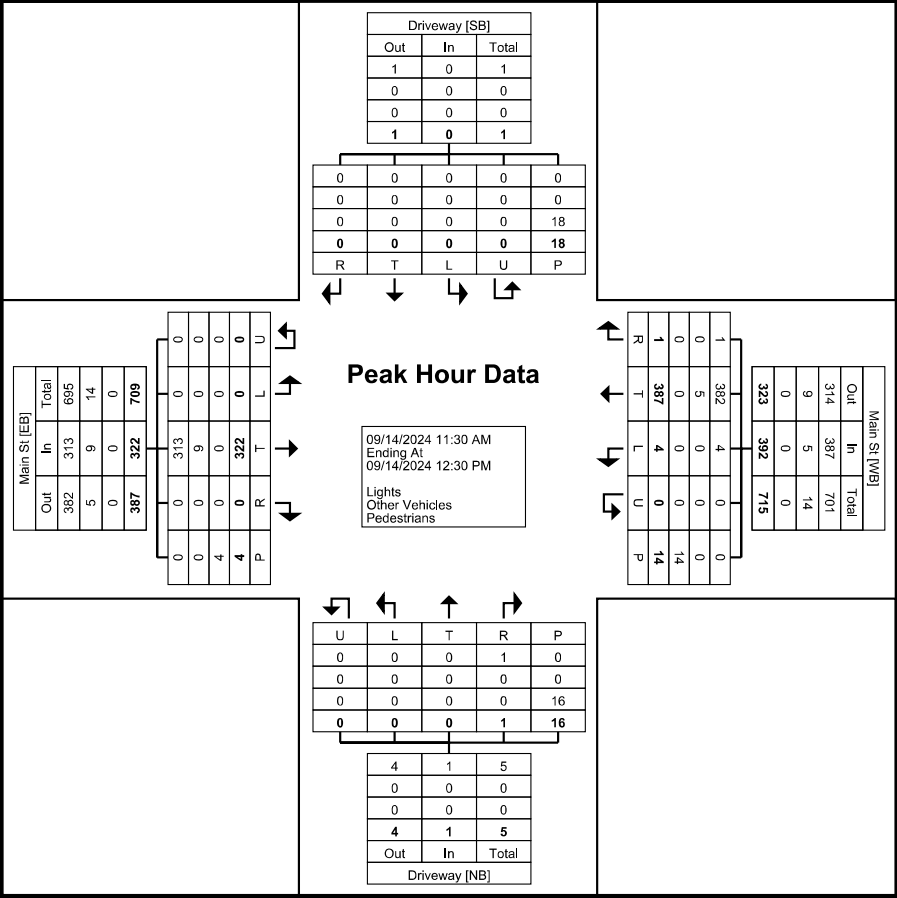


Turning Movement Peak Hour Data Plot (5:30 PM)

Count Name: 4 TMC
 Site Code:
 Start Date: 09/12/2024
 Page No: 8

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Main St Eastbound						Main St Westbound						Driveway Northbound						Driveway Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	0	68	0	0	68	0	1	84	0	5	85	0	0	0	0	4	0	0	0	0	0	2	0	153
11:45 AM	0	0	103	0	0	103	0	0	119	0	1	119	0	0	0	1	6	1	0	0	0	0	1	0	223
12:00 PM	0	0	83	0	0	83	0	2	85	0	3	87	0	0	0	0	3	0	0	0	0	0	4	0	170
12:15 PM	0	0	68	0	4	68	0	1	99	1	5	101	0	0	0	0	3	0	0	0	0	0	11	0	169
Total	0	0	322	0	4	322	0	4	387	1	14	392	0	0	0	1	16	1	0	0	0	0	18	0	715
Approach %	0.0	0.0	100.0	0.0	-	-	0.0	1.0	98.7	0.3	-	-	0.0	0.0	0.0	100.0	-	-	0.0	0.0	0.0	0.0	-	-	-
Total %	0.0	0.0	45.0	0.0	-	45.0	0.0	0.6	54.1	0.1	-	54.8	0.0	0.0	0.0	0.1	-	0.1	0.0	0.0	0.0	0.0	-	0.0	-
PHF	0.000	0.000	0.782	0.000	-	0.782	0.000	0.500	0.813	0.250	-	0.824	0.000	0.000	0.000	0.250	-	0.250	0.000	0.000	0.000	0.000	-	0.000	0.802
Lights	0	0	313	0	-	313	0	4	382	1	-	387	0	0	0	1	-	1	0	0	0	0	-	0	701
% Lights	-	-	97.2	-	-	97.2	-	100.0	98.7	100.0	-	98.7	-	-	-	100.0	-	100.0	-	-	-	-	-	-	98.0
Other Vehicles	0	0	9	0	-	9	0	0	5	0	-	5	0	0	0	0	-	0	0	0	0	0	-	0	14
% Other Vehicles	-	-	2.8	-	-	2.8	-	0.0	1.3	0.0	-	1.3	-	-	-	0.0	-	0.0	-	-	-	-	-	-	2.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	-	16	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

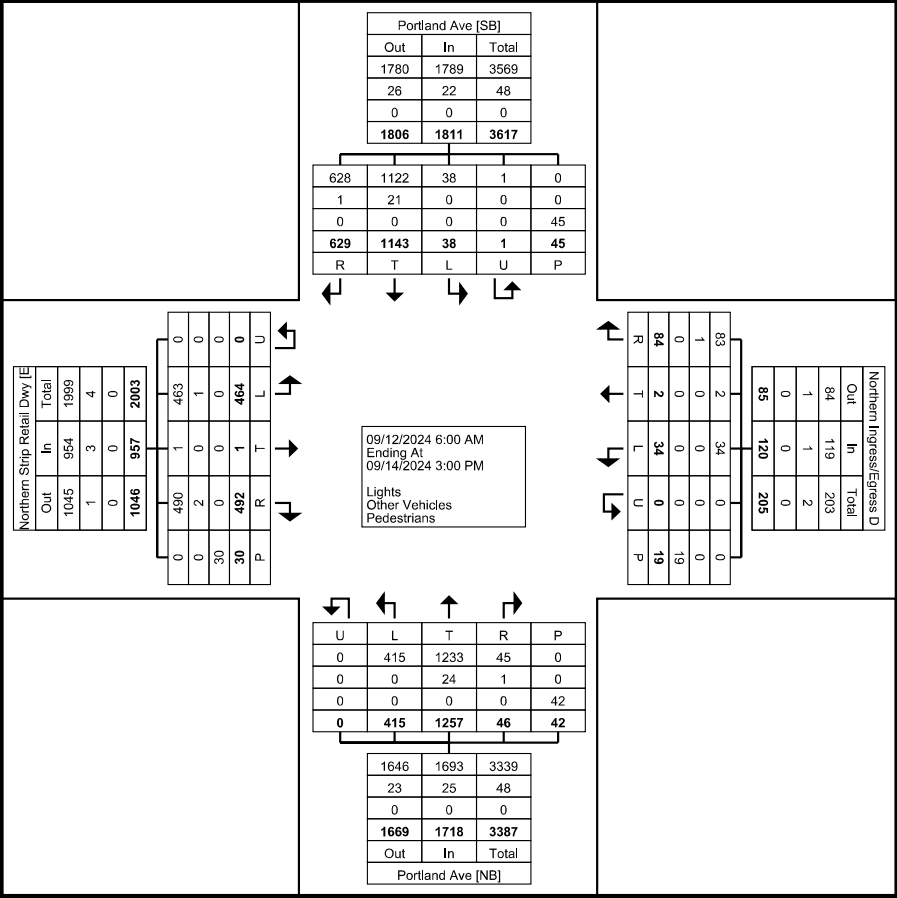


Turning Movement Peak Hour Data Plot (11:30 AM)

Turning Movement Data

Start Time	Northern Strip Retail Dwy Eastbound						Northern Ingress/Egress Dwys Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	0	0	1	0	0	1	0	0	0	1	0	0	9	0	1	9	0	0	5	0	0	5	15
6:15 AM	0	0	0	0	1	0	0	0	0	2	0	2	0	0	5	0	0	5	0	0	5	0	1	5	12
6:30 AM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	13	0	0	13	0	0	11	0	0	11	26
6:45 AM	0	0	0	0	6	0	0	2	0	1	0	3	0	0	18	0	0	18	0	0	16	0	1	16	37
Hourly Total	0	0	0	0	8	0	0	4	1	3	0	8	0	0	45	0	1	45	0	0	37	0	2	37	90
7:00 AM	0	0	0	0	2	0	0	0	0	1	0	1	0	0	16	0	0	16	0	0	21	1	1	22	39
7:15 AM	0	0	0	0	0	0	0	1	0	3	1	4	0	0	19	0	1	19	0	0	45	1	1	46	69
7:30 AM	0	0	0	1	3	1	0	2	0	1	0	3	0	1	62	1	0	64	0	0	112	3	0	115	183
7:45 AM	0	0	0	11	0	11	0	0	0	3	0	3	0	4	62	0	0	66	0	0	42	1	0	43	123
Hourly Total	0	0	0	12	5	12	0	3	0	8	1	11	0	5	159	1	1	165	0	0	220	6	2	226	414
8:00 AM	0	3	1	5	2	9	0	0	0	1	0	1	0	5	29	0	1	34	0	1	29	5	0	35	79
8:15 AM	0	1	0	1	0	2	0	3	0	4	0	7	0	8	30	0	0	38	0	0	28	6	0	34	81
8:30 AM	0	4	0	5	0	9	0	0	0	0	0	0	0	8	28	0	0	36	0	0	38	12	2	50	95
8:45 AM	0	5	0	8	0	13	0	1	0	0	1	1	0	4	26	0	1	30	1	0	19	7	0	27	71
Hourly Total	0	13	1	19	2	33	0	4	0	5	1	9	0	25	113	0	2	138	1	1	114	30	2	146	326
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	10	0	8	0	18	0	1	0	2	0	3	0	13	38	0	5	51	0	1	37	20	3	58	130
4:15 PM	0	18	0	13	0	31	0	1	0	3	1	4	0	16	29	2	2	47	0	0	24	19	0	43	125
4:30 PM	0	14	0	17	0	31	0	0	0	1	0	1	0	13	43	0	3	56	0	1	28	14	0	43	131
4:45 PM	0	18	0	16	0	34	0	0	0	0	0	0	0	11	38	0	1	49	0	0	24	21	1	45	128
Hourly Total	0	60	0	54	0	114	0	2	0	6	1	8	0	53	148	2	11	203	0	2	113	74	4	189	514
5:00 PM	0	16	0	31	0	47	0	0	0	0	4	0	0	15	39	10	0	64	0	3	22	16	1	41	152
5:15 PM	0	16	0	11	1	27	0	0	0	3	0	3	0	7	30	3	0	40	0	1	20	15	0	36	106
5:30 PM	0	14	0	16	0	30	0	0	0	3	0	3	0	2	43	1	1	46	0	0	35	17	0	52	131
5:45 PM	0	14	0	16	1	30	0	2	0	2	2	4	0	9	37	1	0	47	0	2	31	23	0	56	137
Hourly Total	0	60	0	74	2	134	0	2	0	8	6	10	0	33	149	15	1	197	0	6	108	71	1	185	526
6:00 PM	0	21	0	11	2	32	0	1	0	4	0	5	0	10	44	1	0	55	0	3	32	18	1	53	145
6:15 PM	0	13	0	8	1	21	0	3	0	0	1	3	0	13	30	0	0	43	0	3	63	13	0	79	146
6:30 PM	0	10	0	18	6	28	0	1	0	7	0	8	0	13	26	1	2	40	0	2	32	25	2	59	135
6:45 PM	0	17	0	14	0	31	0	1	0	7	3	8	0	12	26	1	0	39	0	2	33	13	0	48	126
Hourly Total	0	61	0	51	9	112	0	6	0	18	4	24	0	48	126	3	2	177	0	10	160	69	3	239	552
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	0	17	0	13	1	30	0	1	1	2	0	4	0	13	32	1	4	46	0	2	29	23	0	54	134
11:15 AM	0	17	0	15	1	32	0	1	0	4	0	5	0	11	27	1	1	39	0	1	26	26	4	53	129
11:30 AM	0	21	0	22	0	43	0	2	0	3	0	5	0	17	29	5	3	51	0	0	25	22	0	47	146
11:45 AM	0	16	0	17	0	33	0	3	0	4	1	7	0	13	29	2	0	44	0	0	33	30	1	63	147
Hourly Total	0	71	0	67	2	138	0	7	1	13	1	21	0	54	117	9	8	180	0	3	113	101	5	217	556
12:00 PM	0	18	0	18	0	36	0	2	0	0	1	2	0	8	41	0	3	49	0	0	17	18	4	35	122
12:15 PM	0	10	0	18	0	28	0	0	0	2	0	2	0	17	49	1	2	67	0	0	33	28	2	61	158

12:30 PM	0	18	0	25	0	43	0	3	0	0	0	3	0	17	41	0	4	58	0	1	15	17	2	33	137
12:45 PM	0	16	0	17	0	33	0	0	0	4	0	4	0	16	32	1	1	49	0	1	30	34	2	65	151
Hourly Total	0	62	0	78	0	140	0	5	0	6	1	11	0	58	163	2	10	223	0	2	95	97	10	194	568
1:00 PM	0	7	0	20	0	27	0	0	0	3	2	3	0	12	25	3	0	40	0	2	25	23	7	50	120
1:15 PM	0	17	0	16	0	33	0	0	0	1	0	1	0	22	32	0	5	54	0	0	29	29	4	58	146
1:30 PM	0	17	0	18	1	35	0	1	0	3	0	4	0	14	32	5	0	51	0	3	11	24	1	38	128
1:45 PM	0	17	0	17	1	34	0	0	0	2	0	2	0	18	35	1	1	54	0	1	23	15	4	39	129
Hourly Total	0	58	0	71	2	129	0	1	0	9	2	10	0	66	124	9	6	199	0	6	88	91	16	185	523
2:00 PM	0	15	0	14	0	29	0	0	0	1	0	1	0	14	24	2	0	40	0	2	30	17	0	49	119
2:15 PM	0	23	0	11	0	34	0	0	0	2	0	2	0	16	34	1	0	51	0	1	17	24	0	42	129
2:30 PM	0	16	0	25	0	41	0	0	0	3	0	3	0	24	28	2	0	54	0	2	30	21	0	53	151
2:45 PM	0	25	0	16	0	41	0	0	0	2	2	2	0	19	27	0	0	46	0	3	18	28	0	49	138
Hourly Total	0	79	0	66	0	145	0	0	0	8	2	8	0	73	113	5	0	191	0	8	95	90	0	193	537
Grand Total	0	464	1	492	30	957	0	34	2	84	19	120	0	415	1257	46	42	1718	1	38	1143	629	45	1811	4606
Approach %	0.0	48.5	0.1	51.4	-	-	0.0	28.3	1.7	70.0	-	-	0.0	24.2	73.2	2.7	-	-	0.1	2.1	63.1	34.7	-	-	-
Total %	0.0	10.1	0.0	10.7	-	20.8	0.0	0.7	0.0	1.8	-	2.6	0.0	9.0	27.3	1.0	-	37.3	0.0	0.8	24.8	13.7	-	39.3	-
Lights	0	463	1	490	-	954	0	34	2	83	-	119	0	415	1233	45	-	1693	1	38	1122	628	-	1789	4555
% Lights	-	99.8	100.0	99.6	-	99.7	-	100.0	100.0	98.8	-	99.2	-	100.0	98.1	97.8	-	98.5	100.0	100.0	98.2	99.8	-	98.8	98.9
Other Vehicles	0	1	0	2	-	3	0	0	0	1	-	1	0	0	24	1	-	25	0	0	21	1	-	22	51
% Other Vehicles	-	0.2	0.0	0.4	-	0.3	-	0.0	0.0	1.2	-	0.8	-	0.0	1.9	2.2	-	1.5	0.0	0.0	1.8	0.2	-	1.2	1.1
Pedestrians	-	-	-	-	30	-	-	-	-	-	19	-	-	-	-	-	42	-	-	-	-	-	45	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

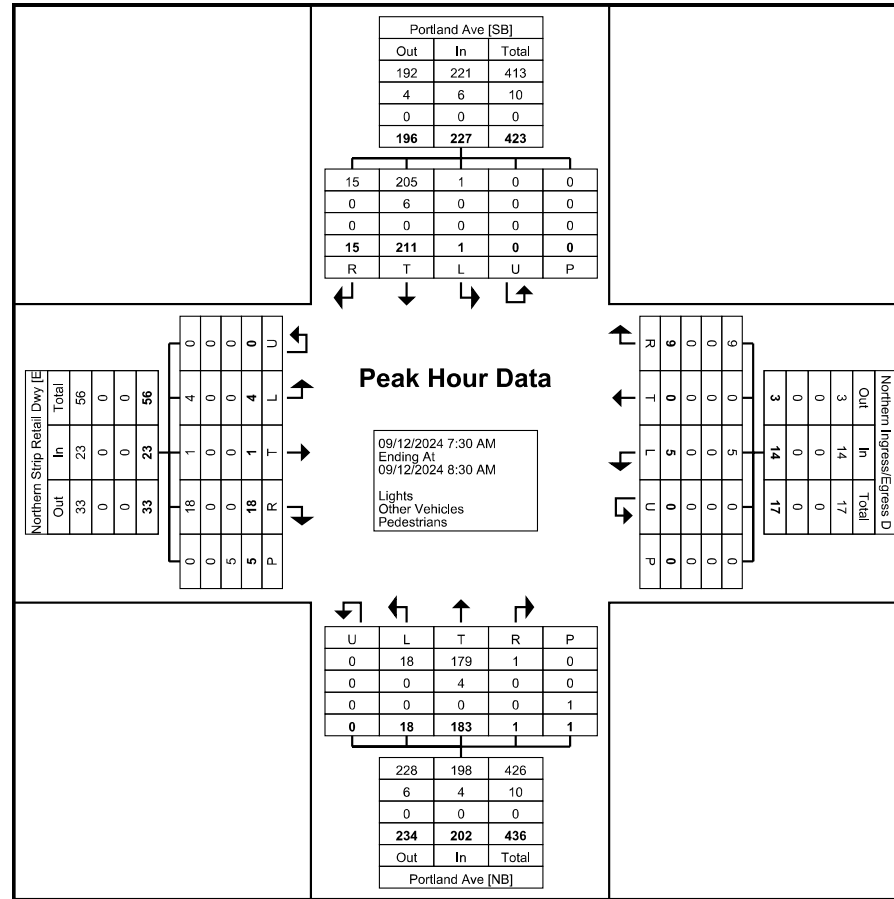


Turning Movement Data Plot

Count Name: 5 TMC - Parking Lot
 Site Code:
 Start Date: 09/12/2024
 Page No: 4

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Northern Strip Retail Dwy Eastbound						Northern Ingress/Egress Dwys Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	0	0	1	3	1	0	2	0	1	0	3	0	1	62	1	0	64	0	0	112	3	0	115	183
7:45 AM	0	0	0	11	0	11	0	0	0	3	0	3	0	4	62	0	0	66	0	0	42	1	0	43	123
8:00 AM	0	3	1	5	2	9	0	0	0	1	0	1	0	5	29	0	1	34	0	1	29	5	0	35	79
8:15 AM	0	1	0	1	0	2	0	3	0	4	0	7	0	8	30	0	0	38	0	0	28	6	0	34	81
Total	0	4	1	18	5	23	0	5	0	9	0	14	0	18	183	1	1	202	0	1	211	15	0	227	466
Approach %	0.0	17.4	4.3	78.3	-	-	0.0	35.7	0.0	64.3	-	-	0.0	8.9	90.6	0.5	-	-	0.0	0.4	93.0	6.6	-	-	-
Total %	0.0	0.9	0.2	3.9	-	4.9	0.0	1.1	0.0	1.9	-	3.0	0.0	3.9	39.3	0.2	-	43.3	0.0	0.2	45.3	3.2	-	48.7	-
PHF	0.000	0.333	0.250	0.409	-	0.523	0.000	0.417	0.000	0.563	-	0.500	0.000	0.563	0.738	0.250	-	0.765	0.000	0.250	0.471	0.625	-	0.493	0.637
Lights	0	4	1	18	-	23	0	5	0	9	-	14	0	18	179	1	-	198	0	1	205	15	-	221	456
% Lights	-	100.0	100.0	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.8	100.0	-	98.0	-	100.0	97.2	100.0	-	97.4	97.9
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	6	0	-	6	10
% Other Vehicles	-	0.0	0.0	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.2	0.0	-	2.0	-	0.0	2.8	0.0	-	2.6	2.1
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

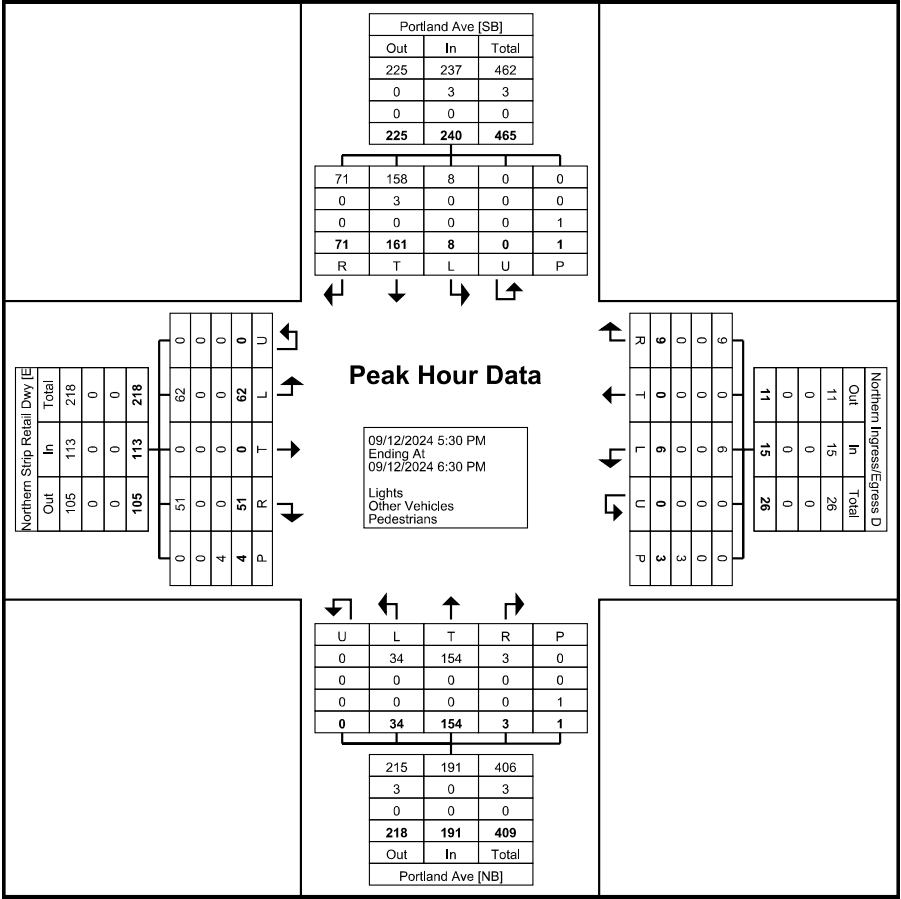


Turning Movement Peak Hour Data Plot (7:30 AM)

Count Name: 5 TMC - Parking Lot
 Site Code:
 Start Date: 09/12/2024
 Page No: 6

Turning Movement Peak Hour Data (5:30 PM)

Start Time	Northern Strip Retail Dwy Eastbound						Northern Ingress/Egress Dwys Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
5:30 PM	0	14	0	16	0	30	0	0	0	3	0	3	0	2	43	1	1	46	0	0	35	17	0	52	131
5:45 PM	0	14	0	16	1	30	0	2	0	2	2	4	0	9	37	1	0	47	0	2	31	23	0	56	137
6:00 PM	0	21	0	11	2	32	0	1	0	4	0	5	0	10	44	1	0	55	0	3	32	18	1	53	145
6:15 PM	0	13	0	8	1	21	0	3	0	0	1	3	0	13	30	0	0	43	0	3	63	13	0	79	146
Total	0	62	0	51	4	113	0	6	0	9	3	15	0	34	154	3	1	191	0	8	161	71	1	240	559
Approach %	0.0	54.9	0.0	45.1	-	-	0.0	40.0	0.0	60.0	-	-	0.0	17.8	80.6	1.6	-	-	0.0	3.3	67.1	29.6	-	-	-
Total %	0.0	11.1	0.0	9.1	-	20.2	0.0	1.1	0.0	1.6	-	2.7	0.0	6.1	27.5	0.5	-	34.2	0.0	1.4	28.8	12.7	-	42.9	-
PHF	0.000	0.738	0.000	0.797	-	0.883	0.000	0.500	0.000	0.563	-	0.750	0.000	0.654	0.875	0.750	-	0.868	0.000	0.667	0.639	0.772	-	0.759	0.957
Lights	0	62	0	51	-	113	0	6	0	9	-	15	0	34	154	3	-	191	0	8	158	71	-	237	556
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	100.0	100.0	-	100.0	-	100.0	98.1	100.0	-	98.8	99.5
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	3
% Other Vehicles	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	1.9	0.0	-	1.3	0.5
Pedestrians	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

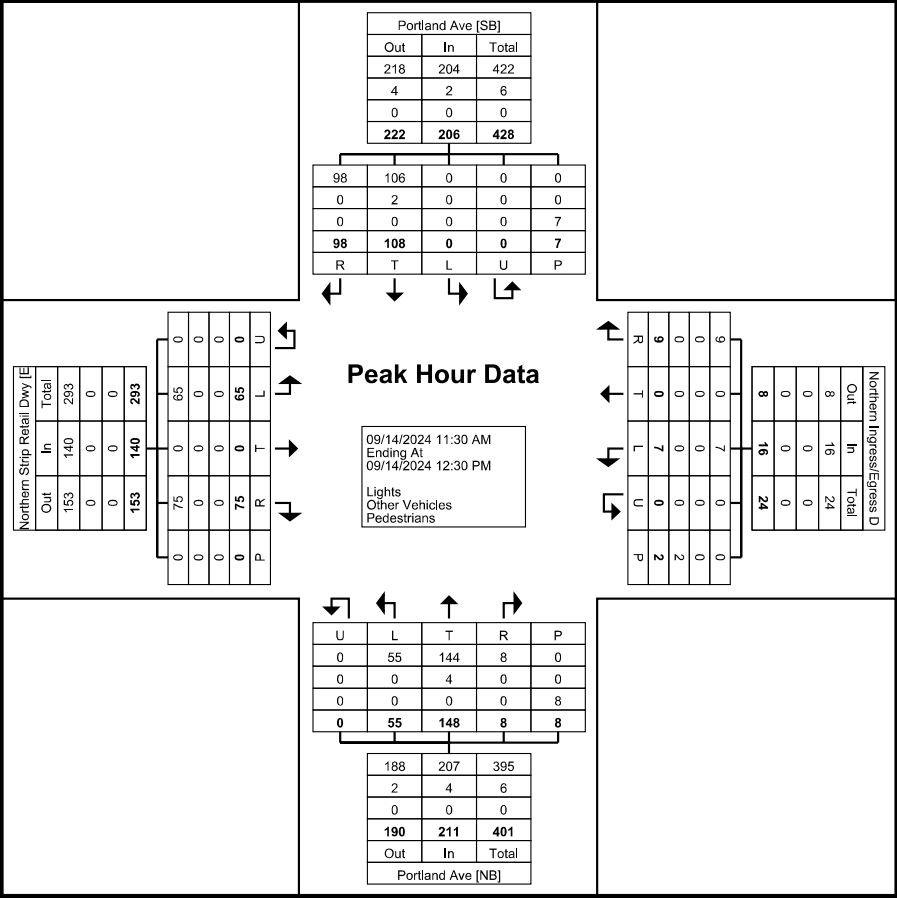


Turning Movement Peak Hour Data Plot (5:30 PM)

Count Name: 5 TMC - Parking Lot
 Site Code:
 Start Date: 09/12/2024
 Page No: 8

Turning Movement Peak Hour Data (11:30 AM)

Start Time	Northern Strip Retail Dwy Eastbound						Northern Ingress/Egress Dwys Westbound						Portland Ave Northbound						Portland Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
11:30 AM	0	21	0	22	0	43	0	2	0	3	0	5	0	17	29	5	3	51	0	0	25	22	0	47	146
11:45 AM	0	16	0	17	0	33	0	3	0	4	1	7	0	13	29	2	0	44	0	0	33	30	1	63	147
12:00 PM	0	18	0	18	0	36	0	2	0	0	1	2	0	8	41	0	3	49	0	0	17	18	4	35	122
12:15 PM	0	10	0	18	0	28	0	0	0	2	0	2	0	17	49	1	2	67	0	0	33	28	2	61	158
Total	0	65	0	75	0	140	0	7	0	9	2	16	0	55	148	8	8	211	0	0	108	98	7	206	573
Approach %	0.0	46.4	0.0	53.6	-	-	0.0	43.8	0.0	56.3	-	-	0.0	26.1	70.1	3.8	-	-	0.0	0.0	52.4	47.6	-	-	-
Total %	0.0	11.3	0.0	13.1	-	24.4	0.0	1.2	0.0	1.6	-	2.8	0.0	9.6	25.8	1.4	-	36.8	0.0	0.0	18.8	17.1	-	36.0	-
PHF	0.000	0.774	0.000	0.852	-	0.814	0.000	0.583	0.000	0.563	-	0.571	0.000	0.809	0.755	0.400	-	0.787	0.000	0.000	0.818	0.817	-	0.817	0.907
Lights	0	65	0	75	-	140	0	7	0	9	-	16	0	55	144	8	-	207	0	0	106	98	-	204	567
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	-	100.0	97.3	100.0	-	98.1	-	-	98.1	100.0	-	99.0	99.0
Other Vehicles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	2	0	-	2	6
% Other Vehicles	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	2.7	0.0	-	1.9	-	-	1.9	0.0	-	1.0	1.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	8	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (11:30 AM)

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

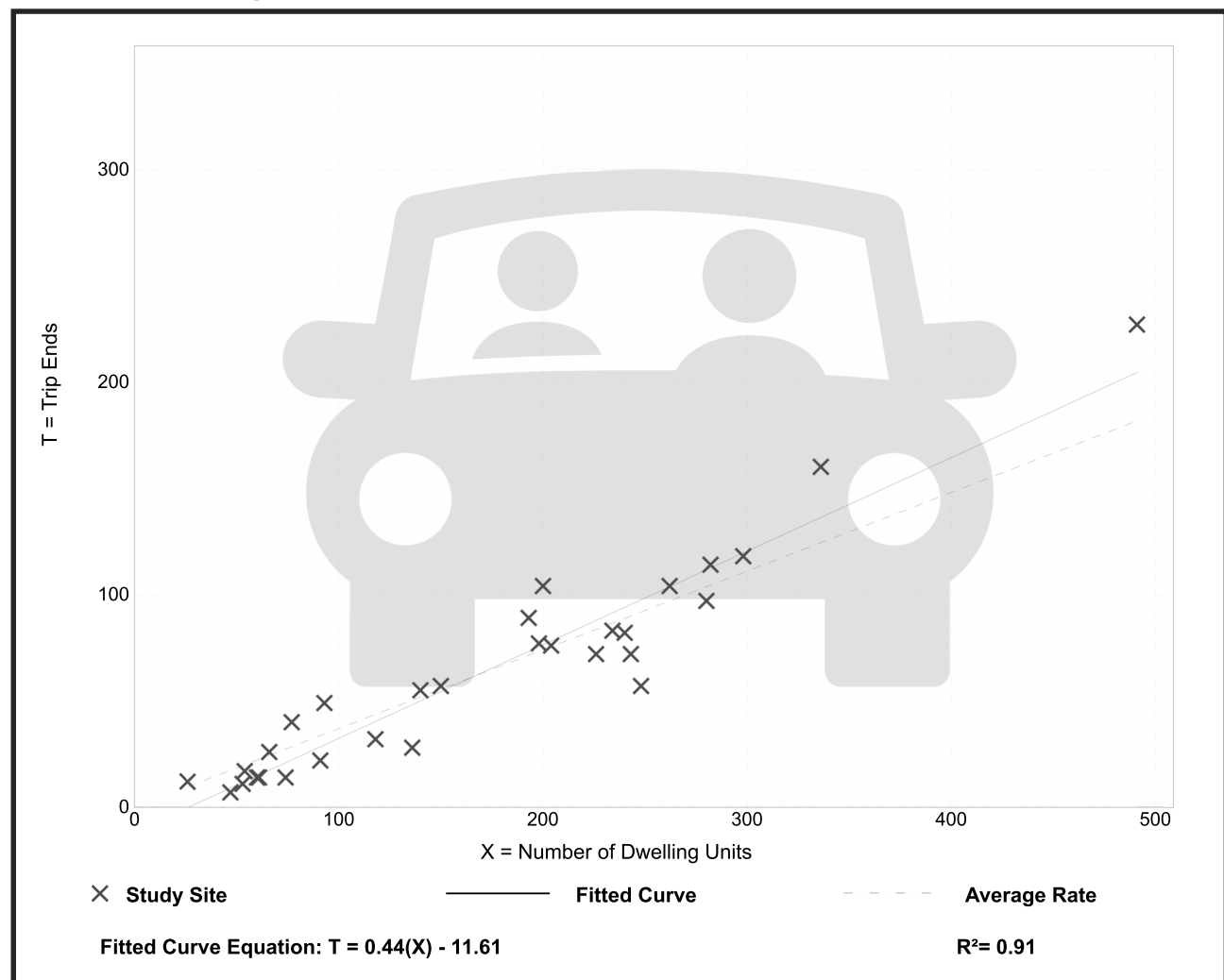
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 31

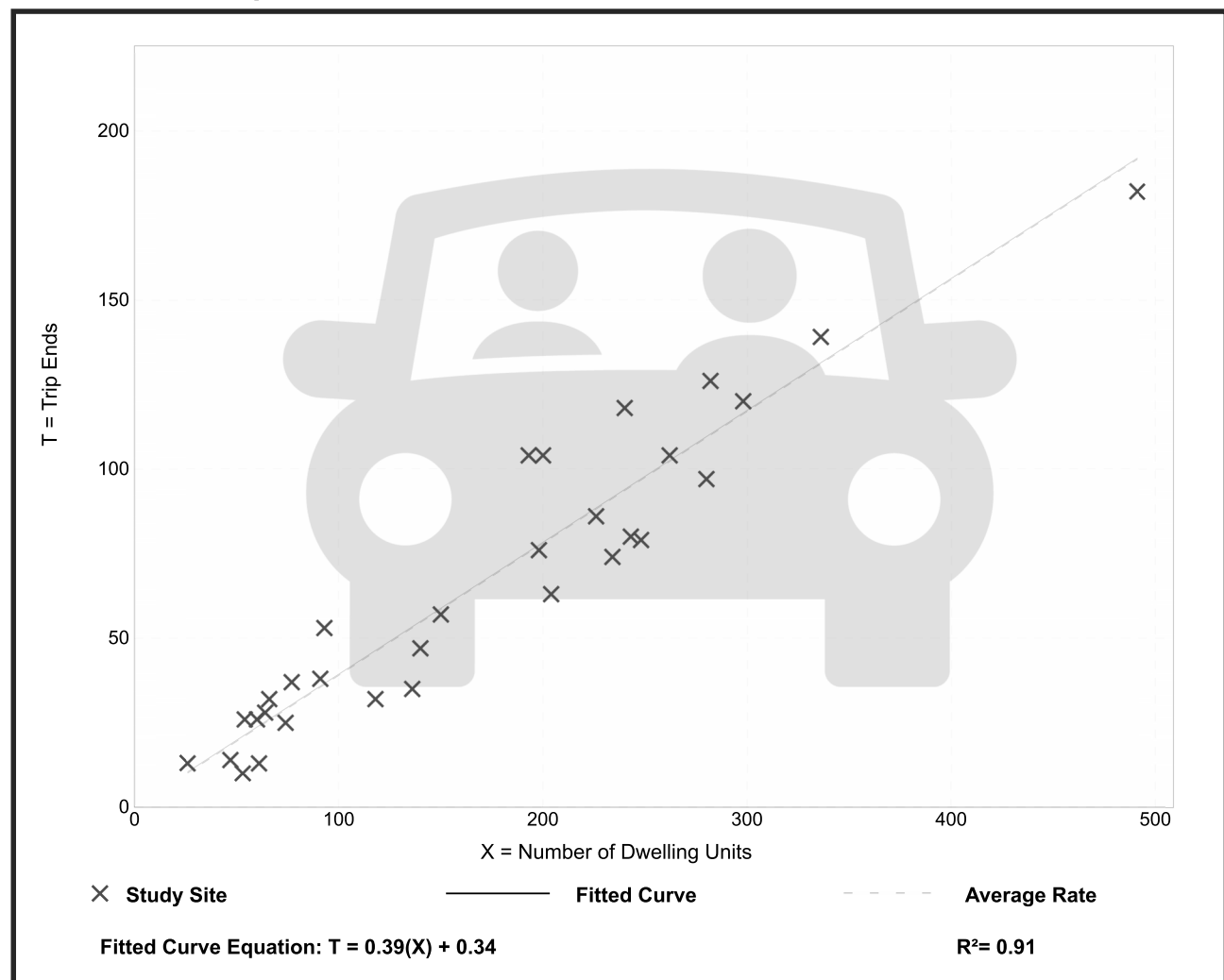
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

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

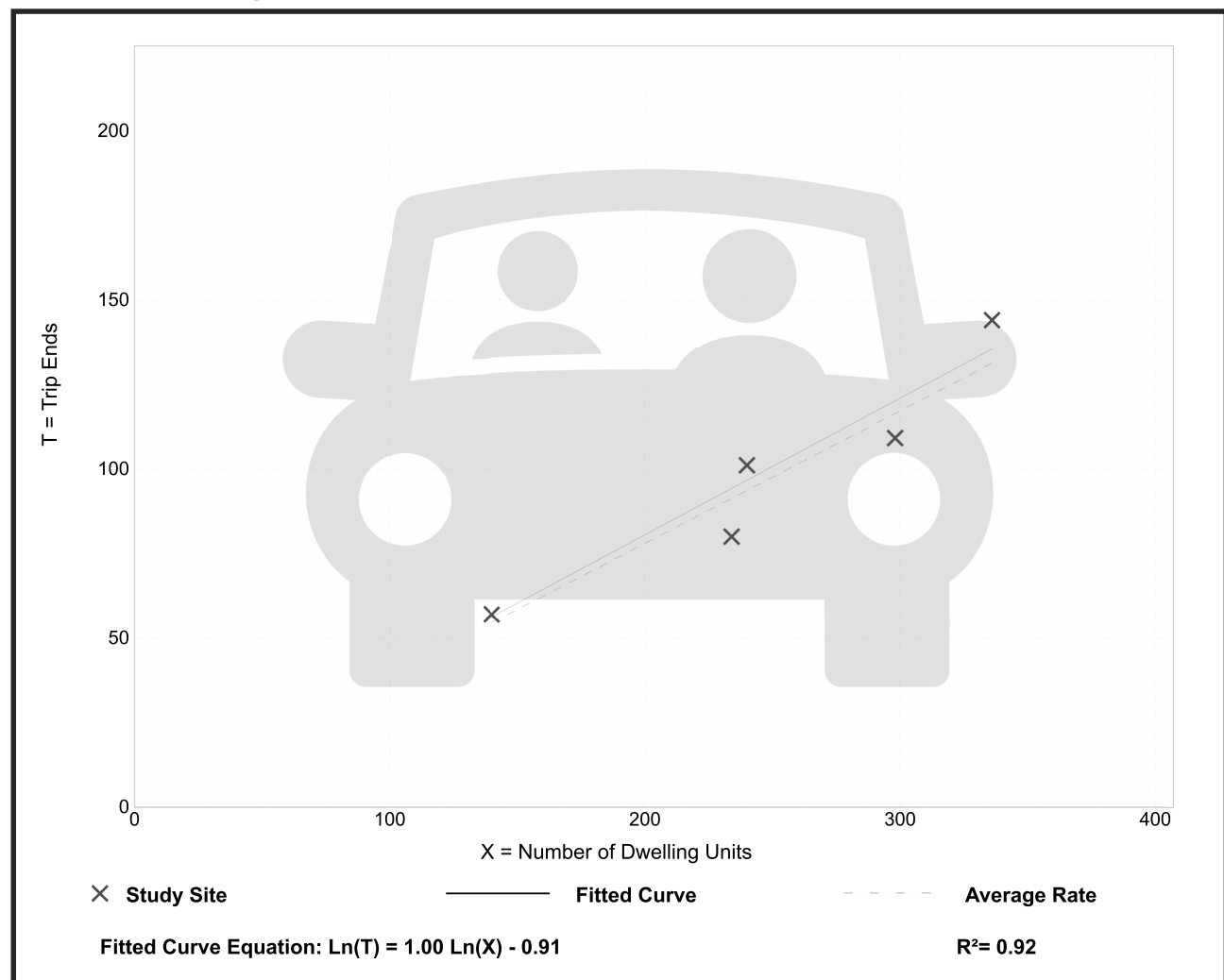
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 250
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.34 - 0.43	0.04

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

Avg. 1000 Sq. Ft. GLA: 18

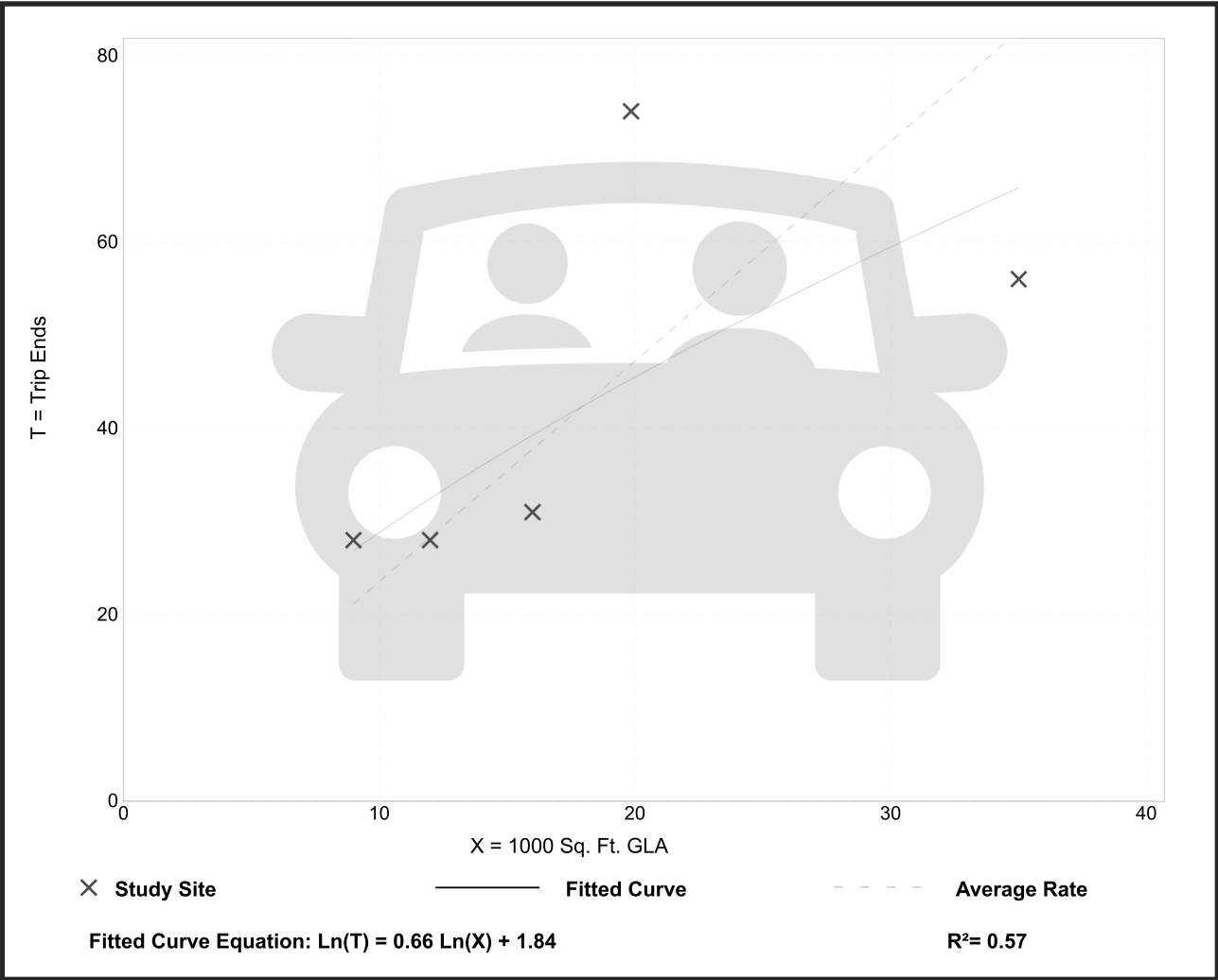
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)

(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

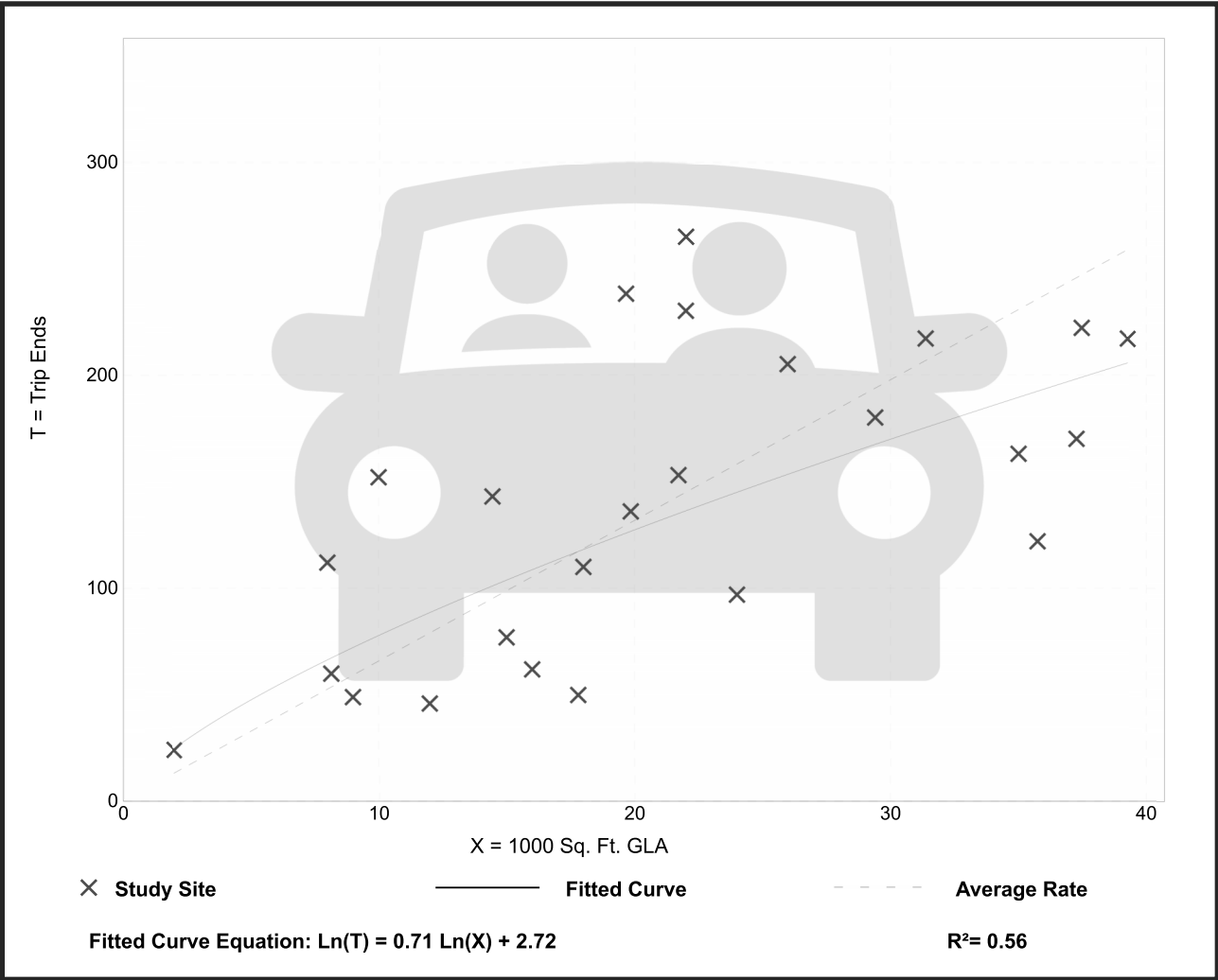
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Strip Retail Plaza (<40k)

(822)

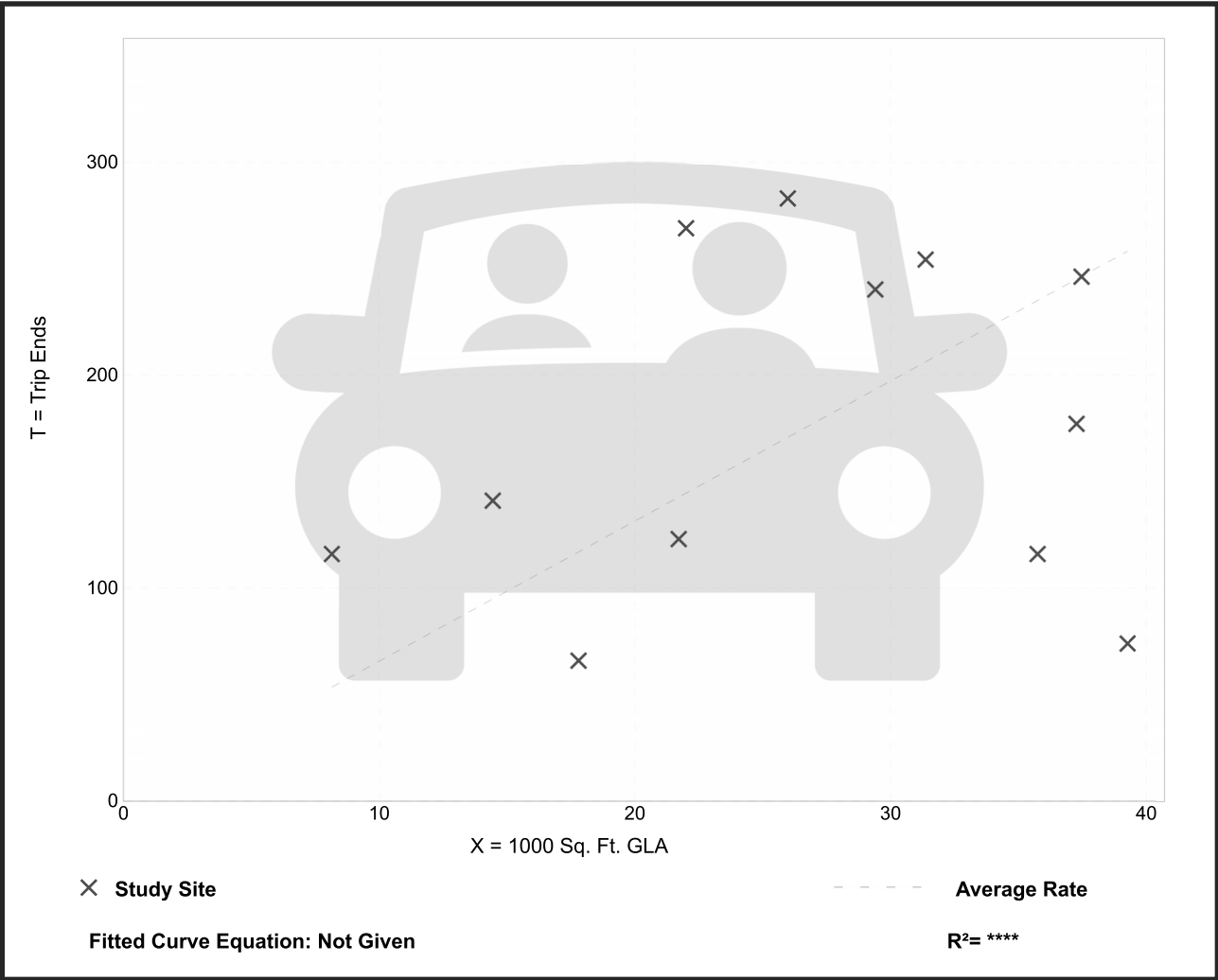
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GLA: 27
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.57	1.88 - 14.23	3.45

Data Plot and Equation



D | Level of Service Descriptions

Table 3
Level of Service and Average Delay
For Unsignalized Intersections

Level of Service	Average Delay (seconds/vehicle)
A	Up to 10 seconds
B	More than 10 seconds; up to 15 seconds
C	More than 15 seconds; up to 25 seconds
D	More than 25 seconds; up to 35 seconds
E	More than 35 seconds; up to 50 seconds
F	More than 50 seconds

Table 4
Level of Service and Average Delay
For Signalized Intersections

Level of Service	Average Delay (seconds/vehicle)	Description
A	Up to 10 seconds	Very short delay, good progression; most vehicles do not stop at intersection.
B	More than 10 seconds Up to 20 seconds	Generally good signal progression and/or short cycle length; more vehicles stop at intersection than Level of Service A.
C	More than 20 seconds Up to 35 seconds	Fair progression and/or longer cycle length; significant number of vehicles stop at intersection.
D	More than 35 seconds Up to 55 seconds	Congestion becomes noticeable; individual cycle failures; longer delays from unfavorable progression, long cycle length; or high volume/capacity ratios; most vehicles stop at intersection.
E	More than 55 seconds Up to 80 seconds	Usually considered limit of acceptable delay indicative of poor progression long cycle length, or high volume/capacity ratio; frequent individual cycle failures.
F	More than 80 seconds	Could be considered excessive delay in some areas, frequently an indication of over-saturation (i.e., arrival flows exceed capacity), or very long cycle lengths with minimal side street green time. Capacity is not necessarily exceeded under this Level of Service.

Reference: **Highway Capacity Manual**, (HCM7), 2022, Transportation Research Board, Washington, D.C.

1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	358	18	60	365	18	20	254	20	33	323	65
Future Volume (vph)	64	358	18	60	365	18	20	254	20	33	323	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	10	10	12	10	11	12
Grade (%)		7%			-3%			1%			0%	
Storage Length (ft)	125		0	250		0	0		90	0		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	30			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.98	0.99			0.99		0.98	0.99	
Frt		0.993			0.991			0.990			0.971	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1655	0	1712	1784	0	1676	1583	0	1574	1631	0
Flt Permitted	0.383			0.392			0.278			0.482		
Satd. Flow (perm)	649	1655	0	694	1784	0	491	1583	0	790	1631	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			507			260			383	
Travel Time (s)		6.1			13.8			7.1			10.4	
Confl. Peds. (#/hr)	20		21	21		20	9		8	8		9
Peak Hour Factor	0.65	0.80	0.85	0.75	0.81	0.65	0.65	0.86	0.95	0.71	0.83	0.71
Heavy Vehicles (%)	3%	6%	6%	7%	6%	18%	0%	10%	11%	7%	10%	2%
Parking (#/hr)						0			0			0
Adj. Flow (vph)	98	448	21	80	451	28	31	295	21	46	389	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	469	0	80	479	0	31	316	0	46	481	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Minimum Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.35	0.35		0.35	0.35	
v/c Ratio	0.31	0.59		0.24	0.56		0.18	0.56		0.16	0.83	
Control Delay (s/veh)	14.9	17.3		13.3	16.3		19.3	23.4		17.8	36.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	10.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	14.9	17.3		13.3	16.3		19.3	23.4		17.8	36.7	
LOS	B	B		B	B		B	C		B	D	
Approach Delay (s/veh)		16.9			15.9			23.1			35.1	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	25	141		19	141		9	110		14	190	
Queue Length 95th (ft)	38	191		37	192		20	175		28	#303	
Internal Link Dist (ft)		143			427			180			303	
Turn Bay Length (ft)	125			250								
Base Capacity (vph)	310	792		332	854		172	557		278	574	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.59		0.24	0.56		0.18	0.57		0.17	0.84	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 22.5

Intersection LOS: C

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)

 Ø2	 Ø4	 Ø9
40 s	31 s	19 s
 Ø6	 Ø8	
40 s	31 s	

Lane Group	Ø9
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.9	1.2	6.0	2.0	22.2	0.7	4.3	14.2	8.9	6.0	3.9

3: Portland Avenue & Bedford Avenue Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.1	4.9	2.9	1.4	0.2	0.1	2.1	0.3	0.1	0.7

4: Portland Avenue & Northern Egress Dwy Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.7	2.2	0.1	0.4	0.3

5: Portland Avenue & Northern Strip Retail Dwy/Northern Ingress Dwy Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	3.7	4.6	1.9	0.1	0.0	1.1	0.1	0.0	0.4

6: Portland Avenue & Southern Egress Dwy Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	0.1

7: Portland Avenue & Southern Strip Retail Dwy/Southern Ingress Dwy Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.0	0.1

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	186.1

Intersection: 2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70)

Movement	EB	WB	NB	NB	SB
Directions Served	TR	LT	L	R	LTR
Maximum Queue (ft)	114	88	137	64	51
Average Queue (ft)	19	48	43	32	19
95th Queue (ft)	62	101	89	56	44
Link Distance (ft)	316	80	119	119	155
Upstream Blk Time (%)		2	1		
Queuing Penalty (veh)		11	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Portland Avenue & Bedford Avenue

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	68	30
Average Queue (ft)	18	9
95th Queue (ft)	49	31
Link Distance (ft)	198	402
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Portland Avenue & Northern Egress Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	136
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Portland Avenue & Northern Strip Retail Dwy/Northern Ingress Dwy

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	52	27	47
Average Queue (ft)	20	5	2
95th Queue (ft)	44	23	17
Link Distance (ft)	129	17	17
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Portland Avenue & Southern Egress Dwy

Movement	NB
Directions Served	T
Maximum Queue (ft)	31
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	30
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Portland Avenue & Southern Strip Retail Dwy/Southern Ingress Dwy

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 13

1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	320	18	62	345	40	38	367	38	31	330	62
Future Volume (vph)	61	320	18	62	345	40	38	367	38	31	330	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	10	10	12	10	11	12
Grade (%)		7%			-3%			1%			0%	
Storage Length (ft)	125		0	250		0	0		90	0		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	30			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.97	0.99		0.97	0.99		0.97	0.98	
Frt		0.991			0.983			0.984			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1684	1700	0	1712	1825	0	1676	1647	0	1636	1681	0
Flt Permitted	0.407			0.442			0.309			0.337		
Satd. Flow (perm)	712	1700	0	779	1825	0	531	1647	0	568	1681	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			507			260			383	
Travel Time (s)		6.1			13.8			7.1			10.4	
Confl. Peds. (#/hr)	14		22	22		14	34		26	26		34
Peak Hour Factor	0.65	0.82	0.71	0.78	0.86	0.79	0.75	0.95	0.82	0.83	0.89	0.74
Heavy Vehicles (%)	0%	3%	0%	7%	3%	5%	0%	4%	8%	3%	5%	0%
Parking (#/hr)						0			0			0
Adj. Flow (vph)	94	390	25	79	401	51	51	386	46	37	371	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	415	0	79	452	0	51	432	0	37	455	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Minimum Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.35	0.35		0.35	0.35	
v/c Ratio	0.27	0.50		0.21	0.51		0.27	0.74		0.18	0.76	
Control Delay (s/veh)	13.9	15.5		12.6	15.4		21.3	30.0		19.0	31.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	10.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	13.9	15.5		12.6	15.4		21.3	30.0		19.0	31.2	
LOS	B	B		B	B		C	C		B	C	
Approach Delay (s/veh)		15.2			15.1			29.1			30.3	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	23	118		19	130		16	163		11	173	
Queue Length 95th (ft)	36	169		38	194		35	#296		30	#308	
Internal Link Dist (ft)		143			427			180			303	
Turn Bay Length (ft)	125			250								
Base Capacity (vph)	340	814		373	873		186	579		200	591	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.51		0.21	0.52		0.27	0.75		0.19	0.77	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 22.2

Intersection LOS: C

Intersection Capacity Utilization 88.2%

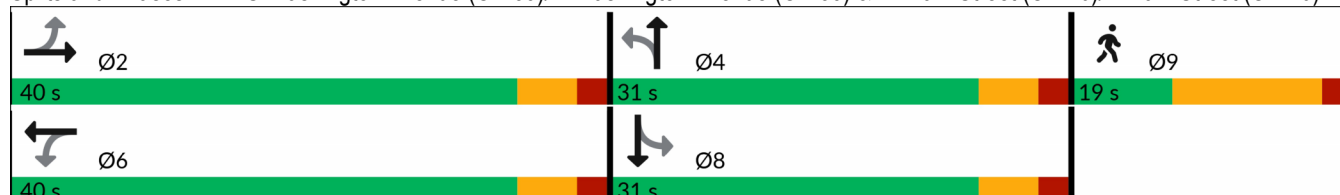
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)



Lane Group	Ø9
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.0	0.0	0.4	0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.6	1.1	5.3	2.1	22.1	5.5	13.1	15.2	7.2	4.8

3: Portland Avenue & Bedford Avenue Performance by movement

Movement	EBL	EBT	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.4	7.5	0.3	0.1	2.6	0.3	0.5	0.6

4: Portland Avenue & Northern Egress Dwy Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Del/Veh (s)		0.1	0.0	0.0	0.0
Total Del/Veh (s)		2.9	0.5	0.5	0.5

5: Portland Avenue & Northern Strip Retail Dwy/Northern Ingress Dwy Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	4.0	1.7	0.3	0.0	1.3	0.2	0.1	1.6

6: Portland Avenue & Southern Egress Dwy Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.9	3.3	0.5	0.2	0.5

7: Portland Avenue & Southern Strip Retail Dwy/Southern Ingress Dwy Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0		0.0	0.0	0.0
Total Del/Veh (s)	6.4	3.6	0.4	0.1		0.1	0.0	1.1

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	54.6

Intersection: 2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70)

Movement	EB	WB	NB	NB	SB
Directions Served	TR	LT	L	R	LTR
Maximum Queue (ft)	130	88	134	63	52
Average Queue (ft)	23	47	58	32	21
95th Queue (ft)	74	97	106	56	46
Link Distance (ft)	316	80	119	119	155
Upstream Blk Time (%)		3	1		
Queuing Penalty (veh)		12	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Portland Avenue & Bedford Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	14	51
Average Queue (ft)	5	1	11
95th Queue (ft)	24	9	37
Link Distance (ft)	198	268	402
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Portland Avenue & Northern Egress Dwy

Movement	WB	NB	SB
Directions Served	LR	T	T
Maximum Queue (ft)	28	31	31
Average Queue (ft)	4	3	2
95th Queue (ft)	19	16	14
Link Distance (ft)	136	17	119
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Portland Avenue & Northern Strip Retail Dwy/Northern Ingress Dwy

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	75	27	28
Average Queue (ft)	38	8	3
95th Queue (ft)	64	28	16
Link Distance (ft)	129	17	17
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		2	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Portland Avenue & Southern Egress Dwy

Movement	WB	NB
Directions Served	LR	T
Maximum Queue (ft)	29	31
Average Queue (ft)	9	4
95th Queue (ft)	30	21
Link Distance (ft)	144	30
Upstream Blk Time (%)		0
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Portland Avenue & Southern Strip Retail Dwy/Southern Ingress Dwy

Movement	EB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	73	33
Average Queue (ft)	34	2
95th Queue (ft)	59	18
Link Distance (ft)	120	402
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 18

1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	222	39	79	300	76	40	332	59	43	362	69
Future Volume (vph)	81	222	39	79	300	76	40	332	59	43	362	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	10	10	12	10	11	12
Grade (%)		7%			-3%			1%			0%	
Storage Length (ft)	125		0	250		0	0		90	0		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	30			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.98		0.94	0.98		0.99				0.99	
Frt		0.979			0.971			0.972			0.972	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1684	1673	0	1762	1822	0	1676	1655	0	1685	1733	0
Flt Permitted	0.417			0.500			0.301			0.333		
Satd. Flow (perm)	728	1673	0	875	1822	0	526	1655	0	591	1733	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			507			260			383	
Travel Time (s)		6.1			13.8			7.1			10.4	
Confl. Peds. (#/hr)	16		45	45		16	13					13
Peak Hour Factor	0.80	0.73	0.78	0.78	0.84	0.90	0.73	0.94	0.72	0.68	0.96	0.81
Heavy Vehicles (%)	0%	2%	0%	4%	1%	4%	0%	4%	2%	0%	2%	2%
Parking (#/hr)						0			0			0
Adj. Flow (vph)	101	304	50	101	357	84	55	353	82	63	377	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	354	0	101	441	0	55	435	0	63	462	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Minimum Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.35	0.35		0.35	0.35	
v/c Ratio	0.29	0.44		0.24	0.50		0.29	0.74		0.30	0.75	
Control Delay (s/veh)	14.1	14.4		12.8	15.2		22.1	30.0		21.6	30.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	10.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	14.1	14.4		12.8	15.2		22.1	30.0		21.6	30.1	
LOS	B	B		B	B		C	C		C	C	
Approach Delay (s/veh)		14.4			14.8			29.2			29.2	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	25	97		25	125		17	164		20	175	
Queue Length 95th (ft)	50	120		46	182		36	#298		36	#315	
Internal Link Dist (ft)		143			427			180			303	
Turn Bay Length (ft)	125			250								
Base Capacity (vph)	348	801		419	872		185	582		208	610	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.44		0.24	0.51		0.30	0.75		0.30	0.76	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay (s/veh): 22.0

Intersection LOS: C

Intersection Capacity Utilization 92.4%

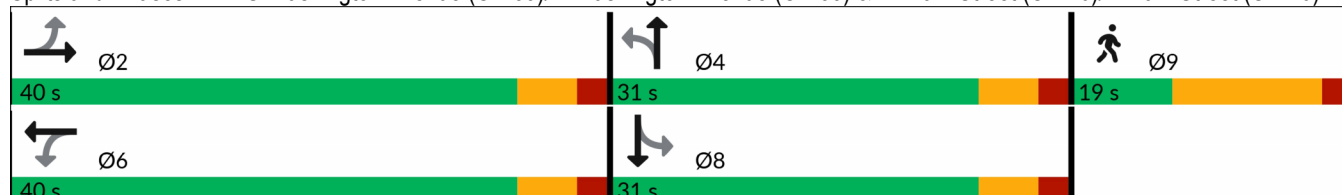
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)



Lane Group	Ø9
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.9	1.2	6.0	2.0	22.2	0.7	4.3	14.2	8.9	6.0	3.9

3: Portland Avenue & Bedford Avenue Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.1	4.9	2.9	1.4	0.2	0.1	2.1	0.3	0.1	0.7

4: Portland Avenue & Northern Egress Dwy Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.7	2.2	0.1	0.4	0.3

5: Portland Avenue & Northern Strip Retail Dwy/Northern Ingress Dwy Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	3.7	4.6	1.9	0.1	0.0	1.1	0.1	0.0	0.4

6: Portland Avenue & Southern Egress Dwy Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.1	0.1	0.1

7: Portland Avenue & Southern Strip Retail Dwy/Southern Ingress Dwy Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.0	0.1

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	186.1

Intersection: 2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70)

Movement	EB	WB	NB	NB	SB
Directions Served	TR	LT	L	R	LTR
Maximum Queue (ft)	114	88	137	64	51
Average Queue (ft)	19	48	43	32	19
95th Queue (ft)	62	101	89	56	44
Link Distance (ft)	316	80	119	119	155
Upstream Blk Time (%)		2	1		
Queuing Penalty (veh)		11	1		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Portland Avenue & Bedford Avenue

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	68	30
Average Queue (ft)	18	9
95th Queue (ft)	49	31
Link Distance (ft)	198	402
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: Portland Avenue & Northern Egress Dwy

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	5
95th Queue (ft)	22
Link Distance (ft)	136
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Portland Avenue & Northern Strip Retail Dwy/Northern Ingress Dwy

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	52	27	47
Average Queue (ft)	20	5	2
95th Queue (ft)	44	23	17
Link Distance (ft)	129	17	17
Upstream Blk Time (%)		1	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Portland Avenue & Southern Egress Dwy

Movement	NB
Directions Served	T
Maximum Queue (ft)	31
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	30
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Portland Avenue & Southern Strip Retail Dwy/Southern Ingress Dwy

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Zone Summary

Zone wide Queuing Penalty: 13

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	376	29	60	373	18	24	254	20	33	323	72
Future Volume (vph)	79	376	29	60	373	18	24	254	20	33	323	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	10	10	12	10	11	12
Grade (%)		7%			-3%			1%			0%	
Storage Length (ft)	125		0	250		0	0		90	0		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	30			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.98	0.99			0.99		0.98	0.99	
Frt		0.990			0.991			0.990			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1635	1647	0	1712	1784	0	1676	1583	0	1574	1628	0
Flt Permitted	0.375			0.360			0.267			0.482		
Satd. Flow (perm)	636	1647	0	639	1784	0	471	1583	0	790	1628	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			507			260			383	
Travel Time (s)		6.1			13.8			7.1			10.4	
Confl. Peds. (#/hr)	20		21	21		20	9		8	8		9
Peak Hour Factor	0.65	0.80	0.85	0.75	0.81	0.65	0.65	0.86	0.95	0.71	0.83	0.71
Heavy Vehicles (%)	3%	6%	6%	7%	6%	18%	0%	10%	11%	7%	10%	2%
Parking (#/hr)						0			0			0
Adj. Flow (vph)	122	470	34	80	460	28	37	295	21	46	389	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	504	0	80	488	0	37	316	0	46	490	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Minimum Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.35	0.35		0.35	0.35	
v/c Ratio	0.40	0.63		0.26	0.57		0.22	0.56		0.16	0.85	
Control Delay (s/veh)	16.9	18.5		13.9	16.5		20.5	23.4		17.8	38.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	10.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	16.9	18.5		13.9	16.5		20.5	23.4		17.8	38.4	
LOS	B	B		B	B		C	C		B	D	
Approach Delay (s/veh)		18.2			16.2			23.2			36.6	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	33	157		20	145		11	110		14	195	
Queue Length 95th (ft)	47	211		38	197		23	175		28	#312	
Internal Link Dist (ft)		143			427			180			303	
Turn Bay Length (ft)	125			250								
Base Capacity (vph)	304	788		306	854		165	557		278	573	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.64		0.26	0.57		0.22	0.57		0.17	0.86	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.86

Intersection Signal Delay (s/veh): 23.3

Intersection LOS: C

Intersection Capacity Utilization 84.9%

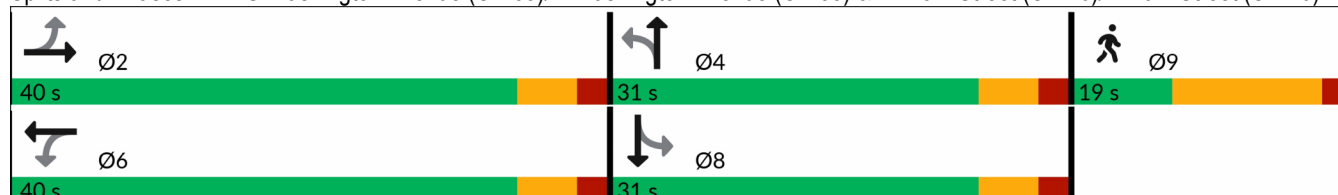
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)



Lane Group	Ø9
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	1.7	1.1	6.2	2.1	26.0	0.8	7.2	22.7	22.1	6.1	5.3

3: Portland Avenue & Bedford Avenue Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.3	7.4	5.8	2.4	0.3	0.2	2.7	0.4	0.2	0.9

5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.4	7.8	3.7	6.0	6.9	3.1	2.3	0.2	0.0	2.5	0.5	0.4

5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	0.9

7: Portland Avenue & Southern Strip Retail Dwy Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.3	0.1	0.2

8: Site Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.2	0.6	5.1	2.5	6.5	2.1

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	210.1

Intersection: 2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70)

Movement	EB	WB	NB	NB	SB
Directions Served	TR	LT	L	R	LTR
Maximum Queue (ft)	144	91	150	81	56
Average Queue (ft)	21	46	63	37	20
95th Queue (ft)	82	98	117	65	47
Link Distance (ft)	316	75	181	181	155
Upstream Blk Time (%)	0	3	0		
Queuing Penalty (veh)	0	14	0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Portland Avenue & Bedford Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	52	26	68
Average Queue (ft)	19	1	14
95th Queue (ft)	47	11	47
Link Distance (ft)	198	268	407
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	43	49	48	32
Average Queue (ft)	18	18	5	1
95th Queue (ft)	43	43	26	14
Link Distance (ft)	129	138	88	181
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Portland Avenue & Southern Strip Retail Dwy

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Site Dwy & W Main Street (CR 70)

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	86	154	67
Average Queue (ft)	19	34	26
95th Queue (ft)	68	106	53
Link Distance (ft)	75	159	79
Upstream Blk Time (%)	1	0	0
Queuing Penalty (veh)	5	1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 20

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	333	27	62	359	40	50	367	38	31	330	79
Future Volume (vph)	73	333	27	62	359	40	50	367	38	31	330	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	10	10	12	10	11	12
Grade (%)		7%			-3%			1%			0%	
Storage Length (ft)	125		0	250		0	0		90	0		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	30			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		0.97	0.99			0.99		0.97	0.97	
Frt		0.987			0.984			0.984			0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1684	1691	0	1712	1827	0	1676	1647	0	1636	1667	0
Flt Permitted	0.393			0.415			0.282			0.337		
Satd. Flow (perm)	688	1691	0	733	1827	0	498	1647	0	568	1667	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			507			260			383	
Travel Time (s)		6.1			13.8			7.1			10.4	
Confl. Peds. (#/hr)	14		22	22		14	34		26	26		34
Peak Hour Factor	0.65	0.82	0.71	0.78	0.86	0.79	0.75	0.95	0.82	0.83	0.89	0.74
Heavy Vehicles (%)	0%	3%	0%	7%	3%	5%	0%	4%	8%	3%	5%	0%
Parking (#/hr)						0			0			0
Adj. Flow (vph)	112	406	38	79	417	51	67	386	46	37	371	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	444	0	79	468	0	67	432	0	37	478	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Minimum Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.35	0.35		0.35	0.35	
v/c Ratio	0.34	0.54		0.22	0.53		0.38	0.74		0.18	0.81	
Control Delay (s/veh)	15.2	16.2		12.9	15.7		25.2	30.0		19.0	34.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	10.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	15.2	16.2		12.9	15.7		25.2	30.0		19.0	34.5	
LOS	B	B		B	B		C	C		B	C	
Approach Delay (s/veh)		16.1			15.4			29.4			33.5	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	29	130		19	136		22	163		11	186	
Queue Length 95th (ft)	42	184		38	202		45	#296		30	#335	
Internal Link Dist (ft)		143			427			180			303	
Turn Bay Length (ft)	125			250								
Base Capacity (vph)	329	809		351	874		175	579		200	586	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.34	0.55		0.23	0.54		0.38	0.75		0.19	0.82	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.82

Intersection Signal Delay (s/veh): 23.3

Intersection LOS: C

Intersection Capacity Utilization 98.8%

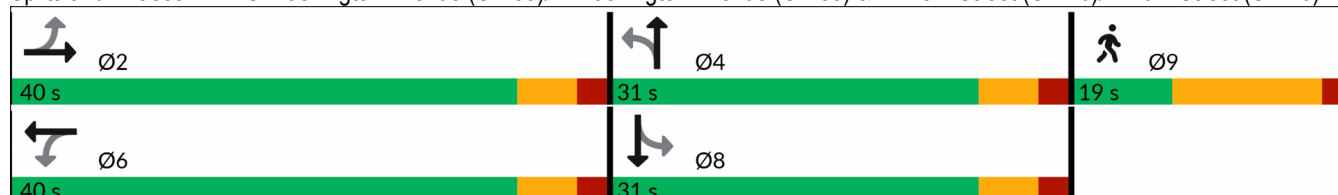
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)



Lane Group	Ø9
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.5	0.0	0.1	0.1	0.0	0.1	0.1	0.1	0.2
Total Del/Veh (s)	2.0	1.2	5.7	2.4	24.1	5.7	20.6	18.5	7.8	5.6

3: Portland Avenue & Bedford Avenue Performance by movement

Movement	EBL	EBT	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.3	3.5	0.5	0.3	2.1	0.6	0.5	0.7

5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	8.1	4.0	5.6	10.3	3.8	2.6	0.5	0.2	2.0	0.6	0.4

5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.8

7: Portland Avenue & Southern Strip Retail Dwy Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	3.6	0.2	0.3	0.0	1.1

8: Site Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.9	0.4	5.2	2.4	6.5	2.0

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	68.9

Intersection: 2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70)

Movement	EB	WB	NB	NB	SB
Directions Served	TR	LT	L	R	LTR
Maximum Queue (ft)	142	88	147	52	51
Average Queue (ft)	21	45	61	33	15
95th Queue (ft)	84	98	112	52	40
Link Distance (ft)	316	75	181	181	155
Upstream Blk Time (%)		3	0		
Queuing Penalty (veh)		13	0		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Portland Avenue & Bedford Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	60	50
Average Queue (ft)	3	4	10
95th Queue (ft)	19	26	38
Link Distance (ft)	198	268	407
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	74	42	27	30
Average Queue (ft)	38	16	7	3
95th Queue (ft)	63	43	26	19
Link Distance (ft)	129	138	88	181
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Portland Avenue & Southern Strip Retail Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	65
Average Queue (ft)	35
95th Queue (ft)	55
Link Distance (ft)	120
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Site Dwy & W Main Street (CR 70)

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	91	158	55
Average Queue (ft)	11	36	22
95th Queue (ft)	50	100	52
Link Distance (ft)	75	159	79
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	3	1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 17

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	235	49	79	313	76	50	332	59	43	362	82
Future Volume (vph)	94	235	49	79	313	76	50	332	59	43	362	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12	10	10	12	10	11	12
Grade (%)		7%			-3%			1%			0%	
Storage Length (ft)	125		0	250		0	0		90	0		150
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	30			80			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.97		0.94	0.98						0.98	
Frt		0.975			0.972			0.972			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1684	1662	0	1762	1825	0	1676	1655	0	1685	1723	0
Flt Permitted	0.403			0.470			0.282			0.333		
Satd. Flow (perm)	704	1662	0	827	1825	0	498	1655	0	591	1723	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		223			507			260			383	
Travel Time (s)		6.1			13.8			7.1			10.4	
Confl. Peds. (#/hr)	16		45	45		16	13					13
Peak Hour Factor	0.80	0.73	0.78	0.78	0.84	0.90	0.73	0.94	0.72	0.68	0.96	0.81
Heavy Vehicles (%)	0%	2%	0%	4%	1%	4%	0%	4%	2%	0%	2%	2%
Parking (#/hr)						0			0			0
Adj. Flow (vph)	118	322	63	101	373	84	68	353	82	63	377	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	385	0	101	457	0	68	435	0	63	478	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Minimum Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (s)	40.0	40.0		40.0	40.0		31.0	31.0		31.0	31.0	
Total Split (%)	44.4%	44.4%		44.4%	44.4%		34.4%	34.4%		34.4%	34.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	
Act Effect Green (s)	34.0	34.0		34.0	34.0		25.0	25.0		25.0	25.0	
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.35	0.35		0.35	0.35	
v/c Ratio	0.35	0.48		0.25	0.52		0.38	0.74		0.30	0.78	
Control Delay (s/veh)	15.3	15.1		13.2	15.5		25.4	30.0		21.6	32.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	

Lane Group	Ø9
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Heavy Vehicles (%)	
Parking (#/hr)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	9
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	19.0
Total Split (s)	19.0
Total Split (%)	21%
Yellow Time (s)	10.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay (s/veh)	
Queue Delay	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)	15.3	15.1		13.2	15.5		25.4	30.0		21.6	32.2	
LOS	B	B		B	B		C	C		C	C	
Approach Delay (s/veh)		15.2			15.2			29.4			31.0	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)	31	108		25	131		22	164		20	184	
Queue Length 95th (ft)	59	132		47	190		44	#298		36	#333	
Internal Link Dist (ft)		143			427			180			303	
Turn Bay Length (ft)	125			250								
Base Capacity (vph)	337	795		396	873		175	582		208	606	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.48		0.26	0.52		0.39	0.75		0.30	0.79	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 22.6

Intersection LOS: C

Intersection Capacity Utilization 98.8%

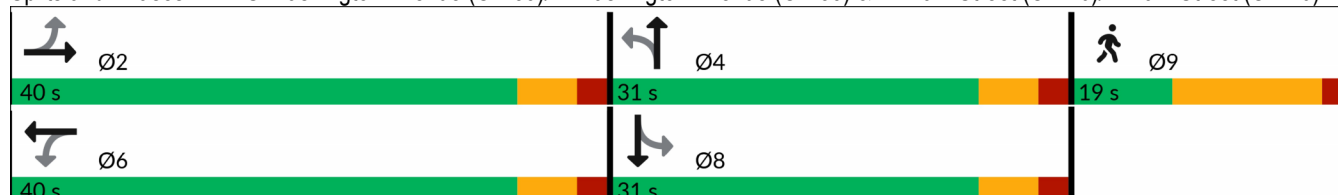
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: S Washington Avenue (CR 39)/N Washington Avenue (CR 39) & W Main Street (CR 70)/E Main Street (CR 70)



Lane Group	Ø9
Total Delay (s/veh)	
LOS	
Approach Delay (s/veh)	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.1	0.7	4.5	1.4	18.8	4.6	4.3

3: Portland Avenue & Bedford Avenue Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.4		0.2	0.3	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.5	4.0		0.4	0.2	3.0	0.4	0.1	0.7

5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.6	9.1	3.7	5.6	8.1	3.6	2.7	0.6	0.3	2.1	0.7	0.5

5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.1

7: Portland Avenue & Southern Strip Retail Dwy Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	3.6	0.2	0.3	0.4	1.3

8: Site Dwy & W Main Street (CR 70) Performance by movement

Movement	EBT	EBR	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.6	0.3	3.4	1.7	4.0	1.4

Total Zone Performance

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	49.7

Intersection: 2: Portland Avenue/Nursary School Dwy & W Main Street (CR 70)

Movement	EB	WB	NB	NB
Directions Served	TR	LT	L	R
Maximum Queue (ft)	73	87	159	71
Average Queue (ft)	9	39	61	33
95th Queue (ft)	41	86	118	56
Link Distance (ft)	316	75	181	181
Upstream Blk Time (%)		1	0	
Queuing Penalty (veh)		5	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Portland Avenue & Bedford Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	35	37	61
Average Queue (ft)	6	2	14
95th Queue (ft)	26	16	45
Link Distance (ft)	198	268	407
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Portland Avenue & Northern Strip Retail Dwy/Proposed Dwy

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	87	38	58	42
Average Queue (ft)	43	18	13	5
95th Queue (ft)	71	42	41	24
Link Distance (ft)	129	138	88	181
Upstream Blk Time (%)	0		0	
Queuing Penalty (veh)	0		0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Portland Avenue & Southern Strip Retail Dwy

Movement	EB
Directions Served	LR
Maximum Queue (ft)	80
Average Queue (ft)	41
95th Queue (ft)	66
Link Distance (ft)	120
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Site Dwy & W Main Street (CR 70)

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	57	105	62
Average Queue (ft)	4	20	24
95th Queue (ft)	27	71	49
Link Distance (ft)	75	159	79
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 5

F | Level of Service Summary Tables



30 Independence Boulevard, Suite 110
 Warren, NJ 07059
 908-769-5588
www.atlantictraffic.com

Proposed Mixed-Use Residential Development
10 South Washington Avenue (CR 39)
Borough of Bergenfield
Bergen County, New Jersey

Table 4: Level of Service/Delay Comparison Table

ATDE Project No. BOHL 00340

Intersection	Lane Group	AM Peak Hour						PM Peak Hour						SAT Peak Hour					
		No-Build			Build			No-Build			Build			No-Build			Build		
		Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95
South Washington Ave (CR-39), North	EB: L	14.9	B	38'	17.0	B	47'	13.9	B	36'	15.3	B	42'	14.1	B	50'	15.4	B	59'
	TR	17.3	B	191'	18.5	B	211'	15.5	B	169'	16.3	B	185'	14.4	B	120'	15.1	B	132'
Washington Ave (CR-39) @West Main St (CR-70),	WB: L	13.3	B	37'	14.0	B	38'	12.6	B	38'	13.0	B	38'	12.8	B	46'	13.2	B	47'
	TR	16.3	B	192'	16.6	B	197'	15.4	B	194'	15.8	B	202'	15.2	B	182'	15.6	B	190'
East Main St (CR 70)	NB: L	19.3	B	20'	20.6	C	23'	21.3	C	35'	25.2	C	45'	22.1	C	36'	25.4	C	44'
	TR	23.4	C	175'	23.5	C	175'	30.0	C	296'	30.0	C	296'	30.0	C	298'	30.1	C	298'
	SB: L	17.8	B	28'	17.8	B	28'	19.0	B	30'	19.0	B	30'	21.6	C	36'	21.7	C	36'
	TR	36.7	D	303'	38.4	D	312'	31.2	C	308'	34.6	C	335'	30.1	C	315'	32.2	C	333'
	Overall	22.5	C		23.3	C		22.2	C		23.3	C		22.0	C		22.6	C	
West Main St (CR-70) @Portland Ave, Nursery School Dwy	WB: LT	6.0	A	101'	6.2	A	98'	5.3	A	97'	5.7	A	98'	3.8	A	73'	4.0	A	86'
	NB: L	22.2	C	89'	26.0	D	117'	22.1	C	106'	24.1	C	118'	14.9	B	102'	18.8	C	118'
	R	4.3	A	56'	7.2	A	65'	5.5	A	56'	5.7	A	52'	3.8	A	48'	4.6	A	56'
	SB: LTR	14.2	B	44'	22.7	C	47'	15.2	C	46'	20.6	C	40'	0.0	A	0'	0.0	A	0'
Overall	3.9	A		5.3	A		4.8	A		5.6	A		3.6	A		4.3	A		
Portland Ave @Bedford Ave	EB: LTR	7.1	A	49'	7.4	A	47'	7.5	A	24'	9.3	A	19'	5.4	A	26'	6.5	A	26'
	NB: LTR	1.4	A	0'	2.4	A	11'	0.3	A	9'	0.5	A	26'	0.9	A	20'	0.9	A	16'
	SB: LTR	2.1	A	31'	2.7	A	47'	2.6	A	37'	2.6	A	38'	2.5	A	34'	3.0	A	45'
	Overall	0.7	A		0.9	A		0.6	A		0.7	A		0.6	A		0.7	A	

c:\pwworking\projectwise\tpd-c3d\2525247\BOHL 00340 LOS Summary Table.xlsx



30 Independence Boulevard, Suite 110
 Warren, NJ 07059
 908-769-5588
www.atlantictraffic.com

Proposed Mixed-Use Residential Development
10 South Washington Avenue (CR 39)
Borough of Bergenfield
Bergen County, New Jersey

Table 4: Level of Service/Delay Comparison Table

ATDE Project No. BOHL 00340

Intersection	Lane Group	AM Peak Hour						PM Peak Hour						SAT Peak Hour					
		No-Build			Build			No-Build			Build			No-Build			Build		
		Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95	Delay	LOS	Q95
Portland Ave @Northern Egress Dwy	WB: LTR	5.7	A	22'	-	-	-	2.9	A	19'	-	-	-	3.6	A	13'	-	-	-
	Overall	0.3	A		-	-		0.5	A		-	-		0.5	A		-	-	
Portland Ave @Northern Strip Retail Dwy, Proposed Dwy	EB: LTR	3.7	A	44'	8.5	A	43'	7.9	A	64'	8.1	A	63'	5.0	A	97'	9.1	A	71'
	WB: LTR	-	-	-	6.9	A	43'	-	-	-	10.3	B	43'	-	-	-	8.1	A	42'
	NB: LTR	1.9	A	23'	2.3	A	26'	1.7	A	28'	2.6	A	26'	1.3	A	28'	2.7	A	41'
	SB: LTR	1.1	A	17'	2.5	A	14'	1.3	A	16'	2.0	A	19'	0.3	A	16'	2.1	A	24'
	Overall	0.4	A		0.9	A		1.6	A		1.8	A		2.0	A		2.1	A	
Portland Ave @Southern Egress Dwy	WB: LTR	0.0	A	0'	-	-	-	11.9	B	30'	-	-	-	8.3	A	32'	-	-	-
	Overall	0.1	A		-	-		0.5	A		-	-		0.6	A		-	-	
Portland Ave @Southern Strip Retail Dwy, Existing Southern Ingress Dwy	EB: LTR	0.0	A	0'	-	-	-	6.4	A	59'	-	-	-	4.8	A	77'	-	-	-
	LR	-	-	-	0.0	A	0'	-	-	-	5.4	A	55'	-	-	-	5.8	A	66'
	NB: LT	-	-	-	0.3	A	0'	-	-	-	0.2	A	0'	-	-	-	0.2	A	0'
	LTR	0.3	A	0'	-	-	-	0.4	A	18'	-	-	-	0.6	A	24'	-	-	-
	SB: LTR	0.0	A	0'	0.1	A	0'	0.1	A	0'	0.3	A	0'	0.2	A	0'	0.4	A	0'
	Overall	0.1	A		0.2	A		1.1	A		1.1	A		1.8	A		1.3	A	
West Main St (CR-70) @Site Dwy	WB: LT				5.1	A	106'				5.2	A	100'				3.4	A	71'
	NB: R				6.5	A	53'				6.5	A	52'				4.0	A	49'
	Overall				2.1	A					2.0	A					1.4	A	

Signal Sequence Chart
North & South Washington Avenue / East & West Main Street
Borough of Bergenfield
Fixed Time
90 Second Cycle

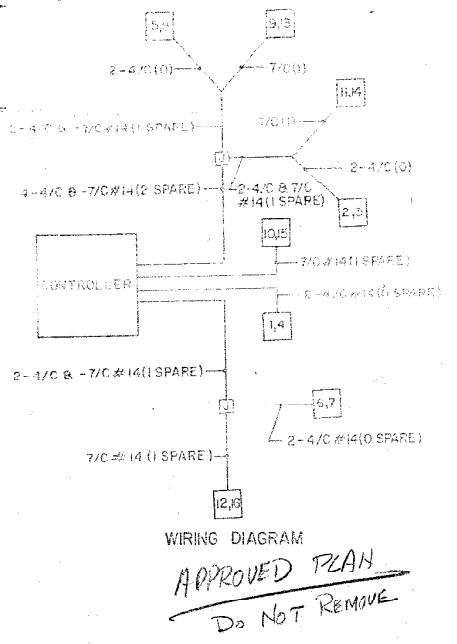
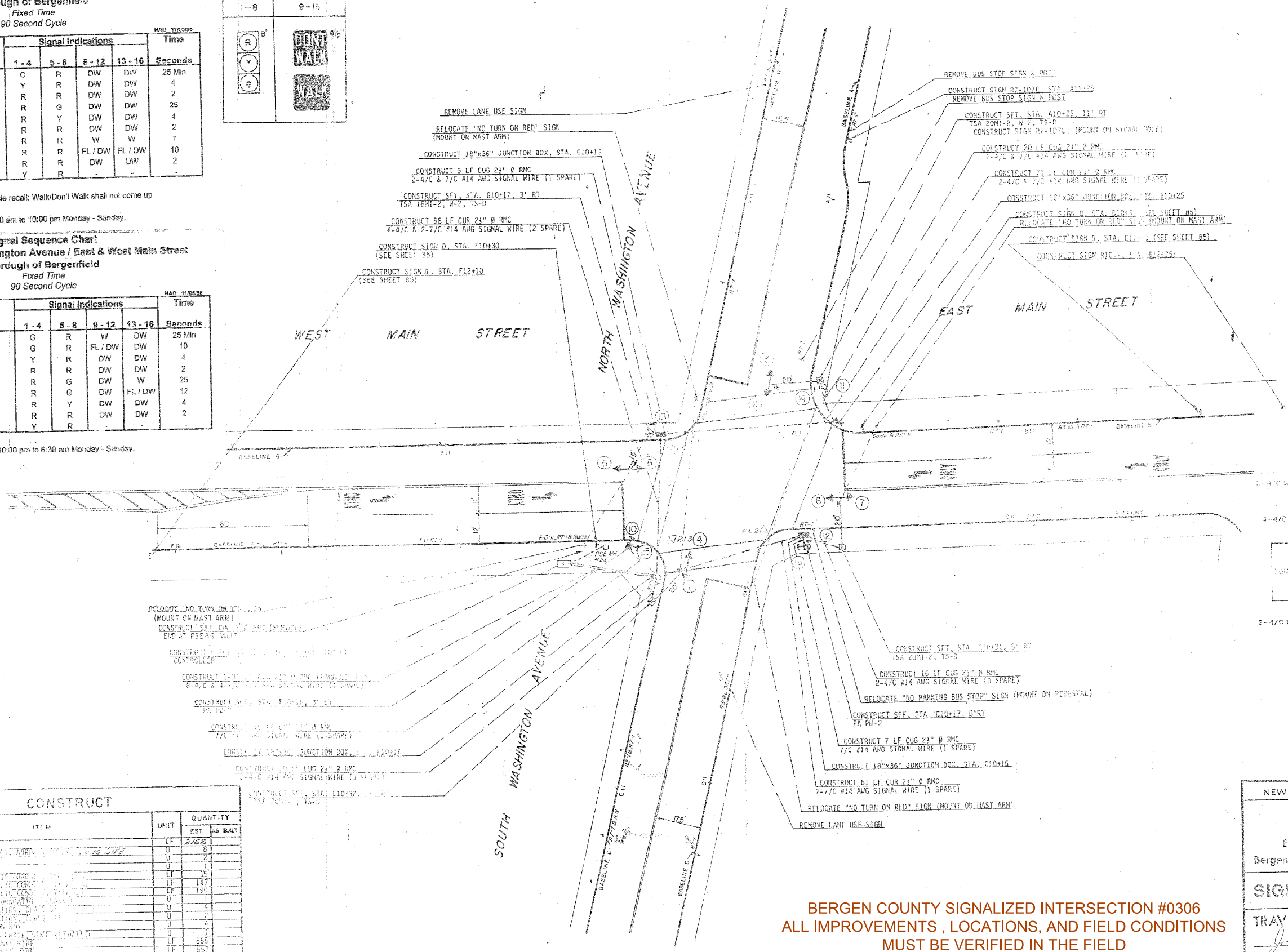
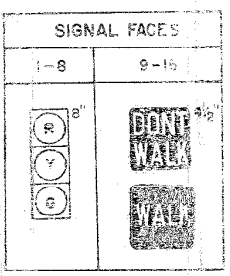
Phase	Signal Indications				Time
	1-4	5-8	9-12	13-16	
2 No. & So. Washington Avenue	G	R	DW	DW	25 Min
Change	Y	R	DW	DW	4
Clear	R	R	DW	DW	25
4 East & West Main Street	R	G	DW	DW	4
Change	R	Y	DW	DW	2
Clear	R	R	DW	DW	25
3 Pedestrian	R	R	W	W	7
Ped Clear	R	R	FL/DW	FL/DW	10
Clear	R	R	DW	DW	2
Emergency Flash	Y	R	-	-	-

- Notes:
- Phase 2 and 4 shall be in vehicle recall; Walk/Don't Walk shall not come up during these phases.
 - This cycle shall be in effect 6:30 am to 10:00 pm Monday - Sunday.

Signal Sequence Chart
North & South Washington Avenue / East & West Main Street
Borough of Bergenfield
Fixed Time
90 Second Cycle

Phase	Signal Indications				Time
	1-4	5-8	9-12	13-16	
2 No. & So. Washington Avenue	G	R	W	DW	25 Min
Ped Clear	G	R	FL/DW	DW	10
Change	Y	R	DW	DW	4
Clear	R	R	DW	DW	25
4 East & West Main Street	R	G	DW	W	4
Ped Clear	R	G	FL/DW	DW	12
Change	R	Y	DW	DW	4
Clear	R	R	DW	DW	25
Emergency Flash	Y	R	-	-	-

- Notes:
- This cycle shall be in effect 10:00 pm to 6:30 am Monday - Sunday.



CONSTRUCT			
NO.	ITEM	UNIT	QUANTITY
61	1" Ø RMC	LF	2168
62	2" Ø RMC	LF	8
63	3" Ø RMC	LF	2
64	4" Ø RMC	LF	1
65	5" Ø RMC	LF	1
66	6" Ø RMC	LF	1
67	7" Ø RMC	LF	1
68	8" Ø RMC	LF	1
69	9" Ø RMC	LF	1
70	10" Ø RMC	LF	1
71	11" Ø RMC	LF	1
72	12" Ø RMC	LF	1
73	13" Ø RMC	LF	1
74	14" Ø RMC	LF	1
75	15" Ø RMC	LF	1
76	16" Ø RMC	LF	1
77	17" Ø RMC	LF	1
78	18" Ø RMC	LF	1
79	19" Ø RMC	LF	1
80	20" Ø RMC	LF	1
81	21" Ø RMC	LF	1
82	22" Ø RMC	LF	1
83	23" Ø RMC	LF	1
84	24" Ø RMC	LF	1
85	25" Ø RMC	LF	1
86	26" Ø RMC	LF	1
87	27" Ø RMC	LF	1
88	28" Ø RMC	LF	1
89	29" Ø RMC	LF	1
90	30" Ø RMC	LF	1
91	31" Ø RMC	LF	1
92	32" Ø RMC	LF	1
93	33" Ø RMC	LF	1
94	34" Ø RMC	LF	1
95	35" Ø RMC	LF	1
96	36" Ø RMC	LF	1
97	37" Ø RMC	LF	1
98	38" Ø RMC	LF	1
99	39" Ø RMC	LF	1
100	40" Ø RMC	LF	1
101	41" Ø RMC	LF	1
102	42" Ø RMC	LF	1
103	43" Ø RMC	LF	1
104	44" Ø RMC	LF	1
105	45" Ø RMC	LF	1
106	46" Ø RMC	LF	1
107	47" Ø RMC	LF	1
108	48" Ø RMC	LF	1
109	49" Ø RMC	LF	1
110	50" Ø RMC	LF	1
111	51" Ø RMC	LF	1
112	52" Ø RMC	LF	1
113	53" Ø RMC	LF	1
114	54" Ø RMC	LF	1
115	55" Ø RMC	LF	1
116	56" Ø RMC	LF	1
117	57" Ø RMC	LF	1
118	58" Ø RMC	LF	1
119	59" Ø RMC	LF	1
120	60" Ø RMC	LF	1
121	61" Ø RMC	LF	1
122	62" Ø RMC	LF	1
123	63" Ø RMC	LF	1
124	64" Ø RMC	LF	1
125	65" Ø RMC	LF	1
126	66" Ø RMC	LF	1
127	67" Ø RMC	LF	1
128	68" Ø RMC	LF	1
129	69" Ø RMC	LF	1
130	70" Ø RMC	LF	1
131	71" Ø RMC	LF	1
132	72" Ø RMC	LF	1
133	73" Ø RMC	LF	1
134	74" Ø RMC	LF	1
135	75" Ø RMC	LF	1
136	76" Ø RMC	LF	1
137	77" Ø RMC	LF	1
138	78" Ø RMC	LF	1
139	79" Ø RMC	LF	1
140	80" Ø RMC	LF	1
141	81" Ø RMC	LF	1
142	82" Ø RMC	LF	1
143	83" Ø RMC	LF	1
144	84" Ø RMC	LF	1
145	85" Ø RMC	LF	1
146	86" Ø RMC	LF	1
147	87" Ø RMC	LF	1
148	88" Ø RMC	LF	1
149	89" Ø RMC	LF	1
150	90" Ø RMC	LF	1
151	91" Ø RMC	LF	1
152	92" Ø RMC	LF	1
153	93" Ø RMC	LF	1
154	94" Ø RMC	LF	1
155	95" Ø RMC	LF	1
156	96" Ø RMC	LF	1
157	97" Ø RMC	LF	1
158	98" Ø RMC	LF	1
159	99" Ø RMC	LF	1
160	100" Ø RMC	LF	1

BERGEN COUNTY SIGNALIZED INTERSECTION #0306
ALL IMPROVEMENTS, LOCATIONS, AND FIELD CONDITIONS
MUST BE VERIFIED IN THE FIELD

NEW JERSEY DEPARTMENT OF TRANSPORTATION

NORTH WASHINGTON AVENUE
SOUTH WASHINGTON AVENUE
EAST MAIN STREET-WEST MAIN STREET
Bergenfield Bergen County, N.J.

SIGNS, SIGNALS & MARKINGS

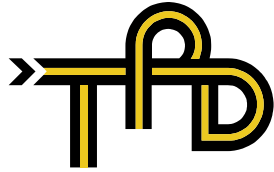
TRAYERS ASSOCIATES, INC. 950 Clifton Avenue
Clifton, N.J. 07011

JOHN R. CADE, P.E. Professional Engineer
N.J. Lic. No. 13064

DRAWN BY: BAS
CHECKED BY: KN

DATE: SEPT. 1985
SCALE: AS SHOWN

PROJECT: X75-91
BOOK: _____
FIELD: _____
PAGE: _____
DATE: _____
OFFICE: _____



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908.769.5588 | INFO@TPDINC.COM

WWW.TPDINC.COM

Famco, LLC & New West Properties, LLC
Proposed Mixed-Use Residential Development
Borough of Bergenfield
Bergen County, New Jersey

Table 3
Shared Parking Analysis
Proposed Mixed-Use Residential (220 Units)/Retail (6,065 SF) Development

Start Time	Hourly Parking Demand Variations ITE - 6th Edition Parking Generation Manual				Total Projected Parking Demand By Hour Per ITE						Hourly Parking Demand Variations ULI - 3rd Edition Shared Parking				Total Projected Parking Demand By Hour Per ULI					
	Residential		Retail		Residential		Retail		Total		Residential		Retail		Residential		Retail		Total	
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday
12:00 AM	1.00	1.00	-	-	271	236	-	-	271	236	-	-	-	-	-	-	-	-	-	-
1:00 AM	1.00	1.00	-	-	271	236	-	-	271	236	-	-	-	-	-	-	-	-	-	-
2:00 AM	1.00	1.00	-	-	271	236	-	-	271	236	-	-	-	-	-	-	-	-	-	-
3:00 AM	1.00	1.00	-	-	271	236	-	-	271	236	-	-	-	-	-	-	-	-	-	-
4:00 AM	1.00	1.00	-	-	271	236	-	-	271	236	-	-	-	-	-	-	-	-	-	-
5:00 AM	0.96	0.96	-	-	260	227	-	-	260	227	-	-	-	-	-	-	-	-	-	-
6:00 AM	0.86	0.86	-	-	233	203	-	-	233	203	1.00	1.00	-	-	271	236	-	-	271	236
7:00 AM	0.77	0.77	-	-	209	182	-	-	209	182	0.87	0.95	0.08	0.03	236	224	2	1	237	225
8:00 AM	0.66	0.66	-	-	179	156	-	-	179	156	0.79	0.88	0.18	0.10	214	208	4	2	218	210
9:00 AM	0.60	0.60	-	-	163	142	-	-	163	142	0.73	0.81	0.40	0.30	198	191	8	7	206	198
10:00 AM	0.57	0.57	0.47	0.67	154	135	9	15	164	149	0.68	0.74	0.65	0.45	184	175	13	10	197	185
11:00 AM	0.55	0.55	0.69	0.84	149	130	14	18	163	148	0.59	0.71	0.83	0.73	160	168	17	16	176	184
12:00 PM	0.52	0.52	0.97	0.94	141	123	19	21	160	143	0.60	0.71	0.93	0.85	163	168	19	19	181	186
1:00 PM	0.50	0.50	1.00	0.98	136	118	20	22	156	140	0.59	0.70	0.95	0.95	160	165	19	21	179	186
2:00 PM	0.52	0.52	0.94	1.00	141	123	19	22	160	145	0.60	0.71	0.93	1.00	163	168	19	22	181	190
3:00 PM	0.51	0.51	0.87	0.91	138	120	17	20	156	140	0.61	0.73	0.90	1.00	165	172	18	22	183	194
4:00 PM	0.57	0.57	0.82	0.72	154	135	16	16	171	150	0.66	0.75	0.83	0.90	179	177	17	20	195	197
5:00 PM	0.62	0.62	0.84	0.59	168	146	17	13	185	159	0.77	0.81	0.75	0.75	209	191	15	17	224	208
6:00 PM	0.65	0.65	0.82	-	176	153	16	-	193	153	0.85	0.85	0.78	0.65	230	201	16	14	246	215
7:00 PM	0.68	0.68	-	-	184	160	-	-	184	160	0.94	0.87	0.85	0.60	255	205	17	13	272	219
8:00 PM	0.75	0.75	-	-	203	177	-	-	203	177	0.96	0.92	0.83	0.55	260	217	17	12	277	229
9:00 PM	0.82	0.82	-	-	222	194	-	-	222	194	0.98	0.95	0.58	0.40	266	224	12	9	277	233
10:00 PM	0.87	0.87	-	-	236	205	-	-	236	205	0.99	0.96	0.60	0.38	268	227	12	8	280	235
11:00 PM	0.91	0.91	-	-	247	215	-	-	247	215	1.00	0.98	0.13	0.13	271	231	3	3	274	234

Parking Demand Projections

Residential Parking Demand per ITE 6th Edition of Parking Generation Manual LU 221 =

Retail Parking Demand per ITE 6th Edition of Parking Generation Manual LU 822 =

Weekday	Saturday
271	236
20	22

Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

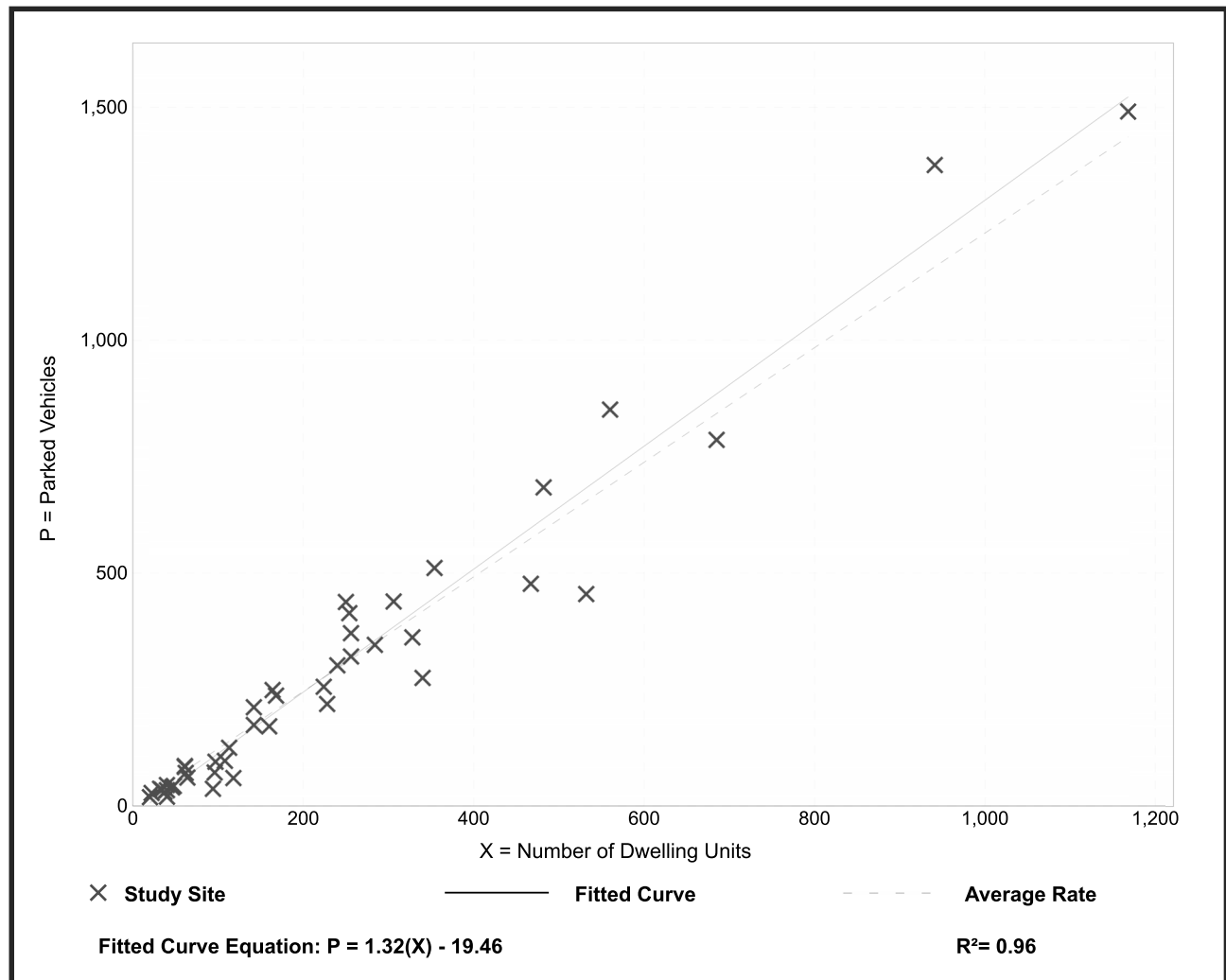
Number of Studies: 44

Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

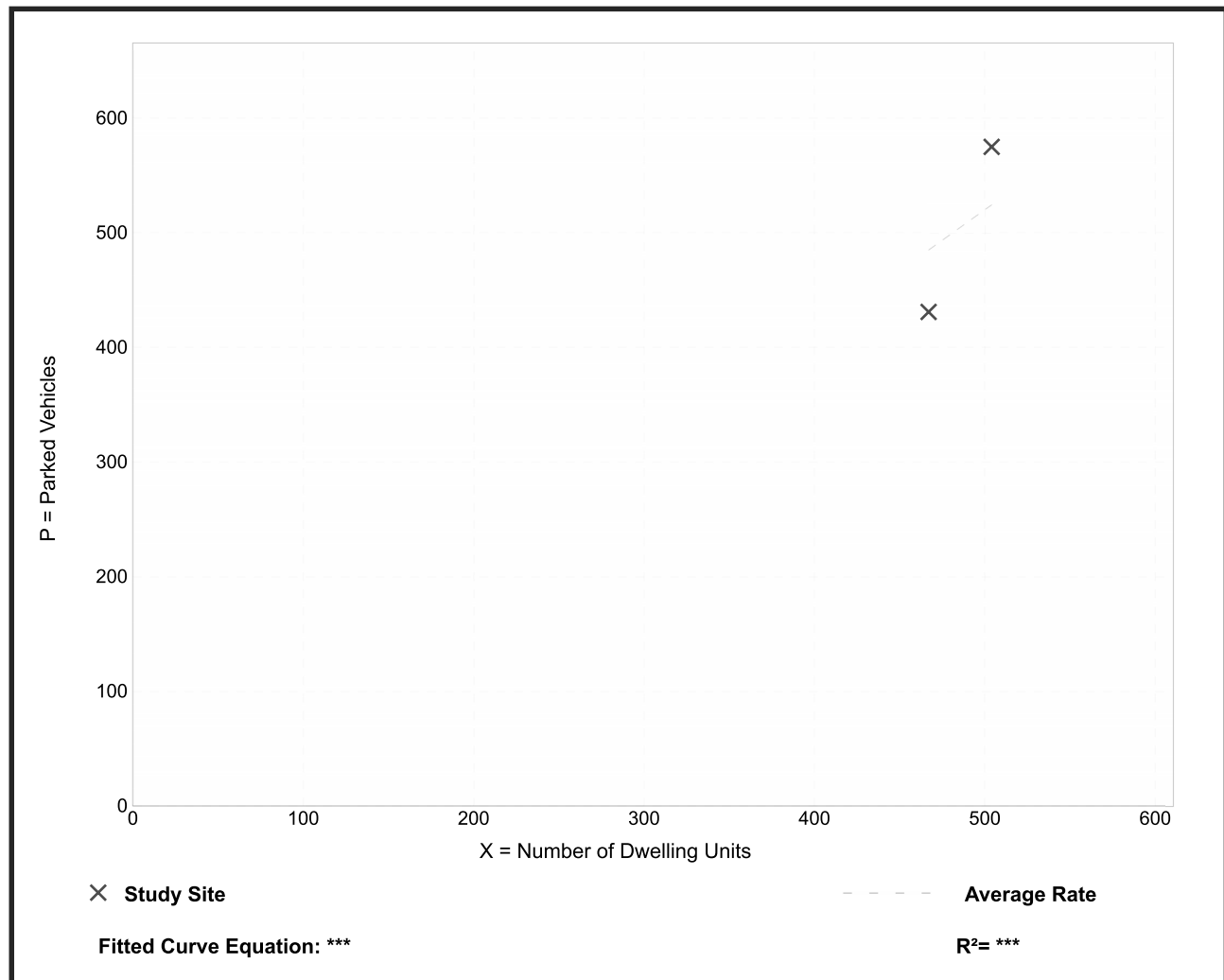
Avg. Num. of Dwelling Units: 486

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.04	0.92 - 1.14	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Strip Retail Plaza (< 40k) (822)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Friday

Setting/Location: General Urban/Suburban

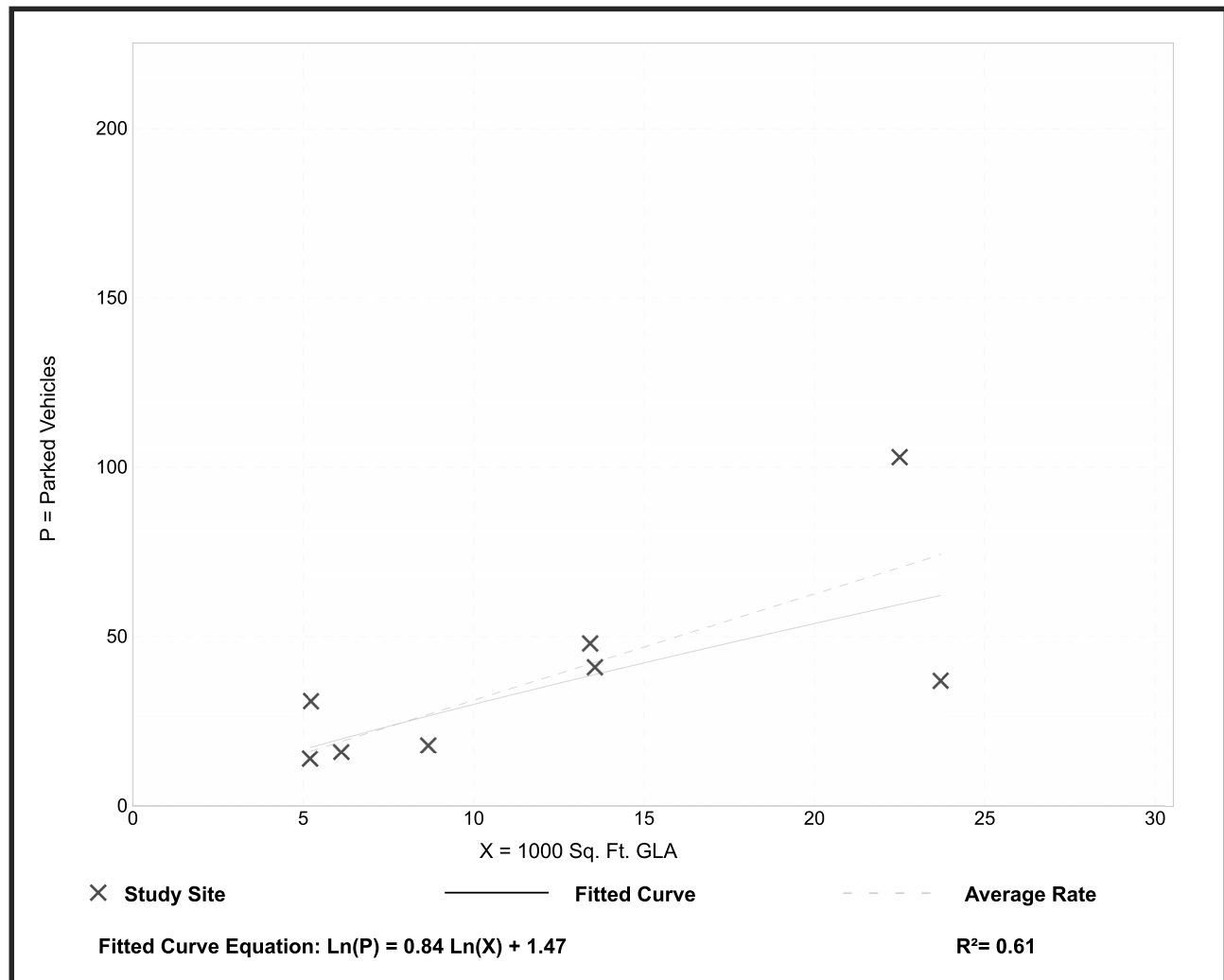
Number of Studies: 8

Avg. 1000 Sq. Ft. GLA: 12

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
3.13	1.56 - 5.93	2.60 / 5.45	***	1.37 (44%)

Data Plot and Equation



Parking Generation Manual, 6th Edition • Institute of Transportation Engineers

Strip Retail Plaza (< 40k) (822)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

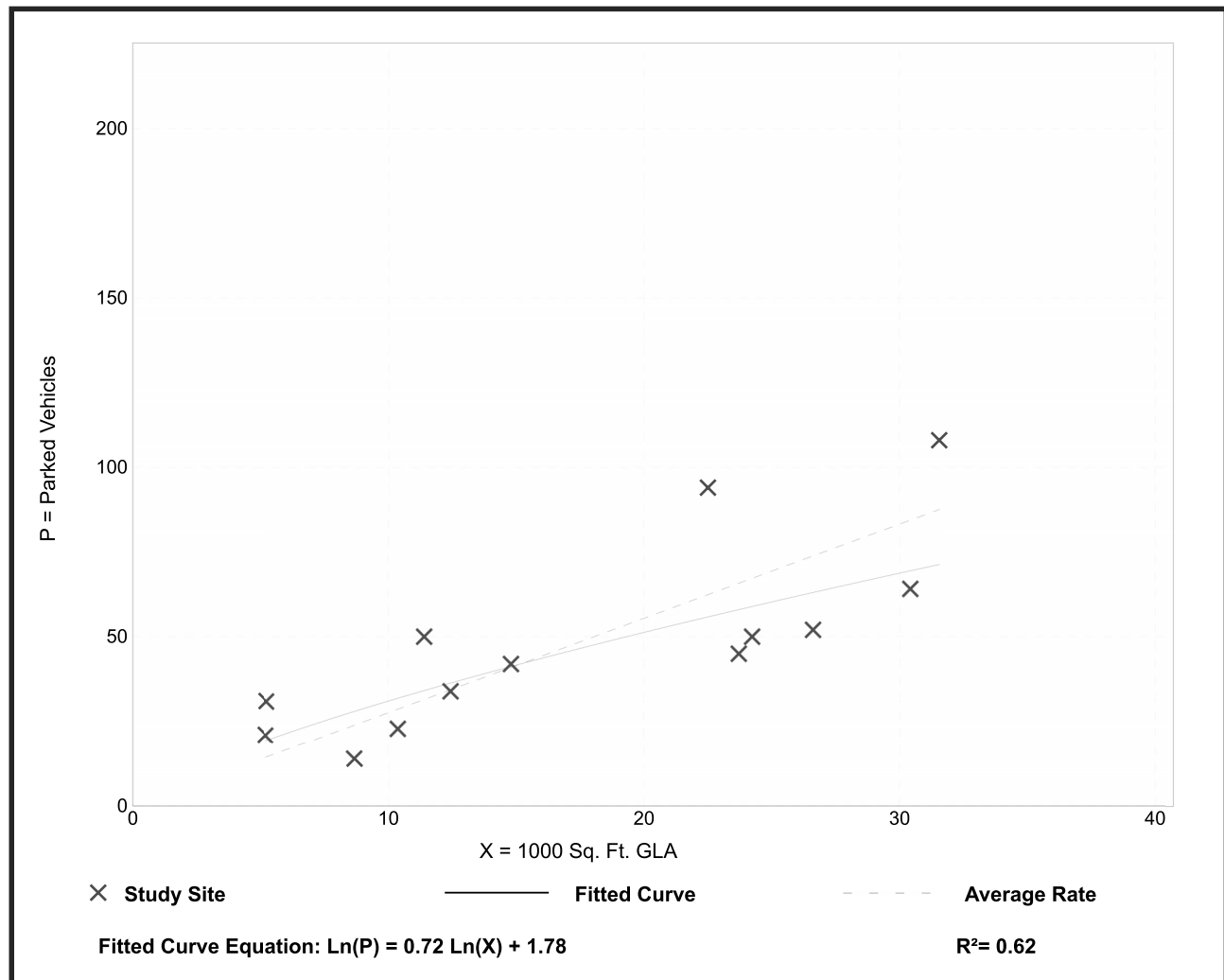
Number of Studies: 13

Avg. 1000 Sq. Ft. GLA: 17

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.77	1.61 - 5.93	2.09 / 4.36	***	1.03 (37%)

Data Plot and Equation



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