



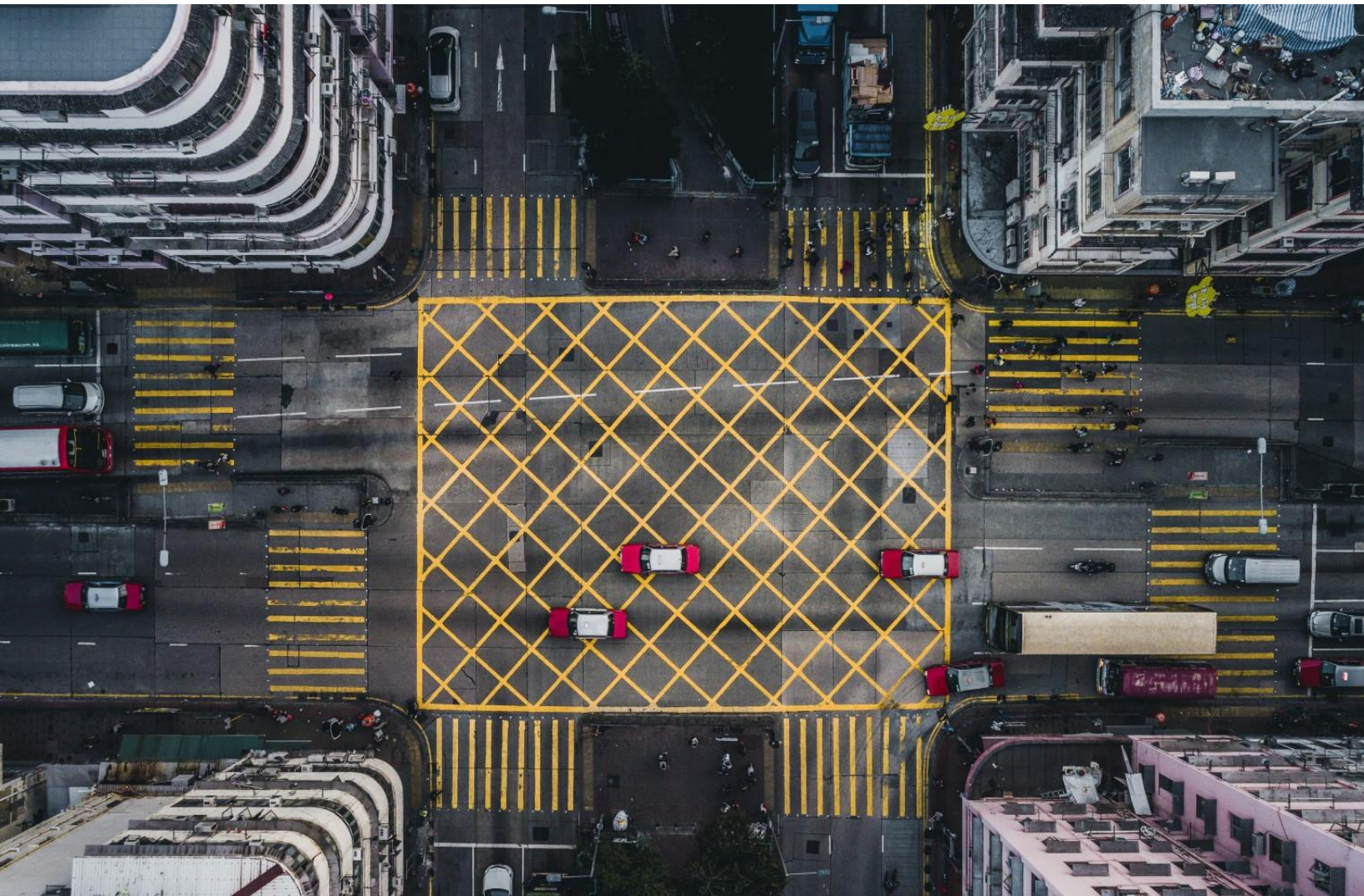
Traffic Impact Assessment

Sand Pit Development, South Farmington, NS

Shaw Group Limited

13 March 2025

→ The Power of Commitment





Project name		Shaw – Sand Pit Development					
Document title		Traffic Impact Assessment Sand Pit Development, South Farmington, NS					
Project number		12584960					
File name		RPT-12-18-2024-Shaw Sand Pit TIS-12584960.docx					
Status Code	Revision	Author	Reviewer		Approved for issue		
			Name	Signature	Name	Signature	Date
S3	01	Sydney Quach	Jason Endrawis		Vanessa Skelton		March 13, 2025
[Status code]							
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GHD

Contact: Vanessa Skelton , Transportation Planning and Traffic Engineering Lead | GHD
 179 Colonnade Road South, Suite 400
 Ottawa, Ontario K2E 7J4, Canada
T +1 613 727 0510 | **F** +1 613 727 0704 | **E** info-northamerica@ghd.com | **ghd.com**

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1. Purpose of This Report

The purpose of this traffic impact assessment (TIA) report is to assess from a traffic perspective the feasibility of a proposed sand pit within the community of South Farmington, Nova Scotia. This report will forecast the anticipated traffic impacts of the proposed sand pit on the adjacent road network, as daily heavy vehicle traffic to load and unload aggregate materials from the proposed site location to an offsite destination would be expected.

2. Scope and Limitations

This report has been prepared by GHD for Shaw Group Limited and may only be used and relied on by Shaw Group Limited for the purpose agreed between GHD and Shaw Group Limited as set out in section 1 of this report.

GHD otherwise disclaims responsibility to any person other than Shaw Group Limited arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

Accessibility of documents

If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost if necessary.

3. Existing Conditions

3.1 Road Network

The study area includes the transportation network immediately surrounding the site. The location of the study area and surrounding transportation network is shown in the proposed land use plan, designated as **Figure 1**, attached. The following streets are included within the study area.

Freeman Street is a north-south local road with one lane in each direction and with an assumed unposted speed limit of 50 km/h.

Route 201 is an east-west provincial arterial highway with one lane in each direction. Within the study area, there are two posted speed limits – 70 km/h near Trunk 10, and 80 km/h near Freeman Street.

Bayard Road is a north-south local road with one lane in each direction and with an assumed unposted speed limit of 50 km/h. Along the roadway, there is a bridge crossing the Annapolis River which has only one shared lane for both directions.

Trunk 10 is a north-south provincial arterial highway with one lane in each direction. Near the town of Middleton, the posted speed limit is 50 km/h. Further along the highway near Route 201, the posted speed limit is 70 km/h.

Trunk 1 is an east-west provincial arterial highway with one lane in each direction. Within the study area, the posted speed limit ranges between 50 km/h within the Town of Middleton and 80 km/h near Bayard Road.

Victoria Road is a north-south local road with one lane in each direction and with a posted speed limit of 60 km/h. This roadway provides the link between this report's study area and the broader transportation network via Highway 101.

The four intersections (all unsignalized) in the study area which were considered for traffic analysis are as follows:

- Trunk 1 and Victoria Road
- Trunk 1 and Trunk 10
- Trunk 10 and Route 201
- Route 201 and Bayard Road

3.2 Haul Route

The traffic impact assessment for the proposed sand pit was conducted based on a proposed truck haul route referred to in this report as the "Middleton Haul Route". This haul route is the route expected to be taken by trucks between the proposed sand pit location within the community of South Farmington and other (currently unconfirmed) sites in Halifax outside of the study area. This haul route is further described below.

3.2.1 Middleton Haul Route

For this haul route which involves travel through the town of Middleton, trucks looking to access Highway 101 from the proposed sand pit would turn left from Freeman Street into Route 201, make a westbound right-turn movement into Trunk 10, turn right into Trunk 1, followed by an eastbound left-turn movement into Victoria Road to reach Highway 101 afterwards through a northbound right-turn movement. **Figure 2** attached illustrates this proposed haul route.

3.3 Turning Movement Count Data

GHD collected recent turning movement counts (TMCs) for the study area intersections. **Table 1** identifies the dates of each TMC. It is to be noted that for all counts shown below to be spanning across two days, the afternoon peak period count was collected on the first day while the morning peak period count was collected on the very next day. The TMCs are provided in **Appendix A**.

Table 1 *Turning Movement Count Data*

Intersection	Date of the Turning Movement Count
Trunk 1 and Victoria Road	November 21-22, 2024
Trunk 1 and Trunk 10	November 19-20, 2024
Trunk 10 and Route 201	November 19-20, 2024
Route 201 and Bayard Road	November 21-22, 2024

3.4 2024 Existing Conditions Traffic Operations

Using the existing conditions turning movement counts shown in **Figure 3** attached, the study area intersections were analyzed through the Synchro 11 software package. Based on the Nova Scotia Department of Public Works (NSDPW) Traffic Impact Analysis guidelines, critical operations are present when the volume to capacity ratio (v/c) exceeds 0.90 for any given movement, or when the system operates at an LOS “E” or ‘F’.

Table 2 shows Level of Service criteria and descriptions for unsignalized intersections, based on the Highway Capacity Manual (HCM), 6th Edition.

Table 2 Level of Service (LOS) Criteria and Descriptions for Unsignalized Intersections

Level of Service	Average Control Delay (Sec/Veh)	Description
A	≤ 10	Free Flow
B	> 10 and ≤ 15	Stable Flow (slight delays)
C	> 15 and ≤ 25	Stable Flow (acceptable delays)
D	> 25 and ≤ 35	Approaching Unstable Flow (tolerable delay)
E	> 35 and ≤ 50	Unstable Flow (intolerable delay)
F	> 50	Forced Flow (congested and queues fail to clear)

The following **Table 3** details traffic operations in existing conditions for the study area intersections during the weekday AM and PM peak hours. Detailed Synchro analysis output reports for existing conditions traffic operations are provided in **Appendix B**

Table 3 2024 Existing Traffic Operations

Intersection	Overall Intersection		Movements with Highest V/C Ratio / Critical Movements			
	LOS	Delay (s)	Movement	LOS	Delay (s)	V/C
AM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	B	11	0.15
Trunk 1 and Trunk 10	A	4	NBLR	C	17	0.22
Trunk 10 and Route 201	A	5	EBTLR	B	11	0.10
Route 201 and Bayard Road	A	2	SBLR	A	9	0.02
PM Peak Hour						
Trunk 1 and Victoria Road	A	2	SBLR	B	12	0.18
Trunk 1 and Trunk 10	A	3	NBLR	B	13	0.10
Trunk 10 and Route 201	A	6	WBTLR	B	12	0.19
Route 201 and Bayard Road	A	2	SBLR	A	9	0.06

As shown in **Table 3**, the 2024 existing conditions capacity analysis indicates that no critical operations are currently experienced at the study area intersections for either peak hour conditions.

4. Future Conditions

4.1 Trip Generation

As this proposed sand pit is intended to replace the current “Keddy Sand Pit” site located at 1516 S Bishop Road in the community of Coldbrook, this other Keddy site was used as a proxy to estimate the number of trips that would be generated by the new sand pit in South Farmington. The data received from this other site provided the average amount of loads per day for each month of the year based on 2023 year-round counts. It was found that in 2023, the highest average of daily loads occurred in May, with an average of 57 loads per day. To be conservative in our estimates, this highest volume of the year of daily truck loads was used in this report’s future conditions traffic analysis. To determine the number of trips that would be generated during the AM and PM peak hours being specifically considered, it was conservatively assumed that all of the 57 loads for the day would be transported in only 4 hours of the day and that during the AM and PM peak hours alone, a quarter of this daily load (approximately 15 vehicles) would be transported for each of these peak hours. Accounting for the possibility of empty trucks reaching the sand pit to be filled at the start of the peak hour, and then being filled and redirected to the network within the same peak hour, it was assumed for the purpose of analysis that 15 trips in both directions, entering and exiting the site, were going to be generated by the new proposed sand pit for each of the two peak hours.

4.2 Growth Rate

The annual growth rate for the study area was determined based on open source historical traffic data. This traffic data consisted of Annual Average Daily Traffic (AADT) values along various roadways within Nova Scotia, and for various years. The utilized growth rate for this study was estimated by comparing the various historical AADT values that were provided for roadway segments within or near the study area. This comparison of historical volumes and resulting growth rates are presented in **Table 4**.

Table 4 Historical Traffic Data Comparison

Highway	Section	Location Description	Year	AADT	Growth Rate Between Years
1	190	Kings/Annapolis County Line	2018	7950	
			2021	5450	-11.83%
	205	Permanent Counter (Middleton)	2014	2950	
			2015	2820	-4.41%
			2016	2870	1.77%
			2017	2950	2.79%
			2018	2920	-1.02%
			2019	2920	0%
			2020	2640	-9.59%
			2021	2720	3.03%
			2022	2690	-1.10%
			2023	2930	8.92%
10	15	1 km north of RTE 201	2015	2580	
			2018	2900	3.97%
			2021	2150	-9.49%

Highway	Section	Location Description	Year	AADT	Growth Rate Between Years
201	20	1.5 km west of TK 10	2015	1010	
			2018	1140	4.12%
			2021	1100	-1.18%
	30	1 km east of TK 10	2015	1490	
			2018	2130	12.65%
			2021	1870	-4.25%

Based on the various growth rates calculated in **Table 4** across various locations and years, it was determined that a conservative estimate for a harmonized growth rate that may be used for the entirety of the study area would be 5%. Although many segments showed a decrease in traffic between 2018 and 2021, this decrease was generally not accounted for in the calculation of the overall growth rate as it was recognized that the decrease is likely attributed to the COVID-19 pandemic that was present at the time. While accounting for this phenomenon, considering growth pertaining to older counts, and assessing expected trends for the study area, an average 5% growth rate across this study area was deemed to be a very conservative estimate, all things considered.

4.3 Background Developments

Upon review of any known background developments near the site, no such background developments that are expected to generate notable traffic volumes within the study area were identified.

4.4 Horizon Years

As the proposed sand pit is anticipated to have a 2026 buildout and opening year, this horizon year as well as the one five years later (i.e. 2031) were considered for this study – in accordance with the NSDPW TIA guidelines. Future traffic operations were assessed for future background conditions without buildout of the proposed development as well as future total conditions including full buildout. The following outlines all of the future horizon year conditions which were considered:

- 2026 Future Background Conditions
- 2026 Future Total Conditions
- 2031 Future Background Conditions
- 2031 Future Total Conditions

4.5 2026 Future Background Traffic Operations

Upon growing the existing conditions volumes to 2026 using the yearly 5% growth rate, the 2026 future background conditions volumes were calculated and are shown in **Figure 4**, attached. A summary of the associated traffic operations is presented in **Table 5**. Detailed Synchro results are provided in **Appendix C**.

Table 5 2026 Future Background Traffic Operations

Intersection	Overall Intersection		Movements with Highest V/C Ratio / Critical Movements			
	LOS	Delay (s)	Movement	LOS	Delay (s)	V/C
AM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	B	11	0.17
Trunk 1 and Trunk 10	A	4	NBLR	C	19	0.27
Trunk 10 and Route 201	A	5	EBTLR	B	11	0.11
Route 201 and Bayard Road	A	2	EBTL	A	7	0.02
PM Peak Hour						
Trunk 1 and Victoria Road	A	2	SBLR	B	12	0.21
Trunk 1 and Trunk 10	A	3	NBLR	B	15	0.13
Trunk 10 and Route 201	A	6	WBTLR	B	12	0.21
Route 201 and Bayard Road	A	2	SBLR	A	9	0.06

As shown in **Table 5**, the 2026 future background conditions capacity analysis indicates that no critical operations are expected at the study area intersections for either peak hour conditions.

4.6 2026 Future Total Traffic Operations

Upon adding the estimated site-generated trips utilizing the Middleton haul route to the 2026 future background traffic volumes, the 2026 future total conditions volumes for this haul route were calculated and are shown in **Figure 5**, attached. A summary of the associated traffic operations is presented in **Table 6**. Detailed Synchro results are provided in **Appendix D**.

Table 6 2026 Future Total Traffic Operations

Intersection	Overall Intersection		Movements with Highest V/C Ratio / Critical Movements			
	LOS	Delay (s)	Movement	LOS	Delay (s)	V/C
AM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	B	11	0.17
Trunk 1 and Trunk 10	A	5	NBLR	C	20	0.29
Trunk 10 and Route 201	A	6	EBTLR	B	12	0.12
Route 201 and Bayard Road	A	2	SBLR	A	9	0.02

Intersection	Overall Intersection		Movements with Highest V/C Ratio / Critical Movements			
	LOS	Delay (s)	Movement	LOS	Delay (s)	V/C
PM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	B	13	0.24
Trunk 1 and Trunk 10	A	4	NBLR	C	15	0.13
Trunk 10 and Route 201	A	7	WBTLR	B	12	0.24
Route 201 and Bayard Road	A	2	SBLR	A	9	0.07

As shown in **Table 6**, the 2026 future total conditions capacity analysis indicates that no critical operations are expected at the study area intersections for either peak hour conditions.

4.7 2031 Future Background Traffic Operations

Upon growing the existing conditions volumes to 2031 using the yearly 5% growth rate, the 2031 future background conditions volumes were calculated and are shown in **Figure 6**, attached. A summary of the associated traffic operations is presented in **Table 7**. Detailed Synchro results are provided in **Appendix C**.

Table 7 2031 Future Background Traffic Operations

Intersection	Overall Intersection		Movements with Highest V/C Ratio / Critical Movements			
	LOS	Delay (s)	Movement	LOS	Delay (s)	V/C
AM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	B	12	0.24
Trunk 1 and Trunk 10	A	6	NBLR	D	31	0.48
Trunk 10 and Route 201	A	6	EBTLR	B	12	0.16
Route 201 and Bayard Road	A	2	SBLR	A	9	0.02
PM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	C	15	0.32
Trunk 1 and Trunk 10	A	4	NBLR	C	18	0.20
Trunk 10 and Route 201	A	7	WBTLR	B	14	0.31
Route 201 and Bayard Road	A	3	SBLR	A	10	0.09

As shown in **Table 7**, the 2031 future background conditions capacity analysis indicates that no critical operations are expected at the study area intersections for either peak hour conditions.

4.8 2031 Future Total Traffic Operations

Upon adding the estimated site-generated trips utilizing the Middleton haul route to the 2031 future background traffic volumes, the 2031 future total conditions volumes for this haul route were calculated and are shown in **Figure 7**, attached. A summary of the associated traffic operations is presented in **Table 8**. Detailed Synchro results are provided in **Appendix D**.

Table 8 2031 Future Total Traffic Operations

Intersection	Overall Intersection		Movements with Highest V/C Ratio / Critical Movements			
	LOS	Delay (s)	Movement	LOS	Delay (s)	V/C
AM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	B	13	0.27
Trunk 1 and Trunk 10	A	6	NBLR	D	35	0.51
Trunk 10 and Route 201	A	6	WBTLR	B	13	0.17
Route 201 and Bayard Road	A	2	SBLR	A	9	0.02
PM Peak Hour						
Trunk 1 and Victoria Road	A	3	SBLR	C	16	0.35
Trunk 1 and Trunk 10	A	4	NBLR	C	20	0.22
Trunk 10 and Route 201	A	8	WBTLR	B	15	0.34
Route 201 and Bayard Road	A	2	SBLR	A	10	0.09

As shown in **Table 8**, the 2031 future total conditions capacity analysis indicates that no critical operations are expected at the study area intersections for either peak hour conditions.

5. Conclusion

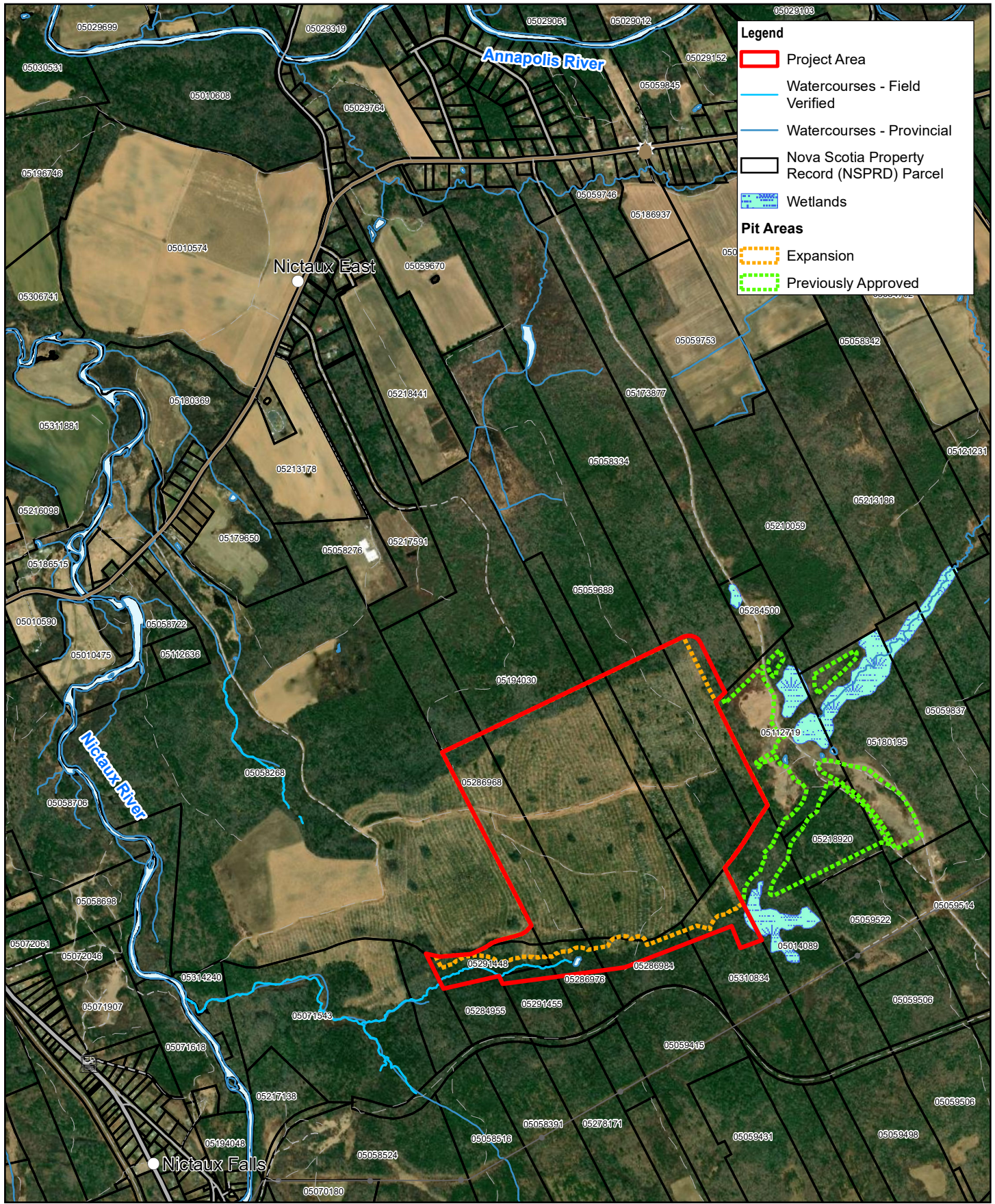
The purpose of this traffic impact assessment (TIA) report is to assess from a traffic perspective the feasibility of a proposed sand pit within the community of South Farmington, Nova Scotia. This report forecasted the anticipated traffic impacts of the proposed sand pit on the adjacent road network and assessed for the feasibility of the “Middleton Haul Route” which is the route expected to be taken by trucks between the proposed sand pit location within the community of South Farmington and other (currently unconfirmed) sites in Halifax outside of the study.

As this report’s proposed sand pit is intended to replace the current “Keddy Sand Pit” site located at 1516 S Bishop Road in the community of Coldbrook, this other Keddy site was used as a proxy to estimate the number of trips that would be generated by the new sand pit in South Farmington. Upon review of the data received from this other site, it was assumed for the purpose of analysis of the proposed South Farmington sand pit that 15 new trips in both directions, entering and exiting the site, were going to be generated for each of the AM and PM peak hours being studied.

Based on the anticipated background growth of the traffic network as well as the forecasted number of site-generated trips, future background (not including development buildout) and future total (including development buildout) traffic volumes and operations were estimated for both the opening year of the proposed development of 2026 as well as the year corresponding to the opening year plus five years (i.e. 2031).

For each of the traffic conditions that were analyzed, up until the 2031 future total traffic conditions, traffic operations were found to be acceptable as no critical operations were found to be expected at any of the study area intersections for either peak hour conditions. As such, from a traffic operations perspective, the proposed sand pit location and associated Middleton haul route proposed to be taken by trucks appear to be feasible and acceptable.

Figures



Legend

- Project Area
- Watercourses - Field Verified
- Watercourses - Provincial
- Nova Scotia Property Record (NSPRD) Parcel
- Wetlands
- Pit Areas**
- Expansion
- Previously Approved

Scale 1:20,000

0 200 400 600

Metres

Map Projection: Transverse Mercator
Horizontal Datum: North American 1983 CSRS
Grid: NAD 1983 CSRS UTM Zone 20N

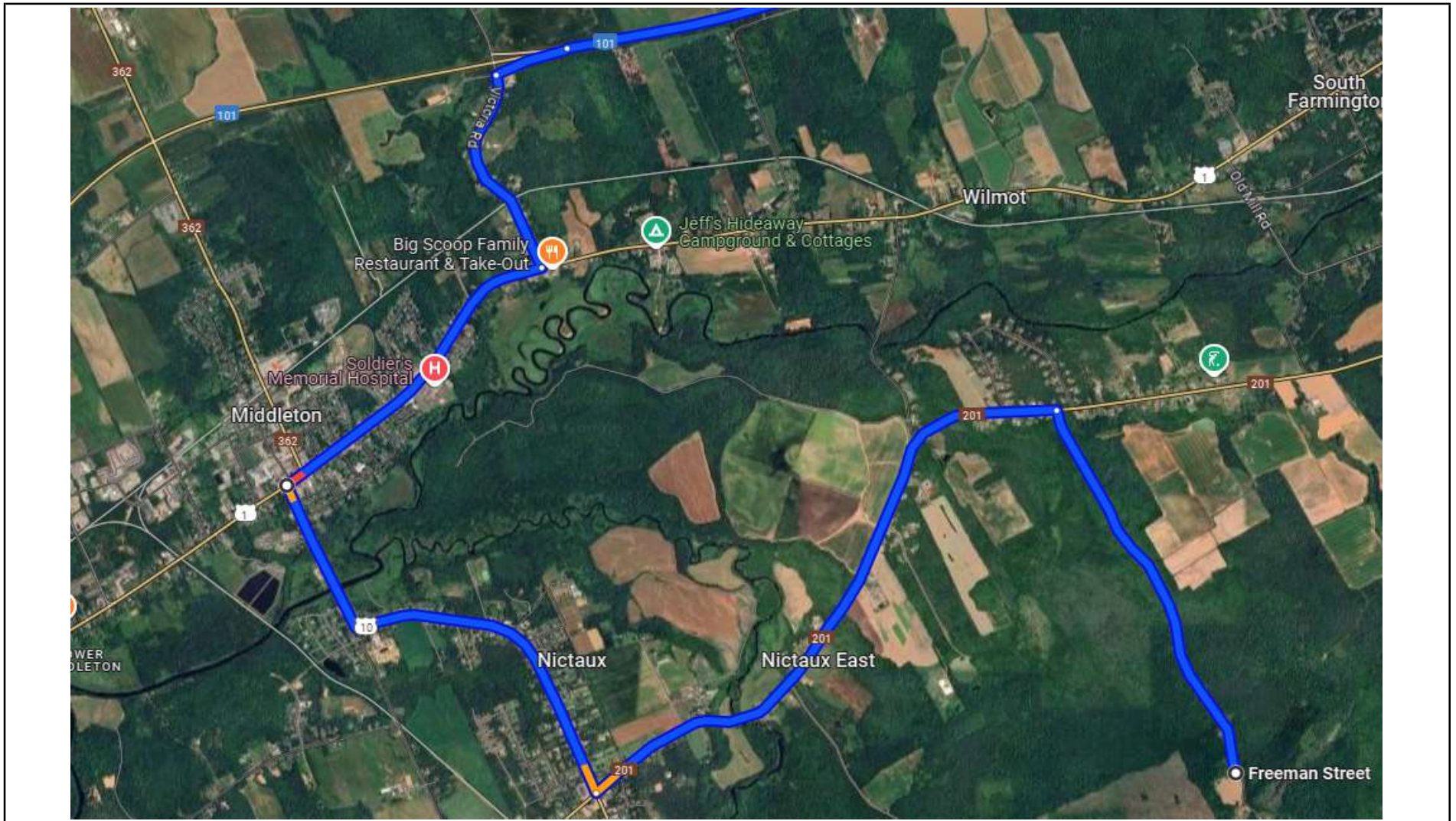


THE SHAW GROUP LIMITED
SOUTH FARMINGTON, ANNAPOLIS CO, NOVA SCOTIA
PROPOSED SAND PIT

Project No. 12586970
 Revision No. -
 Date Dec 17, 2024

SITE PLAN

FIGURE 1

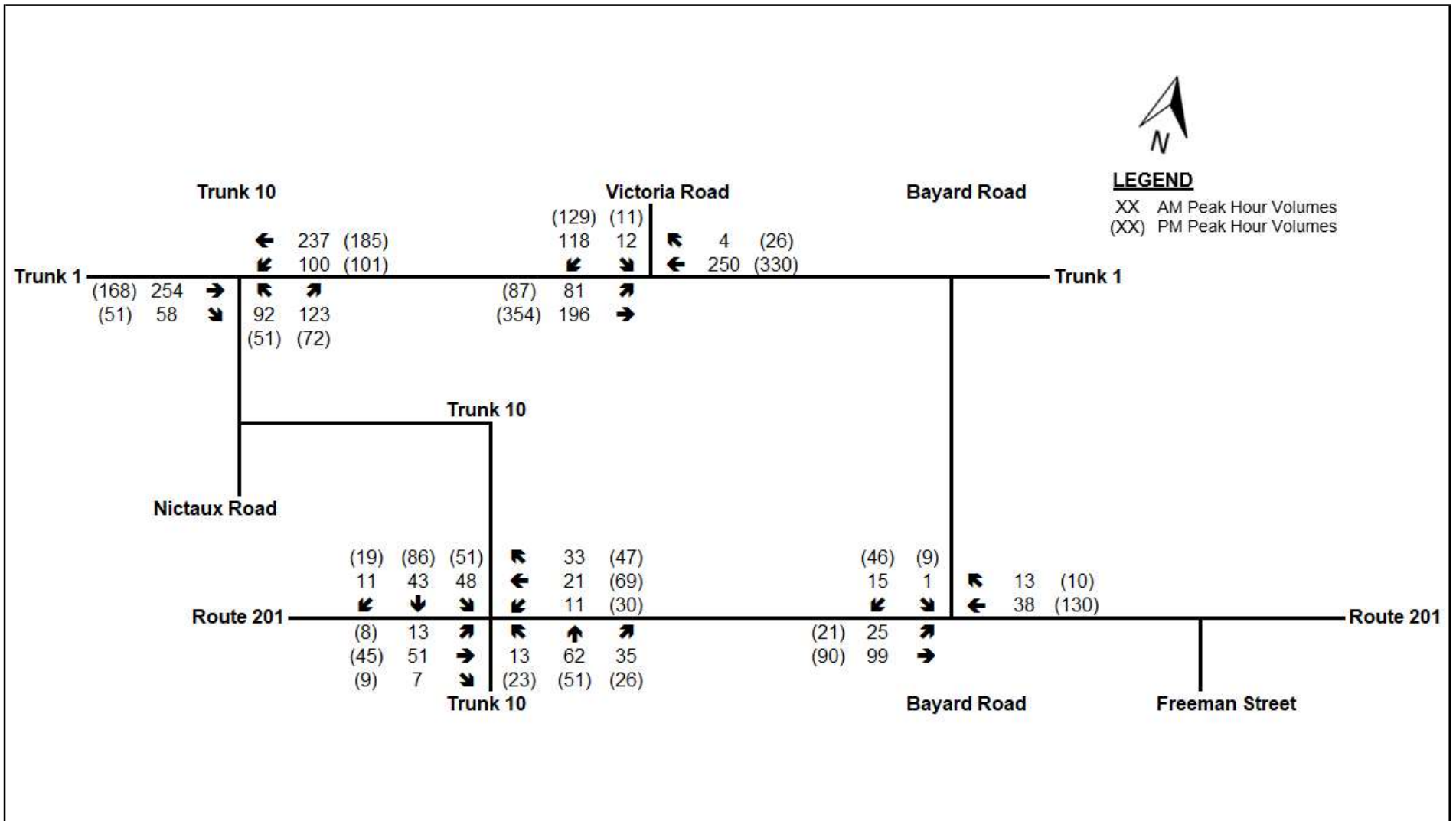


Province of Nova Scotia
Sand Pit Development, South Farmington, NS
Haul Route

12584960

March 13, 2025

FIGURE 2

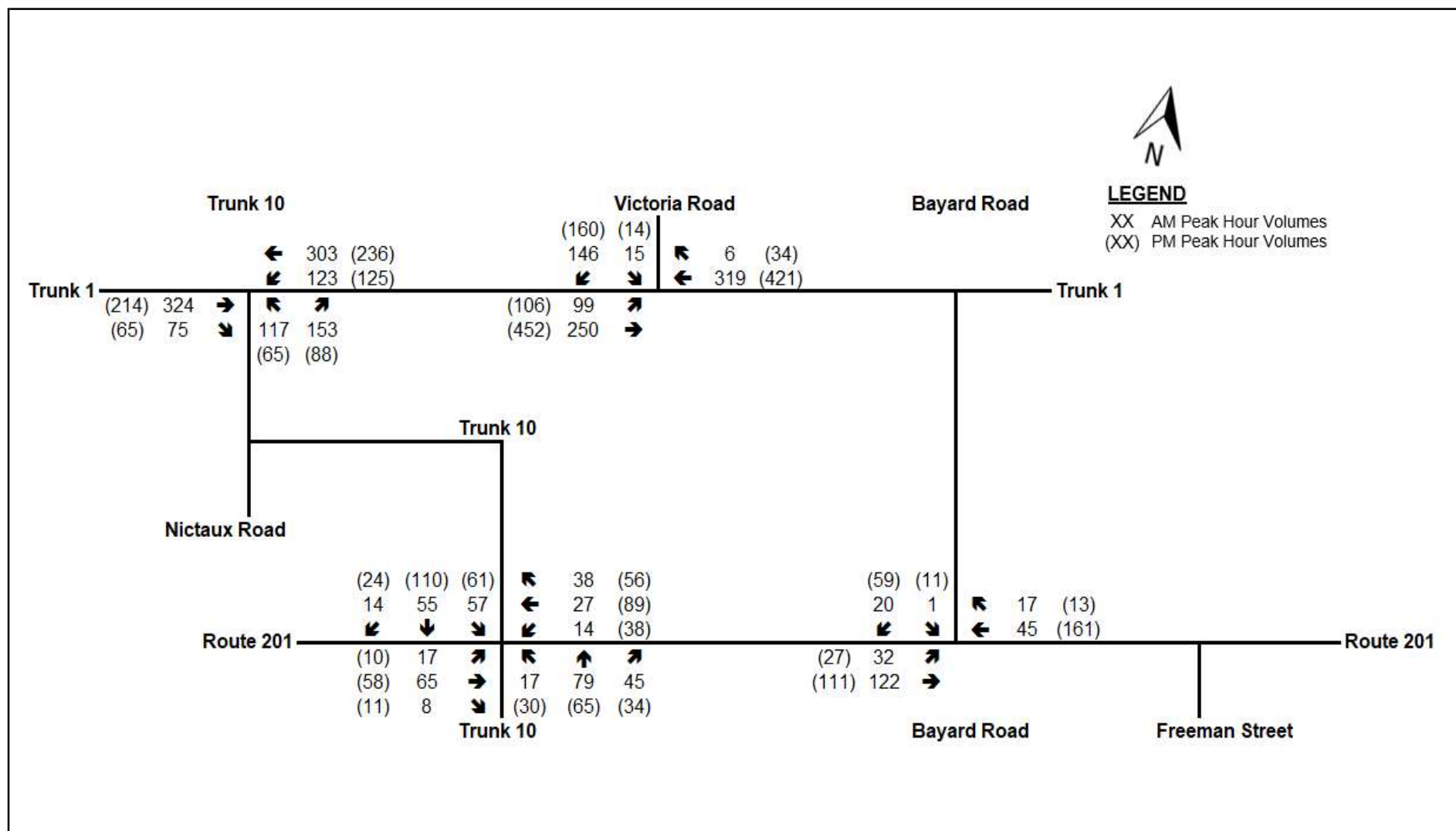


Province of Nova Scotia
 Sand Pit Development, South Farmington, NS
 2026 Future Total Traffic Volumes

12584960

March 13, 2025

FIGURE 5



Province of Nova Scotia
 Sand Pit Development, South Farmington, NS
 2031 Future Total Traffic Volumes

12584960

March 13, 2025

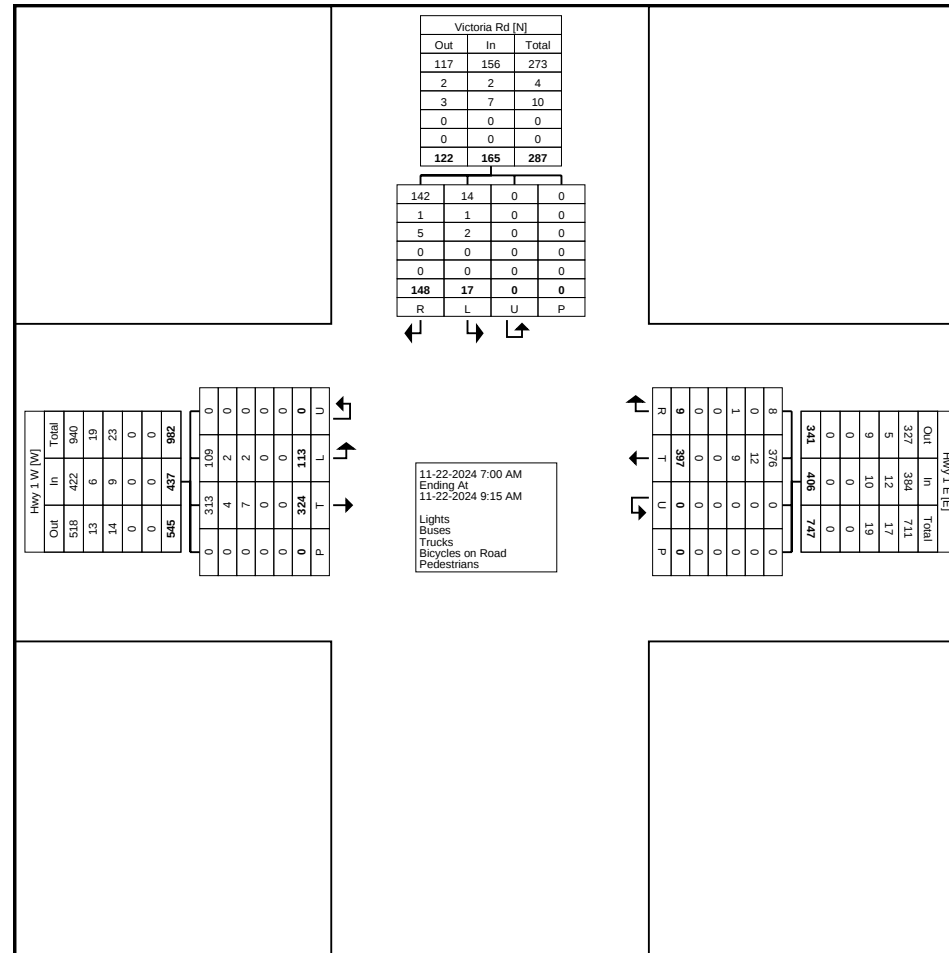
FIGURE 7

Appendices

Appendix A

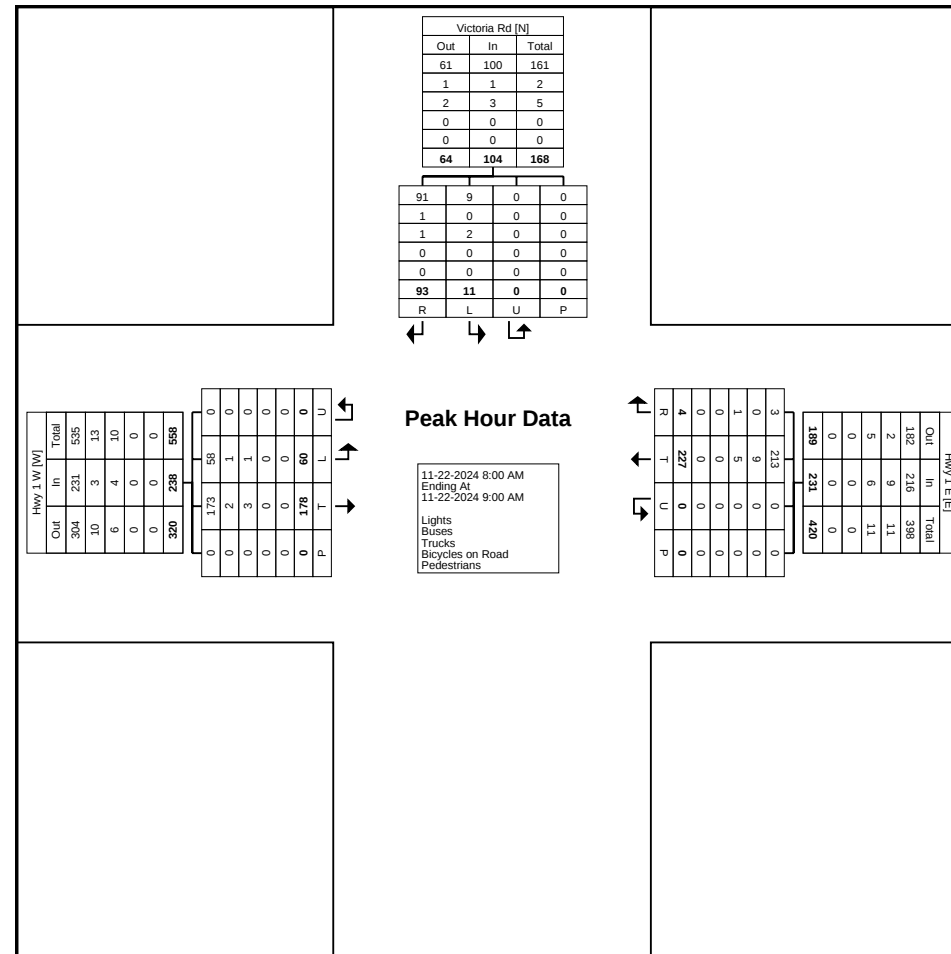
Turning Movement Counts

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 1 - Hwy 1 & Victoria Rd
Start Date: 11-22-2024
Page No: 1



Turning Movement Data Plot

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 1 - Hwy 1 & Victoria Rd
Start Date: 11-22-2024
Page No: 3



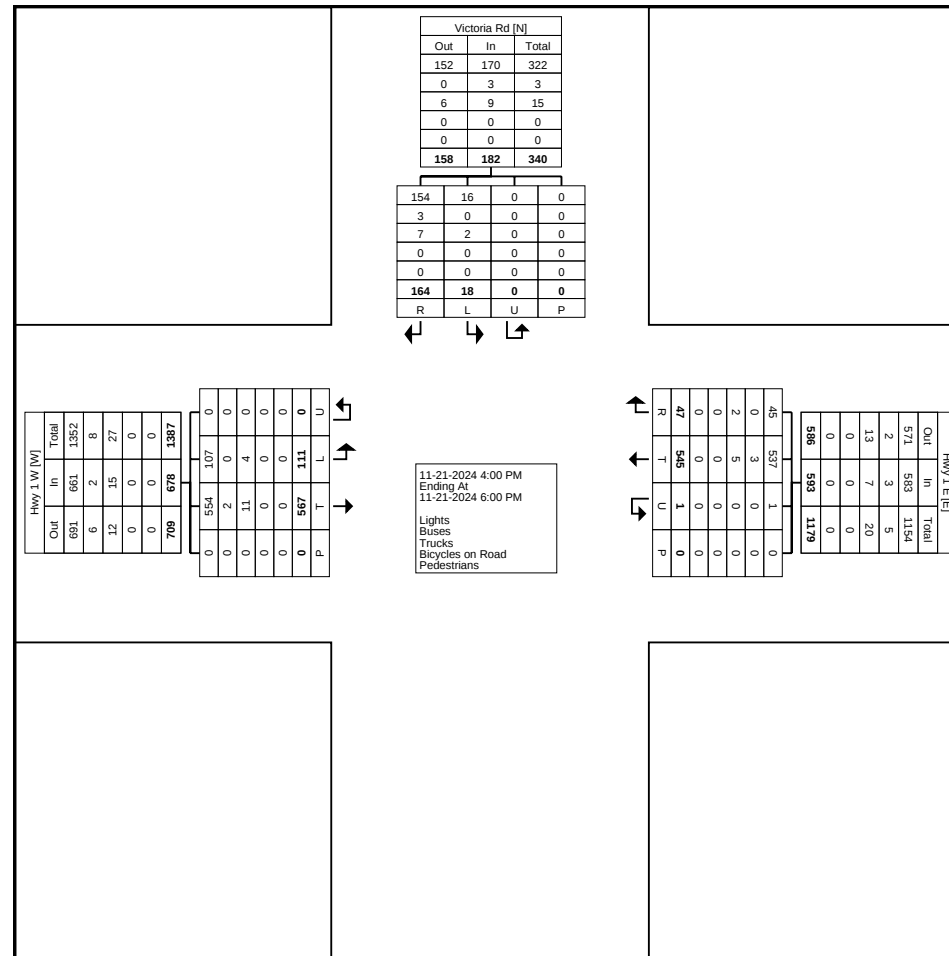
Turning Movement Peak Hour Data Plot (8:00 AM)

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 1 - Hwy 1 & Victoria Rd
Start Date: 11-21-2024
Page No: 1

Turning Movement Data

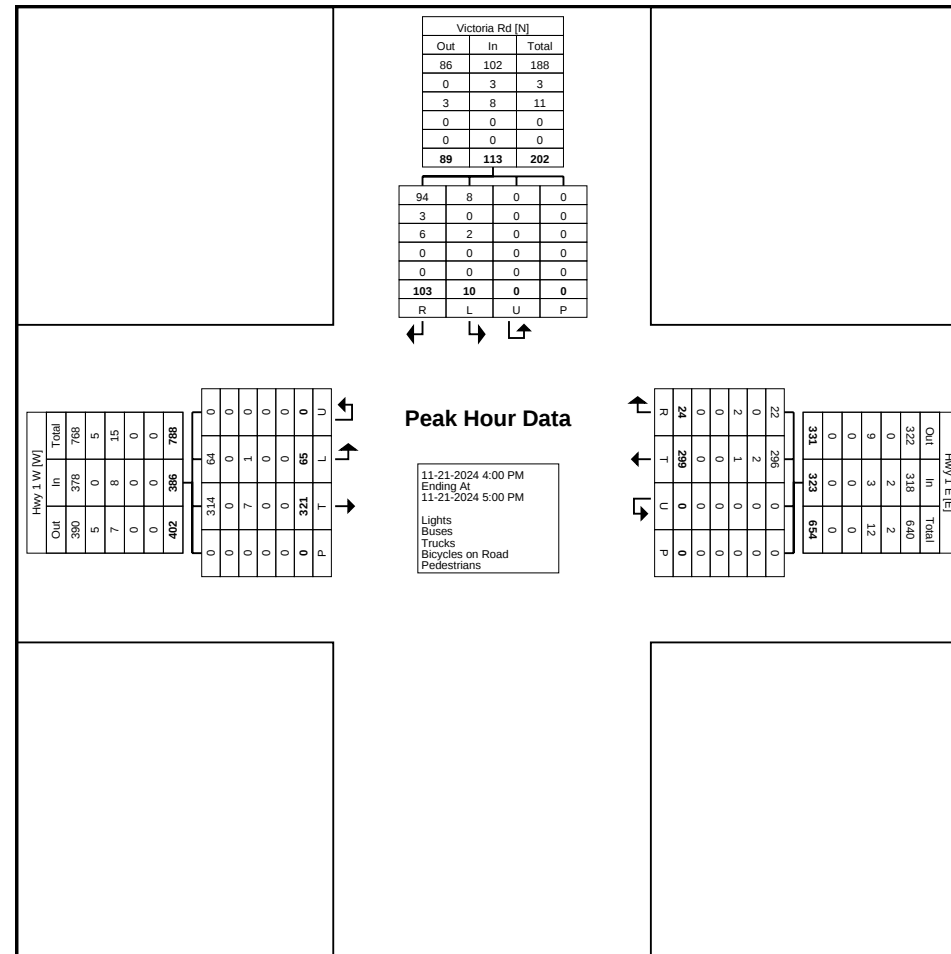
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Count Name: Shaw Nictaux Sand Pit
Site Code: Location 1 - Hwy 1 & Victoria Rd
Start Date: 11-21-2024
Page No: 2



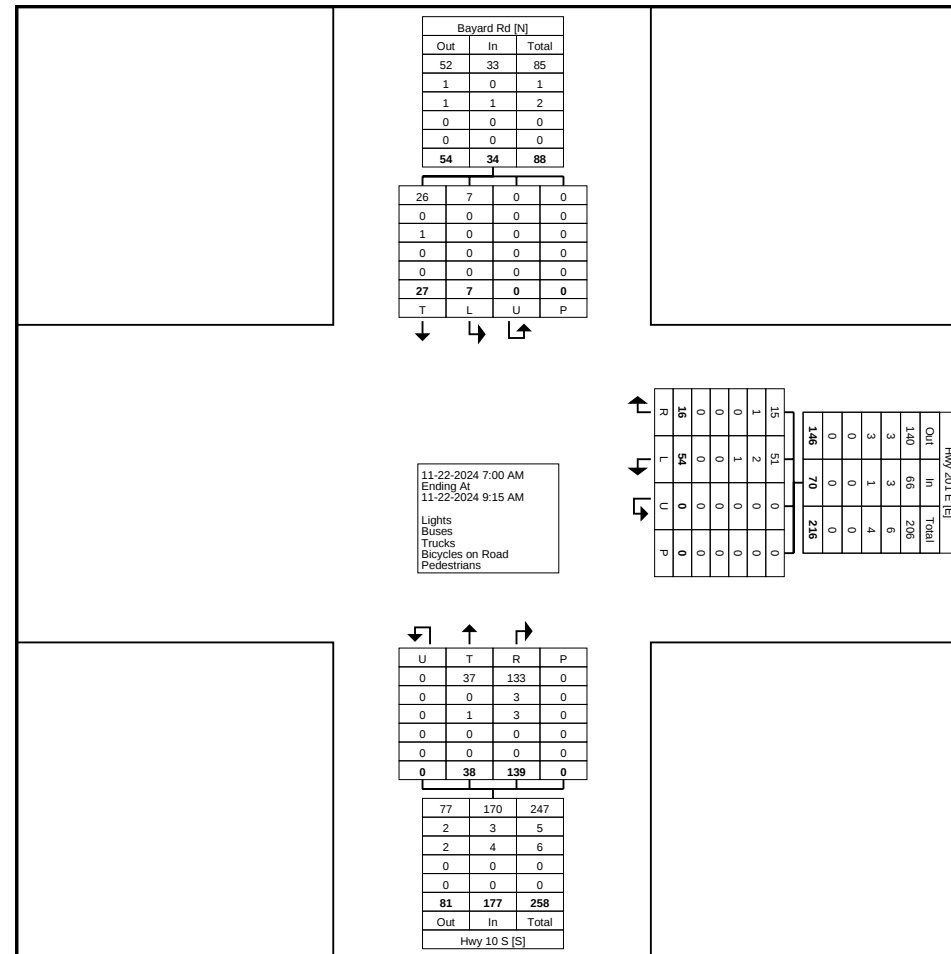
Turning Movement Data Plot

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 1 - Hwy 1 & Victoria Rd
Start Date: 11-21-2024
Page No: 3



Turning Movement Peak Hour Data Plot (4:00 PM)

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 2 - Hwy 201 & Bayard Rd
Start Date: 11-22-2024
Page No: 1



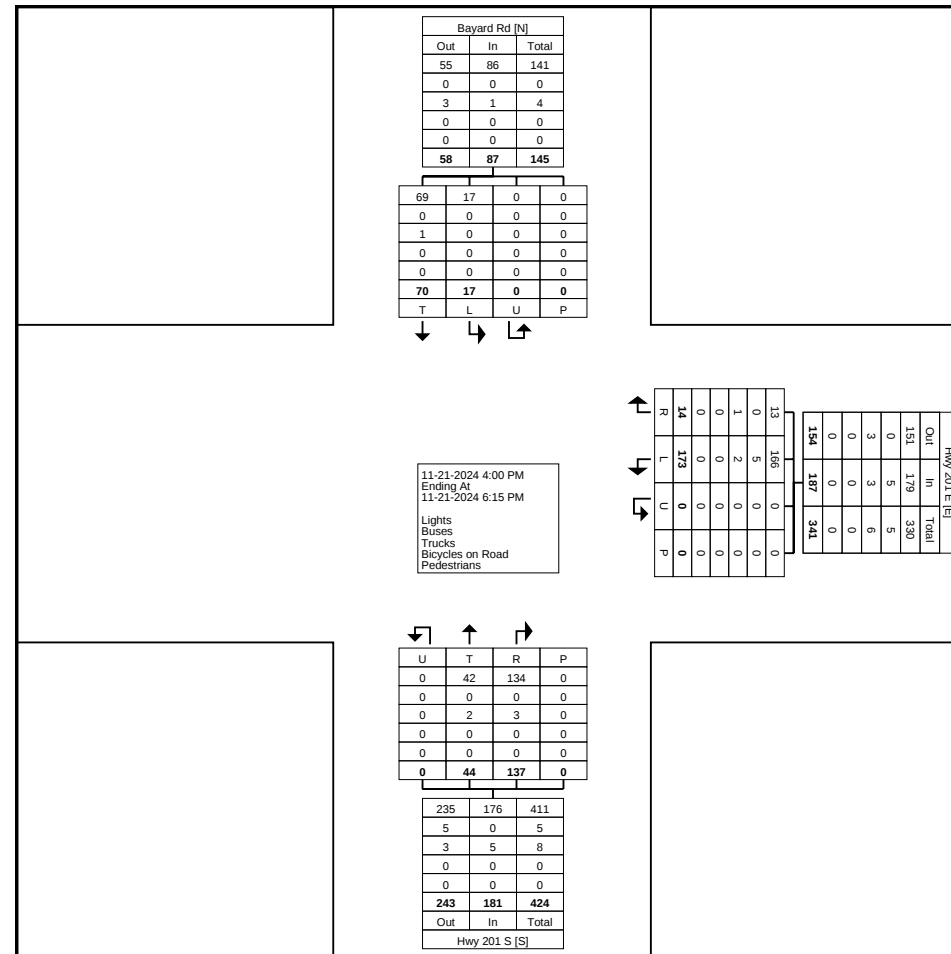
Turning Movement Data Plot

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 2 - Hwy 201 & Bayard Rd
Start Date: 11-22-2024
Page No: 3

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 2 - Hwy 201 & Bayard Rd
Start Date: 11-22-2024
Page No: 4

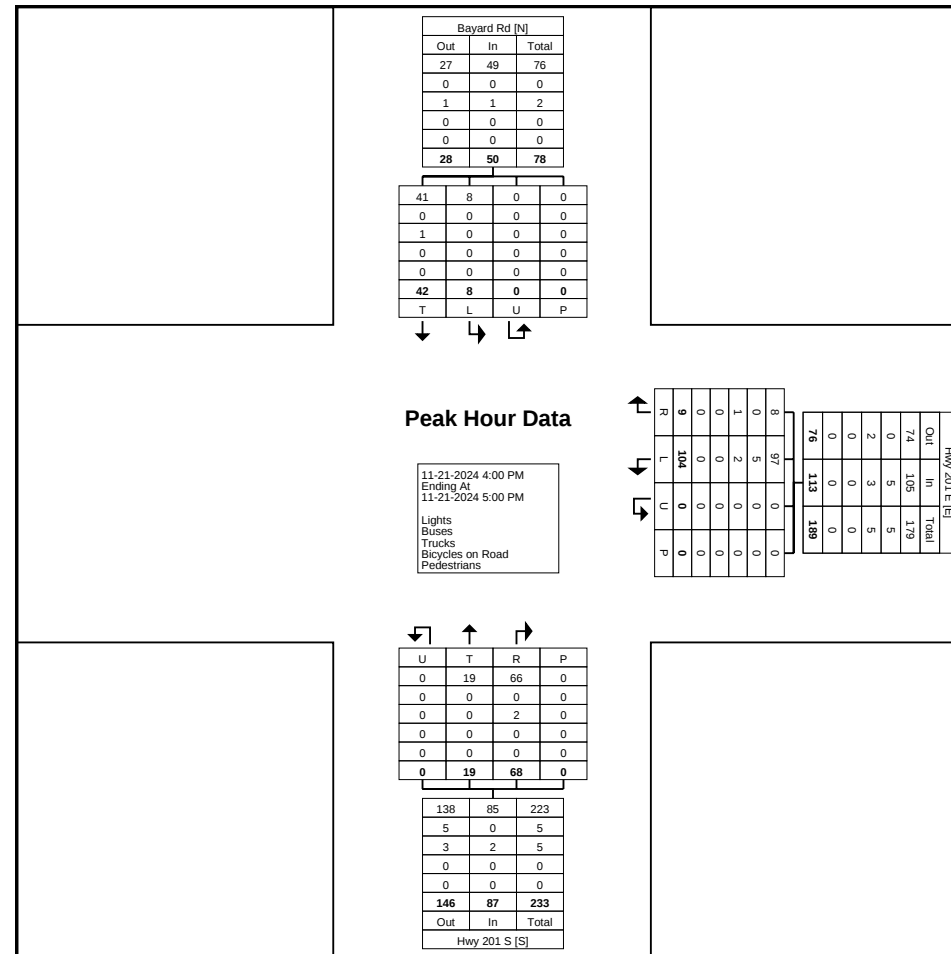
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Count Name: Shaw Nictaux Sand Pit
Site Code: Location 2 - Hwy 201 & Bayard Rd
Start Date: 11-21-2024
Page No: 1



Turning Movement Data Plot

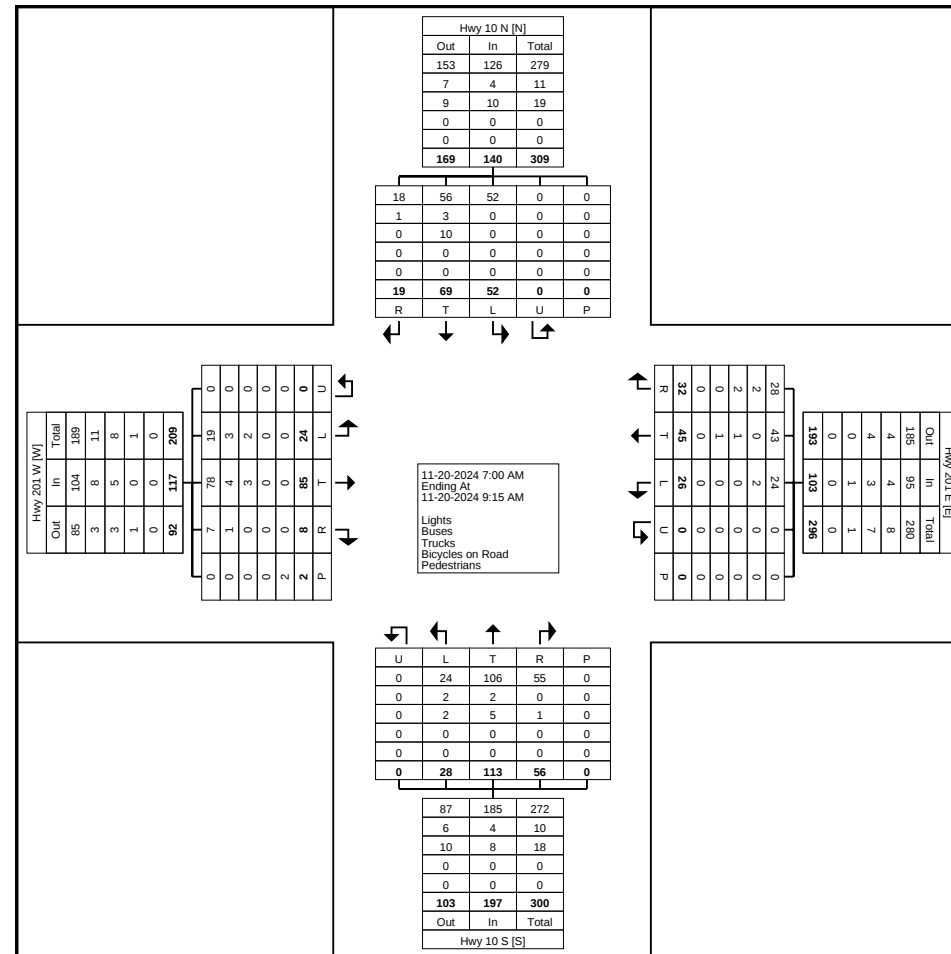
Count Name: Shaw Nictaux Sand Pit
Site Code: Location 2 - Hwy 201 & Bayard Rd
Start Date: 11-21-2024
Page No: 3



Turning Movement Peak Hour Data Plot (4:00 PM)

Turning Movement Data

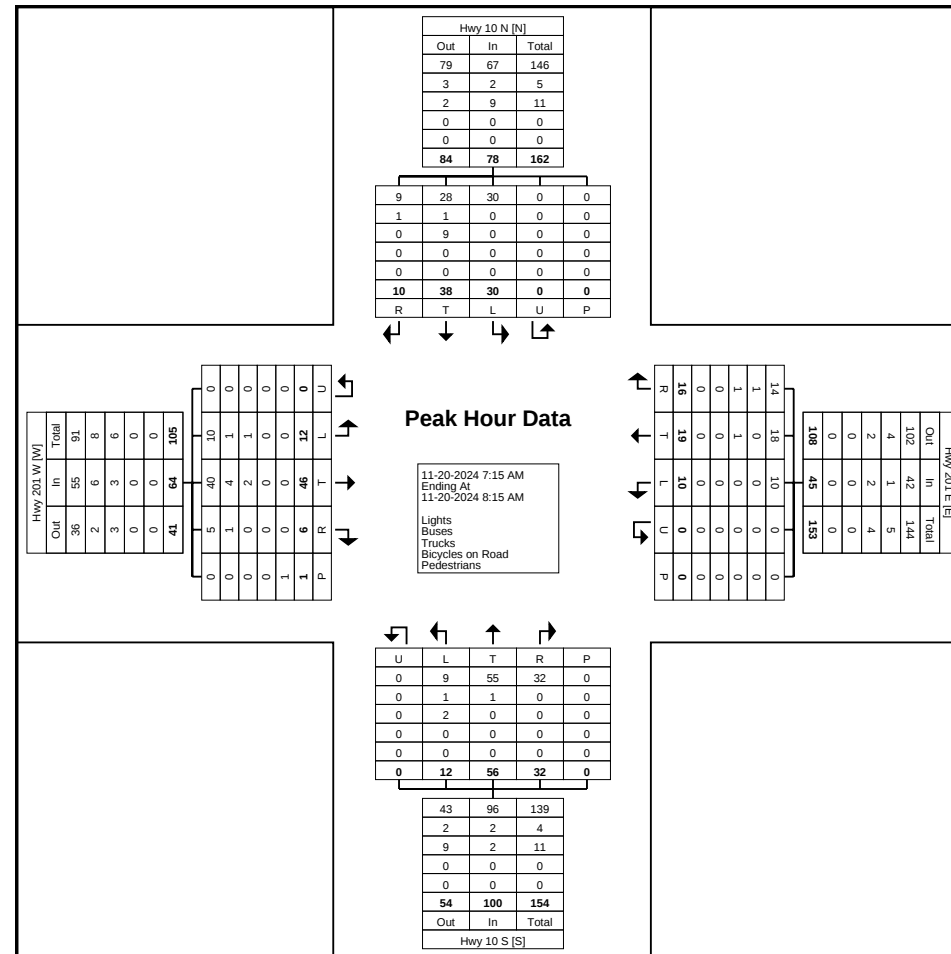
Start Time	Hwy 10 N Southbound						Hwy 201 E Westbound						Hwy 10 S Northbound						Hwy 201 W Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	7	7	0	0	16	0	7	0	0	0	7	3	9	1	0	0	13	0	6	0	0	0	6	42
7:15 AM	5	6	7	0	0	18	3	6	4	0	0	13	5	15	1	0	0	21	2	12	1	0	0	15	67
7:30 AM	2	9	8	0	0	19	3	4	2	0	0	9	14	18	2	0	0	34	1	15	5	0	0	21	83
7:45 AM	2	14	10	0	0	26	6	4	3	0	0	13	6	10	3	0	0	19	2	13	5	0	0	20	78
Hourly Total	11	36	32	0	0	79	12	21	9	0	0	42	28	52	7	0	0	87	5	46	11	0	0	62	270
8:00 AM	1	9	5	0	0	15	4	5	1	0	0	10	7	13	6	0	0	26	1	6	1	0	1	8	59
8:15 AM	3	3	4	0	0	10	3	7	4	0	0	14	7	12	3	0	0	22	1	10	3	0	0	14	60
8:30 AM	2	8	5	0	0	15	6	6	6	0	0	18	5	18	6	0	0	29	1	12	4	0	0	17	79
8:45 AM	2	13	6	0	0	21	7	6	6	0	0	19	9	18	6	0	0	33	0	11	4	0	1	15	88
Hourly Total	8	33	20	0	0	61	20	24	17	0	0	61	28	61	21	0	0	110	3	39	12	0	2	54	286
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	19	69	52	0	0	140	32	45	26	0	0	103	56	113	28	0	0	197	8	85	24	0	2	117	557
Approach %	13.6	49.3	37.1	0.0	-	-	31.1	43.7	25.2	0.0	-	-	28.4	57.4	14.2	0.0	-	-	6.8	72.6	20.5	0.0	-	-	-
Total %	3.4	12.4	9.3	0.0	-	25.1	5.7	8.1	4.7	0.0	-	18.5	10.1	20.3	5.0	0.0	-	35.4	1.4	15.3	4.3	0.0	-	21.0	-
Lights	18	56	52	0	-	126	28	43	24	0	-	95	55	106	24	0	-	185	7	78	19	0	-	104	510
% Lights	94.7	81.2	100.0	-	-	90.0	87.5	95.6	92.3	-	-	92.2	98.2	93.8	85.7	-	-	93.9	87.5	91.8	79.2	-	-	88.9	91.6
Buses	1	3	0	0	-	4	2	0	2	0	-	4	0	2	2	0	-	4	1	4	3	0	-	8	20
% Buses	5.3	4.3	0.0	-	-	2.9	6.3	0.0	7.7	-	-	3.9	0.0	1.8	7.1	-	-	2.0	12.5	4.7	12.5	-	-	6.8	3.6
Trucks	0	10	0	0	-	10	2	1	0	0	-	3	1	5	2	0	-	8	0	3	2	0	-	5	26
% Trucks	0.0	14.5	0.0	-	-	7.1	6.3	2.2	0.0	-	-	2.9	1.8	4.4	7.1	-	-	4.1	0.0	3.5	8.3	-	-	4.3	4.7
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	2.2	0.0	-	-	1.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (7:15 AM)

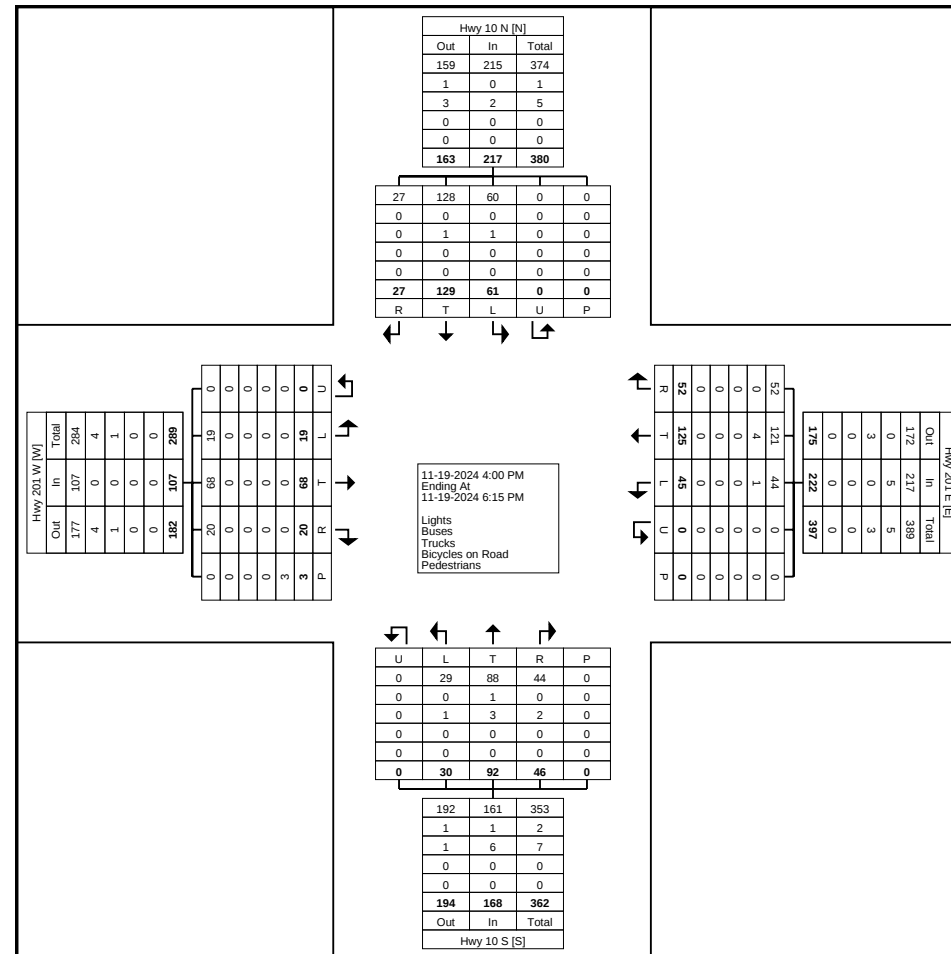
Start Time	Hwy 10 N Southbound						Hwy 201 E Westbound						Hwy 10 S Northbound						Hwy 201 W Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:15 AM	5	6	7	0	0	18	3	6	4	0	0	13	5	15	1	0	0	21	2	12	1	0	0	15	67
7:30 AM	2	9	8	0	0	19	3	4	2	0	0	9	14	18	2	0	0	34	1	15	5	0	0	21	83
7:45 AM	2	14	10	0	0	26	6	4	3	0	0	13	6	10	3	0	0	19	2	13	5	0	0	20	78
8:00 AM	1	9	5	0	0	15	4	5	1	0	0	10	7	13	6	0	0	26	1	6	1	0	1	8	59
Total	10	38	30	0	0	78	16	19	10	0	0	45	32	56	12	0	0	100	6	46	12	0	1	64	287
Approach %	12.8	48.7	38.5	0.0	-	-	35.6	42.2	22.2	0.0	-	-	32.0	56.0	12.0	0.0	-	-	9.4	71.9	18.8	0.0	-	-	-
Total %	3.5	13.2	10.5	0.0	-	27.2	5.6	6.6	3.5	0.0	-	15.7	11.1	19.5	4.2	0.0	-	34.8	2.1	16.0	4.2	0.0	-	22.3	-
PHF	0.500	0.679	0.750	0.000	-	0.750	0.667	0.792	0.625	0.000	-	0.865	0.571	0.778	0.500	0.000	-	0.735	0.750	0.767	0.600	0.000	-	0.762	0.864
Lights	9	28	30	0	-	67	14	18	10	0	-	42	32	55	9	0	-	96	5	40	10	0	-	55	260
% Lights	90.0	73.7	100.0	-	-	85.9	87.5	94.7	100.0	-	-	93.3	100.0	98.2	75.0	-	-	96.0	83.3	87.0	83.3	-	-	85.9	90.6
Buses	1	1	0	0	-	2	1	0	0	0	-	1	0	1	1	0	-	2	1	4	1	0	-	6	11
% Buses	10.0	2.6	0.0	-	-	2.6	6.3	0.0	0.0	-	-	2.2	0.0	1.8	8.3	-	-	2.0	16.7	8.7	8.3	-	-	9.4	3.8
Trucks	0	9	0	0	-	9	1	1	0	0	-	2	0	0	2	0	-	2	0	2	1	0	-	3	16
% Trucks	0.0	23.7	0.0	-	-	11.5	6.3	5.3	0.0	-	-	4.4	0.0	0.0	16.7	-	-	2.0	0.0	4.3	8.3	-	-	4.7	5.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-



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

Turning Movement Data

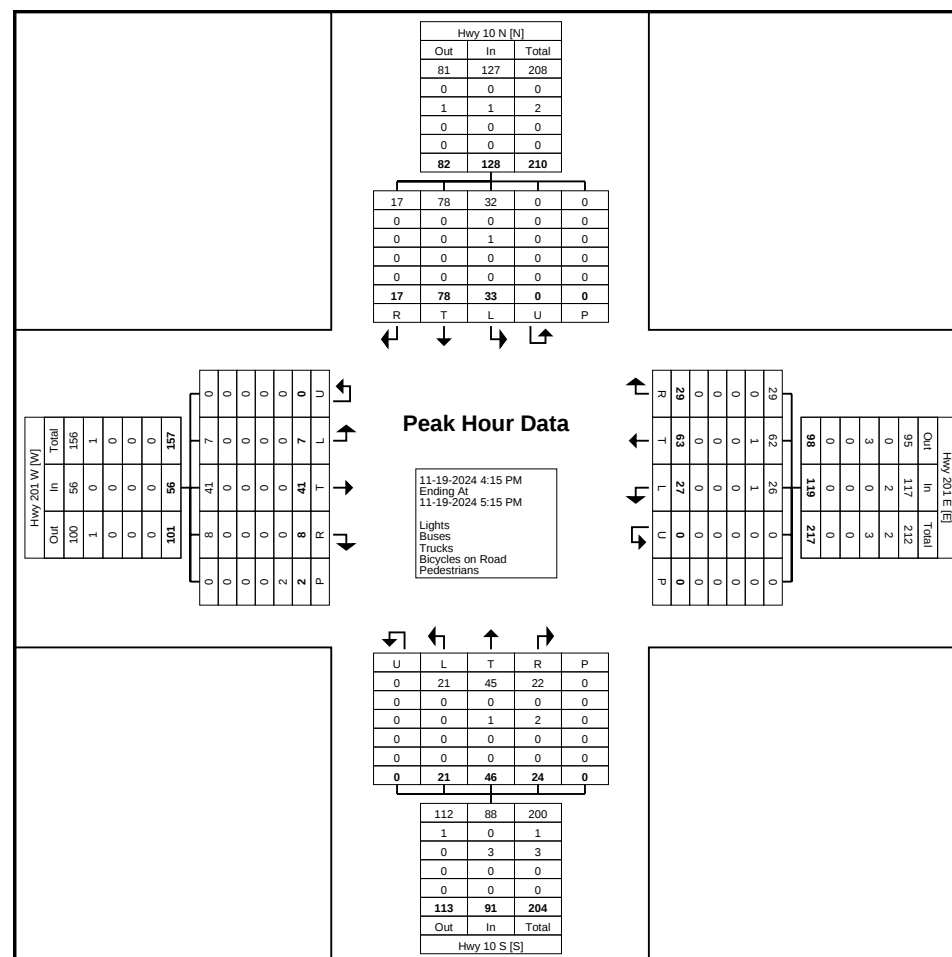
Start Time	Hwy 10 N Southbound						Hwy 201 E Westbound						Hwy 10 S Northbound						Hwy 201 W Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	5	14	9	0	0	28	10	24	2	0	0	36	8	12	2	0	0	22	4	5	6	0	0	15	101
4:15 PM	3	19	7	0	0	29	11	12	10	0	0	33	5	8	8	0	0	21	2	6	2	0	0	10	93
4:30 PM	4	20	10	0	0	34	7	15	2	0	0	24	7	15	7	0	0	29	1	8	2	0	0	11	98
4:45 PM	4	16	7	0	0	27	3	19	7	0	0	29	6	13	2	0	0	21	2	16	2	0	2	20	97
Hourly Total	16	69	33	0	0	118	31	70	21	0	0	122	26	48	19	0	0	93	9	35	12	0	2	56	389
5:00 PM	6	23	9	0	0	38	8	17	8	0	0	33	6	10	4	0	0	20	3	11	1	0	0	15	106
5:15 PM	1	16	8	0	0	25	9	13	4	0	0	26	3	10	3	0	0	16	3	5	3	0	0	11	78
5:30 PM	3	18	4	0	0	25	3	13	6	0	0	22	7	8	2	0	0	17	3	10	3	0	0	16	80
5:45 PM	1	3	7	0	0	11	1	12	6	0	0	19	4	16	2	0	0	22	2	7	0	0	1	9	61
Hourly Total	11	60	28	0	0	99	21	55	24	0	0	100	20	44	11	0	0	75	11	33	7	0	1	51	325
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	27	129	61	0	0	217	52	125	45	0	0	222	46	92	30	0	0	168	20	68	19	0	3	107	714
Approach %	12.4	59.4	28.1	0.0	-	-	23.4	56.3	20.3	0.0	-	-	27.4	54.8	17.9	0.0	-	-	18.7	63.6	17.8	0.0	-	-	-
Total %	3.8	18.1	8.5	0.0	-	30.4	7.3	17.5	6.3	0.0	-	31.1	6.4	12.9	4.2	0.0	-	23.5	2.8	9.5	2.7	0.0	-	15.0	-
Lights	27	128	60	0	-	215	52	121	44	0	-	217	44	88	29	0	-	161	20	68	19	0	-	107	700
% Lights	100.0	99.2	98.4	-	-	99.1	100.0	96.8	97.8	-	-	97.7	95.7	95.7	96.7	-	-	95.8	100.0	100.0	100.0	-	-	100.0	98.0
Buses	0	0	0	0	-	0	0	4	1	0	-	5	0	1	0	0	-	1	0	0	0	0	-	0	6
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	3.2	2.2	-	-	2.3	0.0	1.1	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.8
Trucks	0	1	1	0	-	2	0	0	0	0	-	0	2	3	1	0	-	6	0	0	0	0	-	0	8
% Trucks	0.0	0.8	1.6	-	-	0.9	0.0	0.0	0.0	-	-	0.0	4.3	3.3	3.3	-	-	3.6	0.0	0.0	0.0	-	-	0.0	1.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data (4:15 PM)

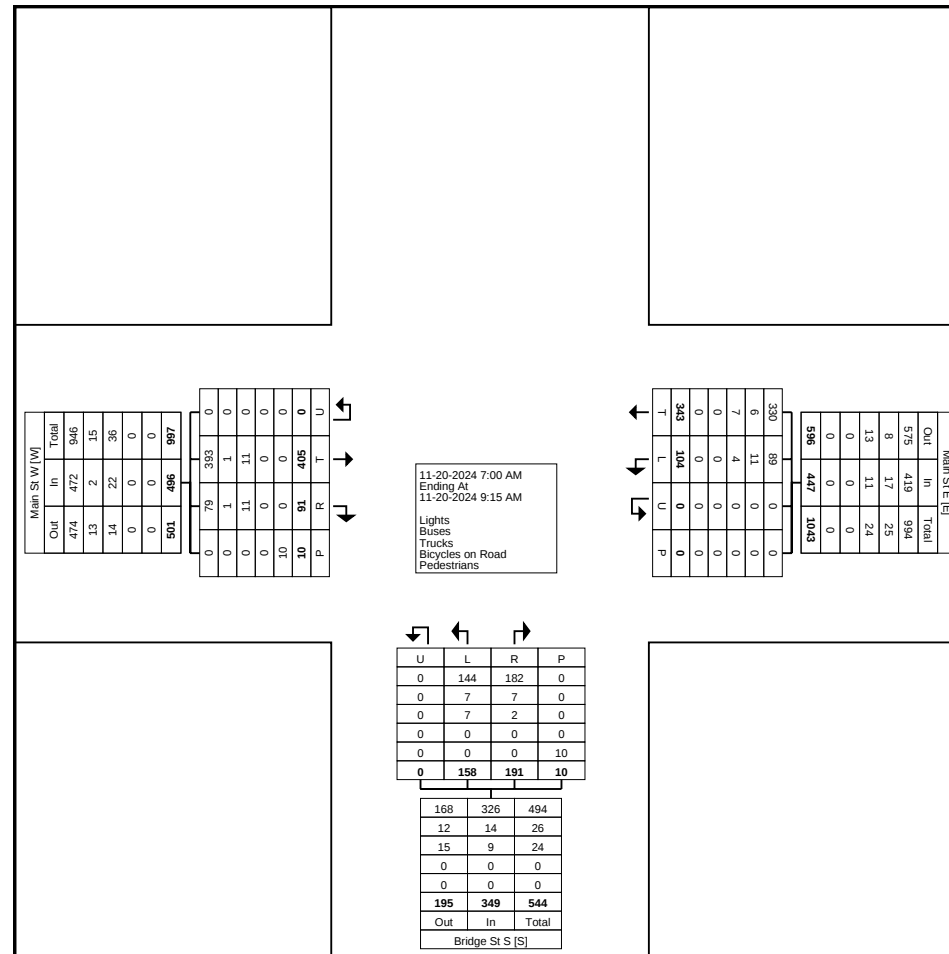
Start Time	Hwy 10 N Southbound						Hwy 201 E Westbound						Hwy 10 S Northbound						Hwy 201 W Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	3	19	7	0	0	29	11	12	10	0	0	33	5	8	8	0	0	21	2	6	2	0	0	10	93
4:30 PM	4	20	10	0	0	34	7	15	2	0	0	24	7	15	7	0	0	29	1	8	2	0	0	11	98
4:45 PM	4	16	7	0	0	27	3	19	7	0	0	29	6	13	2	0	0	21	2	16	2	0	2	20	97
5:00 PM	6	23	9	0	0	38	8	17	8	0	0	33	6	10	4	0	0	20	3	11	1	0	0	15	106
Total	17	78	33	0	0	128	29	63	27	0	0	119	24	46	21	0	0	91	8	41	7	0	2	56	394
Approach %	13.3	60.9	25.8	0.0	-	-	24.4	52.9	22.7	0.0	-	-	26.4	50.5	23.1	0.0	-	-	14.3	73.2	12.5	0.0	-	-	-
Total %	4.3	19.8	8.4	0.0	-	32.5	7.4	16.0	6.9	0.0	-	30.2	6.1	11.7	5.3	0.0	-	23.1	2.0	10.4	1.8	0.0	-	14.2	-
PHF	0.708	0.848	0.825	0.000	-	0.842	0.659	0.829	0.675	0.000	-	0.902	0.857	0.767	0.656	0.000	-	0.784	0.667	0.641	0.875	0.000	-	0.700	0.929
Lights	17	78	32	0	-	127	29	62	26	0	-	117	22	45	21	0	-	88	8	41	7	0	-	56	388
% Lights	100.0	100.0	97.0	-	-	99.2	100.0	98.4	96.3	-	-	98.3	91.7	97.8	100.0	-	-	96.7	100.0	100.0	100.0	-	-	100.0	98.5
Buses	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	1.6	3.7	-	-	1.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.5
Trucks	0	0	1	0	-	1	0	0	0	0	-	0	2	1	0	0	-	3	0	0	0	0	-	0	4
% Trucks	0.0	0.0	3.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	8.3	2.2	0.0	-	-	3.3	0.0	0.0	0.0	-	-	0.0	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-

Count Name: Shaw Nictaux Sand Pit
Site Code:
Start Date: 11-19-2024
Page No: 4



Turning Movement Data

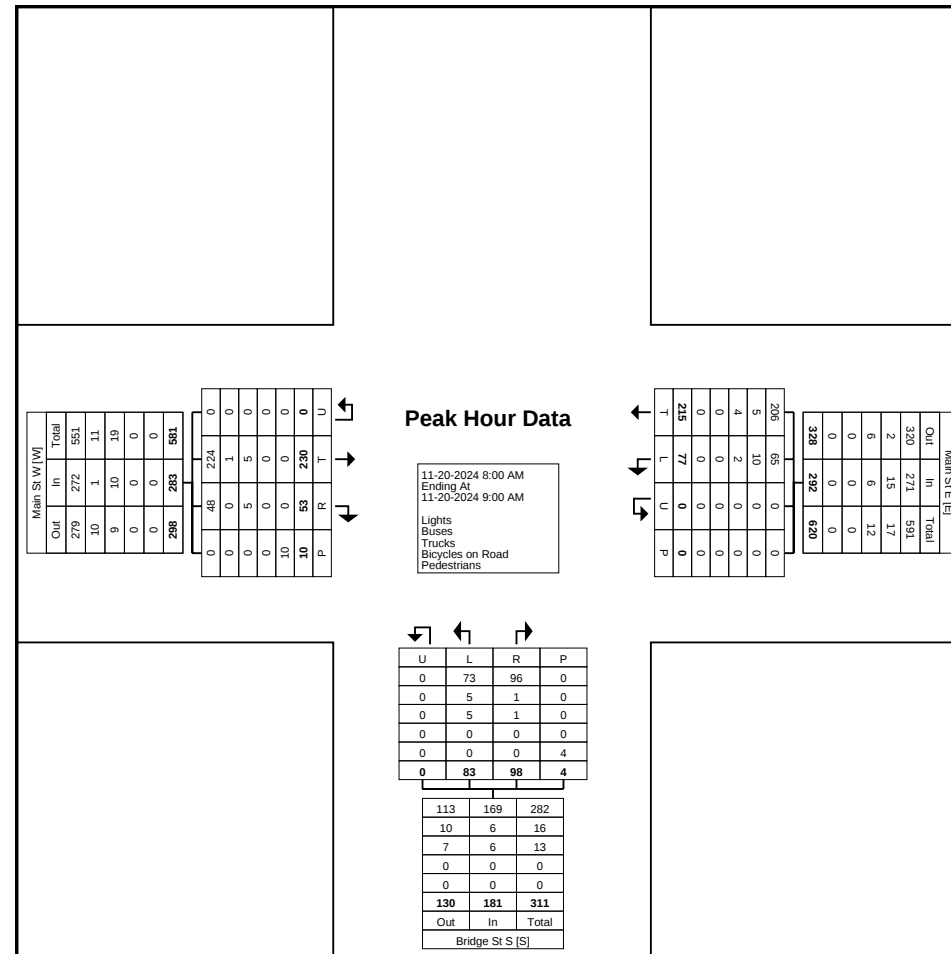
Start Time	Main St E Westbound					Bridge St S Northbound					Main St W Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	18	5	0	0	23	18	10	0	0	28	8	26	0	0	34	85
7:15 AM	25	6	0	0	31	13	20	0	0	33	5	50	0	0	55	119
7:30 AM	39	8	0	0	47	23	26	0	3	49	13	43	0	0	56	152
7:45 AM	46	8	0	0	54	39	19	0	3	58	12	56	0	0	68	180
Hourly Total	128	27	0	0	155	93	75	0	6	168	38	175	0	0	213	536
8:00 AM	50	23	0	0	73	24	21	0	1	45	9	54	0	0	63	181
8:15 AM	57	18	0	0	75	20	11	0	1	31	13	61	0	1	74	180
8:30 AM	39	18	0	0	57	24	31	0	1	55	12	50	0	2	62	174
8:45 AM	69	18	0	0	87	30	20	0	1	50	19	65	0	7	84	221
Hourly Total	215	77	0	0	292	98	83	0	4	181	53	230	0	10	283	756
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	343	104	0	0	447	191	158	0	10	349	91	405	0	10	496	1292
Approach %	76.7	23.3	0.0	-	-	54.7	45.3	0.0	-	-	18.3	81.7	0.0	-	-	-
Total %	26.5	8.0	0.0	-	34.6	14.8	12.2	0.0	-	27.0	7.0	31.3	0.0	-	38.4	-
Lights	330	89	0	-	419	182	144	0	-	326	79	393	0	-	472	1217
% Lights	96.2	85.6	-	-	93.7	95.3	91.1	-	-	93.4	86.8	97.0	-	-	95.2	94.2
Buses	6	11	0	-	17	7	7	0	-	14	1	1	0	-	2	33
% Buses	1.7	10.6	-	-	3.8	3.7	4.4	-	-	4.0	1.1	0.2	-	-	0.4	2.6
Trucks	7	4	0	-	11	2	7	0	-	9	11	11	0	-	22	42
% Trucks	2.0	3.8	-	-	2.5	1.0	4.4	-	-	2.6	12.1	2.7	-	-	4.4	3.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	10	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Data Plot

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Main St E Westbound					Bridge St S Northbound					Main St W Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
8:00 AM	50	23	0	0	73	24	21	0	1	45	9	54	0	0	63	181
8:15 AM	57	18	0	0	75	20	11	0	1	31	13	61	0	1	74	180
8:30 AM	39	18	0	0	57	24	31	0	1	55	12	50	0	2	62	174
8:45 AM	69	18	0	0	87	30	20	0	1	50	19	65	0	7	84	221
Total	215	77	0	0	292	98	83	0	4	181	53	230	0	10	283	756
Approach %	73.6	26.4	0.0	-	-	54.1	45.9	0.0	-	-	18.7	81.3	0.0	-	-	-
Total %	28.4	10.2	0.0	-	38.6	13.0	11.0	0.0	-	23.9	7.0	30.4	0.0	-	37.4	-
PHF	0.779	0.837	0.000	-	0.839	0.817	0.669	0.000	-	0.823	0.697	0.885	0.000	-	0.842	0.855
Lights	206	65	0	-	271	96	73	0	-	169	48	224	0	-	272	712
% Lights	95.8	84.4	-	-	92.8	98.0	88.0	-	-	93.4	90.6	97.4	-	-	96.1	94.2
Buses	5	10	0	-	15	1	5	0	-	6	0	1	0	-	1	22
% Buses	2.3	13.0	-	-	5.1	1.0	6.0	-	-	3.3	0.0	0.4	-	-	0.4	2.9
Trucks	4	2	0	-	6	1	5	0	-	6	5	5	0	-	10	22
% Trucks	1.9	2.6	-	-	2.1	1.0	6.0	-	-	3.3	9.4	2.2	-	-	3.5	2.9
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (8:00 AM)

Turning Movement Data

Start Time	Main St E Westbound					Bridge St S Northbound					Main St W Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
4:00 PM	63	37	0	0	100	14	10	0	0	24	24	44	0	3	68	192
4:15 PM	59	31	0	0	90	14	17	0	0	31	16	47	0	0	63	184
4:30 PM	49	24	0	1	73	19	8	0	0	27	14	53	0	0	67	167
4:45 PM	37	27	0	0	64	16	17	0	1	33	9	32	0	0	41	138
Hourly Total	208	119	0	1	327	63	52	0	1	115	63	176	0	3	239	681
5:00 PM	58	15	0	0	73	9	11	0	0	20	13	40	0	0	53	146
5:15 PM	32	16	0	2	48	20	10	0	1	30	16	51	0	0	67	145
5:30 PM	41	20	0	1	61	7	8	0	0	15	8	29	0	0	37	113
5:45 PM	34	18	0	0	52	14	6	0	3	20	12	29	0	2	41	113
Hourly Total	165	69	0	3	234	50	35	0	4	85	49	149	0	2	198	517
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	373	188	0	4	561	113	87	0	5	200	112	325	0	5	437	1198
Approach %	66.5	33.5	0.0	-	-	56.5	43.5	0.0	-	-	25.6	74.4	0.0	-	-	-
Total %	31.1	15.7	0.0	-	46.8	9.4	7.3	0.0	-	16.7	9.3	27.1	0.0	-	36.5	-
Lights	368	186	0	-	554	112	86	0	-	198	111	321	0	-	432	1184
% Lights	98.7	98.9	-	-	98.8	99.1	98.9	-	-	99.0	99.1	98.8	-	-	98.9	98.8
Buses	1	0	0	-	1	0	0	0	-	0	0	1	0	-	1	2
% Buses	0.3	0.0	-	-	0.2	0.0	0.0	-	-	0.0	0.0	0.3	-	-	0.2	0.2
Trucks	4	2	0	-	6	1	1	0	-	2	1	3	0	-	4	12
% Trucks	1.1	1.1	-	-	1.1	0.9	1.1	-	-	1.0	0.9	0.9	-	-	0.9	1.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	4	-	-	-	-	5	-	-	-	-	5	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Count Name: Shaw Nictaux Sand Pit
Site Code: Location 4 - Main St & Bridge St
Start Date: 11-19-2024
Page No: 2

Signal Timing:

- 11-19-2024 4:00 PM Ending At
- 11-19-2024 6:15 PM
- Lights
- Buses
- Trucks
- Bicycles on Road
- Pedestrians

Vehicle Counts (Main St W/W):

Out	In	Total
454	432	886
1	1	2
5	5	10
0	0	0
0	0	0
0	0	0
460	437	897

Vehicle Counts (Main St E/E):

Out	In	Total
433	554	987
1	1	2
4	6	10
0	0	0
0	0	0
0	0	0
438	561	999

Vehicle Counts (Bridge St S [S]):

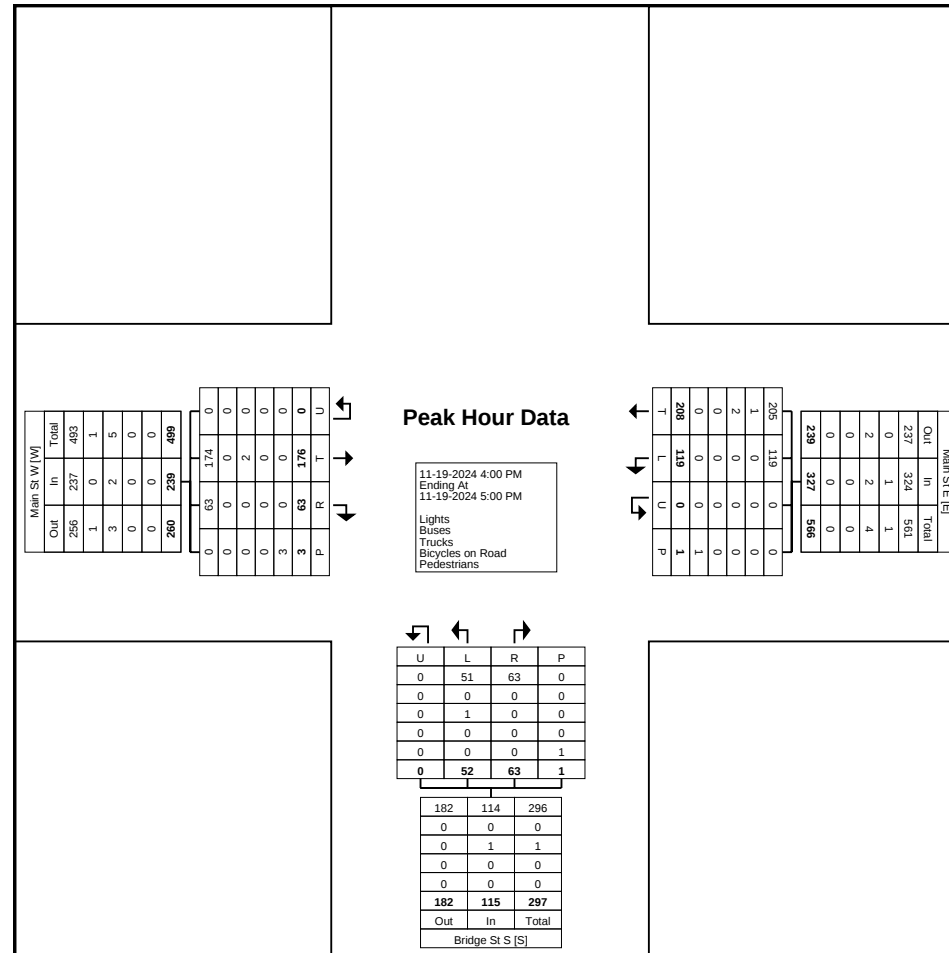
Out	In	Total
297	198	495
0	0	0
3	2	5
0	0	0
0	0	0
300	200	500

Vehicle Counts (Bridge St S [S]) - Detailed:

U	L	R	P
0	86	112	0
0	0	0	0
0	1	1	0
0	0	0	0
0	0	0	5
0	87	113	5

Turning Movement Peak Hour Data (4:00 PM)

Start Time	Main St E Westbound					Bridge St S Northbound					Main St W Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
4:00 PM	63	37	0	0	100	14	10	0	0	24	24	44	0	3	68	192
4:15 PM	59	31	0	0	90	14	17	0	0	31	16	47	0	0	63	184
4:30 PM	49	24	0	1	73	19	8	0	0	27	14	53	0	0	67	167
4:45 PM	37	27	0	0	64	16	17	0	1	33	9	32	0	0	41	138
Total	208	119	0	1	327	63	52	0	1	115	63	176	0	3	239	681
Approach %	63.6	36.4	0.0	-	-	54.8	45.2	0.0	-	-	26.4	73.6	0.0	-	-	-
Total %	30.5	17.5	0.0	-	48.0	9.3	7.6	0.0	-	16.9	9.3	25.8	0.0	-	35.1	-
PHF	0.825	0.804	0.000	-	0.818	0.829	0.765	0.000	-	0.871	0.656	0.830	0.000	-	0.879	0.887
Lights	205	119	0	-	324	63	51	0	-	114	63	174	0	-	237	675
% Lights	98.6	100.0	-	-	99.1	100.0	98.1	-	-	99.1	100.0	98.9	-	-	99.2	99.1
Buses	1	0	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	0.5	0.0	-	-	0.3	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	2	0	0	-	2	0	1	0	-	1	0	2	0	-	2	5
% Trucks	1.0	0.0	-	-	0.6	0.0	1.9	-	-	0.9	0.0	1.1	-	-	0.8	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



Turning Movement Peak Hour Data Plot (4:00 PM)

Appendix B

**2024 Existing Conditions Synchro 11
Reports**

2024 Existing Conditions AM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	46	6	10	19	16	12	56	32	30	39	10
Future Vol, veh/h	12	46	6	10	19	16	12	56	32	30	39	10
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	13	48	6	11	20	17	13	59	34	32	41	11
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	233	230	47	240	218	77	52	0	0	93	0	0
Stage 1	111	111	-	102	102	-	-	-	-	-	-	-
Stage 2	122	119	-	138	116	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	726	673	1028	718	684	990	1567	-	-	1514	-	-
Stage 1	899	807	-	909	815	-	-	-	-	-	-	-
Stage 2	887	801	-	870	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	680	652	1028	658	663	989	1567	-	-	1514	-	-
Mov Cap-2 Maneuver	680	652	-	658	663	-	-	-	-	-	-	-
Stage 1	891	789	-	901	808	-	-	-	-	-	-	-
Stage 2	842	794	-	794	785	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.9		10.1			0.9			2.8			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1567	-	-	681	750	1514	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.099	0.063	0.021	-	-				
HCM Control Delay (s)	7.3	0	-	10.9	10.1	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	230	53	77	215	83	98
Future Vol, veh/h	230	53	77	215	83	98
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	242	56	81	226	87	103

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	308
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1264
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1254
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	755	-	-	1254	-
HCM Lane V/C Ratio	0.224	0.137	-	-	0.065	-
HCM Control Delay (s)	16.9	10.5	-	-	8.1	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.5	-	-	0.2	-

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	178	227	4	11	93
Future Vol, veh/h	60	178	227	4	11	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	187	239	4	12	98
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	243	0	-	0	554	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	313	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1335	-	-	-	497	803
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	746	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1335	-	-	-	474	803
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	746	-
Approach	EB	WB		SB		
HCM Control Delay, s	2	0		10.6		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1335	-	-	-	748	
HCM Lane V/C Ratio	0.047	-	-	-	0.146	
HCM Control Delay (s)	7.8	-	-	-	10.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5	

Intersection

Int Delay, s/veh 2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	76	21	12	1	14
Future Vol, veh/h	23	76	21	12	1	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	80	22	13	1	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	35	0	0 157 29
Stage 1	-	-	- 29 -
Stage 2	-	-	- 128 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1589	-	- 839 1052
Stage 1	-	-	- 999 -
Stage 2	-	-	- 903 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1589	-	- 826 1052
Mov Cap-2 Maneuver	-	-	- 826 -
Stage 1	-	-	- 983 -
Stage 2	-	-	- 903 -

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1589	-	-	-	1033
HCM Lane V/C Ratio	0.015	-	-	-	0.015
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

2024 Existing Conditions PM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	41	8	27	63	29	21	46	24	33	78	17
Future Vol, veh/h	7	41	8	27	63	29	21	46	24	33	78	17
Conflicting Peds, #/hr	1	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	43	8	28	66	31	22	48	25	35	82	18
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	315	278	92	293	275	62	100	0	0	73	0	0
Stage 1	161	161	-	105	105	-	-	-	-	-	-	-
Stage 2	154	117	-	188	170	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	642	633	971	663	636	1009	1505	-	-	1540	-	-
Stage 1	846	769	-	906	812	-	-	-	-	-	-	-
Stage 2	853	803	-	818	762	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	554	608	970	603	611	1008	1505	-	-	1540	-	-
Mov Cap-2 Maneuver	554	608	-	603	611	-	-	-	-	-	-	-
Stage 1	833	751	-	892	800	-	-	-	-	-	-	-
Stage 2	747	791	-	745	744	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.3		11.6		1.7		1.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1505	-	-	634	674	1540	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.093	0.186	0.023	-	-				
HCM Control Delay (s)	7.4	0	-	11.3	11.6	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	46	78	168	46	52
Future Vol, veh/h	152	46	78	168	46	52
Conflicting Peds, #/hr	0	0	3	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	160	48	82	177	48	55

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	211
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1372
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1369
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	856	-	-	1369	-
HCM Lane V/C Ratio	0.101	0.064	-	-	0.06	-
HCM Control Delay (s)	13.4	9.5	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.2	-

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	321	299	24	10	103
Future Vol, veh/h	65	321	299	24	10	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	68	338	315	25	11	108

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	340	0	0 802 328
Stage 1	-	-	- 328 -
Stage 2	-	-	- 474 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1230	-	- 356 718
Stage 1	-	-	- 734 -
Stage 2	-	-	- 630 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1230	-	- 336 718
Mov Cap-2 Maneuver	-	-	- 336 -
Stage 1	-	-	- 694 -
Stage 2	-	-	- 630 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1230	-	-	-	652
HCM Lane V/C Ratio	0.056	-	-	-	0.182
HCM Control Delay (s)	8.1	-	-	-	11.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	68	104	9	8	42
Future Vol, veh/h	19	68	104	9	8	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	72	109	9	8	44
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	118	0	-	0	226	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1483	-	-	-	767	944
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1483	-	-	-	756	944
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	918	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1483	-	-	-	908	
HCM Lane V/C Ratio	0.013	-	-	-	0.058	
HCM Control Delay (s)	7.5	0	-	-	9.2	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Appendix C

**Future Background Conditions Synchro
11 Reports**

2026 Future Background Conditions AM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	51	7	11	21	18	13	62	35	33	43	11
Future Vol, veh/h	13	51	7	11	21	18	13	62	35	33	43	11
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	54	7	12	22	19	14	65	37	35	45	12
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	254	251	51	264	239	85	57	0	0	102	0	0
Stage 1	121	121	-	112	112	-	-	-	-	-	-	-
Stage 2	133	130	-	152	127	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	703	656	1023	693	666	980	1560	-	-	1503	-	-
Stage 1	888	800	-	898	807	-	-	-	-	-	-	-
Stage 2	875	792	-	855	795	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	654	634	1023	627	643	979	1560	-	-	1503	-	-
Mov Cap-2 Maneuver	654	634	-	627	643	-	-	-	-	-	-	-
Stage 1	879	781	-	889	799	-	-	-	-	-	-	-
Stage 2	825	784	-	772	776	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.1		10.3			0.9			2.8			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1560	-	-	663	729	1503	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.113	0.072	0.023	-	-				
HCM Control Delay (s)	7.3	0	-	11.1	10.3	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	58	85	237	92	108
Future Vol, veh/h	254	58	85	237	92	108
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	267	61	89	249	97	114

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	338
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1232
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1223
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	14.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	353	728	-	-	1223	-
HCM Lane V/C Ratio	0.274	0.156	-	-	0.073	-
HCM Control Delay (s)	19	10.9	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.1	0.6	-	-	0.2	-

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	196	250	4	12	103
Future Vol, veh/h	66	196	250	4	12	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	206	263	4	13	108

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	267	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	1308	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1308	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	720
HCM Lane V/C Ratio	0.053	-	-	-	0.168
HCM Control Delay (s)	7.9	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	84	23	13	1	15
Future Vol, veh/h	25	84	23	13	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	88	24	14	1	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	38	0	-	0	171	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1585	-	-	-	824	1049
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1585	-	-	-	810	1049
Mov Cap-2 Maneuver	-	-	-	-	810	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	892	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1585	-	-	-	1030	
HCM Lane V/C Ratio	0.017	-	-	-	0.016	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

2026 Future Background Conditions PM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	45	9	30	69	32	23	51	26	36	86	19
Future Vol, veh/h	8	45	9	30	69	32	23	51	26	36	86	19
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	47	9	32	73	34	24	54	27	38	91	20
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	347	306	101	321	303	69	111	0	0	81	0	0
Stage 1	177	177	-	116	116	-	-	-	-	-	-	-
Stage 2	170	129	-	205	187	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	611	611	960	636	613	1000	1492	-	-	1529	-	-
Stage 1	829	756	-	894	803	-	-	-	-	-	-	-
Stage 2	837	793	-	802	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	516	584	960	571	586	999	1492	-	-	1529	-	-
Mov Cap-2 Maneuver	516	584	-	571	586	-	-	-	-	-	-	-
Stage 1	815	736	-	879	789	-	-	-	-	-	-	-
Stage 2	721	780	-	723	729	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.6		12.1			1.7			1.9			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1492	-	-	608	647	1529	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.107	0.213	0.025	-	-				
HCM Control Delay (s)	7.5	0	-	11.6	12.1	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.8	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	51	86	185	51	57
Future Vol, veh/h	168	51	86	185	51	57
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	177	54	91	195	54	60

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	241
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1337
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1327
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	821	-	-	1327	-
HCM Lane V/C Ratio	0.125	0.073	-	-	0.068	-
HCM Control Delay (s)	14.5	9.7	-	-	7.9	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	72	354	330	26	11	114
Future Vol, veh/h	72	354	330	26	11	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	373	347	27	12	120
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	374	0	-	0	886	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	525	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1196	-	-	-	318	688
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	298	688
Mov Cap-2 Maneuver	-	-	-	-	298	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	598	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		12.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1196	-	-	-	617	
HCM Lane V/C Ratio	0.063	-	-	-	0.213	
HCM Control Delay (s)	8.2	-	-	-	12.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	75	115	10	9	46
Future Vol, veh/h	21	75	115	10	9	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	79	121	11	9	48
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	132	0	-	0	250	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	123	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1466	-	-	-	743	929
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1466	-	-	-	731	929
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	907	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		9.3		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1466	-	-	-	890	
HCM Lane V/C Ratio	0.015	-	-	-	0.065	
HCM Control Delay (s)	7.5	0	-	-	9.3	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

2031 Future Background Conditions AM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	65	8	14	27	23	17	79	45	42	55	14
Future Vol, veh/h	17	65	8	14	27	23	17	79	45	42	55	14
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	68	8	15	28	24	18	83	47	44	58	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	324	320	66	335	304	108	73	0	0	130	0	0
Stage 1	154	154	-	143	143	-	-	-	-	-	-	-
Stage 2	170	166	-	192	161	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	633	600	1003	622	613	951	1540	-	-	1468	-	-
Stage 1	853	774	-	865	782	-	-	-	-	-	-	-
Stage 2	837	765	-	814	769	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	574	574	1003	542	586	950	1540	-	-	1468	-	-
Mov Cap-2 Maneuver	574	574	-	542	586	-	-	-	-	-	-	-
Stage 1	842	750	-	854	772	-	-	-	-	-	-	-
Stage 2	775	755	-	711	745	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.2		11		0.9		2.8					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1540	-	-	597	666	1468	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.159	0.101	0.03	-	-				
HCM Control Delay (s)	7.4	0	-	12.2	11	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 5.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	75	108	303	117	138
Future Vol, veh/h	324	75	108	303	117	138
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	341	79	114	319	123	145

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	430
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1140
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1131
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	256	654	-	-	1131	-
HCM Lane V/C Ratio	0.481	0.222	-	-	0.101	-
HCM Control Delay (s)	31.4	12.1	-	-	8.5	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.4	0.8	-	-	0.3	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	250	319	6	15	131
Future Vol, veh/h	84	250	319	6	15	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	263	336	6	16	138
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	342	0	-	0	778	339
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1228	-	-	-	368	708
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1228	-	-	-	342	708
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	654	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.1	0		12.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1228	-	-	-	638	
HCM Lane V/C Ratio	0.072	-	-	-	0.241	
HCM Control Delay (s)	8.2	-	-	-	12.4	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	107	30	17	1	20
Future Vol, veh/h	32	107	30	17	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	113	32	18	1	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	50	0	-	0	222	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1570	-	-	-	771	1036
Stage 1	-	-	-	-	987	-
Stage 2	-	-	-	-	855	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	753	1036
Mov Cap-2 Maneuver	-	-	-	-	753	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	855	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1570	-	-	-	1018	
HCM Lane V/C Ratio	0.021	-	-	-	0.022	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

2031 Future Background Conditions PM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	58	11	38	89	41	30	65	34	46	110	24
Future Vol, veh/h	10	58	11	38	89	41	30	65	34	46	110	24
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	61	12	40	94	43	32	68	36	48	116	25
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	445	393	129	411	387	87	141	0	0	104	0	0
Stage 1	225	225	-	150	150	-	-	-	-	-	-	-
Stage 2	220	168	-	261	237	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	527	546	926	555	551	977	1455	-	-	1500	-	-
Stage 1	782	721	-	857	777	-	-	-	-	-	-	-
Stage 2	787	763	-	748	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	415	515	926	477	520	976	1455	-	-	1500	-	-
Mov Cap-2 Maneuver	415	515	-	477	520	-	-	-	-	-	-	-
Stage 1	764	696	-	837	759	-	-	-	-	-	-	-
Stage 2	644	745	-	650	688	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13		14		1.8		1.9					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1455	-	-	532	574	1500	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.156	0.308	0.032	-	-				
HCM Control Delay (s)	7.5	0	-	13	14	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.3	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	214	65	110	236	65	73
Future Vol, veh/h	214	65	110	236	65	73
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	225	68	116	248	68	77

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	303
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1269
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1259
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	14.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	766	-	-	1259	-
HCM Lane V/C Ratio	0.203	0.1	-	-	0.092	-
HCM Control Delay (s)	18.4	10.2	-	-	8.1	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	0.3	-	-	0.3	-

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	452	421	34	14	145
Future Vol, veh/h	91	452	421	34	14	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	96	476	443	36	15	153

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	479	0	0 1129 461
Stage 1	-	-	- 461 -
Stage 2	-	-	- 668 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1094	-	- 228 605
Stage 1	-	-	- 639 -
Stage 2	-	-	- 513 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1094	-	- 208 605
Mov Cap-2 Maneuver	-	-	- 208 -
Stage 1	-	-	- 583 -
Stage 2	-	-	- 513 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	518
HCM Lane V/C Ratio	0.088	-	-	-	0.323
HCM Control Delay (s)	8.6	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	96	146	13	11	59
Future Vol, veh/h	27	96	146	13	11	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	101	154	14	12	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	168	0	-	0	318	161
Stage 1	-	-	-	-	161	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1422	-	-	-	679	889
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	876	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1422	-	-	-	665	889
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	876	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		9.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1422	-	-	-	844	
HCM Lane V/C Ratio	0.02	-	-	-	0.087	
HCM Control Delay (s)	7.6	0	-	-	9.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

Appendix D

**Future Total Conditions Synchro 11
Reports**

2026 Future Total Conditions AM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	51	7	11	21	33	13	62	35	48	43	11
Future Vol, veh/h	13	51	7	11	21	33	13	62	35	48	43	11
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	14	54	7	12	22	35	14	65	37	51	45	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	294	283	51	296	271	85	57	0	0	102	0	0
Stage 1	153	153	-	112	112	-	-	-	-	-	-	-
Stage 2	141	130	-	184	159	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	662	629	1023	660	639	980	1560	-	-	1503	-	-
Stage 1	854	775	-	898	807	-	-	-	-	-	-	-
Stage 2	867	792	-	822	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	599	601	1023	590	610	979	1560	-	-	1503	-	-
Mov Cap-2 Maneuver	599	601	-	590	610	-	-	-	-	-	-	-
Stage 1	845	748	-	889	799	-	-	-	-	-	-	-
Stage 2	804	784	-	731	743	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.5		10.3		0.9		3.5					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1560	-	-	626	749	1503	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.119	0.091	0.034	-	-				
HCM Control Delay (s)	7.3	0	-	11.5	10.3	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 4.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	254	58	100	237	92	123
Future Vol, veh/h	254	58	100	237	92	123
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	267	61	105	249	97	129

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	338
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1232
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1223
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	728	-	-	1223	-
HCM Lane V/C Ratio	0.293	0.178	-	-	0.086	-
HCM Control Delay (s)	20.3	11	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	1.2	0.6	-	-	0.3	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	81	196	250	4	12	118
Future Vol, veh/h	81	196	250	4	12	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	85	206	263	4	13	124
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	267	0	-	0	641	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1308	-	-	-	442	779
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1308	-	-	-	413	779
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	699	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		11.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1308	-	-	-	720	
HCM Lane V/C Ratio	0.065	-	-	-	0.19	
HCM Control Delay (s)	7.9	-	-	-	11.2	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	99	38	13	1	15
Future Vol, veh/h	25	99	38	13	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	104	40	14	1	16
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	54	0	-	0	203	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	156	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1564	-	-	-	790	1028
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	877	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1564	-	-	-	776	1028
Mov Cap-2 Maneuver	-	-	-	-	776	-
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	877	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1564	-	-	-	1008	
HCM Lane V/C Ratio	0.017	-	-	-	0.017	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

2026 Future Total Conditions PM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	45	9	30	69	47	23	51	26	51	86	19
Future Vol, veh/h	8	45	9	30	69	47	23	51	26	51	86	19
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	47	9	32	73	49	24	54	27	54	91	20
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	387	338	101	353	335	69	111	0	0	81	0	0
Stage 1	209	209	-	116	116	-	-	-	-	-	-	-
Stage 2	178	129	-	237	219	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	575	586	960	606	589	1000	1492	-	-	1529	-	-
Stage 1	798	733	-	894	803	-	-	-	-	-	-	-
Stage 2	828	793	-	771	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	472	554	960	538	557	999	1492	-	-	1529	-	-
Mov Cap-2 Maneuver	472	554	-	538	557	-	-	-	-	-	-	-
Stage 1	784	705	-	879	789	-	-	-	-	-	-	-
Stage 2	702	780	-	685	698	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12		12.3		1.7		2.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1492	-	-	576	644	1529	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.113	0.239	0.035	-	-				
HCM Control Delay (s)	7.5	0	-	12	12.3	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.9	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	168	51	101	185	51	72
Future Vol, veh/h	168	51	101	185	51	72
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	177	54	106	195	54	76

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	241
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1337
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1327
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	821	-	-	1327	-
HCM Lane V/C Ratio	0.132	0.092	-	-	0.08	-
HCM Control Delay (s)	15.2	9.8	-	-	7.9	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.3	-	-	0.3	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	354	330	26	11	129
Future Vol, veh/h	87	354	330	26	11	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	373	347	27	12	136
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	374	0	-	0	918	361
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1196	-	-	-	304	688
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	281	688
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	578	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		12.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1196	-	-	-	618	
HCM Lane V/C Ratio	0.077	-	-	-	0.238	
HCM Control Delay (s)	8.3	-	-	-	12.6	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	90	130	10	9	46
Future Vol, veh/h	21	90	130	10	9	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	95	137	11	9	48
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	148	0	-	0	282	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1446	-	-	-	712	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1446	-	-	-	701	910
Mov Cap-2 Maneuver	-	-	-	-	701	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	893	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1446	-	-	-	-	868
HCM Lane V/C Ratio	0.015	-	-	-	-	0.067
HCM Control Delay (s)	7.5	0	-	-	-	9.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0.2

2031 Future Total Conditions AM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	65	8	14	27	38	17	79	45	57	55	14
Future Vol, veh/h	17	65	8	14	27	38	17	79	45	57	55	14
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	68	8	15	28	40	18	83	47	60	58	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	364	352	66	367	336	108	73	0	0	130	0	0
Stage 1	186	186	-	143	143	-	-	-	-	-	-	-
Stage 2	178	166	-	224	193	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	596	576	1003	593	588	951	1540	-	-	1468	-	-
Stage 1	820	750	-	865	782	-	-	-	-	-	-	-
Stage 2	828	765	-	783	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	525	544	1003	509	556	950	1540	-	-	1468	-	-
Mov Cap-2 Maneuver	525	544	-	509	556	-	-	-	-	-	-	-
Stage 1	809	718	-	854	772	-	-	-	-	-	-	-
Stage 2	753	755	-	672	713	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.7		11		0.9		3.4					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1540	-	-	563	681	1468	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.168	0.122	0.041	-	-				
HCM Control Delay (s)	7.4	0	-	12.7	11	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	0.4	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 6.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	324	75	123	303	117	153
Future Vol, veh/h	324	75	123	303	117	153
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	341	79	129	319	123	161

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	430
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1140
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1131
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	241	654	-	-	1131	-
HCM Lane V/C Ratio	0.511	0.246	-	-	0.114	-
HCM Control Delay (s)	34.6	12.3	-	-	8.6	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q(veh)	2.7	1	-	-	0.4	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	99	250	319	6	15	146
Future Vol, veh/h	99	250	319	6	15	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	263	336	6	16	154
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	342	0	-	0	810	339
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	471	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1228	-	-	-	352	708
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1228	-	-	-	322	708
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	632	-
Approach	EB	WB		SB		
HCM Control Delay, s	2.3	0		12.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1228	-	-	-	637	
HCM Lane V/C Ratio	0.085	-	-	-	0.266	
HCM Control Delay (s)	8.2	-	-	-	12.7	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1	

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	122	45	17	1	20
Future Vol, veh/h	32	122	45	17	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	128	47	18	1	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	65	0	0 252 56
Stage 1	-	-	- 56 -
Stage 2	-	-	- 196 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1550	-	- 741 1016
Stage 1	-	-	- 972 -
Stage 2	-	-	- 842 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1550	-	- 723 1016
Mov Cap-2 Maneuver	-	-	- 723 -
Stage 1	-	-	- 949 -
Stage 2	-	-	- 842 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1550	-	-	-	997
HCM Lane V/C Ratio	0.022	-	-	-	0.022
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

2031 Future Total Conditions PM Peak Hour

HCM 6th TWSC
5: Trunk 10 & Route 201

12/09/2024

Intersection												
Int Delay, s/veh	7.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	58	11	38	89	56	30	65	34	61	110	24
Future Vol, veh/h	10	58	11	38	89	56	30	65	34	61	110	24
Conflicting Peds, #/hr	1	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	11	61	12	40	94	59	32	68	36	64	116	25
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	485	425	129	443	419	87	141	0	0	104	0	0
Stage 1	257	257	-	150	150	-	-	-	-	-	-	-
Stage 2	228	168	-	293	269	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	496	524	926	528	528	977	1455	-	-	1500	-	-
Stage 1	752	699	-	857	777	-	-	-	-	-	-	-
Stage 2	779	763	-	719	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	377	488	926	447	492	976	1455	-	-	1500	-	-
Mov Cap-2 Maneuver	377	488	-	447	492	-	-	-	-	-	-	-
Stage 1	735	667	-	837	759	-	-	-	-	-	-	-
Stage 2	626	745	-	615	658	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.6		14.6		1.8		2.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1455	-	-	502	566	1500	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.166	0.34	0.043	-	-				
HCM Control Delay (s)	7.5	0	-	13.6	14.6	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.6	1.5	0.1	-	-				

HCM 6th TWSC
13: Trunk 10 & Trunk 1

12/09/2024

Intersection

Int Delay, s/veh 4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	214	65	125	236	65	88
Future Vol, veh/h	214	65	125	236	65	88
Conflicting Peds, #/hr	0	10	0	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	50	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	225	68	132	248	68	93

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	303
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.1
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.2
Pot Cap-1 Maneuver	-	-	1269
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1259
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	317	766	-	-	1259	-
HCM Lane V/C Ratio	0.216	0.121	-	-	0.105	-
HCM Control Delay (s)	19.5	10.3	-	-	8.2	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	0.4	-	-	0.3	-

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	106	452	421	34	14	160
Future Vol, veh/h	106	452	421	34	14	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	112	476	443	36	15	168

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	479	0	0 1161 461
Stage 1	-	-	- 461 -
Stage 2	-	-	- 700 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1094	-	- 218 605
Stage 1	-	-	- 639 -
Stage 2	-	-	- 496 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1094	-	- 196 605
Mov Cap-2 Maneuver	-	-	- 196 -
Stage 1	-	-	- 574 -
Stage 2	-	-	- 496 -

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	15.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	518
HCM Lane V/C Ratio	0.102	-	-	-	0.354
HCM Control Delay (s)	8.7	-	-	-	15.7
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.6

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	111	161	13	11	59
Future Vol, veh/h	27	111	161	13	11	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	117	169	14	12	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	183	0	-	0	349	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1404	-	-	-	652	872
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1404	-	-	-	638	872
Mov Cap-2 Maneuver	-	-	-	-	638	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	862	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		9.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1404	-	-	-	824	
HCM Lane V/C Ratio	0.02	-	-	-	0.089	
HCM Control Delay (s)	7.6	0	-	-	9.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	

