

Site Traffic Evaluation

The Collective
53 McDermott Avenue
Torrington, Connecticut

Prepared By



EAST-WEST
ENGINEERING

91 South Main Street, 2nd Floor
West Hartford, CT 06107

Date: February 7, 2023

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Introduction:

The following traffic study has been prepared as part of the Planning and Zoning Application for approval by the Collective for a Cannabis Dispensary located at 53 McDermott Avenue in Torrington, CT. The site is located on the west side of McDermott Avenue in an existing building that previously housed a restaurant. The building contains 5,562 SF of space and the Cannabis Dispensary will use the entire building. There is also a small brick office building of approximately 740 SF with a multitude of old vehicles and mobile homes around the brick office building. Appendix A contains a site location map for the study site.

Study Area:

The extent of the study area is based on the projected impact of the proposed Cannabis use on the surrounding roadway network. Based on the traffic generation of the proposed Cannabis use in comparison to the surrounding roadway network, which is expected to be less than 10%, the study area was determined to consist of the two Site Drives on McDermott Avenue. There is a small parking area in front of the site building that belongs to the neighboring plaza. This small parking area is part of a 4-way intersection with the plaza. As part of the project analysis and due to the close proximity to the site, this intersection was also analyzed.

Existing Roadway Network:

McDermott Avenue in the vicinity of the site is a 2-lane local roadway with one lane in each direction. The site driveways forms 3 way intersections with McDermott Avenue. The land use in the vicinity of the site is generally commercial/retail.

The McDermott Avenue/Farley Place/Plaza driveways form a 4-way unsignalized intersection with stop sign control on all 4 legs.

2022 Existing/Background Traffic Volumes:

The Covid pandemic has had a significant impact on the volume of traffic on roadways during various periods of the pandemic. In order to determine existing traffic volumes, traffic counts are typically completed at the study intersections. However, due to the pandemic, traffic counts may not be representative of the traffic volumes that roadways typically would see during pre-pandemic years.

In order to determine traffic conditions at the study intersections, traffic turning movement counts were completed at the facility on January 24, 2023 between the hours of 10:00 AM and 12:00 PM, and between 3:00 PM and 5:00 PM. In addition, a Saturday traffic count was completed on January 28, 2023 between the hours of 11:30 AM and 1:30 PM. There was a glitch in the counter information for the AM peak period. A recount from 11:00 AM to Noon



was completed on January 31st, and the data from this count was used in the analysis. The raw data for the traffic counts is included in Appendix B. The peak hours were determined by reviewing the CT DOT traffic count data completed in August 2019 (pre-pandemic) for the count station 258 located on McDermott Avenue just north of Route 4. The later AM peak hour is indicative of the heavy retail/commercial nature of the road corridor in the area of the site. The information for this traffic count station is included in Appendix C.

Appendix D contains diagrams showing the existing traffic volumes as counted on the dates noted. The traffic counts were completed at the McDermott Avenue/Farley Place/northern site drive/shopping plaza site drive intersection.

In comparing the manual turning movement counts with the CT DOT traffic information from count station 258, the traffic volumes that McDermott Avenue is experiencing presently are comparable to the pre-Covid traffic volumes. The AM peak hour was less than the DOT count by 77 vehicles, but the PM peak hour count was greater than the highest DOT count by 59 vehicles. As such, no adjustment was made for the existing counts.

The site is a redevelopment within an existing building. It is anticipated that the facility will be approved in later winter/early spring 2023 and be opened for business by the fall of 2023. As such, there is no adjustment in volumes between the existing and background traffic volumes since the counts were completed within 1 year of the anticipated opening of the facility.

Site-Generated Traffic:

In determining the projected site generated traffic volumes, the Institute of Transportation Engineers (ITE) Trip Generation Report 11th edition was referenced for trip generation rates.

It is our understanding that the proposed Cannabis Dispensary will occupy 5,562 SF of the site building.

The Institute of Transportation Engineers (ITE) Trip Generation Report, 11th Addition contains trip generation estimates for land use code 882 Marijuana Dispensary. The land use code rates are based on the square footage of the use. We would note that the number of studies is limited, all studies were done in other states, and the average size of the facilities was in the 2,000 – 3,000 SF range.

In reviewing additional data supplied on the ITE website for peak hours of the Marijuana Dispensary use, the amount of traffic that would be seen in a given hour as a percentage of the 24-hour total vehicle trips are as follows: the weekday morning hour from 11 AM to 12 PM (7.8% of vehicle trips), the weekday afternoon hour was from 7:00 PM to 8:00 PM (13.60% of vehicle trips). The weekday afternoon hour from 3:45 PM to 4:45 PM would see



approximately 9.70% of the vehicle trips. For the Saturday peak hour, the peak was from 6-7 PM with 12.60% of the daily trips.

For the AM peak hour, the peak hour of the Marijuana Dispensary coincides with the peak hour of Federal Road (peak hour of generator coincides with peak hour of adjacent street). For the PM peak hour, the peak hour of the Marijuana Dispensary is much later than the peak hour of the roadway. The use of the PM peak generation rates for the adjacent street are therefore more accurate for the PM peak hour.

For Saturday, the peak usage of the generator was generally between 10-12% from 11 AM through 8:00 PM. As such, the peak hour of the generator was used for calculating the trip generation from the facility for the Saturday peak hour.

The area around the small brick building on-site is presently being used for long term storage of vehicles and mobile homes and experiences little traffic. In order to account for the anticipated re-use of this building, traffic generation estimates were accounted for it being a small office building. These generation estimates were added into the anticipated trip generation for the site.

The trip generation for the Marijuana Dispensary and small office building use are included in Appendix E.

A trip is defined as a one-way vehicular movement. A vehicle that travels to the site is considered as one vehicle trip. When that vehicle leaves the site, it is considered as a separate vehicle trip.

We would note that as part of the trip generation analysis, no reductions were taken for either pass-by trips, for the use of public transportation, or other modes of transportation (walking, bicycle, etc.). Pass-by trips are those vehicles that are already on the roadway and are stopping as part of another trip. People driving by on the way to or from work and stop are one example of pass-by trips. No reduction was made to account for the potential for some trips to be pass-by trips, or for people using public transportation or other modes of transportation. As such, the actual number of vehicle trips are expected to be less than projected.

Traffic Distribution:

In order to determine the trip distribution to the site, the existing CT DOT Average daily traffic (ADT) volumes were reviewed for both Farley Place and McDermott Avenue. McDermott Avenue has an ADT of 7700 vehicles. Farley Place has an ADT of 5,300 vehicles. Taking this proportion to represent the distribution of vehicles to the commercial uses and applying to the proposed Cannabis Dispensary and Small Office Building results in a distribution of 57% to and from the site on McDermott Avenue and 43% on Farley Place. A



diagram showing the distribution of vehicles for the Cannabis Dispensary and Small Office Building are included in Appendix F.

Combined Traffic Volumes:

The combined traffic volumes consist of the addition of the background traffic volumes and the site generated traffic volumes. Included in appendix G is the combined traffic volumes for the Weekday A.M and P.M. peak hour, and the Saturday midday peak hour.

Traffic Operations Analysis:

The site has two separate driveways with the northern driveway located just outside of the 4-way stop intersection. Both driveways comprise a tee intersection with only the driveway movement being a stop, and free flow on McDermott Avenue.

The City staff has recommended that the traffic circulation on the site consist of establishing the northern site driveway as an entrance only, and the southern site driveway an exit only. This would position vehicles exiting the site further away from the 4-way stop intersection of McDermott Avenue and Farley Place. We concur with the staff recommendations and have analyzed the site driveways accordingly.

The analysis of the traffic operations of the study intersections were completed using the Synchro traffic software. The study intersections were analyzed for existing and combined (existing and site generated traffic added together) conditions.

The analysis for existing conditions is included in Appendix H. The analysis for combined conditions is included in Appendix I.

The Intersection Capacity Utilization level of Services (ICU) are summarized in the following table.

Table 1.
Summary of Intersection Analysis
Intersection Level of Service (LOS)

	<u>Existing Conditions</u>		
	Weekday A.M.	Weekday P.M.	Saturday
McDermott/Farley/ Plaza Drive ICU	A	A	A



McDermott/North Site Drive ICU	A	A	A
McDermott/South Site Drive ICU	A	A	A

Developed Conditions

	Weekday A.M.	Weekday P.M.	Saturday
McDermott/Farley/ Plaza Drive/North ICU	A	A	A
McDermott/North Site Drive ICU	A	A	A
McDermott/South Site Drive ICU	A	A	A

The above analysis indicates that at the study intersections, the ICU level of service will remain at a level of service A after the redevelopment of the site for a cannabis dispensary.

Sight Line Analysis:

The sight lines for the existing site driveways were reviewed and determined to be satisfactory in each direction.

Accident History:

We reviewed the accident records at the study intersection as contained within the Connecticut Crash Data Depository as maintained by the University of Connecticut for the 3 most recent years available. This information is provided by State and local police Departments.

Based on this data, there was 1 accident in proximity to the McDermott Avenue/Farley Place intersection during the 3-year period. This was a rear-end accident during night (dark) with dry road conditions. The rear vehicle received a written warning for following to closely.



The accident data does not reflect a high accident rate for the subject location and does not reflect problems with the physical layout of the roadway intersection that requires correction.

Parking:

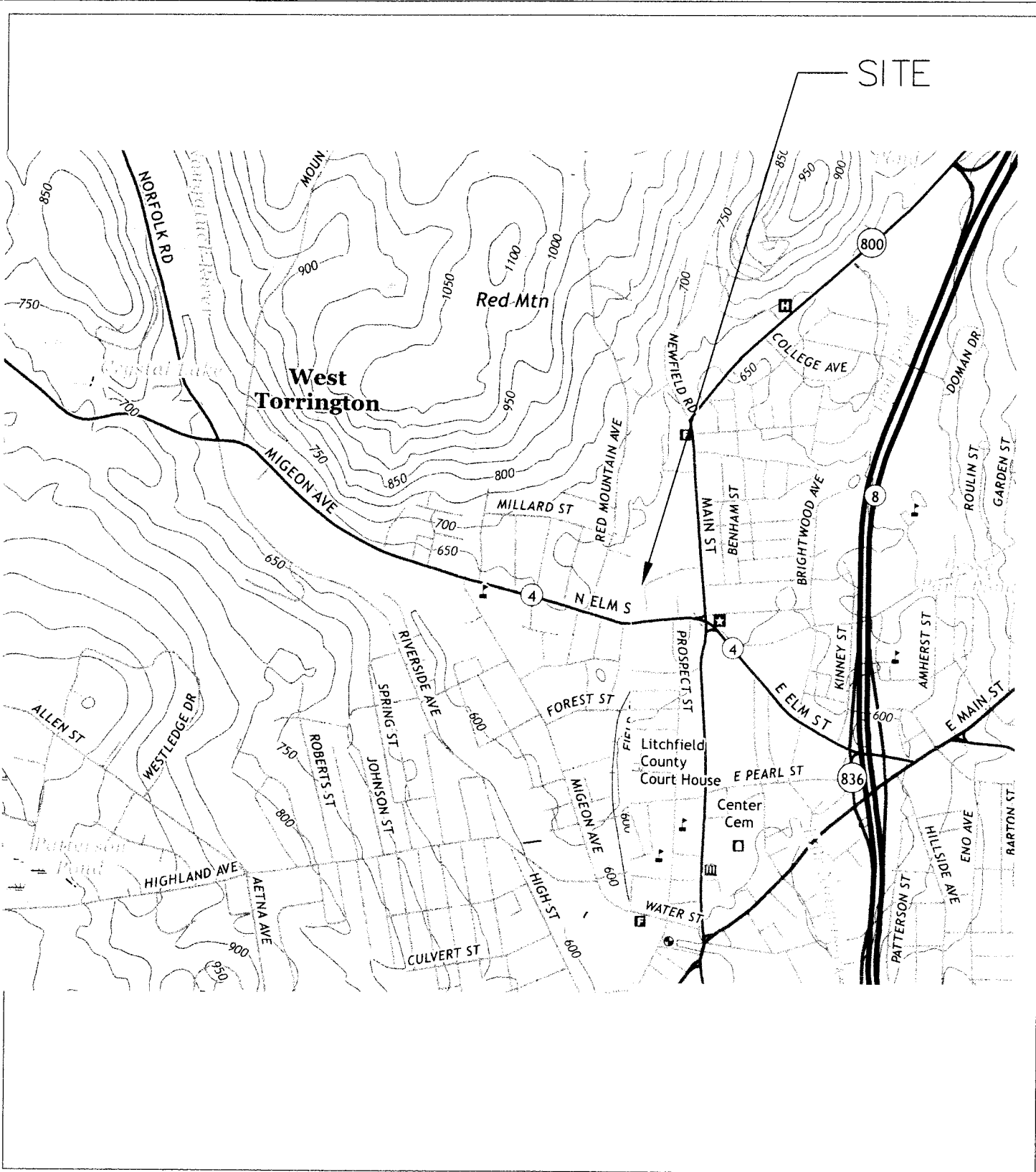
The site currently has approximately 65 parking spaces allocated to the building use. The zoning regulations require a minimum 1 space/350 SF for retail or a total of 16 spaces required. As such, there is ample parking for the intended use.

Conclusion:

The proposed use of the site for a Cannabis Dispensary will have a negligible impact on the existing traffic operations of the neighboring roadway network.




APPENDIX A



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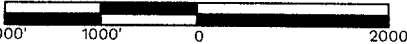
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NORTH



QUADRANGLE LOCATION

SCALE 1" = 2000'



SITE LOCATION MAP

The Collective
53 McDermott Avenue
Torrington, Connecticut

DATE: 02-01-2023	FIGURE NO.
PROJECT NUMBER: 1101	S-1

APPENDIX B

File Name: g:\rtc all counts 2016\jan 2022\1427-1tu.ppd

Start Date: 1/24/2023

Start Time: 10:00:00 AM

Site Code: 00000000

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 3:45 TO 4:45 P.M.

Comment 4:

Start Time	OCEAN STATE/PLANET FITNESS DRIVEWAY			FARLEY PLACE WESTBOUND			Mc DERMOTT AVE. NORTHBOUND			SITE DRIVEWAY EASTBOUND			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Peds
10:00:00 AM	0	0	13	0	0	19	0	21	0	0	0	0	0
10:15:00 AM	0	0	1	0	0	28	0	25	3	0	0	1	0
10:30:00 AM	0	1	5	0	0	23	0	28	0	0	0	0	0
10:45:00 AM	0	0	6	0	0	27	0	39	0	0	0	0	0
11:00:00 AM	0	0	12	0	0	30	0	27	0	1	0	0	0
11:15:00 AM	0	0	10	0	0	32	0	29	0	0	2	0	0
11:30:00 AM	1	0	7	0	0	32	0	33	0	0	0	0	0
11:45:00 AM	0	0	8	0	0	36	0	45	0	1	0	0	0
12:00:00 PM	0	0	0	0	0	1	0	3	0	0	0	0	0
12:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00:00 PM	0	19	4	0	0	48	0	0	0	0	0	0	0
3:15:00 PM	0	14	15	0	0	46	0	26	13	0	0	0	0
3:30:00 PM	0	21	9	0	0	53	0	37	18	0	0	0	0
3:45:00 PM	0	20	8	0	0	55	0	47	17	0	0	0	0
4:00:00 PM	0	23	6	0	0	59	0	48	20	0	0	0	0
4:15:00 PM	0	19	9	0	1	51	0	39	26	0	0	0	0
4:30:00 PM	0	22	8	0	0	75	0	48	17	0	0	0	0
4:45:00 PM	0	19	11	0	0	53	0	47	19	0	0	0	0

File Name: g:\rtc all counts 2016\jan 2022\1427-1s.ppd

Start Date: 1/28/2023

Start Time: 11:30:00 AM

Site Code: 00000001

Comment 1: TRAFFIC COUNTS

Comment 2: PEAK HOUR

Comment 3: 12:30 TO 1:30 P.M.

Comment 4:

Start Time	OCEAN STATE/PLANET FITNESS DRIVEWAY			FARLEY PLACE WESTBOUND			Mc DERMOTT AVE. NORTHBOUND			53 Mc DERMOTT AVE. EASTBOUND			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Peds
11:30:00 AM	1	15	13	0	0	44	0	41	17	0	0	0	0
11:45:00 AM	0	15	9	0	0	34	0	46	12	0	0	0	0
12:00:00 PM	2	30	12	0	0	51	0	30	16	1	0	0	0
12:15:00 PM	0	20	7	0	0	29	0	40	15	0	0	1	0
12:30:00 PM	0	26	13	0	0	43	0	43	12	0	0	0	0
12:45:00 PM	1	23	8	0	0	64	0	33	15	0	0	0	0
1:00:00 PM	0	20	5	0	0	57	0	45	24	0	0	0	0
1:15:00 PM	0	19	6	0	0	57	0	47	14	0	1	0	0

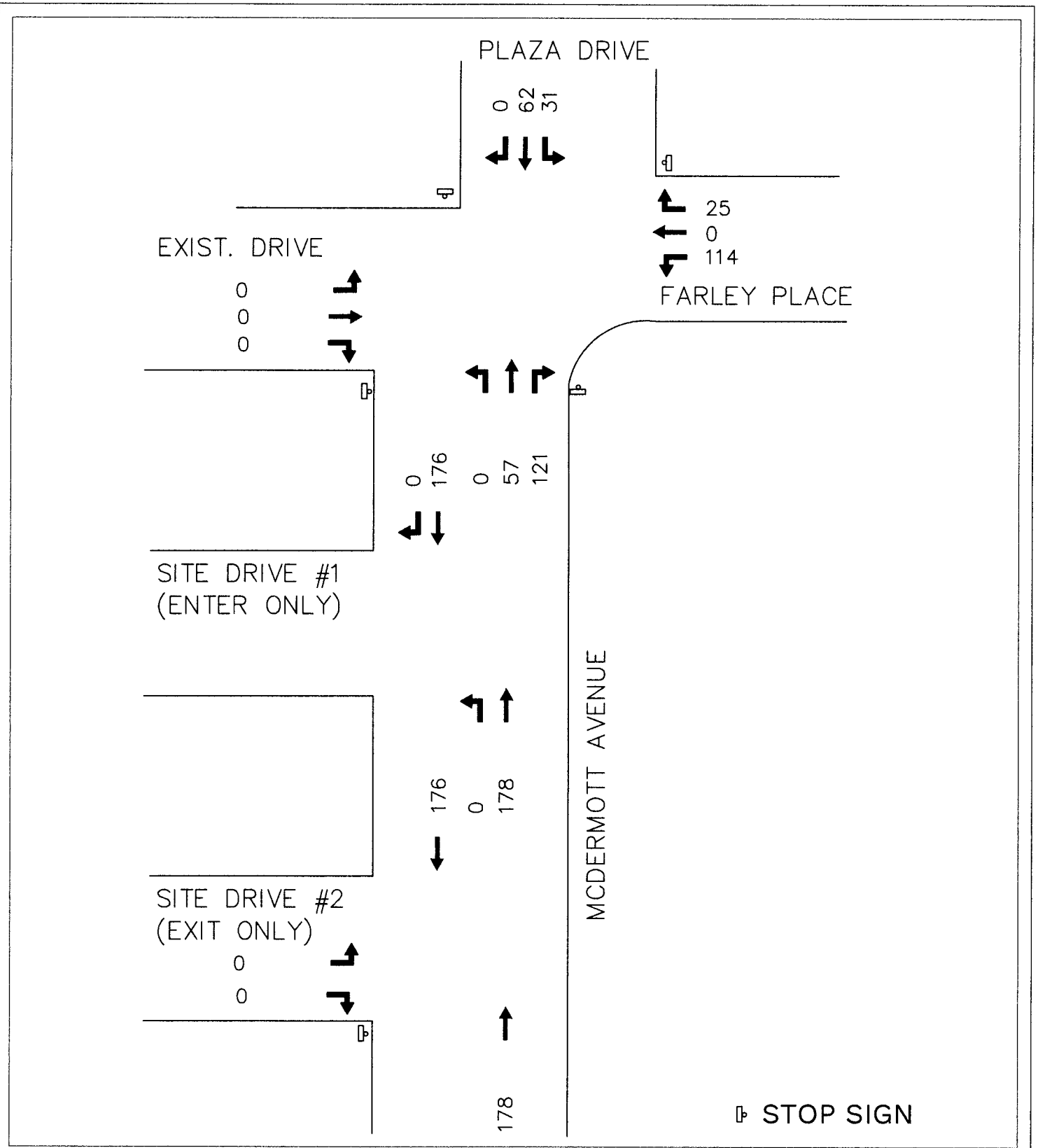
APPENDIX C

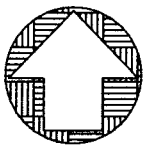
Combined - n/s

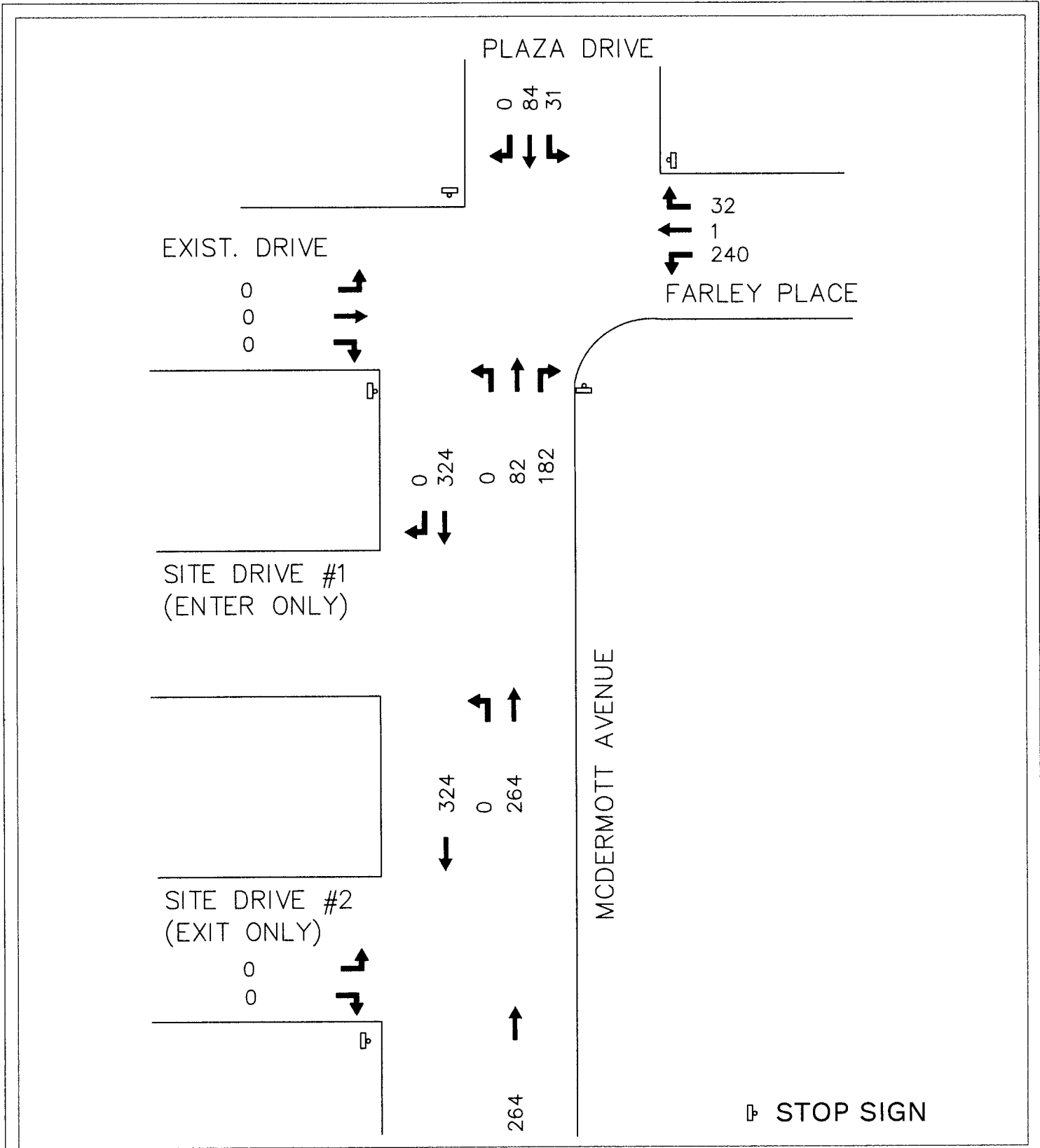
[278]-Mcdermott Avenue - 0.02 mi North of Route 4

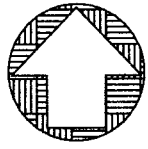
	02-Aug	03-Aug	04-Aug
	Mon	Tue	Wed
.....Torrington			
.....258			
..... 41.812511, -73.1241	12:00am	17	18
.....172	01:00am	17	12
Collector 5.....2015-Urban	02:00am	5	15
rt.....02-Aug-2021 12:00PM	03:00am	13	14
.....04-Aug-2021 11:00AM	04:00am	24	32
	05:00am	82	95
	06:00am	185	186
unt... 5993 * G4(0.95) = 5693.3	07:00am	274	279
....+ 6050 * G4(0.95) = 11440.8	08:00am	318	333
AADT.....11440.8 / 2 = 5720.4	09:00am	306	343
Mon 02-Aug -this report-...5700	10:00am	357	383
Wed 10-Oct7100	11:00am	431	x
Wed 30-May6900	12:00pm	463	
Mon 09-Mar6800	01:00pm	419	410
	02:00pm	410	438
	03:00pm	493	502
	04:00pm	529	522
	05:00pm	449	470
	06:00pm	354	388
	07:00pm	287	299
	08:00pm	271	228
	09:00pm	151	155
	10:00pm	92	89
	11:00pm	46	39
Totals	3964	6050	1710

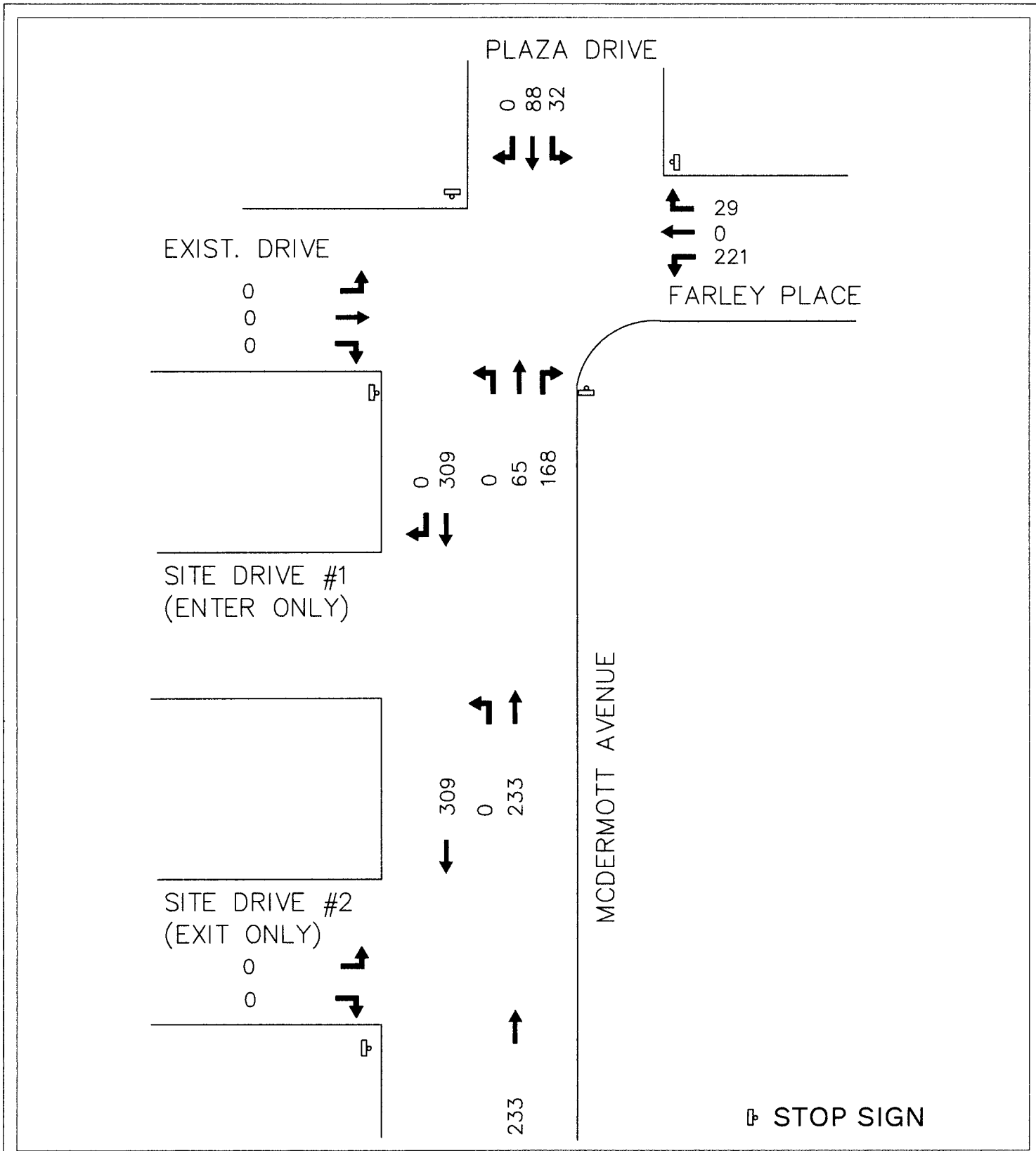
APPENDIX D

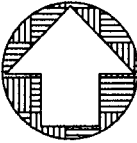


91 South Main Street, West Hartford, CT 06107 860-729-9326 EAST-WESTENGINEERING.COM	NORTH  QUADRANGLE LOCATION	EXISTING CONDITIONS AM PEAK HOUR	
		The Collective 53 McDermott Ave. Torrington, Connecticut	
DRAWN BY: GBS	CHECKED BY: GBS	NOT TO SCALE	DATE: 02-01-2023 PROJECT NUMBER: 1101
			FIGURE NO. E-1



<p>91 South Main Street, West Hartford, CT 06107 860-729-9326 EAST-WESTENGINEERING.COM</p>	<p>NORTH</p> 	<p>EXISTING CONDITIONS PM PEAK HOUR</p>	
		<p>The Collective 53 McDermott Ave. Torrington, Connecticut</p>	
<p>DRAWN BY: GBS CHECKED BY: GBS</p>	<p>NOT TO SCALE</p>	<p>DATE: 02-01-2023</p>	<p>FIGURE NO. E-2</p>
		<p>PROJECT NUMBER: 1101</p>	



91 South Main Street, West Hartford, CT 06107 860-729-9326 EAST-WESTENGINEERING.COM	NORTH  QUADRANGLE LOCATION	EXISTING CONDITIONS SAT. PEAK HOUR	
		The Collective 53 McDermott Ave. Torrington, Connecticut	
DRAWN BY: GBS CHECKED BY: GBS	NOT TO SCALE	DATE: 02-01-2023	FIGURE NO. E-3
		PROJECT NUMBER: 1101	

APPENDIX E

Appendix E

ITE Trip Generation Rates

Marijuana Dispensary (882)

Peak Hr. Period	Rate	Total Trips
Weekday AM peak hour adjacent street.	10.54	58.6
Weekday PM peak hour adjacent street.	18.92	105.2
Weekday AM peak hour generator	16.57	92.2
Weekday PM peak hour generator	24.57	136.7
Saturday Peak	28.85	160.46

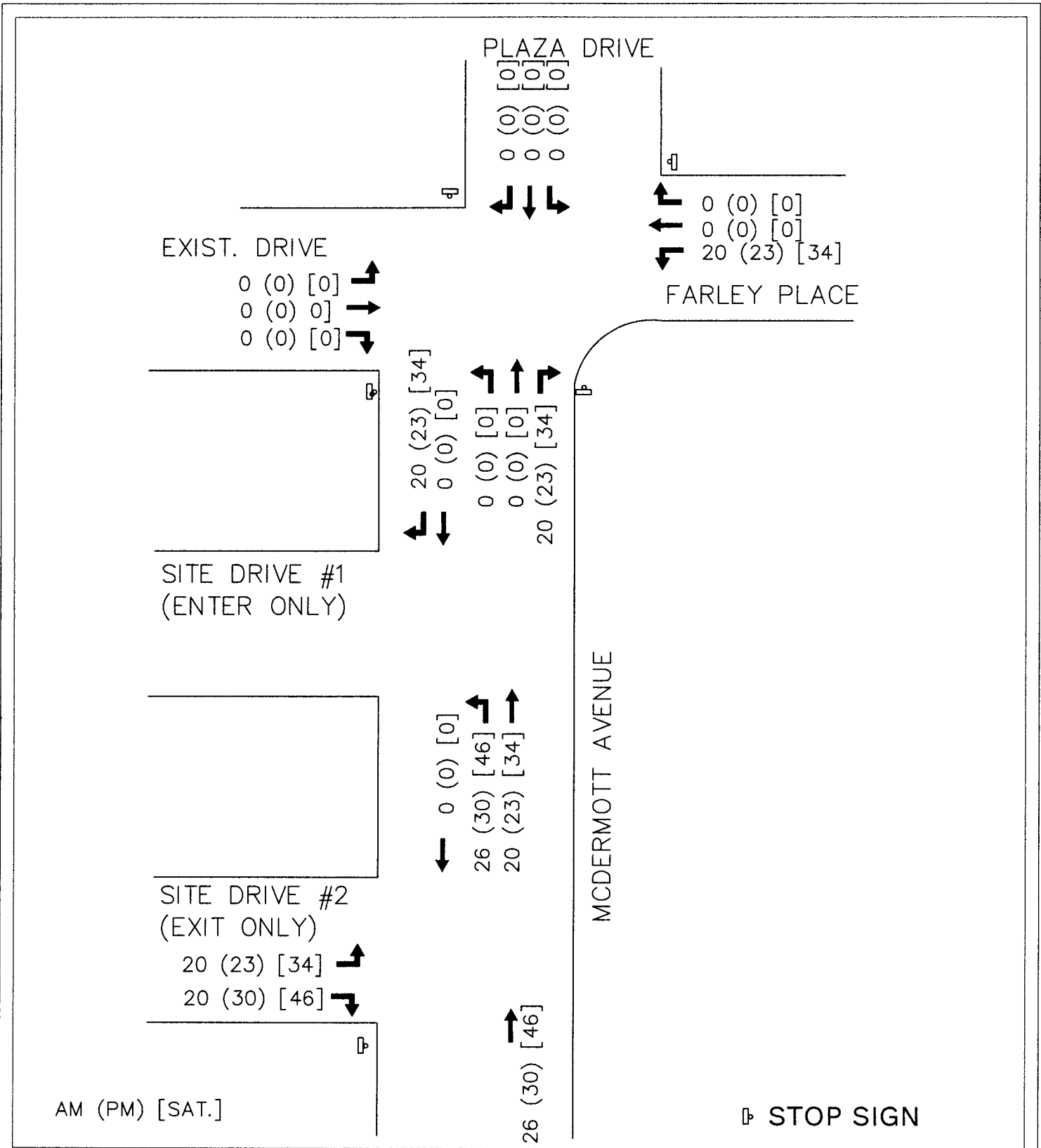
Small Office Building (712)

Peak Hr. Period	Rate	Total Trips
Weekday AM peak hour generator	2.61	2
Weekday PM peak hour generator	3.15	2

Note:

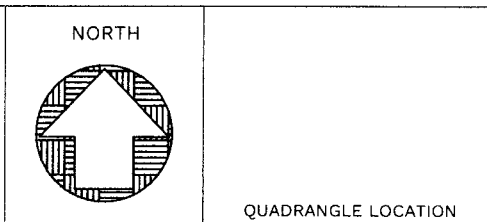
1. All trips are per 1,000 SF gross floor area. Marijuana Dispensary will occupy 5,562 SF. Small Office building contains 740 SF.
2. Distribution of entering and exiting trips per ITE rates.
3. Rates in bold were used in analysis.

APPENDIX F



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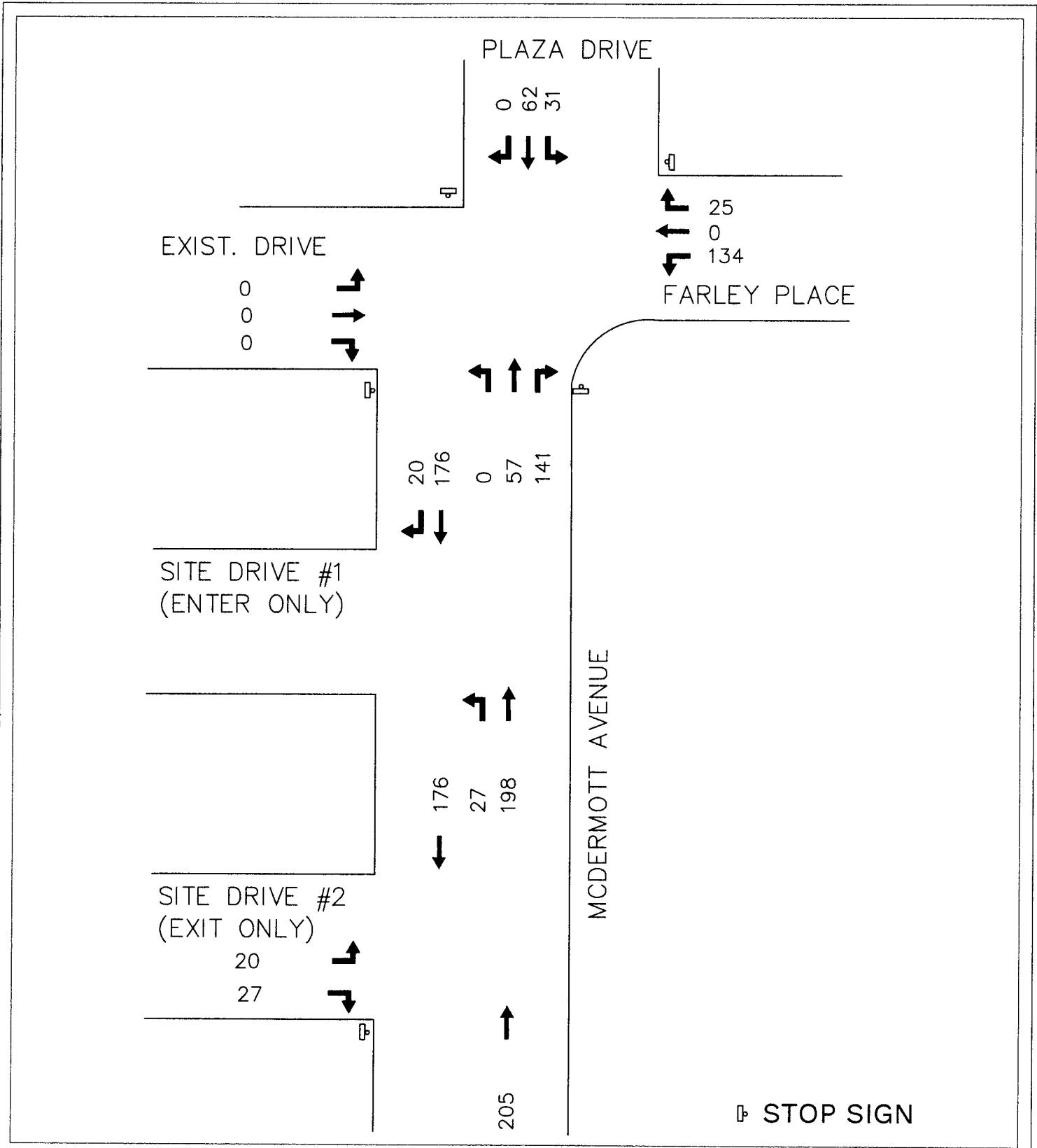
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SITE GENERATED TRAFFIC VOLUMES	
The Collective 53 McDermott Ave. Torrington, Connecticut	
DATE: 02-01-2023	FIGURE NO. G-1
PROJECT NUMBER: 1101	

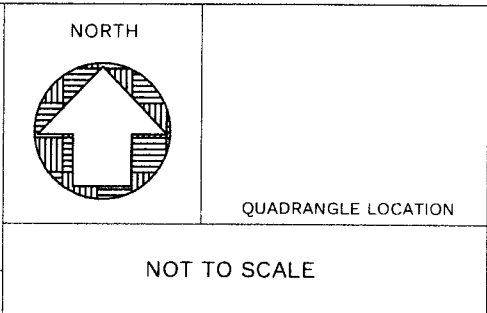
NOT TO SCALE

APPENDIX G



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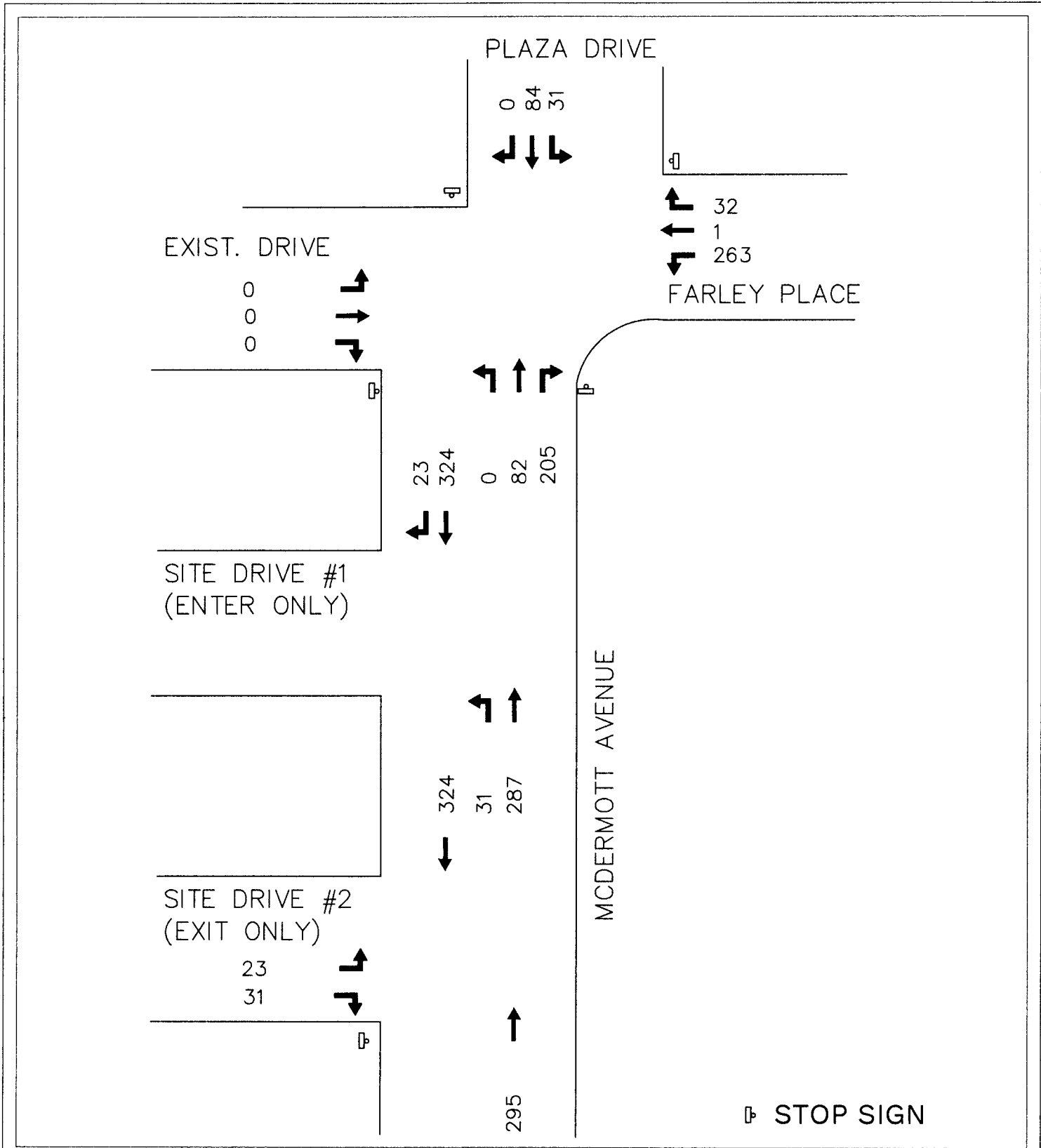


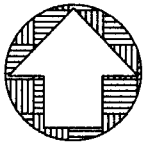
**COMBINED CONDITIONS
AM PEAK HOUR**

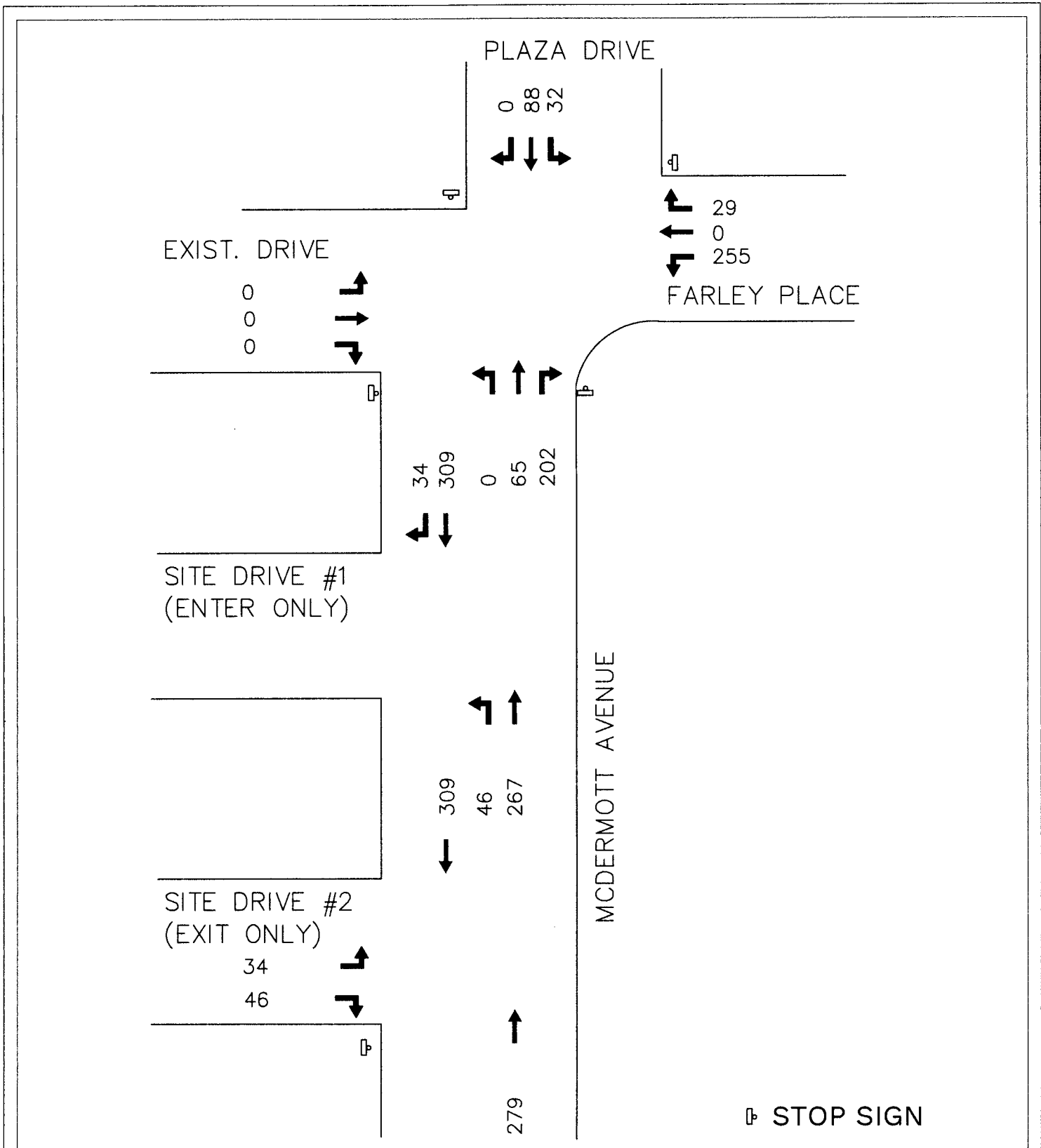
The Collective
53 McDermott Ave.
Torrington, Connecticut

DATE: 02-01-2023 FIGURE NO. C-1

PROJECT NUMBER: 1101

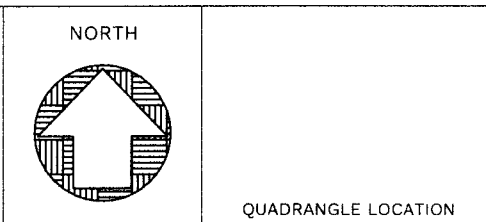


91 South Main Street, West Hartford, CT 06107 860-729-9326 EAST-WESTENGINEERING.COM	NORTH 	COMBINED CONDITIONS PM PEAK HOUR	
	QUADRANGLE LOCATION	The Collective 53 McDermott Ave. Torrington, Connecticut	
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		PROJECT NUMBER: 1101	



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COMBINED CONDITIONS
SAT. PEAK HOUR

The Collective
53 McDermott Ave.
Torrington, Connecticut

DATE: 02-01-2023 FIGURE NO. C-3

PROJECT NUMBER: 1101

NOT TO SCALE

APPENDIX H

Lanes, Volumes, Timings
 1: McDermott Avenue & Exist. Drive /Farley Place

EXIST. - AM PEAK HR.
 02/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	0	114	0	25	0	57	121	31	62	0
Future Volume (vph)	0	0	0	114	0	25	0	57	121	31	62	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.976			0.908				
Flt Protected					0.961						0.983	
Satd. Flow (prot)	0	1863	0	0	1747	0	0	1691	0	0	1831	0
Flt Permitted					0.961						0.983	
Satd. Flow (perm)	0	1863	0	0	1747	0	0	1691	0	0	1831	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		214			428			45			107	
Travel Time (s)		7.3			14.6			1.5			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	124	0	27	0	62	132	34	67	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	151	0	0	194	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.2% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 6: McDermott Avenue & Site Drive 1

EXIST. - AM PEAK HR.
 02/07/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↑	
Traffic Volume (vph)	0	0	0	178	176	0
Future Volume (vph)	0	0	0	178	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr t						
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	195			81	45	
Travel Time (s)	6.6			2.8	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	193	191	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	193	191	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.4% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 9: McDermott Avenue & Site Driveway 2

EXIST. - AM PEAK HR.
 02/07/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖			↑	↓	
Traffic Volume (vph)	0	0	0	178	176	0
Future Volume (vph)	0	0	0	178	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			20	30	
Link Distance (ft)	165			140	81	
Travel Time (s)	3.8			4.8	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	193	191	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	193	191	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 19.4% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 1: McDermott Avenue & Exist. Drive /Farley Place

EXIST. - PM PEAK HR.
 02/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	0	0	0	240	1	32	0	82	182	31	84	0
Future Volume (vph)	0	0	0	240	1	32	0	82	182	31	84	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.984			0.907				
Fl _t Protected					0.958						0.987	
Satd. Flow (prot)	0	1863	0	0	1756	0	0	1690	0	0	1839	0
Fl _t Permitted					0.958						0.987	
Satd. Flow (perm)	0	1863	0	0	1756	0	0	1690	0	0	1839	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		214			428			45			107	
Travel Time (s)		7.3			14.6			1.5			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	261	1	35	0	89	198	34	91	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	297	0	0	287	0	0	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 46.9% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
6: McDermott Avenue & Site Drive 1

EXIST. - PM PEAK HR.
02/07/2023












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	0	264	342	0
Future Volume (vph)	0	0	0	264	342	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	195			81	45	
Travel Time (s)	6.6			2.8	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	287	372	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	287	372	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.1% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 9: McDermott Avenue & Site Driveway 2

EXIST. - PM PEAK HR.
 02/07/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	264	324	0
Future Volume (vph)	0	0	0	264	324	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			20	30	
Link Distance (ft)	165			140	81	
Travel Time (s)	3.8			4.8	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	287	352	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	287	352	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

















Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.1% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 1: McDermott Avenue & Exist. Drive /Farley Place

EXIST. - SAT. PEAK HR.

02/07/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	221	0	29	0	65	168	32	88	0
Future Volume (vph)	0	0	0	221	0	29	0	65	168	32	88	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.984			0.903				
Fl _t Protected					0.958						0.987	
Satd. Flow (prot)	0	1863	0	0	1756	0	0	1682	0	0	1839	0
Fl _t Permitted					0.958						0.987	
Satd. Flow (perm)	0	1863	0	0	1756	0	0	1682	0	0	1839	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		214			428			45			107	
Travel Time (s)		7.3			14.6			1.5			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	240	0	32	0	71	183	35	96	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	272	0	0	254	0	0	131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 44.2% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 6: McDermott Avenue & Site Drive 1

EXIST. - SAT. PEAK HR.
 02/07/2023












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↑	↑	
Traffic Volume (vph)	0	0	0	233	309	0
Future Volume (vph)	0	0	0	233	309	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	0	0	0	1863	1863	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	195			81	45	
Travel Time (s)	6.6			2.8	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	253	336	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	253	336	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.3% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 9: McDermott Avenue & Site Driveway 2

EXIST. - SAT. PEAK HR.
 02/07/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	233	309	0
Future Volume (vph)	0	0	0	233	309	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			20	30	
Link Distance (ft)	165			140	81	
Travel Time (s)	3.8			4.8	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	253	336	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	253	336	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	













Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 26.3% ICU Level of Service A
 Analysis Period (min) 15

APPENDIX I

Lanes, Volumes, Timings
1: McDermott Avenue & Exist. Drive /Farley Place

COMBINED - AM PEAK HR.
02/07/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	0	0	134	0	25	0	57	141	31	62	0
Future Volume (vph)	0	0	0	134	0	25	0	57	141	31	62	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.979			0.904				
Flt Protected					0.960						0.983	
Satd. Flow (prot)	0	1863	0	0	1751	0	0	1684	0	0	1831	0
Flt Permitted					0.960						0.983	
Satd. Flow (perm)	0	1863	0	0	1751	0	0	1684	0	0	1831	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		214			428			45			107	
Travel Time (s)		7.3			14.6			1.5			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	146	0	27	0	62	153	34	67	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	173	0	0	215	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 35.6% ICU Level of Service A
 Analysis Period (min) 15












Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↑	
Traffic Volume (vph)	0	0	27	198	176	20
Future Volume (vph)	0	0	27	198	176	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986	
Flt Protected				0.994		
Satd. Flow (prot)	0	0	0	1852	1837	0
Flt Permitted				0.994		
Satd. Flow (perm)	0	0	0	1852	1837	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	195			81	45	
Travel Time (s)	6.6			2.8	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	29	215	191	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	244	213	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 29.1% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 9: McDermott Avenue & Site Driveway 2

COMBINED - AM PEAK HR.
 02/07/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	27	0	205	176	0
Future Volume (vph)	20	27	0	205	176	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.923					
Flt Protected	0.979					
Satd. Flow (prot)	1683	0	0	1863	1863	0
Flt Permitted	0.979					
Satd. Flow (perm)	1683	0	0	1863	1863	0
Link Speed (mph)	30			20	30	
Link Distance (ft)	165			140	81	
Travel Time (s)	3.8			4.8	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	29	0	223	191	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	0	223	191	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 20.8% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 1: McDermott Avenue & Exist. Drive /Farley Place

COMBINED - PM PEAK HR.
 02/07/2023









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	0	0	0	263	1	32	0	82	205	31	84	0
Future Volume (vph)	0	0	0	263	1	32	0	82	205	31	84	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t					0.985			0.904				
Flt Protected					0.957						0.987	
Satd. Flow (prot)	0	1863	0	0	1756	0	0	1684	0	0	1839	0
Flt Permitted					0.957						0.987	
Satd. Flow (perm)	0	1863	0	0	1756	0	0	1684	0	0	1839	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		214			428			45			107	
Travel Time (s)		7.3			14.6			1.5			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	286	1	35	0	89	223	34	91	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	322	0	0	312	0	0	125	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.6% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
6: McDermott Avenue & Site Drive 1

COMBINED - PM PEAK HR.
02/07/2023










						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	31	287	342	23
Future Volume (vph)	0	0	31	287	342	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.991	
Flt Protected				0.995		
Satd. Flow (prot)	0	0	0	1853	1846	0
Flt Permitted				0.995		
Satd. Flow (perm)	0	0	0	1853	1846	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	195			81	45	
Travel Time (s)	6.6			2.8	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	34	312	372	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	346	397	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.9% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 9: McDermott Avenue & Site Driveway 2

COMBINED - PM PEAK HR.
 02/07/2023

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	31	0	295	324	0
Future Volume (vph)	23	31	0	295	324	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922					
Flt Protected	0.979					
Satd. Flow (prot)	1681	0	0	1863	1863	0
Flt Permitted	0.979					
Satd. Flow (perm)	1681	0	0	1863	1863	0
Link Speed (mph)	30			20	30	
Link Distance (ft)	165			140	81	
Travel Time (s)	3.8			4.8	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	34	0	321	352	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	59	0	0	321	352	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.1% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 1: McDermott Avenue & Exist. Drive /Farley Place

COMBINED - SAT. PEAK HR.
 02/07/2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	0	0	0	255	0	29	0	65	202	32	88	0
Future Volume (vph)	0	0	0	255	0	29	0	65	202	32	88	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t					0.986			0.898				
Fit Protected					0.957						0.987	
Satd. Flow (prot)	0	1863	0	0	1758	0	0	1673	0	0	1839	0
Fit Permitted					0.957						0.987	
Satd. Flow (perm)	0	1863	0	0	1758	0	0	1673	0	0	1839	0
Link Speed (mph)		20			20			20			20	
Link Distance (ft)		214			428			45			107	
Travel Time (s)		7.3			14.6			1.5			3.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	277	0	32	0	71	220	35	96	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	309	0	0	291	0	0	131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 48.1%
 Analysis Period (min) 15
 ICU Level of Service A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				↕	↕	
Traffic Volume (vph)	0	0	46	267	309	34
Future Volume (vph)	0	0	46	267	309	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.987	
Flt Protected				0.993		
Satd. Flow (prot)	0	0	0	1850	1839	0
Flt Permitted				0.993		
Satd. Flow (perm)	0	0	0	1850	1839	0
Link Speed (mph)	20			20	20	
Link Distance (ft)	195			81	45	
Travel Time (s)	6.6			2.8	1.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	50	290	336	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	340	373	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 41.6% ICU Level of Service A
 Analysis Period (min) 15



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	
Traffic Volume (vph)	34	46	0	279	309	0
Future Volume (vph)	34	46	0	279	309	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.922					
Flt Protected	0.979					
Satd. Flow (prot)	1681	0	0	1863	1863	0
Flt Permitted	0.979					
Satd. Flow (perm)	1681	0	0	1863	1863	0
Link Speed (mph)	30			20	30	
Link Distance (ft)	165			140	81	
Travel Time (s)	3.8			4.8	1.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	50	0	303	336	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	0	303	336	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 27.6% ICU Level of Service A
 Analysis Period (min) 15