

# Traffic Impact Study

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Proposed OneSchool  
60 Sunset Road  
Township of Pequannock  
Morris County, New Jersey

Prepared for:  
OneSchool Global

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**STONEFIELD**

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## EXECUTIVE SUMMARY

This Traffic Impact Study was prepared to update the original Traffic Impact Study prepared by our office dated October 17, 2022; last revised April 10, 2023, based on the updated scope for the proposed OneSchool located along the northerly side of Sunset Road in the Township of Pequannock, Morris County, New Jersey:

1. Under the proposed development program, a 27,825-square-foot private school, known as OneSchool, would be constructed on the subject property. Access is proposed via one (1) ingress-only driveway aligned with Washburn Road and one (1) egress-only driveway along Sunset Road.
2. Due to the proximity of the site to Pequannock High School, traffic counts were conducted during the school arrival and school dismissal time periods of both Pequannock High School and the proposed development. It is noted that the counts were conducted while classes were in session for the School District of Pequannock. Additional traffic counts were conducted at nine (9) intersections within the vicinity of the site.
3. The proposed OneSchool would consist of 11 teachers, one (1) administrator, and up to five (5) ancillary staff members, for a total of 17 employees. The school would serve approximately 100 students total in grades three (3) through 12.
4. The majority of students would arrive to the site via vans with each van transporting approximately 10 students at a time. A portion of licensed-aged students in the senior high school class would likely drive themselves; it is estimated that a peak of six (6) students would drive themselves to school. Based on the student body population, 12 vans would be required to transport students, with each van being stored off-site while not in use.
5. To provide a conservative analysis, the trip generation of the proposed development during the school arrival and school dismissal peak hours assumed that pick-ups and drop-offs, student self-arrival, and employee arrival and departure would occur within the peak hour.
6. Based on the analyses conducted the intersections throughout the roadway network and the proposed site driveways would operate at acceptable Levels of Service and delay with the construction of the proposed OneSchool.
7. The site would provide 44 total parking spaces. Based on the maximum number of employees on-site and the number of students that drive themselves to school, 23 vehicles would be parked on-site during a typical school day. As such, the proposed parking supply of 44 spaces would be sufficient to support this project's parking demand.

## INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed OneSchool on the adjacent roadway network. The subject property is located along the northerly side of Sunset Road and is bounded by Roome Avenue to the east and Dewilde Drive to the north in the Township of Pequannock, Morris County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 2104, Lot 21 as depicted on the Township of Pequannock Tax Map. The site has approximately 412 feet of frontage along Sunset Road, approximately 351 feet of frontage along Roome Avenue, and approximately 275 feet of frontage along Dewilde Drive. The existing site is occupied by non-operational Pompton Valley Presbyterian Church and Sunset Co-Op Nursery School. Access is presently provided via one (1) full-movement driveway along Sunset Road, and one (1) ingress-only driveway and one (1) egress-only driveway along Roome Avenue. Under the proposed development program, the existing structures would be razed and a 27,825-square-foot private school, known as OneSchool, would be constructed. Access to the site is proposed via one (1) ingress-only driveway aligned with Washburn Road and one (1) egress-only driveway along Sunset Road.

## METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM) and the Synchro II Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment. The traffic signal timing utilized within the signalized analysis is based on timing directives provided by Morris County.

## 2023 EXISTING CONDITION

### 2023 EXISTING ROADWAY CONDITIONS

The proposed OneSchool is located along the northerly side of Sunset Road and is bounded by Roome Avenue to the east and Dewilde Drive to the north in the Township of Pequannock, Morris County, New Jersey. The subject property is designated as Block 2104, Lot 21 as depicted on the Township of Pequannock Tax Map. The site has approximately 412 feet of frontage along Sunset Road, approximately 351 feet of frontage along Roome Avenue, and approximately 275 feet of frontage along Dewilde Drive. Land uses in the area are a mix of educational, religious, and residential uses.

Sunset Road is classified as an Urban Major Collector roadway with a general east-west orientation, and is under the jurisdiction of the Township of Pequannock. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 35 mph with restrictions to 25 mph in the vicinity of Pequannock High School. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is not permitted. Sunset Road provides general east-west mobility throughout the Township of Pequannock for educational, religious, and residential uses along its length.

Boulevard (County Route 511A) is classified as an Urban Minor Arterial roadway with a general north-south orientation, and is under the jurisdiction of Morris County. In the vicinity of the site, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 40 mph and with restrictions to 25 mph in the vicinity of Hillview Elementary School. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is not permitted. Boulevard provides north-south mobility throughout the Township of Pequannock and surrounding municipalities and provides access to NJSH Route 23 to the north for educational, religious, and residential uses along its length.

West Parkway is classified as an Urban Major Collector roadway with a general north-south orientation, and is under the jurisdiction of the Township of Pequannock. In the vicinity of the site, the roadway provides one (1) lane of travel in each direction with additional lanes provided at key intersections to facilitate turning movements. The roadway has a posted speed limit of 35 mph and with restrictions to 25 mph in the vicinity of Pequannock High School. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided, and on-street parking is permitted along the easterly side of the roadway adjacent to Pequannock High School. West Parkway provides general north-south mobility throughout the Township of Pequannock for educational and residential uses along its length and provides access to Chilton Medical Center approximately 750 feet south of the Sunset Lane intersection.

Andrews Place is a local roadway with a general north-south orientation, and is under the jurisdiction of the Township of Pequannock. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb and sidewalk are not provided, shoulders are not provided, and on-street parking is permitted along both sides of the roadway. Andrews Place provides north-south mobility within the Township of Pequannock, from Sunset Road at its northerly terminus to Kinney Place at its southerly terminus for predominantly residential uses along its length.

Van Ness Avenue is a local roadway with a general north-south orientation, and is under the jurisdiction of the Township of Pequannock. Along the site frontage, the roadway provides one (1) lane of travel in each direction. Curb is provided along both sides of the roadway, sidewalks are not provided, shoulders are not provided, and on-street parking is permitted along both sides of the roadway. Van Ness Avenue provides north-south mobility within the Township of Pequannock, from Jocelyn Court at its northerly terminus to Sunset Road at its southerly terminus for predominantly residential uses along its length.

Roome Avenue is a local roadway with a general north-south orientation, and is under the jurisdiction of the Township of Pequannock. Along the site frontage, the roadway provides one (1) lane of travel in each direction. Curb is provided along both sides of the roadway, sidewalks are not provided, shoulders are not provided, and on-street parking is permitted along both sides of the roadway. Roome Avenue provides north-south mobility within the Township of Pequannock, from Evelyn Place at its northerly terminus to Sunset Road at its southerly terminus for predominately residential uses along its length.

Washburn Road is a local roadway with a general north-south orientation, and is under the jurisdiction of the Township of Pequannock. In the vicinity of the site, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb and sidewalk are not provided, shoulders are not provided, and on-street parking is permitted with restrictions in effect daily from 8:00 a.m. to 4:00 p.m. along the westerly side of the roadway. Washburn Road provides north-south mobility within the Township of Pequannock, from Sunset Road at its northerly terminus to Nichols Road at its southerly terminus for predominately residential uses along its length.

Sunset Lane is a local roadway with a general east-west orientation, and is under the jurisdiction of the Township of Pequannock. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 25 mph. Curb is provided along both sides of the roadway, sidewalks are provided along the southerly side of the roadway, shoulders are not provided, and on-street parking is provided along both sides of the roadway with restrictions in effect from 8:00 a.m. to 4:00 p.m. Sunset Lane provides east-west mobility within the Township of Pequannock, from Sunset Road at its easterly terminus to West Parkway at its westerly terminus for educational and residential uses along its length.

Sunset Road and Boulevard intersect to form a four (4)-leg intersection controlled by a two (2)-phase traffic signal operating on a variable cycle length. The eastbound and westbound approaches of Sunset Road provide one (1) shared left-turn/through/right-turn lane. The northbound and southbound approaches of Boulevard provide one (1) shared left-turn/through/right-turn lane. Crosswalks, pedestrian signals, and pedestrian ramps are provided across all legs of the intersection.

Sunset Road, Andrews Place, and Van Ness Avenue intersect to form an unsignalized four (4)-leg intersection with the northbound approach of Andrews Place and the southbound approach of Van Ness Avenue operating under stop control. The eastbound and westbound approaches of Sunset Road provide one (1) shared left-turn/through/right-turn lane. The northbound approach of Andrews Place provides one (1) shared left-turn/through/right-turn lane and the southbound approach of Van Ness Avenue provides one (1) shared left-turn/through/right-turn lane. Pedestrian ramps are provided across the northerly and southerly legs of the intersection.

Sunset Road and Roome Avenue intersect to form an unsignalized T-intersection with the southbound approach of Roome Avenue operating under stop control. The eastbound approach of Sunset Road provides one (1) shared left-turn/through lane and the westbound approach of Sunset Road provides one (1) shared through/right-turn lane. The southbound approach of Roome Avenue provides one (1) shared left-turn/right-turn lane. Pedestrian ramps are provided across the northerly leg of the intersection.

Sunset Road and Washburn Road intersect to form an unsignalized T-intersection with the northbound approach of Roome Avenue operating under stop control. The eastbound approach of Sunset Road provides one (1) shared through/right-turn lane and the westbound approach of Sunset Road provides one (1) shared left-turn/through lane. The northbound approach of Washburn Road provides one (1) shared left-turn/right-turn lane. Pedestrian ramps are provided across the southerly leg of the intersection.

Sunset Road and Sunset Lane intersect to form an unsignalized T-intersection with the southbound approaches of Sunset Road operating under stop control. The eastbound approach of Sunset Lane provides one (1) shared left-turn/through lane and the westbound approach of Sunset Lane provides one (1) shared through/right-turn lane. The southbound approach of Sunset Road provides one (1) shared left-turn/right-turn lane. Crosswalks and pedestrian ramps are provided across the all legs of the intersection.

Sunset Lane and West Parkway intersect to form an unsignalized T-intersection with the westbound approach of Sunset Lane operating under stop control. The westbound approach of Sunset Lane provides one (1) shared left-turn/right-turn lane. The northbound approach of West Parkway provides one (1) shared through/right-turn lane and the southbound approach of West Parkway provides one (1) exclusive left-turn lane and one (1) exclusive through lane. Crosswalks and pedestrian ramps are provided across the easterly and northerly legs of the intersection.



Sunset Road and West Parkway intersect to form an unsignalized four (4) leg-intersection with the eastbound and westbound approaches of Sunset Road operating under stop control. The eastbound approach of Sunset Road provides one (1) shared left-turn/right-turn lane and the westbound approach of Sunset Road provides one (1) shared left-turn/through/right-turn lane. The northbound approach of West Parkway provides one (1) exclusive left-turn lane and one (1) exclusive through lane and the southbound approach of West Parkway provides one (1) shared through/right-turn lane. Crosswalks and pedestrian ramps are provided across the all legs of the intersection.

### 2023 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday arrival and weekday dismissal time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- ◆ Sunset Road and Boulevard
- ◆ Sunset Road, Andrews Place, and Van Ness Avenue
- ◆ Sunset Road and Roome Avenue
- ◆ Sunset Road and Washburn Road
- ◆ Sunset Road and Pequannock High School Egress Driveway
- ◆ Sunset Road and Pequannock High School Ingress Driveway
- ◆ Sunset Road and Sunset Lane
- ◆ Sunset Lane and West Parkway

Specifically, turning movement counts were conducted on Thursday, December 14, 2023, from 6:30 a.m. to 8:30 a.m. and from 2:00 p.m. to 4:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development, as the site is directly adjacent to Pequannock Township High School. It is noted that the traffic counts were conducted while classes were in session for the School District of Pequannock. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday arrival peak hour occurred from 7:00 a.m. to 8:00 a.m. and the weekday dismissal peak hour occurred from 2:30 p.m. to 3:30 p.m.

Turning movement counts were also collected at the intersection of Sunset Road and West Parkway. Specifically, turning movement counts were conducted on Tuesday, January 9, 2024, from 6:30 a.m. to 8:30 a.m. and from 2:00 p.m. to 4:00 p.m.

The Technical Appendix contains a summary of the turning movement count data. The 2023 Existing weekday arrival and weekday dismissal peak-hour volumes are summarized on appended **Figure 2**.

### 2023 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2023 Existing Condition during the weekday arrival and weekday dismissal peak hours at the study intersections. Under the existing condition, the signalized intersection of Sunset Road and Boulevard is calculated to operate at overall Level of Service of B during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road, Andrews Place, and Van Ness Avenue are calculated to operate at Level of Service C or better during the weekday arrival peak hour and at Level of Service B or better during the weekday dismissal peak hour. The turning movements at the unsignalized intersection of Sunset Road and Roome Avenue are calculated to operate at Level of Service C or better during the weekday arrival peak hour and at Level of Service B or better during the weekday dismissal peak hour. The turning movements at the unsignalized intersection of Sunset Road and Washburn Road are calculated to operate at Level of Service B or better during the weekday arrival and weekday dismissal peak hours. The turning movements at the Pequannock High School Egress Driveway along Sunset Road are calculated to operate at Level of Service B or better during the weekday arrival and weekday dismissal peak hours. The turning movements at the Pequannock High School Ingress Driveway along Sunset Road are calculated to operate at Level of Service A during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and Sunset Lane are calculated to operate at Level of Service B or better during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Lane and West Parkway are calculated to operate at Level of Service E or better during the weekday arrival peak hour and at Level of Service C or better during the weekday dismissal peak hour. The turning movements at the unsignalized intersection of Sunset Road and West Parkway are calculated to operate at Level of Service B or better during the weekday arrival peak hour and at Level of Service C or better during the weekday dismissal peak hour.

### **2025 NO-BUILD CONDITION**

#### BACKGROUND GROWTH

The 2023 Existing Condition traffic volume data was grown to a future horizon year of 2025, which is a conservative estimate for when the proposed OneSchool is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 1.00% annually for two (2) years. The 1.00% background growth rate was obtained from the New Jersey Department of Transportation (NJDOT) Annual Background Growth Rate Table.

## OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with the Township of Pequannock Land Use Secretary, Lori Camaya, there are no planned development projects within the area of the subject site. As such, the application of the background growth rate would be adequate to account for background traffic growth.

## 2025 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2023 Existing Traffic Volumes to calculate the 2025 No-Build Traffic Volumes for the weekday arrival and weekday dismissal peak hours. These volumes are summarized on appended **Figure 3**.

## 2025 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2025 No-Build Condition during the weekday arrival and weekday dismissal peak hours at the study intersections. The signalized intersection of Sunset Road and Boulevard is calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road, Andrews Place, and Van Ness Avenue are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and Roome Avenue are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and Washburn Road are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and the Pequannock High School Egress Driveway along Sunset Road are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the Pequannock High School Ingress Driveway along Sunset Road are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and Sunset Lane are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Lane and West Parkway are calculated to operate generally consistent with the findings of the Existing

Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and West Parkway are calculated to operate generally consistent with the findings of the Existing Condition during the weekday arrival and weekday dismissal peak hours.

## 2025 BUILD CONDITION

The site-generated traffic volume of the proposed OneSchool was estimated to identify the potential impacts of the project. For the purpose of this analysis, a complete project “build out” is assumed within two (2) years of the preparation of this study.

### TRIP GENERATION

Trip generation projections for the proposed OneSchool were prepared utilizing operational information provided by the applicant. The school would consist of 11 teachers, one (1) administrative assistant, and up to five (5) ancillary staff members (e.g. administrators, nurse). The five (5) ancillary staff members would not be at the school on an everyday basis, however this analysis considers the traffic impact of the five (5) additional staff in addition to the 12 daily faculty. The school would serve approximately 100 students total in grades three (3) through 12. The majority of students would arrive to the site via vans with each van transporting approximately 10 students at a time. A portion of licensed-aged students in the senior high school class would be permitted to drive themselves; it is estimated that a peak of six (6) students would drive themselves to school. It is anticipated that approximately 12 vans would be required to transport students, and the vans would be stored off-site while not in use. To provide a conservative analysis, the trip generation of the proposed development during the school arrival and school dismissal peak hours assumed that pick-ups and drop-offs, student self-arrival, and employee arrival and departure would occur within the peak hour, although the arrival and dismissal of the proposed OneSchool would differ from that of the Pequannock High School. **Table I** provides the weekday arrival and weekday dismissal peak hour trip generation volumes associated with the proposed development.

**TABLE I – PROPOSED TRIP GENERATION**

| Land Use                     | Weekday Arrival<br>Peak Hour |           |           | Weekday Dismissal<br>Peak Hour |           |           |
|------------------------------|------------------------------|-----------|-----------|--------------------------------|-----------|-----------|
|                              | Enter                        | Exit      | Total     | Enter                          | Exit      | Total     |
| 12 Vans                      | 12                           | 12        | 24        | 12                             | 12        | 24        |
| Self-Driving Students        | 6                            | 0         | 6         | 0                              | 6         | 6         |
| Daily Faculty                | 12                           | 0         | 12        | 0                              | 12        | 12        |
| Ancillary Faculty            | 5                            | 0         | 5         | 0                              | 5         | 5         |
| <b>Total Trip Generation</b> | <b>35</b>                    | <b>12</b> | <b>47</b> | <b>12</b>                      | <b>35</b> | <b>47</b> |

The proposed development is expected to generate a maximum of 47 new trips during the critical weekday arrival and weekday dismissal peak hours. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

#### TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways, and the access management plan of the site. It is expected that a majority of the vehicles accessing the site would travel to and from I-287 to the north of the site. The Site-Generated Traffic Volumes are illustrated on **Figure 4**.

#### 2025 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2025 No-Build Traffic Volumes to calculate the 2025 Build Traffic Volumes and are shown on appended **Figure 5**.

#### 2025 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2025 Build Condition during the weekday arrival and weekday dismissal peak hours at the study intersections and proposed site driveway. Appended **Table AI** compares the Existing, No-Build, and Build Conditions Level of Service and delay values.

The signalized intersection of Sunset Road and Boulevard is calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road, Andrews Place, and Van Ness Avenue are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and Roome Avenue are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road, Washburn Road, and the ingress-only site driveway are calculated to operate at Level of Service B or better during the weekday arrival and weekday dismissal peak hours. The turning movements at the Pequannock High School Egress Driveway along Sunset Road are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the Pequannock High School Ingress Driveway along Sunset Road are calculated to operate generally consistent with the findings of the No-Build Condition during

the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and Sunset Lane are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Lane and West Parkway are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the unsignalized intersection of Sunset Road and West Parkway are calculated to operate generally consistent with the findings of the No-Build Condition during the weekday arrival and weekday dismissal peak hours. The turning movements at the egress-only site driveway along Sunset Road are calculated to operate at Level of Service B or better during the weekday arrival peak hour and at Level of Service C or better during the weekday dismissal peak hour.

## **SITE CIRCULATION/PARKING SUPPLY**

A review was conducted of the proposed OneSchool using the Site Plan prepared by our office, dated July 14, 2023. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) ingress-only driveway aligned with Washburn Road and one (1) egress-only driveway along Sunset Road. The proposed OneSchool would be located on the southerly portion of the property with parking spaces provided to the west of the building. A proposed 12-foot-wide drop-off and pick-up lane would be located to the south of the building. Two (2)-way vehicular circulation throughout the site would be provided via 24-foot-wide drive aisles.

Regarding the parking requirements for the proposed development, the Township of Pequannock Ordinance requires 2.5 parking spaces per classroom and one (1) parking space per 10 students for secondary school uses and two (2) parking spaces per classroom and one (1) parking space per staff member for elementary school uses. For the proposed OneSchool with seven (7) secondary school classrooms, 100 secondary school students, eight (8) elementary school classrooms, and 12 elementary school staff members, this equates to 56 required spaces. The site would provide 44 total parking spaces, inclusive of three (3) ADA accessible parking spaces and nine (9) sets of tandem parking spaces (18 total spaces). Based on operational information provided by the applicant, the 12 vans anticipated to transport students would be stored off-site when not in use and the tandem parking spaces would be utilized by employees. Based on the maximum number of employees on-site and the number of students that drive themselves to school, 23 vehicles would be parked on-site during a typical school day. As such, the proposed parking supply of 44 spaces would be sufficient to support this project's parking demand. The spaces would be nine (9) feet wide by 18 feet deep in accordance with Township of Pequannock Ordinance and industry standards.

## CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed OneSchool. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The traffic analyses considered the adjacent Pequannock Township High School as the traffic counts utilized were conducted when school was in session. The trip generation projections for the proposed OneSchool were performed utilizing operational information provided by the applicant for the proposed development and the existing OneSchool campus. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on operational information provided by the applicant and the expected number of vehicles expected to park on-site during a typical school day, the parking supply would be sufficient to support this project.

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## **TECHNICAL APPENDIX**

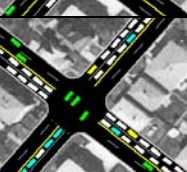


**LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA**

## LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

|                                                                                     | Level Of Service (LOS) | Signalized Delay Range (average control delay in sec/veh) | Unsignalized Delay Range (average control delay in sec/veh) |
|-------------------------------------------------------------------------------------|------------------------|-----------------------------------------------------------|-------------------------------------------------------------|
|   | A                      | $\leq 10$                                                 | $\leq 10$                                                   |
|  | B                      | $> 10$ and $\leq 20$                                      | $> 10$ and $\leq 15$                                        |
|  | C                      | $> 20$ and $\leq 35$                                      | $> 15$ and $\leq 25$                                        |
|  | D                      | $> 35$ and $\leq 55$                                      | $> 25$ and $\leq 35$                                        |
|  | E                      | $> 55$ and $\leq 80$                                      | $> 35$ and $\leq 50$                                        |
|  | F                      | $> 80$                                                    | $> 50$                                                      |

Source: Highway Capacity Manual, 6<sup>th</sup> Edition

# STONEFIELD

**Table A1: Comparative Level of Service (Delay) Table**  
**Township of Pequannock, Morris County, New Jersey**  
**X (n) = Level of Service (seconds of delay)**

| Intersection                                                      | Lane Group            | Weekday Arrival Peak Hour  |                            |                         |  | Weekday Dismissal Peak Hour |                            |                         |  |
|-------------------------------------------------------------------|-----------------------|----------------------------|----------------------------|-------------------------|--|-----------------------------|----------------------------|-------------------------|--|
|                                                                   |                       | 2023 Existing<br>Condition | 2025 No-Build<br>Condition | 2025 Build<br>Condition |  | 2023 Existing<br>Condition  | 2025 No-Build<br>Condition | 2025 Build<br>Condition |  |
| Sunset Road (E/W) & Boulevard (N/S)                               | EB Left/Through/Right | C (34.1)                   | C (34.1)                   | C (34.2)                |  | B (16.8)                    | B (16.8)                   | B (16.7)                |  |
|                                                                   | WB Left/Through/Right | C (28.8)                   | C (28.7)                   | C (28.5)                |  | B (15.2)                    | B (15.2)                   | B (14.8)                |  |
|                                                                   | NB Left/Through/Right | A (8.4)                    | A (8.6)                    | A (9.1)                 |  | B (10.0)                    | B (10.3)                   | B (11.1)                |  |
|                                                                   | SB Left/Through/Right | A (8.0)                    | A (8.2)                    | A (8.8)                 |  | A (9.3)                     | A (9.6)                    | B (10.4)                |  |
|                                                                   | <b>Overall</b>        | <b>B (16.1)</b>            | <b>B (16.2)</b>            | <b>B (16.6)</b>         |  | <b>B (11.9)</b>             | <b>B (12.0)</b>            | <b>B (12.6)</b>         |  |
| Sunset Road (E/W), Andrews Place (N), & Van Ness Avenue (S)       | EB Left/Through/Right | A (8.1)                    | A (8.1)                    | A (8.2)                 |  | A (8.8)                     | A (8.8)                    | A (8.8)                 |  |
|                                                                   | WB Left/Through/Right | A (8.2)                    | A (8.2)                    | A (8.3)                 |  | A (8.1)                     | A (8.1)                    | A (8.1)                 |  |
|                                                                   | NB Left/Through/Right | B (13.3)                   | B (13.4)                   | B (13.9)                |  | B (10.2)                    | B (10.3)                   | B (10.5)                |  |
|                                                                   | SB Left/Through/Right | C (18.8)                   | C (19.1)                   | C (20.6)                |  | B (13.5)                    | B (13.6)                   | B (14.1)                |  |
|                                                                   | <b>Overall</b>        | <b>A (8.1)</b>             | <b>A (8.1)</b>             | <b>A (8.2)</b>          |  | <b>A (7.9)</b>              | <b>A (7.9)</b>             | <b>A (7.9)</b>          |  |
| Sunset Road (E/W) & Roome Avenue (S)                              | EB Left/Through       | C (15.2)                   | C (15.5)                   | C (16.3)                |  | B (13.1)                    | B (13.3)                   | B (13.7)                |  |
|                                                                   | SB Left/Through       |                            |                            |                         |  |                             |                            |                         |  |
| Sunset Road (E/W), Washburn Road (N), & Site Ingress Driveway (S) | EB Left/Through/Right |                            |                            | A (8.1)                 |  |                             |                            | A (7.8)                 |  |
|                                                                   | WB Left/Through/Right | A (8.5)                    | A (8.5)                    | A (8.6)                 |  | A (8.3)                     | A (8.3)                    | A (8.4)                 |  |
|                                                                   | NB Left/Through/Right | B (13.1)                   | B (13.2)                   | B (13.6)                |  | B (13.0)                    | B (13.1)                   | B (13.6)                |  |
| Sunset Road (E/W) & High School Egress Driveway (N)               | NB Left/Right         | B (13.7)                   | B (13.9)                   | B (14.5)                |  | B (13.8)                    | B (14.0)                   | B (14.7)                |  |
| Sunset Road (E/W) & High School Ingress Driveway (N)              | WB Left/Through       | A (8.9)                    | A (9.0)                    | A (9.0)                 |  | A (8.2)                     | A (8.3)                    | A (8.3)                 |  |
|                                                                   | EB Left/Through       | A (7.8)                    | A (7.8)                    | A (7.8)                 |  | A (8.0)                     | A (8.0)                    | A (8.0)                 |  |
| Sunset Lane (E/W) & Sunset Road (S)                               | SB Left/Right         | B (13.0)                   | B (13.1)                   | B (13.4)                |  | B (11.5)                    | B (11.6)                   | B (11.8)                |  |
| Sunset Lane (W) & West Parkway (N/S)                              | WB Left/Right         | E (35.8)                   | E (38.4)                   | E (42.9)                |  | C (17.3)                    | C (17.9)                   | C (18.2)                |  |
|                                                                   | SB Left               | A (9.0)                    | A (9.1)                    | A (9.2)                 |  | A (8.2)                     | A (8.2)                    | A (8.3)                 |  |
| Sunset Road (E/W) & West Parkway (N/S)                            | EB Left/Right         | B (13.4)                   | B (13.6)                   | B (13.9)                |  | B (13.5)                    | B (13.7)                   | B (13.9)                |  |
|                                                                   | WB Left/Through/Right | B (13.1)                   | B (13.3)                   | B (13.5)                |  | C (16.1)                    | C (16.4)                   | C (16.8)                |  |
|                                                                   | NB Left               | A (8.1)                    | A (8.1)                    | A (8.1)                 |  | A (8.0)                     | A (8.0)                    | A (8.0)                 |  |
|                                                                   | SB Left/Right         |                            |                            | B (13.0)                |  |                             |                            | C (15.2)                |  |

## **TURNING MOVEMENT COUNT DATA**

# 1. Boulevard & Sunset Road - TMC

Thu Dec 14, 2023

Full Length (6:30 AM-8:30 AM, 2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143722, Location: 40.962245, -74.30091, Site Code: 1

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg Direction                               | Boulevard Northbound |       |       |    | Boulevard Southbound |       |       |  | Sunset Road Eastbound |       |       |    | Sunset Road Westbound |       |      |  |
|---------------------------------------------|----------------------|-------|-------|----|----------------------|-------|-------|--|-----------------------|-------|-------|----|-----------------------|-------|------|--|
|                                             | L                    | T     | R     | U  | RR                   | App   | Ped*  |  | L                     | T     | R     | U  | RR                    | App   | Ped* |  |
| 2023-12-14 6:30AM                           | 1                    | 38    | 1     | 0  | 0                    | 40    | 0     |  | 1                     | 32    | 6     | 0  | 0                     | 39    | 0    |  |
| 6:45AM                                      | 5                    | 37    | 0     | 0  | 0                    | 42    | 0     |  | 1                     | 42    | 9     | 0  | 3                     | 55    | 0    |  |
| Hourly Total                                | 6                    | 75    | 1     | 0  | 0                    | 82    | 0     |  | 2                     | 74    | 15    | 0  | 3                     | 94    | 0    |  |
| 7:00AM                                      | 10                   | 45    | 0     | 0  | 0                    | 55    | 0     |  | 5                     | 57    | 25    | 0  | 3                     | 90    | 0    |  |
| 7:15AM                                      | 25                   | 82    | 4     | 0  | 0                    | 111   | 1     |  | 4                     | 66    | 24    | 0  | 12                    | 106   | 0    |  |
| 7:30AM                                      | 6                    | 92    | 14    | 0  | 3                    | 115   | 9     |  | 10                    | 77    | 7     | 0  | 4                     | 98    | 0    |  |
| 7:45AM                                      | 16                   | 97    | 3     | 0  | 1                    | 117   | 0     |  | 3                     | 72    | 8     | 0  | 1                     | 84    | 0    |  |
| Hourly Total                                | 57                   | 316   | 21    | 0  | 4                    | 398   | 10    |  | 22                    | 272   | 64    | 0  | 20                    | 378   | 0    |  |
| 8:00AM                                      | 4                    | 64    | 5     | 0  | 0                    | 73    | 0     |  | 3                     | 82    | 8     | 0  | 1                     | 94    | 0    |  |
| 8:15AM                                      | 9                    | 72    | 5     | 0  | 1                    | 87    | 1     |  | 5                     | 110   | 9     | 0  | 0                     | 124   | 0    |  |
| Hourly Total                                | 13                   | 136   | 10    | 0  | 1                    | 160   | 1     |  | 8                     | 192   | 17    | 0  | 1                     | 218   | 0    |  |
| 2:00PM                                      | 5                    | 75    | 4     | 0  | 2                    | 86    | 0     |  | 5                     | 44    | 9     | 0  | 1                     | 59    | 0    |  |
| 2:15PM                                      | 6                    | 75    | 8     | 0  | 1                    | 90    | 0     |  | 4                     | 58    | 15    | 0  | 3                     | 80    | 0    |  |
| 2:30PM                                      | 15                   | 77    | 8     | 0  | 2                    | 102   | 2     |  | 11                    | 76    | 22    | 0  | 1                     | 110   | 0    |  |
| 2:45PM                                      | 11                   | 108   | 10    | 0  | 1                    | 130   | 21    |  | 4                     | 95    | 12    | 0  | 3                     | 114   | 3    |  |
| Hourly Total                                | 37                   | 335   | 30    | 0  | 6                    | 408   | 23    |  | 24                    | 273   | 58    | 0  | 8                     | 363   | 3    |  |
| 3:00PM                                      | 9                    | 106   | 6     | 0  | 1                    | 122   | 3     |  | 5                     | 63    | 26    | 0  | 3                     | 97    | 0    |  |
| 3:15PM                                      | 13                   | 96    | 7     | 0  | 0                    | 116   | 1     |  | 5                     | 71    | 12    | 0  | 3                     | 91    | 0    |  |
| 3:30PM                                      | 10                   | 92    | 7     | 0  | 0                    | 109   | 0     |  | 2                     | 71    | 18    | 0  | 2                     | 93    | 0    |  |
| 3:45PM                                      | 11                   | 99    | 13    | 0  | 0                    | 123   | 0     |  | 6                     | 65    | 15    | 0  | 3                     | 89    | 0    |  |
| Hourly Total                                | 43                   | 393   | 33    | 0  | 1                    | 470   | 4     |  | 18                    | 270   | 71    | 0  | 11                    | 370   | 0    |  |
| Total                                       | 156                  | 1255  | 95    | 0  | 12                   | 1518  | 38    |  | 74                    | 1081  | 225   | 0  | 43                    | 1423  | 3    |  |
| % Approach                                  | 10.3%                | 82.7% | 6.3%  | 0% | 0.8%                 | -     | -     |  | 5.2%                  | 76.0% | 15.8% | 0% | 3.0%                  | -     | -    |  |
| % Total                                     | 3.7%                 | 29.5% | 2.2%  | 0% | 0.3%                 | 35.7% | -     |  | 1.7%                  | 25.4% | 5.3%  | 0% | 1.0%                  | 33.5% | -    |  |
| Lights                                      | 152                  | 1204  | 94    | 0  | 12                   | 1462  | -     |  | 73                    | 1042  | 211   | 0  | 42                    | 1368  | -    |  |
| % Lights                                    | 97.4%                | 95.9% | 98.9% | 0% | 100%                 | 96.3% | -     |  | 98.6%                 | 96.4% | 93.8% | 0% | 97.7%                 | 96.1% | -    |  |
| Articulated Trucks and Single-Unit Trucks   | 0                    | 40    | 0     | 0  | 0                    | 40    | -     |  | 0                     | 26    | 5     | 0  | 0                     | 31    | -    |  |
| % Articulated Trucks and Single-Unit Trucks | 0%                   | 3.2%  | 0%    | 0% | 0%                   | 2.6%  | -     |  | 0%                    | 2.4%  | 2.2%  | 0% | 0%                    | 2.2%  | -    |  |
| Buses                                       | 4                    | 11    | 1     | 0  | 0                    | 16    | -     |  | 1                     | 13    | 9     | 0  | 1                     | 24    | -    |  |
| % Buses                                     | 2.6%                 | 0.9%  | 1.1%  | 0% | 0%                   | 1.1%  | -     |  | 1.4%                  | 1.2%  | 4.0%  | 0% | 2.3%                  | 1.7%  | -    |  |
| Pedestrians                                 | -                    | -     | -     | -  | -                    | -     | 25    |  | -                     | -     | -     | -  | -                     | -     | 3    |  |
| % Pedestrians                               | -                    | -     | -     | -  | -                    | -     | 65.8% |  | -                     | -     | -     | -  | -                     | -     | 100% |  |
| Bicycles on Crosswalk                       | -                    | -     | -     | -  | -                    | -     | 13    |  | -                     | -     | -     | -  | -                     | -     | 0    |  |
| % Bicycles on Crosswalk                     | -                    | -     | -     | -  | -                    | -     | 34.2% |  | -                     | -     | -     | -  | -                     | -     | 0%   |  |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

# 1. Boulevard & Sunset Road - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143722, Location: 40.962245, -74.30091, Site Code: 1

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg Direction                               | Boulevard Northbound |       |       |       |    |       |       | Boulevard Southbound |       |       |       |    |       |       | Sunset Road Eastbound |       |       |       |    |       |       | Sunset Road Westbound |       |       |       |    |       |       |      |       |   |
|---------------------------------------------|----------------------|-------|-------|-------|----|-------|-------|----------------------|-------|-------|-------|----|-------|-------|-----------------------|-------|-------|-------|----|-------|-------|-----------------------|-------|-------|-------|----|-------|-------|------|-------|---|
|                                             | L                    | T     | R     | U     | RR | App   | Ped*  | L                    | T     | R     | U     | RR | App   | Ped*  | L                     | T     | R     | U     | RR | App   | Ped*  | L                     | T     | R     | U     | RR | App   | Ped*  | Int  |       |   |
| Time                                        | 2023-12-14 7:00AM    | 10    | 45    | 0     | 0  | 0     | 55    | 0                    | 5     | 57    | 25    | 0  | 3     | 90    | 0                     | 16    | 22    | 6     | 0  | 1     | 45    | 0                     | 0     | 32    | 1     | 0  | 0     | 33    | 0    | 223   |   |
|                                             | 7:15AM               | 25    | 82    | 4     | 0  | 0     | 111   | 1                    | 4     | 66    | 24    | 0  | 12    | 106   | 0                     | 51    | 40    | 7     | 0  | 1     | 99    | 0                     | 0     | 49    | 1     | 0  | 0     | 50    | 0    | 366   |   |
|                                             | 7:30AM               | 6     | 92    | 14    | 0  | 3     | 115   | 9                    | 10    | 77    | 7     | 0  | 4     | 98    | 0                     | 11    | 51    | 6     | 0  | 2     | 70    | 3                     | 3     | 8     | 5     | 0  | 2     | 18    | 0    | 301   |   |
|                                             | 7:45AM               | 16    | 97    | 3     | 0  | 1     | 117   | 0                    | 3     | 72    | 8     | 0  | 1     | 84    | 0                     | 9     | 17    | 8     | 0  | 3     | 37    | 0                     | 4     | 10    | 4     | 0  | 0     | 18    | 3    | 256   |   |
|                                             | Total                | 57    | 316   | 21    | 0  | 4     | 398   | 10                   | 22    | 272   | 64    | 0  | 20    | 378   | 0                     | 87    | 130   | 27    | 0  | 7     | 251   | 3                     | 7     | 99    | 11    | 0  | 2     | 119   | 3    | 1146  |   |
|                                             | % Approach           | 14.3% | 79.4% | 5.3%  | 0% | 1.0%  | -     | -                    | 5.8%  | 72.0% | 16.9% | 0% | 5.3%  | -     | -                     | 34.7% | 51.8% | 10.8% | 0% | 2.8%  | -     | -                     | 5.9%  | 83.2% | 9.2%  | 0% | 1.7%  | -     | -    | -     |   |
|                                             | % Total              | 5.0%  | 27.6% | 1.8%  | 0% | 0.3%  | 34.7% | -                    | 1.9%  | 23.7% | 5.6%  | 0% | 1.7%  | 33.0% | -                     | 7.6%  | 11.3% | 2.4%  | 0% | 0.6%  | 21.9% | -                     | 0.6%  | 8.6%  | 1.0%  | 0% | 0.2%  | 10.4% | -    | -     |   |
|                                             | PHF                  | 0.570 | 0.814 | 0.375 | -  | 0.333 | 0.850 | -                    | 0.550 | 0.883 | 0.640 | -  | 0.417 | 0.892 | -                     | 0.426 | 0.637 | 0.844 | -  | 0.583 | 0.634 | -                     | 0.438 | 0.505 | 0.550 | -  | 0.250 | 0.595 | -    | 0.783 |   |
|                                             | Lights               | 55    | 298   | 21    | 0  | 4     | 378   | -                    | 22    | 265   | 60    | 0  | 19    | 366   | -                     | 80    | 128   | 25    | 0  | 7     | 240   | -                     | 7     | 98    | 10    | 0  | 1     | 116   | -    | 1100  |   |
|                                             | % Lights             | 96.5% | 94.3% | 100%  | 0% | 100%  | 95.0% | -                    | 100%  | 97.4% | 93.8% | 0% | 95.0% | 96.8% | -                     | 92.0% | 98.5% | 92.6% | 0% | 100%  | 95.6% | -                     | 100%  | 99.0% | 90.9% | 0% | 50.0% | 97.5% | -    | 96.0% |   |
| Articulated Trucks and Single-Unit Trucks   |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | 0     | 18    | 0     | 0  | 0     | 18    | -                    | 0     | 3     | 1     | 0  | 0     | 4     | -                     | 3     | 2     | 1     | 0  | 0     | 6     | -                     | 0     | 1     | 0     | 0  | 0     | 1     | -    | 29    |   |
| % Articulated Trucks and Single-Unit Trucks |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | 0%    | 5.7%  | 0%    | 0% | 0%    | 4.5%  | -                    | 0%    | 1.1%  | 1.6%  | 0% | 0%    | 1.1%  | -                     | 3.4%  | 1.5%  | 3.7%  | 0% | 0%    | 2.4%  | -                     | 0%    | 1.0%  | 0%    | 0% | 0%    | 0.8%  | -    | 2.5%  |   |
| Buses                                       |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | 2     | 0     | 0     | 0  | 0     | 2     | -                    | 0     | 4     | 3     | 0  | 1     | 8     | -                     | 4     | 0     | 1     | 0  | 0     | 5     | -                     | 0     | 0     | 1     | 0  | 1     | 2     | -    | 17    |   |
| % Buses                                     |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | 3.5%  | 0%    | 0%    | 0% | 0%    | 0.5%  | -                    | 0%    | 1.5%  | 4.7%  | 0% | 5.0%  | 2.1%  | -                     | 4.6%  | 0%    | 3.7%  | 0% | 0%    | 2.0%  | -                     | 0%    | 0%    | 9.1%  | 0% | 50.0% | 1.7%  | -    | 1.5%  |   |
| Pedestrians                                 |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | -     | -     | -     | -  | -     | -     | 4                    | -     | -     | -     | -  | -     | -     | 0                     | -     | -     | -     | -  | -     | 3     | -                     | -     | -     | -     | -  | -     | -     | 3    | -     |   |
| % Pedestrians                               |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | -     | -     | -     | -  | -     | -     | 40.0%                | -     | -     | -     | -  | -     | -     | 100%                  | -     | -     | -     | -  | -     | 100%  | -                     | -     | -     | -     | -  | -     | -     | 100% | -     | - |
| Bicycles on Crosswalk                       |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | -     | -     | -     | -  | -     | -     | 6                    | -     | -     | -     | -  | -     | -     | 0                     | -     | -     | -     | -  | -     | 0     | -                     | -     | -     | -     | -  | -     | -     | 0    | -     |   |
| % Bicycles on Crosswalk                     |                      |       |       |       |    |       |       |                      |       |       |       |    |       |       |                       |       |       |       |    |       |       |                       |       |       |       |    |       |       |      |       |   |
|                                             |                      | -     | -     | -     | -  | -     | -     | 60.0%                | -     | -     | -     | -  | -     | -     | -                     | 0%    | -     | -     | -  | -     | 0%    | -                     | -     | -     | -     | -  | -     | -     | 0%   | -     |   |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

# 1. Boulevard & Sunset Road - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143722, Location: 40.962245, -74.30091, Site Code: 1

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                                   | Boulevard<br>Northbound |       |       |    | Boulevard<br>Southbound |       |       |  | Sunset Road<br>Eastbound |       |       |    | Sunset Road<br>Westbound |       |      |       |
|----------------------------------------------------|-------------------------|-------|-------|----|-------------------------|-------|-------|--|--------------------------|-------|-------|----|--------------------------|-------|------|-------|
|                                                    | L                       | T     | R     | U  | RR                      | App   | Ped*  |  | L                        | T     | R     | U  | RR                       | App   | Ped* | Int   |
| 2023-12-14 2:30PM                                  | 15                      | 77    | 8     | 0  | 2                       | 102   | 2     |  | 11                       | 76    | 22    | 0  | 1                        | 110   | 0    | 306   |
| 2:45PM                                             | 11                      | 108   | 10    | 0  | 1                       | 130   | 21    |  | 4                        | 95    | 12    | 0  | 3                        | 114   | 3    | 380   |
| 3:00PM                                             | 9                       | 106   | 6     | 0  | 1                       | 122   | 3     |  | 5                        | 63    | 26    | 0  | 3                        | 97    | 0    | 339   |
| 3:15PM                                             | 13                      | 96    | 7     | 0  | 0                       | 116   | 1     |  | 5                        | 71    | 12    | 0  | 3                        | 91    | 0    | 291   |
| <b>Total</b>                                       | 48                      | 387   | 31    | 0  | 4                       | 470   | 27    |  | 25                       | 305   | 72    | 0  | 10                       | 412   | 3    | 1316  |
| <b>% Approach</b>                                  | 10.2%                   | 82.3% | 6.6%  | 0% | 0.9%                    | -     | -     |  | 6.1%                     | 74.0% | 17.5% | 0% | 2.4%                     | -     | -    | -     |
| <b>% Total</b>                                     | 3.6%                    | 29.4% | 2.4%  | 0% | 0.3%                    | 35.7% | -     |  | 1.9%                     | 23.2% | 5.5%  | 0% | 0.8%                     | 31.3% | -    | -     |
| <b>PHF</b>                                         | 0.800                   | 0.896 | 0.775 | -  | 0.500                   | 0.904 | -     |  | 0.568                    | 0.803 | 0.692 | -  | 0.833                    | 0.904 | -    | 0.866 |
| <b>Lights</b>                                      | 46                      | 372   | 31    | 0  | 4                       | 453   | -     |  | 24                       | 291   | 69    | 0  | 10                       | 394   | -    | 1264  |
| <b>% Lights</b>                                    | 95.8%                   | 96.1% | 100%  | 0% | 100%                    | 96.4% | -     |  | 96.0%                    | 95.4% | 95.8% | 0% | 100%                     | 95.6% | -    | 96.0% |
| <b>Articulated Trucks and Single-Unit Trucks</b>   | 0                       | 9     | 0     | 0  | 0                       | 9     | -     |  | 0                        | 10    | 0     | 0  | 0                        | 10    | -    | 24    |
| <b>% Articulated Trucks and Single-Unit Trucks</b> | 0%                      | 2.3%  | 0%    | 0% | 0%                      | 1.9%  | -     |  | 0%                       | 3.3%  | 0%    | 0% | 0%                       | 2.4%  | -    | 1.8%  |
| <b>Buses</b>                                       | 2                       | 6     | 0     | 0  | 0                       | 8     | -     |  | 1                        | 4     | 3     | 0  | 0                        | 8     | -    | 28    |
| <b>% Buses</b>                                     | 4.2%                    | 1.6%  | 0%    | 0% | 0%                      | 1.7%  | -     |  | 4.0%                     | 1.3%  | 4.2%  | 0% | 0%                       | 1.9%  | -    | 2.1%  |
| <b>Pedestrians</b>                                 | -                       | -     | -     | -  | -                       | -     | 20    |  | -                        | -     | -     | -  | -                        | -     | 10   | 11    |
| <b>% Pedestrians</b>                               | -                       | -     | -     | -  | -                       | -     | 74.1% |  | -                        | -     | -     | -  | -                        | -     | 100% | 91.7% |
| <b>Bicycles on Crosswalk</b>                       | -                       | -     | -     | -  | -                       | -     | 7     |  | -                        | -     | -     | -  | -                        | -     | 0    | 1     |
| <b>% Bicycles on Crosswalk</b>                     | -                       | -     | -     | -  | -                       | -     | 25.9% |  | -                        | -     | -     | -  | -                        | -     | 0%   | 8.3%  |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, RR: Right on red, T: Thru, U: U-Turn

## 2. Sunset Road & Van Ness Avenue/Andrews Pla... - TMC

Thu Dec 14, 2023

Full Length (6:30 AM-8:30 AM, 2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143724, Location: 40.961835, -74.303674, Site Code: 2

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                            | Andrews Place<br>Northbound |   |   |   |     |      | Van Ness Avenue<br>Southbound |   |   |   |     |      | Sunset Road<br>Eastbound |   |   |   |     |      | Sunset Road<br>Westbound |   |   |   |     |      |     |  |
|---------------------------------------------|-----------------------------|---|---|---|-----|------|-------------------------------|---|---|---|-----|------|--------------------------|---|---|---|-----|------|--------------------------|---|---|---|-----|------|-----|--|
|                                             | L                           | T | R | U | App | Ped* | L                             | T | R | U | App | Ped* | L                        | T | R | U | App | Ped* | L                        | T | R | U | App | Ped* | Int |  |
| Time                                        |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 2023-12-14 6:30AM                           |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                             |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 6:45AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Hourly Total                                |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 7:00AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 7:15AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 7:30AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 7:45AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Hourly Total                                |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 8:00AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 8:15AM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Hourly Total                                |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 2:00PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 2:15PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 2:30PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 2:45PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Hourly Total                                |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 3:00PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 3:15PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 3:30PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| 3:45PM                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Hourly Total                                |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Total                                       |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Approach                                  |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Total                                     |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Lights                                      |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Lights                                    |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Articulated Trucks and Single-Unit Trucks   |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Articulated Trucks and Single-Unit Trucks |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Buses                                       |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Buses                                     |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Pedestrians                                 |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Pedestrians                               |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Bicycles on Crosswalk                       |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| % Bicycles on Crosswalk                     |                             |   |   |   |     |      |                               |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



## 2. Sunset Road & Van Ness Avenue/Andrews Pla... - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143724, Location: 40.961835, -74.303674, Site Code: 2

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                            | Andrews Place<br>Northbound |       |       |    |       |       | Van Ness Avenue<br>Southbound |       |       |    |       |      | Sunset Road<br>Eastbound |       |       |    |       |      | Sunset Road<br>Westbound |       |       |    |       |      |       |
|-----------------------------------------------------|-----------------------------|-------|-------|----|-------|-------|-------------------------------|-------|-------|----|-------|------|--------------------------|-------|-------|----|-------|------|--------------------------|-------|-------|----|-------|------|-------|
|                                                     | L                           | T     | R     | U  | App   | Ped*  | L                             | T     | R     | U  | App   | Ped* | L                        | T     | R     | U  | App   | Ped* | L                        | T     | R     | U  | App   | Ped* | Int   |
| 2023-12-14 7:00AM<br><br>7:15AM<br>7:30AM<br>7:45AM | 2                           | 0     | 2     | 0  | 4     | 0     | 6                             | 1     | 1     | 0  | 8     | 0    | 1                        | 38    | 2     | 0  | 41    | 1    | 0                        | 67    | 3     | 0  | 70    | 0    | 123   |
|                                                     | 0                           | 1     | 2     | 0  | 3     | 2     | 3                             | 2     | 0     | 0  | 5     | 1    | 2                        | 105   | 33    | 0  | 140   | 0    | 0                        | 99    | 11    | 0  | 110   | 0    | 258   |
|                                                     | 0                           | 0     | 1     | 0  | 1     | 1     | 6                             | 0     | 0     | 0  | 6     | 1    | 0                        | 50    | 1     | 0  | 51    | 0    | 0                        | 23    | 2     | 0  | 25    | 0    | 83    |
|                                                     | 0                           | 0     | 0     | 0  | 0     | 0     | 9                             | 0     | 0     | 2  | 0     | 11   | 0                        | 0     | 32    | 0  | 0     | 32   | 0                        | 1     | 32    | 2  | 0     | 35   | 0     |
| Total                                               | 2                           | 1     | 5     | 0  | 8     | 3     | 24                            | 3     | 3     | 0  | 30    | 2    | 3                        | 225   | 36    | 0  | 264   | 1    | 1                        | 221   | 18    | 0  | 240   | 0    | 542   |
| % Approach                                          | 25.0%                       | 12.5% | 62.5% | 0% | -     | -     | 80.0%                         | 10.0% | 10.0% | 0% | 0%    | -    | 1.1%                     | 85.2% | 13.6% | 0% | -     | -    | 0.4%                     | 92.1% | 7.5%  | 0% | -     | -    | -     |
| % Total                                             | 0.4%                        | 0.2%  | 0.9%  | 0% | 1.5%  | -     | 4.4%                          | 0.6%  | 0.6%  | 0% | 5.5%  | -    | 0.6%                     | 41.5% | 6.6%  | 0% | 48.7% | -    | 0.2%                     | 40.8% | 3.3%  | 0% | 44.3% | -    | -     |
| PHF                                                 | 0.250                       | 0.250 | 0.625 | -  | 0.500 | -     | 0.667                         | 0.375 | 0.375 | -  | 0.682 | -    | 0.375                    | 0.536 | 0.273 | -  | 0.471 | -    | 0.250                    | 0.558 | 0.409 | -  | 0.545 | -    | 0.525 |
| Lights                                              | 2                           | 1     | 5     | 0  | 8     | -     | 24                            | 3     | 3     | 0  | 30    | -    | 3                        | 214   | 36    | 0  | 253   | -    | 1                        | 213   | 18    | 0  | 232   | -    | 523   |
| % Lights                                            | 100%                        | 100%  | 100%  | 0% | 100%  | -     | 100%                          | 100%  | 100%  | 0% | 100%  | -    | 100%                     | 95.1% | 100%  | 0% | 95.8% | -    | 100%                     | 96.4% | 100%  | 0% | 96.7% | -    | 96.5% |
| Articulated Trucks and Single-Unit Trucks           | 0                           | 0     | 0     | 0  | 0     | -     | 0                             | 0     | 0     | 0  | 0     | -    | 0                        | 6     | 0     | 0  | 6     | -    | 0                        | 2     | 0     | 0  | 2     | -    | 8     |
| % Articulated Trucks and Single-Unit Trucks         | 0%                          | 0%    | 0%    | 0% | 0%    | -     | 0%                            | 0%    | 0%    | 0% | 0%    | -    | 0%                       | 2.7%  | 0%    | 0% | 2.3%  | -    | 0%                       | 0.9%  | 0%    | 0% | 0.8%  | -    | 1.5%  |
| Buses                                               | 0                           | 0     | 0     | 0  | 0     | -     | 0                             | 0     | 0     | 0  | 0     | -    | 0                        | 5     | 0     | 0  | 5     | -    | 0                        | 6     | 0     | 0  | 6     | -    | 11    |
| % Buses                                             | 0%                          | 0%    | 0%    | 0% | 0%    | -     | 0%                            | 0%    | 0%    | 0% | 0%    | -    | 0%                       | 2.2%  | 0%    | 0% | 1.9%  | -    | 0%                       | 2.7%  | 0%    | 0% | 2.5%  | -    | 2.0%  |
| Pedestrians                                         | -                           | -     | -     | -  | -     | 1     | -                             | -     | -     | -  | -     | 0    | -                        | -     | -     | -  | -     | 1    | -                        | -     | -     | -  | -     | 0    |       |
| % Pedestrians                                       | -                           | -     | -     | -  | -     | 33.3% | -                             | -     | -     | -  | -     | 0%   | -                        | -     | -     | -  | -     | 100% | -                        | -     | -     | -  | -     | -    |       |
| Bicycles on Crosswalk                               | -                           | -     | -     | -  | -     | 2     | -                             | -     | -     | -  | -     | 2    | -                        | -     | -     | -  | -     | 0    | -                        | -     | -     | -  | -     | 0    |       |
| % Bicycles on Crosswalk                             | -                           | -     | -     | -  | -     | 66.7% | -                             | -     | -     | -  | -     | 100% | -                        | -     | -     | -  | -     | 0%   | -                        | -     | -     | -  | -     | -    |       |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 2. Sunset Road & Van Ness Avenue/Andrews Pla... - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143724, Location: 40.961835, -74.303674, Site Code: 2

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                    | Andrews Place<br>Northbound |    |       |    |       |       | Van Ness Avenue<br>Southbound |       |       |    |       |       | Sunset Road<br>Eastbound |       |       |    |       |      | Sunset Road<br>Westbound |       |       |    |       |      |       |
|---------------------------------------------|-----------------------------|----|-------|----|-------|-------|-------------------------------|-------|-------|----|-------|-------|--------------------------|-------|-------|----|-------|------|--------------------------|-------|-------|----|-------|------|-------|
|                                             | L                           | T  | R     | U  | App   | Ped*  | L                             | T     | R     | U  | App   | Ped*  | L                        | T     | R     | U  | App   | Ped* | L                        | T     | R     | U  | App   | Ped* | Int   |
| 2023-12-14 2:30PM                           | 0                           | 0  | 0     | 0  | 0     | 12    | 5                             | 2     | 1     | 0  | 8     | 0     | 2                        | 60    | 5     | 0  | 67    | 0    | 4                        | 63    | 5     | 0  | 72    | 0    | 147   |
|                                             | 0                           | 0  | 3     | 0  | 3     | 15    | 2                             | 0     | 1     | 0  | 3     | 3     | 0                        | 78    | 21    | 0  | 99    | 0    | 0                        | 49    | 6     | 0  | 55    | 0    | 160   |
|                                             | 0                           | 0  | 1     | 0  | 1     | 0     | 1                             | 0     | 0     | 0  | 1     | 0     | 2                        | 67    | 1     | 0  | 70    | 0    | 2                        | 63    | 7     | 0  | 72    | 0    | 144   |
| 3:15PM                                      | 0                           | 0  | 1     | 0  | 1     | 1     | 2                             | 0     | 2     | 0  | 4     | 0     | 0                        | 49    | 1     | 0  | 50    | 0    | 1                        | 41    | 8     | 0  | 50    | 0    | 105   |
| Total                                       | 0                           | 0  | 5     | 0  | 5     | 28    | 10                            | 2     | 4     | 0  | 16    | 3     | 4                        | 254   | 28    | 0  | 286   | 0    | 7                        | 216   | 26    | 0  | 249   | 0    | 556   |
| % Approach                                  | 0%                          | 0% | 100%  | 0% | -     | -     | 62.5%                         | 12.5% | 25.0% | 0% | -     | -     | 1.4%                     | 88.8% | 9.8%  | 0% | -     | -    | 2.8%                     | 86.7% | 10.4% | 0% | -     | -    | -     |
| % Total                                     | 0%                          | 0% | 0.9%  | 0% | 0.9%  | -     | 1.8%                          | 0.4%  | 0.7%  | 0% | 2.9%  | -     | 0.7%                     | 45.7% | 5.0%  | 0% | 51.4% | -    | 1.3%                     | 38.8% | 4.7%  | 0% | 44.8% | -    | -     |
| PHF                                         | -                           | -  | 0.417 | -  | 0.417 | -     | 0.500                         | 0.250 | 0.500 | -  | 0.500 | -     | 0.500                    | 0.814 | 0.333 | -  | 0.722 | -    | 0.438                    | 0.857 | 0.813 | -  | 0.865 | -    | 0.869 |
| Lights                                      | 0                           | 0  | 5     | 0  | 5     | -     | 9                             | 2     | 4     | 0  | 15    | -     | 1                        | 240   | 28    | 0  | 269   | -    | 7                        | 210   | 26    | 0  | 243   | -    | 532   |
| % Lights                                    | 0%                          | 0% | 100%  | 0% | 100%  | -     | 90.0%                         | 100%  | 100%  | 0% | 93.8% | -     | 25.0%                    | 94.5% | 100%  | 0% | 94.1% | -    | 100%                     | 97.2% | 100%  | 0% | 97.6% | -    | 95.7% |
| Articulated Trucks and Single-Unit Trucks   | 0                           | 0  | 0     | 0  | 0     | -     | 1                             | 0     | 0     | 0  | 1     | -     | 2                        | 3     | 0     | 0  | 5     | -    | 0                        | 0     | 0     | 0  | 0     | -    | 6     |
| % Articulated Trucks and Single-Unit Trucks | 0%                          | 0% | 0%    | 0% | 0%    | -     | 10.0%                         | 0%    | 0%    | 0% | 6.3%  | -     | 50.0%                    | 1.2%  | 0%    | 0% | 1.7%  | -    | 0%                       | 0%    | 0%    | 0% | 0%    | -    | 1.1%  |
| Buses                                       | 0                           | 0  | 0     | 0  | 0     | -     | 0                             | 0     | 0     | 0  | 0     | -     | 1                        | 11    | 0     | 0  | 12    | -    | 0                        | 6     | 0     | 0  | 6     | -    | 18    |
| % Buses                                     | 0%                          | 0% | 0%    | 0% | 0%    | -     | 0%                            | 0%    | 0%    | 0% | 0%    | -     | 25.0%                    | 4.3%  | 0%    | 0% | 4.2%  | -    | 0%                       | 2.8%  | 0%    | 0% | 2.4%  | -    | 3.2%  |
| Pedestrians                                 | -                           | -  | -     | -  | -     | 27    | -                             | -     | -     | -  | -     | 2     | -                        | -     | -     | -  | -     | 0    | -                        | -     | -     | -  | -     | 0    |       |
| % Pedestrians                               | -                           | -  | -     | -  | -     | 96.4% | -                             | -     | -     | -  | -     | 66.7% | -                        | -     | -     | -  | -     | -    | -                        | -     | -     | -  | -     | -    |       |
| Bicycles on Crosswalk                       | -                           | -  | -     | -  | -     | 1     | -                             | -     | -     | -  | -     | 1     | -                        | -     | -     | -  | -     | 0    | -                        | -     | -     | -  | -     | 0    |       |
| % Bicycles on Crosswalk                     | -                           | -  | -     | -  | -     | 3.6%  | -                             | -     | -     | -  | -     | 33.3% | -                        | -     | -     | -  | -     | -    | -                        | -     | -     | -  | -     | -    |       |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

### 3/4. Sunset Road & Roome Avenue/Washburn Road - TMC

Thu Dec 14, 2023

Full Length (6:30 AM-8:30 AM, 2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143726, Location: 40.961797, -74.303658, Site Code: 3/4

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                            | Washburn Road<br>Northbound |      |       |    |      |      | Roome Avenue<br>Southbound |      |       |    |       |       | Sunset Road<br>Eastbound |       |       |    |       |      | Sunset Road<br>Westbound |       |      |      |       |      |       |
|---------------------------------------------|-----------------------------|------|-------|----|------|------|----------------------------|------|-------|----|-------|-------|--------------------------|-------|-------|----|-------|------|--------------------------|-------|------|------|-------|------|-------|
|                                             | L                           | T    | R     | U  | App  | Ped* | L                          | T    | R     | U  | App   | Ped*  | L                        | T     | R     | U  | App   | Ped* | L                        | T     | R    | U    | App   | Ped* | Int   |
| Time                                        |                             |      |       |    |      |      |                            |      |       |    |       |       |                          |       |       |    |       |      |                          |       |      |      |       |      |       |
| 2023-12-14 6:30AM                           | 0                           | 0    | 0     | 0  | 0    | 0    | 1                          | 0    | 1     | 0  | 2     | 0     | 0                        | 13    | 0     | 0  | 13    | 0    | 0                        | 13    | 0    | 0    | 13    | 0    | 28    |
|                                             | 6:45AM                      | 0    | 0     | 1  | 0    | 1    | 1                          | 1    | 0     | 0  | 2     | 0     | 0                        | 17    | 0     | 0  | 17    | 0    | 0                        | 32    | 0    | 0    | 32    | 0    | 52    |
| Hourly Total                                | 0                           | 0    | 1     | 0  | 1    | 0    | 2                          | 1    | 1     | 0  | 4     | 0     | 0                        | 30    | 0     | 0  | 30    | 0    | 0                        | 45    | 0    | 0    | 45    | 0    | 80    |
| 7:00AM                                      | 2                           | 0    | 1     | 0  | 3    | 1    | 4                          | 0    | 2     | 0  | 6     | 0     | 3                        | 37    | 5     | 0  | 45    | 0    | 1                        | 68    | 1    | 0    | 70    | 0    | 124   |
| 7:15AM                                      | 1                           | 1    | 28    | 0  | 30   | 21   | 3                          | 0    | 4     | 0  | 7     | 3     | 11                       | 107   | 40    | 0  | 158   | 0    | 7                        | 89    | 3    | 0    | 99    | 0    | 294   |
| 7:30AM                                      | 2                           | 1    | 0     | 0  | 3    | 0    | 4                          | 0    | 0     | 0  | 4     | 0     | 0                        | 46    | 4     | 0  | 50    | 0    | 2                        | 21    | 1    | 0    | 24    | 0    | 81    |
| 7:45AM                                      | 2                           | 0    | 3     | 0  | 5    | 0    | 0                          | 0    | 0     | 0  | 0     | 0     | 2                        | 30    | 1     | 0  | 33    | 0    | 2                        | 32    | 0    | 0    | 34    | 0    | 72    |
| Hourly Total                                | 7                           | 2    | 32    | 0  | 41   | 22   | 11                         | 0    | 6     | 0  | 17    | 3     | 16                       | 220   | 50    | 0  | 286   | 0    | 12                       | 210   | 5    | 0    | 227   | 0    | 571   |
| 8:00AM                                      | 0                           | 0    | 0     | 0  | 0    | 0    | 1                          | 0    | 2     | 0  | 3     | 0     | 1                        | 27    | 0     | 0  | 28    | 0    | 1                        | 21    | 2    | 0    | 24    | 0    | 55    |
| 8:15AM                                      | 3                           | 0    | 5     | 0  | 8    | 0    | 6                          | 0    | 1     | 0  | 7     | 0     | 0                        | 39    | 1     | 0  | 40    | 0    | 2                        | 34    | 1    | 0    | 37    | 0    | 92    |
| Hourly Total                                | 3                           | 0    | 5     | 0  | 8    | 0    | 7                          | 0    | 3     | 0  | 10    | 0     | 1                        | 66    | 1     | 0  | 68    | 0    | 3                        | 55    | 3    | 0    | 61    | 0    | 147   |
| 2:00PM                                      | 1                           | 0    | 2     | 0  | 3    | 0    | 1                          | 0    | 0     | 0  | 1     | 0     | 0                        | 26    | 1     | 0  | 27    | 0    | 2                        | 31    | 2    | 0    | 35    | 0    | 66    |
| 2:15PM                                      | 0                           | 0    | 0     | 0  | 0    | 0    | 4                          | 0    | 0     | 0  | 4     | 0     | 2                        | 31    | 1     | 0  | 34    | 0    | 1                        | 40    | 1    | 0    | 42    | 0    | 80    |
| 2:30PM                                      | 2                           | 0    | 3     | 0  | 5    | 14   | 1                          | 1    | 3     | 0  | 5     | 3     | 3                        | 65    | 10    | 0  | 78    | 0    | 6                        | 58    | 3    | 0    | 67    | 0    | 155   |
| 2:45PM                                      | 3                           | 0    | 2     | 0  | 5    | 15   | 4                          | 0    | 5     | 0  | 9     | 1     | 7                        | 87    | 31    | 0  | 125   | 0    | 2                        | 46    | 1    | 0    | 49    | 0    | 188   |
| Hourly Total                                | 6                           | 0    | 7     | 0  | 13   | 29   | 10                         | 1    | 8     | 0  | 19    | 4     | 12                       | 209   | 43    | 0  | 264   | 0    | 11                       | 175   | 7    | 0    | 193   | 0    | 489   |
| 3:00PM                                      | 3                           | 0    | 2     | 0  | 5    | 0    | 2                          | 0    | 2     | 0  | 4     | 0     | 2                        | 69    | 3     | 0  | 74    | 0    | 2                        | 60    | 2    | 0    | 64    | 1    | 147   |
| 3:15PM                                      | 1                           | 0    | 2     | 0  | 3    | 0    | 2                          | 0    | 0     | 0  | 2     | 0     | 1                        | 43    | 0     | 0  | 44    | 0    | 2                        | 40    | 0    | 1    | 43    | 0    | 92    |
| 3:30PM                                      | 2                           | 0    | 1     | 0  | 3    | 0    | 1                          | 0    | 2     | 0  | 3     | 0     | 0                        | 57    | 4     | 0  | 61    | 0    | 3                        | 41    | 4    | 0    | 48    | 0    | 115   |
| 3:45PM                                      | 0                           | 1    | 1     | 0  | 2    | 1    | 1                          | 0    | 2     | 0  | 3     | 1     | 0                        | 49    | 1     | 0  | 50    | 0    | 0                        | 40    | 4    | 0    | 44    | 0    | 99    |
| Hourly Total                                | 6                           | 1    | 6     | 0  | 13   | 1    | 6                          | 0    | 6     | 0  | 12    | 1     | 3                        | 218   | 8     | 0  | 229   | 0    | 7                        | 181   | 10   | 1    | 199   | 1    | 453   |
|                                             |                             |      |       |    |      |      |                            |      |       |    |       |       |                          |       |       |    |       |      |                          |       |      |      |       |      |       |
| Total                                       | 22                          | 3    | 51    | 0  | 76   | 52   | 36                         | 2    | 24    | 0  | 62    | 8     | 32                       | 743   | 102   | 0  | 877   | 0    | 33                       | 666   | 25   | 1    | 725   | 1    | 1740  |
| % Approach                                  | 28.9%                       | 3.9% | 67.1% | 0% | -    | -    | 58.1%                      | 3.2% | 38.7% | 0% | -     | -     | 3.6%                     | 84.7% | 11.6% | 0% | -     | -    | 4.6%                     | 91.9% | 3.4% | 0.1% | -     | -    | -     |
| % Total                                     | 1.3%                        | 0.2% | 2.9%  | 0% | 4.4% | -    | 2.1%                       | 0.1% | 1.4%  | 0% | 3.6%  | -     | 1.8%                     | 42.7% | 5.9%  | 0% | 50.4% | -    | 1.9%                     | 38.3% | 1.4% | 0.1% | 41.7% | -    | -     |
| Lights                                      | 22                          | 3    | 51    | 0  | 76   | -    | 35                         | 2    | 23    | 0  | 60    | -     | 32                       | 712   | 102   | 0  | 846   | -    | 33                       | 639   | 25   | 1    | 698   | -    | 1680  |
| % Lights                                    | 100%                        | 100% | 100%  | 0% | 100% | -    | 97.2%                      | 100% | 95.8% | 0% | 96.8% | -     | 100%                     | 95.8% | 100%  | 0% | 96.5% | -    | 100%                     | 95.9% | 100% | 100% | 96.3% | -    | 96.6% |
| Articulated Trucks and Single-Unit Trucks   | 0                           | 0    | 0     | 0  | 0    | -    | 0                          | 0    | 0     | 0  | 0     | -     | 0                        | 14    | 0     | 0  | 14    | -    | 0                        | 10    | 0    | 0    | 10    | -    | 24    |
| % Articulated Trucks and Single-Unit Trucks | 0%                          | 0%   | 0%    | 0% | 0%   | -    | 0%                         | 0%   | 0%    | 0% | 0%    | -     | 0%                       | 1.9%  | 0%    | 0% | 1.6%  | -    | 0%                       | 1.5%  | 0%   | 0%   | 1.4%  | -    | 1.4%  |
| Buses                                       | 0                           | 0    | 0     | 0  | 0    | -    | 1                          | 0    | 1     | 0  | 2     | -     | 0                        | 17    | 0     | 0  | 17    | -    | 0                        | 17    | 0    | 0    | 17    | -    | 36    |
| % Buses                                     | 0%                          | 0%   | 0%    | 0% | 0%   | -    | 2.8%                       | 0%   | 4.2%  | 0% | 3.2%  | -     | 0%                       | 2.3%  | 0%    | 0% | 1.9%  | -    | 0%                       | 2.6%  | 0%   | 0%   | 2.3%  | -    | 2.1%  |
| Pedestrians                                 | -                           | -    | -     | -  | -    | 52   | -                          | -    | -     | -  | -     | 7     | -                        | -     | -     | -  | -     | 0    | -                        | -     | -    | -    | -     | 1    |       |
| % Pedestrians                               | -                           | -    | -     | -  | -    | 100% | -                          | -    | -     | -  | -     | 87.5% | -                        | -     | -     | -  | -     | -    | -                        | -     | -    | -    | -     | 100% |       |
| Bicycles on Crosswalk                       | -                           | -    | -     | -  | -    | 0    | -                          | -    | -     | -  | -     | 1     | -                        | -     | -     | -  | -     | 0    | -                        | -     | -    | -    | -     | 0    |       |
| % Bicycles on Crosswalk                     | -                           | -    | -     | -  | -    | 0%   | -                          | -    | -     | -  | -     | 12.5% | -                        | -     | -     | -  | -     | -    | -                        | -     | -    | -    | -     | 0%   |       |

\* Pedestrians and Bicycles on Crosswalk. L.: Left, R: Right, T: Thru, U: U-Turn

### 3/4. Sunset Road & Roome Avenue/Washburn Road - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143726, Location: 40.961797, -74.303658, Site Code: 3/4

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                        | Washburn Road<br>Northbound                 |       |       |       |     |       | Roome Avenue<br>Southbound |       |    |       |     |       | Sunset Road<br>Eastbound |       |       |       |     |       | Sunset Road<br>Westbound |       |       |       |     |       |     |       |
|-------------------------------------------------|---------------------------------------------|-------|-------|-------|-----|-------|----------------------------|-------|----|-------|-----|-------|--------------------------|-------|-------|-------|-----|-------|--------------------------|-------|-------|-------|-----|-------|-----|-------|
|                                                 | L                                           | T     | R     | U     | App | Ped*  | L                          | T     | R  | U     | App | Ped*  | L                        | T     | R     | U     | App | Ped*  | L                        | T     | R     | U     | App | Ped*  | Int |       |
| 2023-12-14 7:00AM<br>7:15AM<br>7:30AM<br>7:45AM | 2                                           | 0     | 1     | 0     | 3   | 1     | 4                          | 0     | 2  | 0     | 6   | 0     | 3                        | 37    | 5     | 0     | 45  | 0     | 1                        | 68    | 1     | 0     | 70  | 0     | 124 |       |
|                                                 | 1                                           | 1     | 28    | 0     | 30  | 21    | 3                          | 0     | 4  | 0     | 7   | 3     | 11                       | 107   | 40    | 0     | 158 | 0     | 7                        | 89    | 3     | 0     | 99  | 0     | 294 |       |
|                                                 | 2                                           | 1     | 0     | 0     | 3   | 0     | 4                          | 0     | 0  | 0     | 4   | 0     | 0                        | 46    | 4     | 0     | 50  | 0     | 2                        | 21    | 1     | 0     | 24  | 0     | 81  |       |
|                                                 | 2                                           | 0     | 3     | 0     | 5   | 0     | 0                          | 0     | 0  | 0     | 0   | 0     | 2                        | 30    | 1     | 0     | 33  | 0     | 2                        | 32    | 0     | 0     | 34  | 0     | 72  |       |
|                                                 | Total                                       | 7     | 2     | 32    | 0   | 41    | 22                         | 11    | 0  | 6     | 0   | 17    | 3                        | 16    | 220   | 50    | 0   | 286   | 0                        | 12    | 210   | 5     | 0   | 227   | 0   | 571   |
|                                                 | % Approach                                  | 17.1% | 4.9%  | 78.0% | 0%  | -     | -                          | 64.7% | 0% | 35.3% | 0%  | -     | -                        | 5.6%  | 76.9% | 17.5% | 0%  | -     | -                        | 5.3%  | 92.5% | 2.2%  | 0%  | -     | -   | -     |
|                                                 | % Total                                     | 1.2%  | 0.4%  | 5.6%  | 0%  | 7.2%  | -                          | 1.9%  | 0% | 1.1%  | 0%  | 3.0%  | -                        | 2.8%  | 38.5% | 8.8%  | 0%  | 50.1% | -                        | 2.1%  | 36.8% | 0.9%  | 0%  | 39.8% | -   | -     |
|                                                 | PHF                                         | 0.875 | 0.500 | 0.286 | -   | 0.342 | -                          | 0.688 | -  | 0.375 | -   | 0.607 | -                        | 0.364 | 0.514 | 0.313 | -   | 0.453 | -                        | 0.429 | 0.590 | 0.417 | -   | 0.573 | -   | 0.486 |
|                                                 | Lights                                      | 7     | 2     | 32    | 0   | 41    | -                          | 11    | 0  | 6     | 0   | 17    | -                        | 16    | 209   | 50    | 0   | 275   | -                        | 12    | 201   | 5     | 0   | 218   | -   | 551   |
|                                                 | % Lights                                    | 100%  | 100%  | 100%  | 0%  | 100%  | -                          | 100%  | 0% | 100%  | 0%  | 100%  | -                        | 100%  | 95.0% | 100%  | 0%  | 96.2% | -                        | 100%  | 95.7% | 100%  | 0%  | 96.0% | -   | 96.5% |
|                                                 | Articulated Trucks and Single-Unit Trucks   | 0     | 0     | 0     | 0   | 0     | -                          | 0     | 0  | 0     | 0   | 0     | -                        | 0     | 6     | 0     | 0   | 6     | -                        | 0     | 3     | 0     | 0   | 3     | -   | 9     |
|                                                 | % Articulated Trucks and Single-Unit Trucks | 0%    | 0%    | 0%    | 0%  | 0%    | -                          | 0%    | 0% | 0%    | 0%  | 0%    | -                        | 0%    | 2.7%  | 0%    | 0%  | 2.1%  | -                        | 0%    | 1.4%  | 0%    | 0%  | 1.3%  | -   | 1.6%  |
|                                                 | Buses                                       | 0     | 0     | 0     | 0   | 0     | -                          | 0     | 0  | 0     | 0   | 0     | -                        | 0     | 5     | 0     | 0   | 5     | -                        | 0     | 6     | 0     | 0   | 6     | -   | 11    |
|                                                 | % Buses                                     | 0%    | 0%    | 0%    | 0%  | 0%    | -                          | 0%    | 0% | 0%    | 0%  | 0%    | -                        | 0%    | 2.3%  | 0%    | 0%  | 1.7%  | -                        | 0%    | 2.9%  | 0%    | 0%  | 2.6%  | -   | 1.9%  |
|                                                 | Pedestrians                                 | -     | -     | -     | -   | -     | 22                         | -     | -  | -     | -   | -     | 3                        | -     | -     | -     | -   | -     | 0                        | -     | -     | -     | -   | -     | 0   | -     |
|                                                 | % Pedestrians                               | -     | -     | -     | -   | -     | 100%                       | -     | -  | -     | -   | -     | 100%                     | -     | -     | -     | -   | -     | -                        | -     | -     | -     | -   | -     | -   | -     |
|                                                 | Bicycles on Crosswalk                       | -     | -     | -     | -   | -     | 0                          | -     | -  | -     | -   | 0     | -                        | -     | -     | -     | -   | 0     | -                        | -     | -     | -     | -   | 0     | -   | -     |
|                                                 | % Bicycles on Crosswalk                     | -     | -     | -     | -   | -     | 0%                         | -     | -  | -     | -   | 0%    | -                        | -     | -     | -     | -   | -     | -                        | -     | -     | -     | -   | -     | -   | -     |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

### 3/4. Sunset Road & Roome Avenue/Washburn Road - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143726, Location: 40.961797, -74.303658, Site Code: 3/4

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                          | Washburn Road<br>Northbound                 |   |   |   |     |      | Roome Avenue<br>Southbound |   |   |   |     |      | Sunset Road<br>Eastbound |   |   |   |     |      | Sunset Road<br>Westbound |   |   |   |     |      |     |  |
|-------------------------------------------|---------------------------------------------|---|---|---|-----|------|----------------------------|---|---|---|-----|------|--------------------------|---|---|---|-----|------|--------------------------|---|---|---|-----|------|-----|--|
|                                           | L                                           | T | R | U | App | Ped* | L                          | T | R | U | App | Ped* | L                        | T | R | U | App | Ped* | L                        | T | R | U | App | Ped* | Int |  |
| Time                                      |                                             |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | 2023-12-14 2:30PM                           |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | 2:45PM                                      |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | 3:00PM                                      |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | 3:15PM                                      |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | Total                                       |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Approach                                  |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Total                                     |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | PHF                                         |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | Lights                                      |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Lights                                    |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
| Articulated Trucks and Single-Unit Trucks |                                             |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Articulated Trucks and Single-Unit Trucks |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | Buses                                       |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Buses                                     |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | Pedestrians                                 |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Pedestrians                               |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | Bicycles on Crosswalk                       |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |
|                                           | % Bicycles on Crosswalk                     |   |   |   |     |      |                            |   |   |   |     |      |                          |   |   |   |     |      |                          |   |   |   |     |      |     |  |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 5. Sunset Road & Easterly High School Drivew... - TMC

Thu Dec 14, 2023

Full Length (2 PM-4 PM, 6:30 AM-8:30 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143731, Location: 40.961717, -74.304538, Site Code: 5

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                    | Easterly High School Driveway<br>Northbound |    |       |    |       |       | Church Driveway<br>Southbound |    |       |    |      |       | Sunset Road<br>Eastbound |       |    |    |       |      | Sunset Road<br>Westbound |       |      |      |  |  |
|---------------------------------------------|---------------------------------------------|----|-------|----|-------|-------|-------------------------------|----|-------|----|------|-------|--------------------------|-------|----|----|-------|------|--------------------------|-------|------|------|--|--|
|                                             | L                                           | T  | R     | U  | App   | Ped*  | L                             | T  | R     | U  | App  | Ped*  | L                        | T     | R  | U  | App   | Ped* | Int                      |       |      |      |  |  |
| 2023-12-14 6:30AM<br>6:45AM                 | 0                                           | 0  | 0     | 0  | 0     | 0     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 11    | 0  | 0  | 11    | 0    | 0                        | 26    |      |      |  |  |
|                                             | 1                                           | 0  | 2     | 0  | 3     | 2     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 15    | 0  | 0  | 15    | 0    | 0                        | 50    |      |      |  |  |
| Hourly Total                                | 1                                           | 0  | 2     | 0  | 3     | 2     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 26    | 0  | 0  | 26    | 0    | 0                        | 76    |      |      |  |  |
| 7:00AM                                      | 7                                           | 0  | 21    | 0  | 28    | 3     | 0                             | 0  | 0     | 0  | 0    | 1     | 0                        | 26    | 0  | 0  | 26    | 0    | 0                        | 124   |      |      |  |  |
| 7:15AM                                      | 7                                           | 0  | 106   | 0  | 113   | 4     | 0                             | 0  | 1     | 0  | 1    | 0     | 4                        | 51    | 0  | 0  | 55    | 1    | 0                        | 265   |      |      |  |  |
| 7:30AM                                      | 4                                           | 0  | 8     | 0  | 12    | 0     | 1                             | 0  | 0     | 0  | 1    | 0     | 1                        | 39    | 0  | 0  | 40    | 1    | 0                        | 72    |      |      |  |  |
| 7:45AM                                      | 3                                           | 0  | 0     | 0  | 3     | 0     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 33    | 0  | 0  | 33    | 1    | 0                        | 73    |      |      |  |  |
| Hourly Total                                | 21                                          | 0  | 135   | 0  | 156   | 7     | 1                             | 0  | 1     | 0  | 2    | 1     | 5                        | 149   | 0  | 0  | 154   | 3    | 0                        | 534   |      |      |  |  |
| 8:00AM                                      | 0                                           | 0  | 1     | 0  | 1     | 2     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 27    | 0  | 0  | 27    | 0    | 0                        | 50    |      |      |  |  |
| 8:15AM                                      | 0                                           | 0  | 2     | 0  | 2     | 0     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 38    | 0  | 0  | 38    | 0    | 0                        | 78    |      |      |  |  |
| Hourly Total                                | 0                                           | 0  | 3     | 0  | 3     | 2     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 65    | 0  | 0  | 65    | 0    | 0                        | 128   |      |      |  |  |
| 2:00PM                                      | 0                                           | 0  | 1     | 0  | 1     | 0     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 27    | 0  | 0  | 27    | 0    | 0                        | 59    |      |      |  |  |
| 2:15PM                                      | 2                                           | 0  | 4     | 0  | 6     | 0     | 1                             | 0  | 0     | 0  | 1    | 0     | 2                        | 32    | 0  | 0  | 34    | 0    | 0                        | 80    |      |      |  |  |
| 2:30PM                                      | 7                                           | 0  | 32    | 0  | 39    | 23    | 4                             | 0  | 11    | 0  | 15   | 1     | 5                        | 44    | 0  | 0  | 49    | 8    | 0                        | 162   |      |      |  |  |
| 2:45PM                                      | 11                                          | 0  | 39    | 0  | 50    | 8     | 0                             | 0  | 9     | 0  | 9    | 0     | 0                        | 85    | 0  | 0  | 85    | 1    | 0                        | 198   |      |      |  |  |
| Hourly Total                                | 20                                          | 0  | 76    | 0  | 96    | 31    | 5                             | 0  | 20    | 0  | 25   | 1     | 7                        | 188   | 0  | 0  | 195   | 9    | 0                        | 499   |      |      |  |  |
| 3:00PM                                      | 2                                           | 0  | 24    | 0  | 26    | 0     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 50    | 0  | 0  | 50    | 0    | 0                        | 141   |      |      |  |  |
| 3:15PM                                      | 4                                           | 0  | 5     | 0  | 9     | 1     | 1                             | 0  | 1     | 0  | 2    | 0     | 0                        | 38    | 0  | 0  | 38    | 0    | 0                        | 90    |      |      |  |  |
| 3:30PM                                      | 1                                           | 0  | 9     | 0  | 10    | 0     | 0                             | 0  | 0     | 0  | 0    | 0     | 0                        | 52    | 0  | 0  | 52    | 0    | 0                        | 107   |      |      |  |  |
| 3:45PM                                      | 0                                           | 0  | 3     | 0  | 3     | 0     | 0                             | 0  | 1     | 0  | 1    | 1     | 0                        | 47    | 0  | 0  | 47    | 0    | 0                        | 93    |      |      |  |  |
| Hourly Total                                | 7                                           | 0  | 41    | 0  | 48    | 1     | 1                             | 0  | 2     | 0  | 3    | 1     | 0                        | 187   | 0  | 0  | 187   | 0    | 0                        | 431   |      |      |  |  |
| Total                                       | 49                                          | 0  | 257   | 0  | 306   | 43    | 7                             | 0  | 23    | 0  | 30   | 3     | 12                       | 615   | 0  | 0  | 627   | 12   | 0                        | 1668  |      |      |  |  |
| % Approach                                  | 16.0%                                       | 0% | 84.0% | 0% | -     | -     | 23.3%                         | 0% | 76.7% | 0% | -    | -     | 1.9%                     | 98.1% | 0% | 0% | -     | 0%   | 97.4%                    | 2.4%  | 0.1% |      |  |  |
| % Total                                     | 2.9%                                        | 0% | 15.4% | 0% | 18.3% | -     | 0.4%                          | 0% | 1.4%  | 0% | 1.8% | -     | 0.7%                     | 36.9% | 0% | 0% | 37.6% | -    | 0%                       | 41.2% | 1.0% | 0.1% |  |  |
| Lights                                      | 44                                          | 0  | 246   | 0  | 290   | -     | 7                             | 0  | 23    | 0  | 30   | -     | 12                       | 592   | 0  | 0  | 604   | -    | 0                        | 662   | 17   | 1    |  |  |
| % Lights                                    | 89.8%                                       | 0% | 95.7% | 0% | 94.8% | -     | 100%                          | 0% | 100%  | 0% | 100% | -     | 100%                     | 96.3% | 0% | 0% | 96.3% | -    | 0%                       | 96.4% | 100% | 100% |  |  |
| Articulated Trucks and Single-Unit Trucks   | 0                                           | 0  | 0     | 0  | 0     | -     | 0                             | 0  | 0     | 0  | 0    | -     | 0                        | 16    | 0  | 0  | 16    | -    | 0                        | 7     | 0    | 0    |  |  |
| % Articulated Trucks and Single-Unit Trucks | 0%                                          | 0% | 0%    | 0% | 0%    | -     | 0%                            | 0% | 0%    | 0% | 0%   | -     | 0%                       | 2.6%  | 0% | 0% | 2.6%  | -    | 0%                       | 1.0%  | 0%   | 0%   |  |  |
| Buses                                       | 5                                           | 0  | 11    | 0  | 16    | -     | 0                             | 0  | 0     | 0  | 0    | -     | 0                        | 7     | 0  | 0  | 7     | -    | 0                        | 18    | 0    | 0    |  |  |
| % Buses                                     | 10.2%                                       | 0% | 4.3%  | 0% | 5.2%  | -     | 0%                            | 0% | 0%    | 0% | 0%   | -     | 0%                       | 1.1%  | 0% | 0% | 1.1%  | -    | 0%                       | 2.6%  | 0%   | 0%   |  |  |
| Pedestrians                                 | -                                           | -  | -     | -  | -     | 42    | -                             | -  | -     | -  | -    | 2     | -                        | -     | -  | -  | -     | 12   | -                        | -     | -    | -    |  |  |
| % Pedestrians                               | -                                           | -  | -     | -  | -     | 97.7% | -                             | -  | -     | -  | -    | 66.7% | -                        | -     | -  | -  | -     | 100% | -                        | -     | -    | -    |  |  |
| Bicycles on Crosswalk                       | -                                           | -  | -     | -  | -     | 1     | -                             | -  | -     | -  | -    | 1     | -                        | -     | -  | -  | -     | 0    | -                        | -     | -    | 2    |  |  |
| % Bicycles on Crosswalk                     | -                                           | -  | -     | -  | -     | 2.3%  | -                             | -  | -     | -  | -    | 33.3% | -                        | -     | -  | -  | -     | 0%   | -                        | -     | -    | -    |  |  |

\* Pedestrians and Bicycles on Crosswalk. L.: Left, R: Right, T: Thru, U: U-Turn

## 5. Sunset Road & Easterly High School Drivew... - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143731, Location: 40.961717, -74.304538, Site Code: 5

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction | Easterly High School Driveway<br>Northbound |   |   |   |     |      | Church Driveway<br>Southbound |   |   |   |     |      | Sunset Road<br>Eastbound |   |   |   |     |      | Sunset Road<br>Westbound |   |   |   |     |      |                       |  |  |  |  |  |       |       |
|------------------|---------------------------------------------|---|---|---|-----|------|-------------------------------|---|---|---|-----|------|--------------------------|---|---|---|-----|------|--------------------------|---|---|---|-----|------|-----------------------|--|--|--|--|--|-------|-------|
|                  | L                                           | T | R | U | App | Ped* | L                             | T | R | U | App | Ped* | L                        | T | R | U | App | Ped* | L                        | T | R | U | App | Ped* | Int                   |  |  |  |  |  |       |       |
| Time             | 2023-12-14 7:00AM                           |   |   |   |     |      | 3                             |   |   |   |     |      | 0 0 0 0 0 0 1            |   |   |   |     |      | 0 69 1 0 70 2            |   |   |   |     |      | 124                   |  |  |  |  |  |       |       |
|                  | 7:15AM                                      |   |   |   |     |      | 4                             |   |   |   |     |      | 0 0 1 0 1 0              |   |   |   |     |      | 4 51 0 0 55 1            |   |   |   |     |      | 0 90 6 0 96 25        |  |  |  |  |  | 265   |       |
|                  | 7:30AM                                      |   |   |   |     |      | 0                             |   |   |   |     |      | 1 0 0 0 1 0              |   |   |   |     |      | 1 39 0 0 40 1            |   |   |   |     |      | 0 19 0 0 19 0         |  |  |  |  |  | 72    |       |
|                  | 7:45AM                                      |   |   |   |     |      | 0                             |   |   |   |     |      | 0 0 0 0 0 0              |   |   |   |     |      | 0 33 0 0 33 1            |   |   |   |     |      | 0 37 0 0 37 0         |  |  |  |  |  | 73    |       |
|                  | Total                                       |   |   |   |     |      | 7                             |   |   |   |     |      | 1 0 1 0 2 1              |   |   |   |     |      | 5 149 0 0 154 3          |   |   |   |     |      | 0 215 7 0 222 27      |  |  |  |  |  | 534   |       |
|                  | % Approach                                  |   |   |   |     |      | -                             |   |   |   |     |      | 50.0% 0% 50.0% 0%        |   |   |   |     |      | 3.2% 96.8% 0% 0%         |   |   |   |     |      | 0% 96.8% 3.2% 0%      |  |  |  |  |  | -     |       |
|                  | % Total                                     |   |   |   |     |      | 29.2%                         |   |   |   |     |      | 0.2% 0% 0.2% 0%          |   |   |   |     |      | 0.9% 27.9% 0% 0%         |   |   |   |     |      | 0% 40.3% 1.3% 0%      |  |  |  |  |  | 41.6% | -     |
|                  | PHF                                         |   |   |   |     |      | 0.345                         |   |   |   |     |      | 0.250 - 0.250 - 0.500    |   |   |   |     |      | 0.313 0.730 - - 0.700    |   |   |   |     |      | - 0.597 0.292 - 0.578 |  |  |  |  |  | -     | 0.504 |
|                  | Lights                                      |   |   |   |     |      | 151                           |   |   |   |     |      | 1 0 1 0 2 -              |   |   |   |     |      | 5 142 0 0 147 -          |   |   |   |     |      | 0 207 7 0 214 -       |  |  |  |  |  | -     | 514   |
|                  | % Lights                                    |   |   |   |     |      | 96.8%                         |   |   |   |     |      | 100% 0% 100% 0%          |   |   |   |     |      | 100% 95.3% 0% 0%         |   |   |   |     |      | 0% 96.3% 100% 0%      |  |  |  |  |  | -     | 96.3% |
|                  | Articulated Trucks and Single-Unit Trucks   |   |   |   |     |      | 0                             |   |   |   |     |      | 0 0 0 0 0 -              |   |   |   |     |      | 0 6 0 0 6 -              |   |   |   |     |      | 0 2 0 0 2 -           |  |  |  |  |  | -     | 8     |
|                  | % Articulated Trucks and Single-Unit Trucks |   |   |   |     |      | 0%                            |   |   |   |     |      | 0% 0% 0% 0%              |   |   |   |     |      | 0% 0% 0% 0%              |   |   |   |     |      | 0% 0.9% 0% 0%         |  |  |  |  |  | -     | 1.5%  |
|                  | Buses                                       |   |   |   |     |      | 5                             |   |   |   |     |      | 1 0 4 0 5 -              |   |   |   |     |      | 0 0 0 0 1 -              |   |   |   |     |      | 0 6 0 0 6 -           |  |  |  |  |  | -     | 12    |
|                  | % Buses                                     |   |   |   |     |      | 3.2%                          |   |   |   |     |      | 0% 0% 3.0% 0%            |   |   |   |     |      | 0% 0% 0% 0%              |   |   |   |     |      | 0% 2.8% 0% 0%         |  |  |  |  |  | -     | 2.2%  |
|                  | Pedestrians                                 |   |   |   |     |      | 6                             |   |   |   |     |      | - - - - 1                |   |   |   |     |      | - - - - 3                |   |   |   |     |      | - - - - 26            |  |  |  |  |  | -     |       |
|                  | % Pedestrians                               |   |   |   |     |      | 85.7%                         |   |   |   |     |      | - - - - 100%             |   |   |   |     |      | - - - - 100%             |   |   |   |     |      | - - - - 96.3%         |  |  |  |  |  | -     |       |
|                  | Bicycles on Crosswalk                       |   |   |   |     |      | 1                             |   |   |   |     |      | - - - - 0                |   |   |   |     |      | - - - - 0                |   |   |   |     |      | - - - - 1             |  |  |  |  |  | -     |       |
|                  | % Bicycles on Crosswalk                     |   |   |   |     |      | 14.3%                         |   |   |   |     |      | - - - - 0%               |   |   |   |     |      | - - - - 0%               |   |   |   |     |      | - - - - 3.7%          |  |  |  |  |  | -     |       |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 5. Sunset Road & Easterly High School Drivew... - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143731, Location: 40.961717, -74.304538, Site Code: 5

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction | Time                                        | Easterly High School Driveway<br>Northbound |    |       |    |       | Church Driveway<br>Southbound |       |    |       |    | Sunset Road<br>Eastbound |      |       |       |    | Sunset Road<br>Westbound |       |      |       |  |
|------------------|---------------------------------------------|---------------------------------------------|----|-------|----|-------|-------------------------------|-------|----|-------|----|--------------------------|------|-------|-------|----|--------------------------|-------|------|-------|--|
|                  |                                             | L                                           | T  | R     | U  | App   | Ped*                          | L     | T  | R     | U  | App                      | Ped* | L     | T     | R  | U                        | App   | Ped* | Int   |  |
|                  | 2023-12-14 2:30PM                           | 7                                           | 0  | 32    | 0  | 39    | 23                            | 4     | 0  | 11    | 0  | 15                       | 1    | 5     | 44    | 0  | 0                        | 49    | 8    | 162   |  |
|                  | 2:45PM                                      | 11                                          | 0  | 39    | 0  | 50    | 8                             | 0     | 0  | 9     | 0  | 9                        | 0    | 0     | 85    | 0  | 0                        | 85    | 1    | 198   |  |
|                  | 3:00PM                                      | 2                                           | 0  | 24    | 0  | 26    | 0                             | 0     | 0  | 0     | 0  | 0                        | 0    | 0     | 50    | 0  | 0                        | 50    | 0    | 141   |  |
|                  | 3:15PM                                      | 4                                           | 0  | 5     | 0  | 9     | 1                             | 1     | 0  | 1     | 0  | 2                        | 0    | 0     | 38    | 0  | 0                        | 38    | 0    | 90    |  |
|                  | Total                                       | 24                                          | 0  | 100   | 0  | 124   | 32                            | 5     | 0  | 21    | 0  | 26                       | 1    | 5     | 217   | 0  | 0                        | 222   | 9    | 591   |  |
|                  | % Approach                                  | 19.4%                                       | 0% | 80.6% | 0% | -     | -                             | 19.2% | 0% | 80.8% | 0% | -                        | -    | 2.3%  | 97.7% | 0% | 0%                       | -     | -    | -     |  |
|                  | % Total                                     | 4.1%                                        | 0% | 16.9% | 0% | 21.0% | -                             | 0.8%  | 0% | 3.6%  | 0% | 4.4%                     | -    | 0.8%  | 36.7% | 0% | 0%                       | 37.6% | -    | -     |  |
|                  | PHF                                         | 0.545                                       | -  | 0.641 | -  | 0.620 | -                             | 0.313 | -  | 0.477 | -  | 0.433                    | -    | 0.250 | 0.638 | -  | -                        | 0.653 | -    | 0.746 |  |
|                  | Lights                                      | 20                                          | 0  | 94    | 0  | 114   | -                             | 5     | 0  | 21    | 0  | 26                       | -    | 5     | 207   | 0  | 0                        | 212   | -    | 565   |  |
|                  | % Lights                                    | 83.3%                                       | 0% | 94.0% | 0% | 91.9% | -                             | 100%  | 0% | 100%  | 0% | 100%                     | -    | 100%  | 95.4% | 0% | 0%                       | 95.5% | -    | 95.6% |  |
|                  | Articulated Trucks and Single-Unit Trucks   | 0                                           | 0  | 0     | 0  | 0     | -                             | 0     | 0  | 0     | 0  | 0                        | -    | 0     | 6     | 0  | 0                        | 6     | -    | 6     |  |
|                  | % Articulated Trucks and Single-Unit Trucks | 0%                                          | 0% | 0%    | 0% | 0%    | -                             | 0%    | 0% | 0%    | 0% | 0%                       | -    | 0%    | 2.8%  | 0% | 0%                       | 2.7%  | -    | 1.0%  |  |
|                  | Buses                                       | 4                                           | 0  | 6     | 0  | 10    | -                             | 0     | 0  | 0     | 0  | 0                        | -    | 0     | 4     | 0  | 0                        | 4     | -    | 20    |  |
|                  | % Buses                                     | 16.7%                                       | 0% | 6.0%  | 0% | 8.1%  | -                             | 0%    | 0% | 0%    | 0% | 0%                       | -    | 0%    | 1.8%  | 0% | 0%                       | 1.8%  | -    | 3.4%  |  |
|                  | Pedestrians                                 | -                                           | -  | -     | -  | -     | 32                            | -     | -  | -     | -  | -                        | 1    | -     | -     | -  | -                        | -     | 9    | 38    |  |
|                  | % Pedestrians                               | -                                           | -  | -     | -  | -     | 100%                          | -     | -  | -     | -  | -                        | 100% | -     | -     | -  | -                        | -     | 100% | -     |  |
|                  | Bicycles on Crosswalk                       | -                                           | -  | -     | -  | -     | 0                             | -     | -  | -     | -  | -                        | 0    | -     | -     | -  | -                        | -     | 0    | 1     |  |
|                  | % Bicycles on Crosswalk                     | -                                           | -  | -     | -  | -     | 0%                            | -     | -  | -     | -  | -                        | 0%   | -     | -     | -  | -                        | -     | 0%   | -     |  |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



## 6. Sunset Road & Westerly High School Drivew... - TMC

Thu Dec 14, 2023

Full Length (6:30 AM-8:30 AM, 2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143732, Location: 40.961607, -74.305388, Site Code: 6

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction | Time                                        | Westerly High School Driveway<br>Northbound |    |    |     |       |  | Sunset Road<br>Eastbound |       |    |       |      |  | Sunset Road<br>Westbound |       |      |       |      |       |
|------------------|---------------------------------------------|---------------------------------------------|----|----|-----|-------|--|--------------------------|-------|----|-------|------|--|--------------------------|-------|------|-------|------|-------|
|                  |                                             | L                                           | R  | U  | App | Ped*  |  | T                        | R     | U  | App   | Ped* |  | L                        | T     | U    | App   | Ped* | Int   |
|                  | 2023-12-14 6:30AM                           | 0                                           | 0  | 0  | 0   | 0     |  | 11                       | 2     | 0  | 13    | 0    |  | 2                        | 13    | 0    | 15    | 0    | 28    |
|                  | 6:45AM                                      | 0                                           | 0  | 0  | 0   | 2     |  | 15                       | 4     | 0  | 19    | 0    |  | 11                       | 21    | 0    | 32    | 0    | 51    |
|                  | Hourly Total                                | 0                                           | 0  | 0  | 0   | 2     |  | 26                       | 6     | 0  | 32    | 0    |  | 13                       | 34    | 0    | 47    | 0    | 79    |
|                  | 7:00AM                                      | 0                                           | 0  | 0  | 0   | 3     |  | 26                       | 17    | 0  | 43    | 0    |  | 41                       | 35    | 0    | 76    | 0    | 119   |
|                  | 7:15AM                                      | 0                                           | 0  | 0  | 0   | 9     |  | 55                       | 64    | 0  | 119   | 1    |  | 67                       | 25    | 0    | 92    | 0    | 211   |
|                  | 7:30AM                                      | 0                                           | 0  | 0  | 0   | 0     |  | 40                       | 3     | 0  | 43    | 0    |  | 6                        | 17    | 0    | 23    | 0    | 66    |
|                  | 7:45AM                                      | 0                                           | 0  | 0  | 0   | 1     |  | 33                       | 1     | 0  | 34    | 0    |  | 5                        | 35    | 0    | 40    | 0    | 74    |
|                  | Hourly Total                                | 0                                           | 0  | 0  | 0   | 13    |  | 154                      | 85    | 0  | 239   | 1    |  | 119                      | 112   | 0    | 231   | 0    | 470   |
|                  | 8:00AM                                      | 0                                           | 0  | 0  | 0   | 2     |  | 27                       | 0     | 0  | 27    | 0    |  | 1                        | 21    | 0    | 22    | 0    | 49    |
|                  | 8:15AM                                      | 0                                           | 0  | 0  | 0   | 0     |  | 39                       | 0     | 0  | 39    | 0    |  | 3                        | 35    | 0    | 38    | 0    | 77    |
|                  | Hourly Total                                | 0                                           | 0  | 0  | 0   | 2     |  | 66                       | 0     | 0  | 66    | 0    |  | 4                        | 56    | 0    | 60    | 0    | 126   |
|                  | 2:00PM                                      | 0                                           | 0  | 0  | 0   | 0     |  | 30                       | 0     | 0  | 30    | 0    |  | 3                        | 25    | 0    | 28    | 0    | 58    |
|                  | 2:15PM                                      | 0                                           | 0  | 0  | 0   | 0     |  | 34                       | 4     | 0  | 38    | 0    |  | 9                        | 33    | 1    | 43    | 0    | 81    |
|                  | 2:30PM                                      | 0                                           | 0  | 0  | 0   | 17    |  | 51                       | 4     | 0  | 55    | 2    |  | 27                       | 45    | 1    | 73    | 0    | 128   |
|                  | 2:45PM                                      | 0                                           | 0  | 0  | 0   | 4     |  | 76                       | 5     | 0  | 81    | 0    |  | 12                       | 63    | 0    | 75    | 0    | 156   |
|                  | Hourly Total                                | 0                                           | 0  | 0  | 0   | 21    |  | 191                      | 13    | 0  | 204   | 2    |  | 51                       | 166   | 2    | 219   | 0    | 423   |
|                  | 3:00PM                                      | 0                                           | 0  | 0  | 0   | 0     |  | 51                       | 1     | 0  | 52    | 0    |  | 10                       | 57    | 0    | 67    | 0    | 119   |
|                  | 3:15PM                                      | 0                                           | 0  | 0  | 0   | 1     |  | 38                       | 2     | 0  | 40    | 0    |  | 7                        | 38    | 0    | 45    | 0    | 85    |
|                  | 3:30PM                                      | 0                                           | 0  | 0  | 0   | 1     |  | 52                       | 0     | 0  | 52    | 0    |  | 2                        | 44    | 0    | 46    | 0    | 98    |
|                  | 3:45PM                                      | 0                                           | 0  | 0  | 0   | 1     |  | 47                       | 1     | 0  | 48    | 2    |  | 0                        | 43    | 0    | 43    | 0    | 91    |
|                  | Hourly Total                                | 0                                           | 0  | 0  | 0   | 3     |  | 188                      | 4     | 0  | 192   | 2    |  | 19                       | 182   | 0    | 201   | 0    | 393   |
|                  | Total                                       | 0                                           | 0  | 0  | 0   | 41    |  | 625                      | 108   | 0  | 733   | 5    |  | 206                      | 550   | 2    | 758   | 0    | 1491  |
|                  | % Approach                                  | 0%                                          | 0% | 0% | -   | -     |  | 85.3%                    | 14.7% | 0% | -     | -    |  | 27.2%                    | 72.6% | 0.3% | -     | -    | -     |
|                  | % Total                                     | 0%                                          | 0% | 0% | 0%  | 0%    |  | 41.9%                    | 7.2%  | 0% | 49.2% | -    |  | 13.8%                    | 36.9% | 0.1% | 50.8% | -    | -     |
|                  | Lights                                      | 0                                           | 0  | 0  | 0   | -     |  | 602                      | 106   | 0  | 708   | -    |  | 193                      | 529   | 2    | 724   | -    | 1432  |
|                  | % Lights                                    | 0%                                          | 0% | 0% | -   | -     |  | 96.3%                    | 98.1% | 0% | 96.6% | -    |  | 93.7%                    | 96.2% | 100% | 95.5% | -    | 96.0% |
|                  | Articulated Trucks and Single-Unit Trucks   | 0                                           | 0  | 0  | 0   | -     |  | 15                       | 0     | 0  | 15    | -    |  | 0                        | 11    | 0    | 11    | -    | 26    |
|                  | % Articulated Trucks and Single-Unit Trucks | 0%                                          | 0% | 0% | -   | -     |  | 2.4%                     | 0%    | 0% | 2.0%  | -    |  | 0%                       | 2.0%  | 0%   | 1.5%  | -    | 1.7%  |
|                  | Buses                                       | 0                                           | 0  | 0  | 0   | -     |  | 8                        | 2     | 0  | 10    | -    |  | 13                       | 10    | 0    | 23    | -    | 33    |
|                  | % Buses                                     | 0%                                          | 0% | 0% | -   | -     |  | 1.3%                     | 1.9%  | 0% | 1.4%  | -    |  | 6.3%                     | 1.8%  | 0%   | 3.0%  | -    | 2.2%  |
|                  | Pedestrians                                 | -                                           | -  | -  | -   | 39    |  | -                        | -     | -  | -     | 5    |  | -                        | -     | -    | -     | 0    | -     |
|                  | % Pedestrians                               | -                                           | -  | -  | -   | 95.1% |  | -                        | -     | -  | -     | 100% |  | -                        | -     | -    | -     | -    | -     |
|                  | Bicycles on Crosswalk                       | -                                           | -  | -  | -   | 2     |  | -                        | -     | -  | -     | 0    |  | -                        | -     | -    | -     | 0    | -     |
|                  | % Bicycles on Crosswalk                     | -                                           | -  | -  | -   | 4.9%  |  | -                        | -     | -  | -     | 0%   |  | -                        | -     | -    | -     | -    | -     |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 6. Sunset Road & Westerly High School Driveway... - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143732, Location: 40.961607, -74.305388, Site Code: 6

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                                    | Westerly High School Driveway<br>Northbound |    |    |     |      |       | Sunset Road<br>Eastbound |       |    |       | Sunset Road<br>Westbound |  |       |       |    |       |     |       |
|-------------------------------------------------------------|---------------------------------------------|----|----|-----|------|-------|--------------------------|-------|----|-------|--------------------------|--|-------|-------|----|-------|-----|-------|
|                                                             | L                                           | R  | U  | App | Ped* |       | T                        | R     | U  | App   | Ped*                     |  | L     | T     |    | U     | App | Ped*  |
| 2023-12-14 7:00AM<br><br>7:15AM<br><br>7:30AM<br><br>7:45AM | 0                                           | 0  | 0  | 0   | 0    | 3     | 26                       | 17    | 0  | 43    | 0                        |  | 41    | 35    | 0  | 76    | 0   | 119   |
|                                                             | 0                                           | 0  | 0  | 0   | 0    | 9     | 55                       | 64    | 0  | 119   | 1                        |  | 67    | 25    | 0  | 92    | 0   | 211   |
|                                                             | 0                                           | 0  | 0  | 0   | 0    | 0     | 40                       | 3     | 0  | 43    | 0                        |  | 6     | 17    | 0  | 23    | 0   | 66    |
|                                                             | 0                                           | 0  | 0  | 0   | 0    | 1     | 33                       | 1     | 0  | 34    | 0                        |  | 5     | 35    | 0  | 40    | 0   | 74    |
|                                                             |                                             |    |    |     |      |       |                          |       |    |       |                          |  |       |       |    |       |     |       |
| Total                                                       | 0                                           | 0  | 0  | 0   | 0    | 13    | 154                      | 85    | 0  | 239   | 1                        |  | 119   | 112   | 0  | 231   | 0   | 470   |
| % Approach                                                  | 0%                                          | 0% | 0% | -   | -    | -     | 64.4%                    | 35.6% | 0% | -     | -                        |  | 51.5% | 48.5% | 0% | -     | -   | -     |
| % Total                                                     | 0%                                          | 0% | 0% | 0%  | -    | -     | 32.8%                    | 18.1% | 0% | 50.9% | -                        |  | 25.3% | 23.8% | 0% | 49.1% | -   | -     |
| PHF                                                         | -                                           | -  | -  | -   | -    | -     | 0.700                    | 0.332 | -  | 0.502 | -                        |  | 0.444 | 0.800 | -  | 0.628 | -   | 0.557 |
| Lights                                                      | 0                                           | 0  | 0  | 0   | 0    | -     | 147                      | 84    | 0  | 231   | -                        |  | 115   | 106   | 0  | 221   | -   | 452   |
| % Lights                                                    | 0%                                          | 0% | 0% | -   | -    | -     | 95.5%                    | 98.8% | 0% | 96.7% | -                        |  | 96.6% | 94.6% | 0% | 95.7% | -   | 96.2% |
| Articulated Trucks and Single-Unit Trucks                   | 0                                           | 0  | 0  | 0   | 0    | -     | 6                        | 0     | 0  | 6     | -                        |  | 0     | 3     | 0  | 3     | -   | 9     |
| % Articulated Trucks and Single-Unit Trucks                 | 0%                                          | 0% | 0% | -   | -    | -     | 3.9%                     | 0%    | 0% | 2.5%  | -                        |  | 0%    | 2.7%  | 0% | 1.3%  | -   | 1.9%  |
| Buses                                                       | 0                                           | 0  | 0  | 0   | 0    | -     | 1                        | 1     | 0  | 2     | -                        |  | 4     | 3     | 0  | 7     | -   | 9     |
| % Buses                                                     | 0%                                          | 0% | 0% | -   | -    | -     | 0.6%                     | 1.2%  | 0% | 0.8%  | -                        |  | 3.4%  | 2.7%  | 0% | 3.0%  | -   | 1.9%  |
| Pedestrians                                                 | -                                           | -  | -  | -   | -    | 12    | -                        | -     | -  | -     | 1                        |  | -     | -     | -  | -     | 0   | -     |
| % Pedestrians                                               | -                                           | -  | -  | -   | -    | 92.3% | -                        | -     | -  | -     | 100%                     |  | -     | -     | -  | -     | -   | -     |
| Bicycles on Crosswalk                                       | -                                           | -  | -  | -   | -    | 1     | -                        | -     | -  | -     | 0                        |  | -     | -     | -  | -     | 0   | -     |
| % Bicycles on Crosswalk                                     | -                                           | -  | -  | -   | -    | 7.7%  | -                        | -     | -  | -     | 0%                       |  | -     | -     | -  | -     | -   | -     |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 6. Sunset Road & Westerly High School Drivew... - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143732, Location: 40.961607, -74.305388, Site Code: 6

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                                   | Westerly High School Driveway<br>Northbound |    |    |     |       | Sunset Road<br>Eastbound |       |    |       |      | Sunset Road<br>Westbound |       |       |       |      |
|----------------------------------------------------|---------------------------------------------|----|----|-----|-------|--------------------------|-------|----|-------|------|--------------------------|-------|-------|-------|------|
|                                                    | L                                           | R  | U  | App | Ped*  | T                        | R     | U  | App   | Ped* | L                        | T     | U     | App   | Ped* |
| Time                                               |                                             |    |    |     |       |                          |       |    |       |      |                          |       |       |       | Int  |
| 2023-12-14 2:30PM                                  | 0                                           | 0  | 0  | 0   | 17    | 51                       | 4     | 0  | 55    | 2    | 27                       | 45    | 1     | 73    | 0    |
| 2:45PM                                             | 0                                           | 0  | 0  | 0   | 4     | 76                       | 5     | 0  | 81    | 0    | 12                       | 63    | 0     | 75    | 0    |
| 3:00PM                                             | 0                                           | 0  | 0  | 0   | 0     | 51                       | 1     | 0  | 52    | 0    | 10                       | 57    | 0     | 67    | 0    |
| 3:15PM                                             | 0                                           | 0  | 0  | 0   | 1     | 38                       | 2     | 0  | 40    | 0    | 7                        | 38    | 0     | 45    | 0    |
| <b>Total</b>                                       | 0                                           | 0  | 0  | 0   | 22    | 216                      | 12    | 0  | 228   | 2    | 56                       | 203   | 1     | 260   | 0    |
| <b>% Approach</b>                                  | 0%                                          | 0% | 0% | -   | -     | 94.7%                    | 5.3%  | 0% | -     | -    | 21.5%                    | 78.1% | 0.4%  | -     | -    |
| <b>% Total</b>                                     | 0%                                          | 0% | 0% | 0%  | -     | 44.3%                    | 2.5%  | 0% | 46.7% | -    | 11.5%                    | 41.6% | 0.2%  | 53.3% | -    |
| <b>PHF</b>                                         | -                                           | -  | -  | -   | -     | 0.711                    | 0.600 | -  | 0.704 | -    | 0.519                    | 0.806 | 0.250 | 0.867 | -    |
| <b>Lights</b>                                      | 0                                           | 0  | 0  | 0   | -     | 206                      | 11    | 0  | 217   | -    | 51                       | 197   | 1     | 249   | -    |
| <b>% Lights</b>                                    | 0%                                          | 0% | 0% | -   | -     | 95.4%                    | 91.7% | 0% | 95.2% | -    | 91.1%                    | 97.0% | 100%  | 95.8% | -    |
| <b>Articulated Trucks and Single-Unit Trucks</b>   | 0                                           | 0  | 0  | 0   | -     | 5                        | 0     | 0  | 5     | -    | 0                        | 1     | 0     | 1     | -    |
| <b>% Articulated Trucks and Single-Unit Trucks</b> | 0%                                          | 0% | 0% | -   | -     | 2.3%                     | 0%    | 0% | 2.2%  | -    | 0%                       | 0.5%  | 0%    | 0.4%  | -    |
| <b>Buses</b>                                       | 0                                           | 0  | 0  | 0   | -     | 5                        | 1     | 0  | 6     | -    | 5                        | 5     | 0     | 10    | -    |
| <b>% Buses</b>                                     | 0%                                          | 0% | 0% | -   | -     | 2.3%                     | 8.3%  | 0% | 2.6%  | -    | 8.9%                     | 2.5%  | 0%    | 3.8%  | -    |
| <b>Pedestrians</b>                                 | -                                           | -  | -  | -   | 21    | -                        | -     | -  | -     | 2    | -                        | -     | -     | -     | 0    |
| <b>% Pedestrians</b>                               | -                                           | -  | -  | -   | 95.5% | -                        | -     | -  | -     | 100% | -                        | -     | -     | -     | -    |
| <b>Bicycles on Crosswalk</b>                       | -                                           | -  | -  | -   | 1     | -                        | -     | -  | -     | 0    | -                        | -     | -     | -     | 0    |
| <b>% Bicycles on Crosswalk</b>                     | -                                           | -  | -  | -   | 4.5%  | -                        | -     | -  | -     | 0%   | -                        | -     | -     | -     | -    |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 7. Sunset Road & Sunset Lane - TMC

Thu Dec 14, 2023

Full Length (6:30 AM-8:30 AM, 2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143735, Location: 40.961534, -74.306867, Site Code: 7

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                    | Sunset Road<br>Southbound |       |    |       |      | Sunset Lane<br>Eastbound |       |    |       |      | Sunset Road<br>Westbound |       |    |       |      | Int   |
|---------------------------------------------|---------------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|-------|
|                                             | L                         | R     | U  | App   | Ped* | L                        | T     | U  | App   | Ped* | T                        | R     | U  | App   | Ped* |       |
| 2023-12-14 6:30AM<br>6:45AM                 | 2                         | 0     | 0  | 2     | 0    | 1                        | 7     | 0  | 8     | 0    | 13                       | 0     | 0  | 13    | 0    | 23    |
|                                             | 1                         | 1     | 0  | 2     | 0    | 0                        | 16    | 0  | 16    | 0    | 21                       | 1     | 0  | 22    | 0    | 40    |
| Hourly Total                                | 3                         | 1     | 0  | 4     | 0    | 1                        | 23    | 0  | 24    | 0    | 34                       | 1     | 0  | 35    | 0    | 63    |
| 7:00AM                                      | 6                         | 5     | 0  | 11    | 1    | 4                        | 28    | 0  | 32    | 0    | 36                       | 5     | 0  | 41    | 0    | 84    |
| 7:15AM                                      | 26                        | 48    | 0  | 74    | 0    | 6                        | 66    | 0  | 72    | 0    | 43                       | 27    | 0  | 70    | 24   | 216   |
| 7:30AM                                      | 10                        | 1     | 0  | 11    | 0    | 0                        | 31    | 0  | 31    | 0    | 11                       | 7     | 0  | 18    | 1    | 60    |
| 7:45AM                                      | 4                         | 0     | 0  | 4     | 0    | 4                        | 26    | 0  | 30    | 0    | 28                       | 5     | 0  | 33    | 0    | 67    |
| Hourly Total                                | 46                        | 54    | 0  | 100   | 1    | 14                       | 151   | 0  | 165   | 0    | 118                      | 44    | 0  | 162   | 25   | 427   |
| 8:00AM                                      | 1                         | 0     | 0  | 1     | 0    | 1                        | 29    | 0  | 30    | 0    | 20                       | 1     | 0  | 21    | 1    | 52    |
| 8:15AM                                      | 3                         | 3     | 0  | 6     | 0    | 1                        | 32    | 0  | 33    | 1    | 32                       | 2     | 0  | 34    | 0    | 73    |
| Hourly Total                                | 4                         | 3     | 0  | 7     | 0    | 2                        | 61    | 0  | 63    | 1    | 52                       | 3     | 0  | 55    | 1    | 125   |
| 2:00PM                                      | 3                         | 2     | 0  | 5     | 0    | 1                        | 28    | 0  | 29    | 0    | 22                       | 3     | 0  | 25    | 0    | 59    |
| 2:15PM                                      | 2                         | 3     | 0  | 5     | 0    | 3                        | 32    | 0  | 35    | 0    | 29                       | 2     | 0  | 31    | 0    | 71    |
| 2:30PM                                      | 4                         | 7     | 0  | 11    | 0    | 6                        | 43    | 0  | 49    | 2    | 43                       | 15    | 0  | 58    | 21   | 118   |
| 2:45PM                                      | 2                         | 6     | 0  | 8     | 0    | 10                       | 38    | 0  | 48    | 1    | 53                       | 39    | 0  | 92    | 1    | 148   |
| Hourly Total                                | 11                        | 18    | 0  | 29    | 0    | 20                       | 141   | 0  | 161   | 3    | 147                      | 59    | 0  | 206   | 22   | 396   |
| 3:00PM                                      | 5                         | 1     | 0  | 6     | 0    | 7                        | 39    | 0  | 46    | 0    | 51                       | 10    | 0  | 61    | 0    | 113   |
| 3:15PM                                      | 3                         | 1     | 0  | 4     | 0    | 5                        | 34    | 0  | 39    | 0    | 33                       | 6     | 0  | 39    | 1    | 82    |
| 3:30PM                                      | 4                         | 1     | 0  | 5     | 0    | 5                        | 42    | 0  | 47    | 0    | 35                       | 9     | 0  | 44    | 0    | 96    |
| 3:45PM                                      | 3                         | 4     | 0  | 7     | 0    | 5                        | 33    | 0  | 38    | 0    | 36                       | 10    | 0  | 46    | 4    | 91    |
| Hourly Total                                | 15                        | 7     | 0  | 22    | 0    | 22                       | 148   | 0  | 170   | 0    | 155                      | 35    | 0  | 190   | 5    | 382   |
| Total                                       | 79                        | 83    | 0  | 162   | 1    | 59                       | 524   | 0  | 583   | 4    | 506                      | 142   | 0  | 648   | 53   | 1393  |
| % Approach                                  | 48.8%                     | 51.2% | 0% | -     | -    | 10.1%                    | 89.9% | 0% | -     | -    | 78.1%                    | 21.9% | 0% | -     | -    | -     |
| % Total                                     | 5.7%                      | 6.0%  | 0% | 11.6% | -    | 4.2%                     | 37.6% | 0% | 41.9% | -    | 36.3%                    | 10.2% | 0% | 46.5% | -    | -     |
| Lights                                      | 79                        | 83    | 0  | 162   | -    | 59                       | 507   | 0  | 566   | -    | 486                      | 138   | 0  | 624   | -    | 1352  |
| % Lights                                    | 100%                      | 100%  | 0% | 100%  | -    | 100%                     | 96.8% | 0% | 97.1% | -    | 96.0%                    | 97.2% | 0% | 96.3% | -    | 97.1% |
| Articulated Trucks and Single-Unit Trucks   | 0                         | 0     | 0  | 0     | -    | 0                        | 12    | 0  | 12    | -    | 8                        | 1     | 0  | 9     | -    | 21    |
| % Articulated Trucks and Single-Unit Trucks | 0%                        | 0%    | 0% | 0%    | -    | 0%                       | 2.3%  | 0% | 2.1%  | -    | 1.6%                     | 0.7%  | 0% | 1.4%  | -    | 1.5%  |
| Buses                                       | 0                         | 0     | 0  | 0     | -    | 0                        | 5     | 0  | 5     | -    | 12                       | 3     | 0  | 15    | -    | 20    |
| % Buses                                     | 0%                        | 0%    | 0% | 0%    | -    | 0%                       | 1.0%  | 0% | 0.9%  | -    | 2.4%                     | 2.1%  | 0% | 2.3%  | -    | 1.4%  |
| Pedestrians                                 | -                         | -     | -  | -     | 1    | -                        | -     | -  | -     | 4    | -                        | -     | -  | -     | 53   | -     |
| % Pedestrians                               | -                         | -     | -  | -     | 100% | -                        | -     | -  | -     | 100% | -                        | -     | -  | -     | 100% | -     |
| Bicycles on Crosswalk                       | -                         | -     | -  | -     | 0    | -                        | -     | -  | -     | 0    | -                        | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk                     | -                         | -     | -  | -     | 0%   | -                        | -     | -  | -     | 0%   | -                        | -     | -  | -     | 0%   | -     |

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 7. Sunset Road & Sunset Lane - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143735, Location: 40.961534, -74.306867, Site Code: 7

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                    | Sunset Road<br>Southbound |       |    |       | Sunset Lane<br>Eastbound |       |       |    | Sunset Road<br>Westbound |      |       |       |    |       |      |       |
|---------------------------------------------|---------------------------|-------|----|-------|--------------------------|-------|-------|----|--------------------------|------|-------|-------|----|-------|------|-------|
|                                             | L                         | R     | U  | App   | Ped*                     | L     | T     | U  | App                      | Ped* | T     | R     | U  | App   | Ped* | Int   |
| 2023-12-14 7:00AM                           | 6                         | 5     | 0  | 11    | 1                        | 4     | 28    | 0  | 32                       | 0    | 36    | 5     | 0  | 41    | 0    | 84    |
|                                             | 26                        | 48    | 0  | 74    | 0                        | 6     | 66    | 0  | 72                       | 0    | 43    | 27    | 0  | 70    | 24   | 216   |
| 7:15AM                                      | 10                        | 1     | 0  | 11    | 0                        | 0     | 31    | 0  | 31                       | 0    | 11    | 7     | 0  | 18    | 1    | 60    |
| 7:30AM                                      | 4                         | 0     | 0  | 4     | 0                        | 4     | 26    | 0  | 30                       | 0    | 28    | 5     | 0  | 33    | 0    | 67    |
| 7:45AM                                      |                           |       |    |       |                          |       |       |    |                          |      |       |       |    |       |      |       |
| Total                                       | 46                        | 54    | 0  | 100   | 1                        | 14    | 151   | 0  | 165                      | 0    | 118   | 44    | 0  | 162   | 25   | 427   |
| % Approach                                  | 46.0%                     | 54.0% | 0% | -     | -                        | 8.5%  | 91.5% | 0% | -                        | -    | 72.8% | 27.2% | 0% | -     | -    | -     |
| % Total                                     | 10.8%                     | 12.6% | 0% | 23.4% | -                        | 3.3%  | 35.4% | 0% | 38.6%                    | -    | 27.6% | 10.3% | 0% | 37.9% | -    | -     |
| PHF                                         | 0.442                     | 0.281 | -  | 0.338 | -                        | 0.583 | 0.572 | -  | 0.573                    | -    | 0.686 | 0.407 | -  | 0.579 | -    | 0.494 |
| Lights                                      | 46                        | 54    | 0  | 100   | -                        | 14    | 144   | 0  | 158                      | -    | 112   | 42    | 0  | 154   | -    | 412   |
| % Lights                                    | 100%                      | 100%  | 0% | 100%  | -                        | 100%  | 95.4% | 0% | 95.8%                    | -    | 94.9% | 95.5% | 0% | 95.1% | -    | 96.5% |
| Articulated Trucks and Single-Unit Trucks   | 0                         | 0     | 0  | 0     | -                        | 0     | 6     | 0  | 6                        | -    | 2     | 0     | 0  | 2     | -    | 8     |
| % Articulated Trucks and Single-Unit Trucks | 0%                        | 0%    | 0% | 0%    | -                        | 0%    | 4.0%  | 0% | 3.6%                     | -    | 1.7%  | 0%    | 0% | 1.2%  | -    | 1.9%  |
| Buses                                       | 0                         | 0     | 0  | 0     | -                        | 0     | 1     | 0  | 1                        | -    | 4     | 2     | 0  | 6     | -    | 7     |
| % Buses                                     | 0%                        | 0%    | 0% | 0%    | -                        | 0%    | 0.7%  | 0% | 0.6%                     | -    | 3.4%  | 4.5%  | 0% | 3.7%  | -    | 1.6%  |
| Pedestrians                                 | -                         | -     | -  | -     | 1                        | -     | -     | -  | -                        | 0    | -     | -     | -  | -     | 25   | -     |
| % Pedestrians                               | -                         | -     | -  | -     | 100%                     | -     | -     | -  | -                        | -    | -     | -     | -  | -     | 100% | -     |
| Bicycles on Crosswalk                       | -                         | -     | -  | -     | 0                        | -     | -     | -  | -                        | 0    | -     | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk                     | -                         | -     | -  | -     | 0%                       | -     | -     | -  | -                        | -    | -     | -     | -  | -     | 0%   | -     |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

## 7. Sunset Road & Sunset Lane - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143735, Location: 40.961534, -74.306867, Site Code: 7

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                    | Sunset Road<br>Southbound |       |    |       |      | Sunset Lane<br>Eastbound |       |    |       |      | Sunset Road<br>Westbound |       |    |       |      |       |  |
|---------------------------------------------|---------------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|-------|--|
|                                             | L                         | R     | U  | App   | Ped* | L                        | T     | U  | App   | Ped* | T                        | R     | U  | App   | Ped* | Int   |  |
| 2023-12-14 2:30PM                           | 4                         | 7     | 0  | 11    | 0    | 6                        | 43    | 0  | 49    | 2    | 43                       | 15    | 0  | 58    | 21   | 118   |  |
|                                             | 2                         | 6     | 0  | 8     | 0    | 10                       | 38    | 0  | 48    | 1    | 53                       | 39    | 0  | 92    | 1    | 148   |  |
| 2:45PM                                      | 5                         | 1     | 0  | 6     | 0    | 7                        | 39    | 0  | 46    | 0    | 51                       | 10    | 0  | 61    | 0    | 113   |  |
| 3:00PM                                      | 3                         | 1     | 0  | 4     | 0    | 5                        | 34    | 0  | 39    | 0    | 33                       | 6     | 0  | 39    | 1    | 82    |  |
| 3:15PM                                      | 14                        | 15    | 0  | 29    | 0    | 28                       | 154   | 0  | 182   | 3    | 180                      | 70    | 0  | 250   | 23   | 461   |  |
| % Approach                                  | 48.3%                     | 51.7% | 0% | -     | -    | 15.4%                    | 84.6% | 0% | -     | -    | 72.0%                    | 28.0% | 0% | -     | -    | -     |  |
| % Total                                     | 3.0%                      | 3.3%  | 0% | 6.3%  | -    | 6.1%                     | 33.4% | 0% | 39.5% | -    | 39.0%                    | 15.2% | 0% | 54.2% | -    | -     |  |
| PHF                                         | 0.700                     | 0.536 | -  | 0.659 | -    | 0.700                    | 0.895 | -  | 0.929 | -    | 0.849                    | 0.449 | -  | 0.679 | -    | 0.779 |  |
| Lights                                      | 14                        | 15    | 0  | 29    | -    | 28                       | 148   | 0  | 176   | -    | 175                      | 69    | 0  | 244   | -    | 449   |  |
| % Lights                                    | 100%                      | 100%  | 0% | 100%  | -    | 100%                     | 96.1% | 0% | 96.7% | -    | 97.2%                    | 98.6% | 0% | 97.6% | -    | 97.4% |  |
| Articulated Trucks and Single-Unit Trucks   | 0                         | 0     | 0  | 0     | -    | 0                        | 4     | 0  | 4     | -    | 0                        | 0     | 0  | 0     | -    | 4     |  |
| % Articulated Trucks and Single-Unit Trucks | 0%                        | 0%    | 0% | 0%    | -    | 0%                       | 2.6%  | 0% | 2.2%  | -    | 0%                       | 0%    | 0% | 0%    | -    | 0.9%  |  |
| Buses                                       | 0                         | 0     | 0  | 0     | -    | 0                        | 2     | 0  | 2     | -    | 5                        | 1     | 0  | 6     | -    | 8     |  |
| % Buses                                     | 0%                        | 0%    | 0% | 0%    | -    | 0%                       | 1.3%  | 0% | 1.1%  | -    | 2.8%                     | 1.4%  | 0% | 2.4%  | -    | 1.7%  |  |
| Pedestrians                                 | -                         | -     | -  | -     | 0    | -                        | -     | -  | -     | 3    | -                        | -     | -  | -     | 23   | -     |  |
| % Pedestrians                               | -                         | -     | -  | -     | -    | -                        | -     | -  | -     | 100% | -                        | -     | -  | -     | 100% | -     |  |
| Bicycles on Crosswalk                       | -                         | -     | -  | -     | 0    | -                        | -     | -  | -     | 0    | -                        | -     | -  | -     | 0    | -     |  |
| % Bicycles on Crosswalk                     | -                         | -     | -  | -     | -    | -                        | -     | -  | -     | 0%   | -                        | -     | -  | -     | 0%   | -     |  |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

# 8. Sunset Lane West Parkway - TMC

Thu Dec 14, 2023

Full Length (6:30 AM-8:30 AM, 2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143739, Location: 40.961299, -74.308772, Site Code: 8

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                            | West Parkway<br>Northbound |       |    |       |      |  | West Parkway<br>Southbound |       |    |       |      |  | Sunset Lane<br>Westbound |       |    |       |      |       |
|---------------------------------------------|----------------------------|-------|----|-------|------|--|----------------------------|-------|----|-------|------|--|--------------------------|-------|----|-------|------|-------|
|                                             | T                          | R     | U  | App   | Ped* |  | L                          | T     | U  | App   | Ped* |  | L                        | R     | U  | App   | Ped* | Int   |
| 2023-12-14 6:30AM                           | 12                         | 2     | 0  | 14    | 0    |  | 6                          | 53    | 0  | 59    | 0    |  | 8                        | 1     | 0  | 9     | 1    | 82    |
|                                             | 17                         | 7     | 0  | 24    | 2    |  | 11                         | 81    | 0  | 92    | 0    |  | 13                       | 4     | 0  | 17    | 3    | 133   |
| Hourly Total                                | 29                         | 9     | 0  | 38    | 2    |  | 17                         | 134   | 0  | 151   | 0    |  | 21                       | 5     | 0  | 26    | 4    | 215   |
| 7:00AM                                      | 16                         | 25    | 0  | 41    | 0    |  | 21                         | 60    | 0  | 81    | 1    |  | 16                       | 5     | 0  | 21    | 0    | 143   |
| 7:15AM                                      | 26                         | 134   | 0  | 160   | 1    |  | 50                         | 67    | 0  | 117   | 0    |  | 21                       | 13    | 0  | 34    | 1    | 311   |
| 7:30AM                                      | 47                         | 11    | 0  | 58    | 0    |  | 22                         | 65    | 0  | 87    | 0    |  | 9                        | 4     | 0  | 13    | 1    | 158   |
| 7:45AM                                      | 53                         | 12    | 0  | 65    | 1    |  | 18                         | 92    | 0  | 110   | 0    |  | 10                       | 15    | 0  | 25    | 0    | 200   |
| Hourly Total                                | 142                        | 182   | 0  | 324   | 2    |  | 111                        | 284   | 0  | 395   | 1    |  | 56                       | 37    | 0  | 93    | 2    | 812   |
| 8:00AM                                      | 17                         | 11    | 0  | 28    | 0    |  | 19                         | 73    | 0  | 92    | 0    |  | 9                        | 11    | 0  | 20    | 1    | 140   |
| 8:15AM                                      | 38                         | 10    | 0  | 48    | 0    |  | 24                         | 85    | 0  | 109   | 0    |  | 10                       | 24    | 0  | 34    | 2    | 191   |
| 8:30AM                                      | 1                          | 0     | 0  | 1     | 0    |  | 0                          | 0     | 0  | 0     | 0    |  | 0                        | 0     | 0  | 0     | 0    | 1     |
| Hourly Total                                | 56                         | 21    | 0  | 77    | 0    |  | 43                         | 158   | 0  | 201   | 0    |  | 19                       | 35    | 0  | 54    | 3    | 332   |
| 2:00PM                                      | 36                         | 15    | 0  | 51    | 0    |  | 13                         | 49    | 0  | 62    | 0    |  | 15                       | 7     | 0  | 22    | 1    | 135   |
| 2:15PM                                      | 41                         | 26    | 0  | 67    | 0    |  | 19                         | 53    | 0  | 72    | 0    |  | 12                       | 13    | 0  | 25    | 0    | 164   |
| 2:30PM                                      | 40                         | 39    | 0  | 79    | 2    |  | 32                         | 62    | 0  | 94    | 0    |  | 15                       | 13    | 0  | 28    | 0    | 201   |
| 2:45PM                                      | 44                         | 23    | 0  | 67    | 0    |  | 15                         | 75    | 0  | 90    | 2    |  | 46                       | 18    | 0  | 64    | 2    | 221   |
| Hourly Total                                | 161                        | 103   | 0  | 264   | 2    |  | 79                         | 239   | 0  | 318   | 2    |  | 88                       | 51    | 0  | 139   | 3    | 721   |
| 3:00PM                                      | 66                         | 33    | 0  | 99    | 0    |  | 17                         | 43    | 0  | 60    | 0    |  | 16                       | 32    | 0  | 48    | 1    | 207   |
| 3:15PM                                      | 49                         | 20    | 0  | 69    | 0    |  | 17                         | 61    | 0  | 78    | 0    |  | 14                       | 22    | 0  | 36    | 0    | 183   |
| 3:30PM                                      | 27                         | 32    | 0  | 59    | 0    |  | 20                         | 54    | 0  | 74    | 0    |  | 18                       | 12    | 0  | 30    | 1    | 163   |
| 3:45PM                                      | 52                         | 28    | 0  | 80    | 1    |  | 17                         | 51    | 0  | 68    | 0    |  | 11                       | 19    | 0  | 30    | 0    | 178   |
| Hourly Total                                | 194                        | 113   | 0  | 307   | 1    |  | 71                         | 209   | 0  | 280   | 0    |  | 59                       | 85    | 0  | 144   | 2    | 731   |
| 4:00PM                                      | 0                          | 0     | 0  | 0     | 0    |  | 0                          | 0     | 0  | 0     | 0    |  | 0                        | 0     | 0  | 0     | 0    | 0     |
| Hourly Total                                | 0                          | 0     | 0  | 0     | 0    |  | 0                          | 0     | 0  | 0     | 0    |  | 0                        | 0     | 0  | 0     | 0    | 0     |
| Total                                       | 582                        | 428   | 0  | 1010  | 7    |  | 321                        | 1024  | 0  | 1345  | 3    |  | 243                      | 213   | 0  | 456   | 14   | 2811  |
| % Approach                                  | 57.6%                      | 42.4% | 0% | -     | -    |  | 23.9%                      | 76.1% | 0% | -     | -    |  | 53.3%                    | 46.7% | 0% | -     | -    | -     |
| % Total                                     | 20.7%                      | 15.2% | 0% | 35.9% | -    |  | 11.4%                      | 36.4% | 0% | 47.8% | -    |  | 8.6%                     | 7.6%  | 0% | 16.2% | -    | -     |
| Lights                                      | 566                        | 411   | 0  | 977   | -    |  | 314                        | 1000  | 0  | 1314  | -    |  | 232                      | 207   | 0  | 439   | -    | 2730  |
| % Lights                                    | 97.3%                      | 96.0% | 0% | 96.7% | -    |  | 97.8%                      | 97.7% | 0% | 97.7% | -    |  | 95.5%                    | 97.2% | 0% | 96.3% | -    | 97.1% |
| Articulated Trucks and Single-Unit Trucks   | 11                         | 10    | 0  | 21    | -    |  | 2                          | 16    | 0  | 18    | -    |  | 5                        | 3     | 0  | 8     | -    | 47    |
| % Articulated Trucks and Single-Unit Trucks | 1.9%                       | 2.3%  | 0% | 2.1%  | -    |  | 0.6%                       | 1.6%  | 0% | 1.3%  | -    |  | 2.1%                     | 1.4%  | 0% | 1.8%  | -    | 1.7%  |
| Buses                                       | 5                          | 7     | 0  | 12    | -    |  | 5                          | 8     | 0  | 13    | -    |  | 6                        | 3     | 0  | 9     | -    | 34    |
| % Buses                                     | 0.9%                       | 1.6%  | 0% | 1.2%  | -    |  | 1.6%                       | 0.8%  | 0% | 1.0%  | -    |  | 2.5%                     | 1.4%  | 0% | 2.0%  | -    | 1.2%  |
| Pedestrians                                 | -                          | -     | -  | -     | 7    |  | -                          | -     | -  | -     | 3    |  | -                        | -     | -  | -     | 14   | -     |
| % Pedestrians                               | -                          | -     | -  | -     | 100% |  | -                          | -     | -  | -     | 100% |  | -                        | -     | -  | -     | 100% | -     |
| Bicycles on Crosswalk                       | -                          | -     | -  | -     | 0    |  | -                          | -     | -  | -     | 0    |  | -                        | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk                     | -                          | -     | -  | -     | 0%   |  | -                          | -     | -  | -     | 0%   |  | -                        | -     | -  | -     | 0%   | -     |

\*Pedestrians and Bicycles on Crosswalk. L.: Left, R: Right, T: Thru, U: U-Turn

## 8. Sunset Lane West Parkway - TMC

Thu Dec 14, 2023

AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143739, Location: 40.961299, -74.308772, Site Code: 8

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction                                | West Parkway<br>Northbound |       |    |       |      | West Parkway<br>Southbound |       |    |       |      | Sunset Lane<br>Westbound |       |    |       |      | Int |
|-------------------------------------------------|----------------------------|-------|----|-------|------|----------------------------|-------|----|-------|------|--------------------------|-------|----|-------|------|-----|
|                                                 | T                          | R     | U  | App   | Ped* | L                          | T     | U  | App   | Ped* | L                        | R     | U  | App   |      |     |
| 2023-12-14 7:00AM<br>7:15AM<br>7:30AM<br>7:45AM | 16                         | 25    | 0  | 41    | 0    | 21                         | 60    | 0  | 81    | 1    | 16                       | 5     | 0  | 21    | 0    |     |
|                                                 | 26                         | 134   | 0  | 160   | 1    | 50                         | 67    | 0  | 117   | 0    | 21                       | 13    | 0  | 34    | 1    |     |
|                                                 | 47                         | 11    | 0  | 58    | 0    | 22                         | 65    | 0  | 87    | 0    | 9                        | 4     | 0  | 13    | 1    |     |
|                                                 | 53                         | 12    | 0  | 65    | 1    | 18                         | 92    | 0  | 110   | 0    | 10                       | 15    | 0  | 25    | 0    |     |
| Total                                           | 142                        | 182   | 0  | 324   | 2    | 111                        | 284   | 0  | 395   | 1    | 56                       | 37    | 0  | 93    | 2    |     |
| % Approach                                      | 43.8%                      | 56.2% | 0% | -     | -    | 28.1%                      | 71.9% | 0% | -     | -    | 60.2%                    | 39.8% | 0% | -     | -    |     |
| % Total                                         | 17.5%                      | 22.4% | 0% | 39.9% | -    | 13.7%                      | 35.0% | 0% | 48.6% | -    | 6.9%                     | 4.6%  | 0% | 11.5% | -    |     |
| PHF                                             | 0.670                      | 0.340 | -  | 0.506 | -    | 0.555                      | 0.772 | -  | 0.844 | -    | 0.667                    | 0.617 | -  | 0.684 | -    |     |
| Lights                                          | 137                        | 173   | 0  | 310   | -    | 109                        | 279   | 0  | 388   | -    | 52                       | 34    | 0  | 86    | -    |     |
| % Lights                                        | 96.5%                      | 95.1% | 0% | 95.7% | -    | 98.2%                      | 98.2% | 0% | 98.2% | -    | 92.9%                    | 91.9% | 0% | 92.5% | -    |     |
| Articulated Trucks and Single-Unit Trucks       | 3                          | 5     | 0  | 8     | -    | 1                          | 2     | 0  | 3     | -    | 2                        | 1     | 0  | 3     | -    |     |
| % Articulated Trucks and Single-Unit Trucks     | 2.1%                       | 2.7%  | 0% | 2.5%  | -    | 0.9%                       | 0.7%  | 0% | 0.8%  | -    | 3.6%                     | 2.7%  | 0% | 3.2%  | -    |     |
| Buses                                           | 2                          | 4     | 0  | 6     | -    | 1                          | 3     | 0  | 4     | -    | 2                        | 2     | 0  | 4     | -    |     |
| % Buses                                         | 1.4%                       | 2.2%  | 0% | 1.9%  | -    | 0.9%                       | 1.1%  | 0% | 1.0%  | -    | 3.6%                     | 5.4%  | 0% | 4.3%  | -    |     |
| Pedestrians                                     | -                          | -     | -  | -     | 2    | -                          | -     | -  | -     | 1    | -                        | -     | -  | -     | 2    |     |
| % Pedestrians                                   | -                          | -     | -  | -     | 100% | -                          | -     | -  | -     | 100% | -                        | -     | -  | -     | 100% |     |
| Bicycles on Crosswalk                           | -                          | -     | -  | -     | 0    | -                          | -     | -  | -     | 0    | -                        | -     | -  | -     | 0    |     |
| % Bicycles on Crosswalk                         | -                          | -     | -  | -     | 0%   | -                          | -     | -  | -     | 0%   | -                        | -     | -  | -     | 0%   |     |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



## 8. Sunset Lane West Parkway - TMC

Thu Dec 14, 2023

PM Peak (2:30 PM - 3:30 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1143739, Location: 40.961299, -74.308772, Site Code: 8

Provided by: Imperial Traffic & Data Collection  
PO Box 4637, Cherry Hill, NJ, 08003, US

| Leg<br>Direction<br>Time                    | West Parkway<br>Northbound |       |    |       | West Parkway<br>Southbound |       |       |    | Sunset Lane<br>Westbound |      |       |       |    |       |      |       |
|---------------------------------------------|----------------------------|-------|----|-------|----------------------------|-------|-------|----|--------------------------|------|-------|-------|----|-------|------|-------|
|                                             | T                          | R     | U  | App   | Ped*                       | L     | T     | U  | App                      | Ped* | L     | R     |    | U     | App  | Ped*  |
| 2023-12-14 2:30PM                           | 40                         | 39    | 0  | 79    | 2                          | 32    | 62    | 0  | 94                       | 0    | 15    | 13    | 0  | 28    | 0    | 201   |
|                                             | 44                         | 23    | 0  | 67    | 0                          | 15    | 75    | 0  | 90                       | 2    | 46    | 18    | 0  | 64    | 2    | 221   |
| 3:00PM                                      | 66                         | 33    | 0  | 99    | 0                          | 17    | 43    | 0  | 60                       | 0    | 16    | 32    | 0  | 48    | 1    | 207   |
| 3:15PM                                      | 49                         | 20    | 0  | 69    | 0                          | 17    | 61    | 0  | 78                       | 0    | 14    | 22    | 0  | 36    | 0    | 183   |
| Total                                       | 199                        | 115   | 0  | 314   | 2                          | 81    | 241   | 0  | 322                      | 2    | 91    | 85    | 0  | 176   | 3    | 812   |
| % Approach                                  | 63.4%                      | 36.6% | 0% | -     | -                          | 25.2% | 74.8% | 0% | -                        | -    | 51.7% | 48.3% | 0% | -     | -    | -     |
| % Total                                     | 24.5%                      | 14.2% | 0% | 38.7% | -                          | 10.0% | 29.7% | 0% | 39.7%                    | -    | 11.2% | 10.5% | 0% | 21.7% | -    | -     |
| PHF                                         | 0.754                      | 0.737 | -  | 0.793 | -                          | 0.633 | 0.803 | -  | 0.856                    | -    | 0.495 | 0.664 | -  | 0.688 | -    | 0.919 |
| Lights                                      | 194                        | 110   | 0  | 304   | -                          | 79    | 236   | 0  | 315                      | -    | 87    | 85    | 0  | 172   | -    | 791   |
| % Lights                                    | 97.5%                      | 95.7% | 0% | 96.8% | -                          | 97.5% | 97.9% | 0% | 97.8%                    | -    | 95.6% | 100%  | 0% | 97.7% | -    | 97.4% |
| Articulated Trucks and Single-Unit Trucks   | 3                          | 3     | 0  | 6     | -                          | 0     | 4     | 0  | 4                        | -    | 1     | 0     | 0  | 1     | -    | 11    |
| % Articulated Trucks and Single-Unit Trucks | 1.5%                       | 2.6%  | 0% | 1.9%  | -                          | 0%    | 1.7%  | 0% | 1.2%                     | -    | 1.1%  | 0%    | 0% | 0.6%  | -    | 1.4%  |
| Buses                                       | 2                          | 2     | 0  | 4     | -                          | 2     | 1     | 0  | 3                        | -    | 3     | 0     | 0  | 3     | -    | 10    |
| % Buses                                     | 1.0%                       | 1.7%  | 0% | 1.3%  | -                          | 2.5%  | 0.4%  | 0% | 0.9%                     | -    | 3.3%  | 0%    | 0% | 1.7%  | -    | 1.2%  |
| Pedestrians                                 | -                          | -     | -  | -     | 2                          | -     | -     | -  | -                        | 2    | -     | -     | -  | -     | 3    | -     |
| % Pedestrians                               | -                          | -     | -  | -     | 100%                       | -     | -     | -  | -                        | 100% | -     | -     | -  | -     | 100% | -     |
| Bicycles on Crosswalk                       | -                          | -     | -  | -     | 0                          | -     | -     | -  | -                        | 0    | -     | -     | -  | -     | 0    | -     |
| % Bicycles on Crosswalk                     | -                          | -     | -  | -     | 0%                         | -     | -     | -  | -                        | 0%   | -     | -     | -  | -     | 0%   | -     |

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

# Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ 07070

201.340.4468 t. 201.340.4472 f.

Intersection of Sunset Road (E/W)  
and West Parkway (N/S)  
Pequannock, Morris County, New Jersey  
Tuesday, January 9, 2024

File Name : RUT-220209  
Site Code : 00220209  
Start Date : 1/9/2024  
Page No : 1

## Groups Printed- Auto - HV - B/SB

|               | Sunset Road<br>Eastbound |      |       |            | Sunset Road<br>Westbound |      |       |            | West Parkway<br>Northbound |      |       |            | West Parkway<br>Southbound |      |       |            |            |
|---------------|--------------------------|------|-------|------------|--------------------------|------|-------|------------|----------------------------|------|-------|------------|----------------------------|------|-------|------------|------------|
| Start Time    | Left                     | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Left                       | Thru | Right | App. Total | Int. Total |
| 06:30 AM      | 2                        | 0    | 1     | 3          | 1                        | 2    | 1     | 4          | 0                          | 7    | 0     | 7          | 0                          | 48   | 3     | 51         | 65         |
| 06:45 AM      | 5                        | 0    | 2     | 7          | 1                        | 0    | 0     | 1          | 4                          | 11   | 0     | 15         | 0                          | 100  | 7     | 107        | 130        |
| Total         | 7                        | 0    | 3     | 10         | 2                        | 2    | 1     | 5          | 4                          | 18   | 0     | 22         | 0                          | 148  | 10    | 158        | 195        |
| 07:00 AM      | 4                        | 0    | 11    | 15         | 1                        | 2    | 0     | 3          | 3                          | 20   | 0     | 23         | 0                          | 78   | 5     | 83         | 124        |
| 07:15 AM      | 7                        | 0    | 12    | 19         | 5                        | 7    | 6     | 18         | 3                          | 32   | 0     | 35         | 0                          | 72   | 2     | 74         | 146        |
| 07:30 AM      | 11                       | 0    | 11    | 22         | 1                        | 1    | 3     | 5          | 9                          | 47   | 0     | 56         | 0                          | 57   | 4     | 61         | 144        |
| 07:45 AM      | 14                       | 0    | 10    | 24         | 4                        | 3    | 1     | 8          | 5                          | 49   | 0     | 54         | 0                          | 71   | 12    | 83         | 169        |
| Total         | 36                       | 0    | 44    | 80         | 11                       | 13   | 10    | 34         | 20                         | 148  | 0     | 168        | 0                          | 278  | 23    | 301        | 583        |
| 08:00 AM      | 10                       | 0    | 13    | 23         | 6                        | 1    | 1     | 8          | 2                          | 40   | 0     | 42         | 0                          | 85   | 4     | 89         | 162        |
| 08:15 AM      | 10                       | 0    | 10    | 20         | 2                        | 3    | 4     | 9          | 11                         | 39   | 0     | 50         | 0                          | 77   | 11    | 88         | 167        |
| *** BREAK *** |                          |      |       |            |                          |      |       |            |                            |      |       |            |                            |      |       |            |            |
| Total         | 20                       | 0    | 23    | 43         | 8                        | 4    | 5     | 17         | 13                         | 79   | 0     | 92         | 0                          | 162  | 15    | 177        | 329        |
| *** BREAK *** |                          |      |       |            |                          |      |       |            |                            |      |       |            |                            |      |       |            |            |
| 02:00 PM      | 5                        | 0    | 5     | 10         | 1                        | 2    | 0     | 3          | 9                          | 34   | 0     | 43         | 0                          | 56   | 4     | 60         | 116        |
| 02:15 PM      | 7                        | 0    | 1     | 8          | 1                        | 2    | 0     | 3          | 4                          | 33   | 0     | 37         | 0                          | 49   | 8     | 57         | 105        |
| 02:30 PM      | 4                        | 0    | 13    | 17         | 5                        | 4    | 3     | 12         | 5                          | 51   | 0     | 56         | 0                          | 60   | 3     | 63         | 148        |
| 02:45 PM      | 6                        | 0    | 6     | 12         | 20                       | 10   | 12    | 42         | 14                         | 54   | 0     | 68         | 0                          | 61   | 9     | 70         | 192        |
| Total         | 22                       | 0    | 25    | 47         | 27                       | 18   | 15    | 60         | 32                         | 172  | 0     | 204        | 0                          | 226  | 24    | 250        | 561        |
| 03:00 PM      | 6                        | 0    | 7     | 13         | 3                        | 4    | 0     | 7          | 18                         | 78   | 0     | 96         | 0                          | 38   | 12    | 50         | 166        |
| 03:15 PM      | 6                        | 0    | 4     | 10         | 1                        | 3    | 3     | 7          | 12                         | 35   | 0     | 47         | 1                          | 59   | 4     | 64         | 128        |
| 03:30 PM      | 6                        | 0    | 5     | 11         | 0                        | 0    | 2     | 2          | 4                          | 34   | 0     | 38         | 0                          | 44   | 8     | 52         | 103        |
| 03:45 PM      | 6                        | 0    | 5     | 11         | 1                        | 2    | 0     | 3          | 11                         | 44   | 0     | 55         | 0                          | 39   | 7     | 46         | 115        |
| Total         | 24                       | 0    | 21    | 45         | 5                        | 9    | 5     | 19         | 45                         | 191  | 0     | 236        | 1                          | 180  | 31    | 212        | 512        |
| Grand Total   | 109                      | 0    | 116   | 225        | 53                       | 46   | 36    | 135        | 114                        | 608  | 0     | 722        | 1                          | 994  | 103   | 1098       | 2180       |
| Apprch %      | 48.4                     | 0    | 51.6  |            | 39.3                     | 34.1 | 26.7  |            | 15.8                       | 84.2 | 0     |            | 0.1                        | 90.5 | 9.4   |            |            |
| Total %       | 5                        | 0    | 5.3   | 10.3       | 2.4                      | 2.1  | 1.7   | 6.2        | 5.2                        | 27.9 | 0     | 33.1       | 0                          | 45.6 | 4.7   | 50.4       |            |
| Auto          | 107                      | 0    | 113   | 220        | 53                       | 45   | 34    | 132        | 113                        | 601  | 0     | 714        | 1                          | 982  | 100   | 1083       | 2149       |
| % Auto        | 98.2                     | 0    | 97.4  | 97.8       | 100                      | 97.8 | 94.4  | 97.8       | 99.1                       | 98.8 | 0     | 98.9       | 100                        | 98.8 | 97.1  | 98.6       | 98.6       |
| HV            | 2                        | 0    | 0     | 2          | 0                        | 1    | 0     | 1          | 1                          | 5    | 0     | 6          | 0                          | 12   | 2     | 14         | 23         |
| % HV          | 1.8                      | 0    | 0     | 0.9        | 0                        | 2.2  | 0     | 0.7        | 0.9                        | 0.8  | 0     | 0.8        | 0                          | 1.2  | 1.9   | 1.3        | 1.1        |
| B/SB          | 0                        | 0    | 3     | 3          | 0                        | 0    | 2     | 2          | 0                          | 2    | 0     | 2          | 0                          | 0    | 1     | 1          | 8          |
| % B/SB        | 0                        | 0    | 2.6   | 1.3        | 0                        | 0    | 5.6   | 1.5        | 0                          | 0.3  | 0     | 0.3        | 0                          | 0    | 1     | 0.1        | 0.4        |

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Intersection of Sunset Road (E/W)  
and West Parkway (N/S)  
Pequannock, Morris County, New Jersey  
Tuesday, January 9, 2024

File Name : RUT-220209  
Site Code : 00220209  
Start Date : 1/9/2024  
Page No : 2

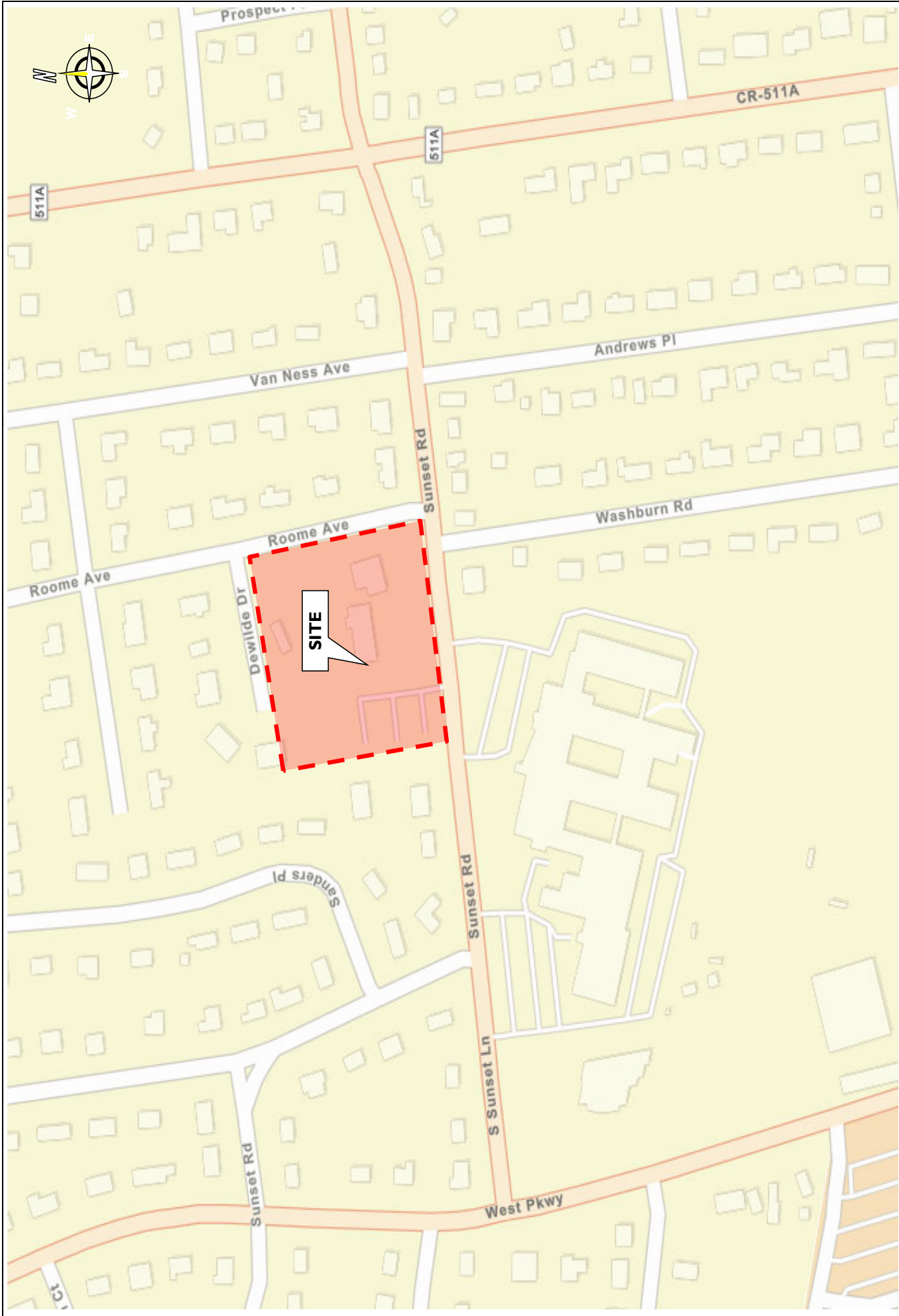
|                                                            | Sunset Road Eastbound |      |       |            | Sunset Road Westbound |      |       |            | West Parkway Northbound |      |       |            | West Parkway Southbound |      |       |            |            |
|------------------------------------------------------------|-----------------------|------|-------|------------|-----------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| Start Time                                                 | Left                  | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Left                    | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 06:30 AM to 11:45 AM - Peak 1 of 1 |                       |      |       |            |                       |      |       |            |                         |      |       |            |                         |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                       |      |       |            |                       |      |       |            |                         |      |       |            |                         |      |       |            |            |
| 07:30 AM                                                   | 11                    | 0    | 11    | 22         | 1                     | 1    | 3     | 5          | 9                       | 47   | 0     | 56         | 0                       | 57   | 4     | 61         | 144        |
| 07:45 AM                                                   | 14                    | 0    | 10    | 24         | 4                     | 3    | 1     | 8          | 5                       | 49   | 0     | 54         | 0                       | 71   | 12    | 83         | 169        |
| 08:00 AM                                                   | 10                    | 0    | 13    | 23         | 6                     | 1    | 1     | 8          | 2                       | 40   | 0     | 42         | 0                       | 85   | 4     | 89         | 162        |
| 08:15 AM                                                   | 10                    | 0    | 10    | 20         | 2                     | 3    | 4     | 9          | 11                      | 39   | 0     | 50         | 0                       | 77   | 11    | 88         | 167        |
| Total Volume                                               | 45                    | 0    | 44    | 89         | 13                    | 8    | 9     | 30         | 27                      | 175  | 0     | 202        | 0                       | 290  | 31    | 321        | 642        |
| % App. Total                                               | 50.6                  | 0    | 49.4  |            | 43.3                  | 26.7 | 30    |            | 13.4                    | 86.6 | 0     |            | 0                       | 90.3 | 9.7   |            |            |
| PHF                                                        | .804                  | .000 | .846  | .927       | .542                  | .667 | .563  | .833       | .614                    | .893 | .000  | .902       | .000                    | .853 | .646  | .902       | .950       |
| Auto                                                       | 45                    | 0    | 43    | 88         | 13                    | 8    | 9     | 30         | 26                      | 171  | 0     | 197        | 0                       | 286  | 30    | 316        | 631        |
| % Auto                                                     | 100                   | 0    | 97.7  | 98.9       | 100                   | 100  | 100   | 100        | 96.3                    | 97.7 | 0     | 97.5       | 0                       | 98.6 | 96.8  | 98.4       | 98.3       |
| HV                                                         | 0                     | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 1                       | 3    | 0     | 4          | 0                       | 4    | 1     | 5          | 9          |
| % HV                                                       | 0                     | 0    | 0     | 0          | 0                     | 0    | 0     | 0          | 3.7                     | 1.7  | 0     | 2.0        | 0                       | 1.4  | 3.2   | 1.6        | 1.4        |
| B/SB                                                       | 0                     | 0    | 1     | 1          | 0                     | 0    | 0     | 0          | 0                       | 1    | 0     | 1          | 0                       | 0    | 0     | 0          | 2          |
| % B/SB                                                     | 0                     | 0    | 2.3   | 1.1        | 0                     | 0    | 0     | 0          | 0                       | 0.6  | 0     | 0.5        | 0                       | 0    | 0     | 0          | 0.3        |

Peak Hour Analysis From 12:00 PM to 03:45 PM - Peak 1 of 1

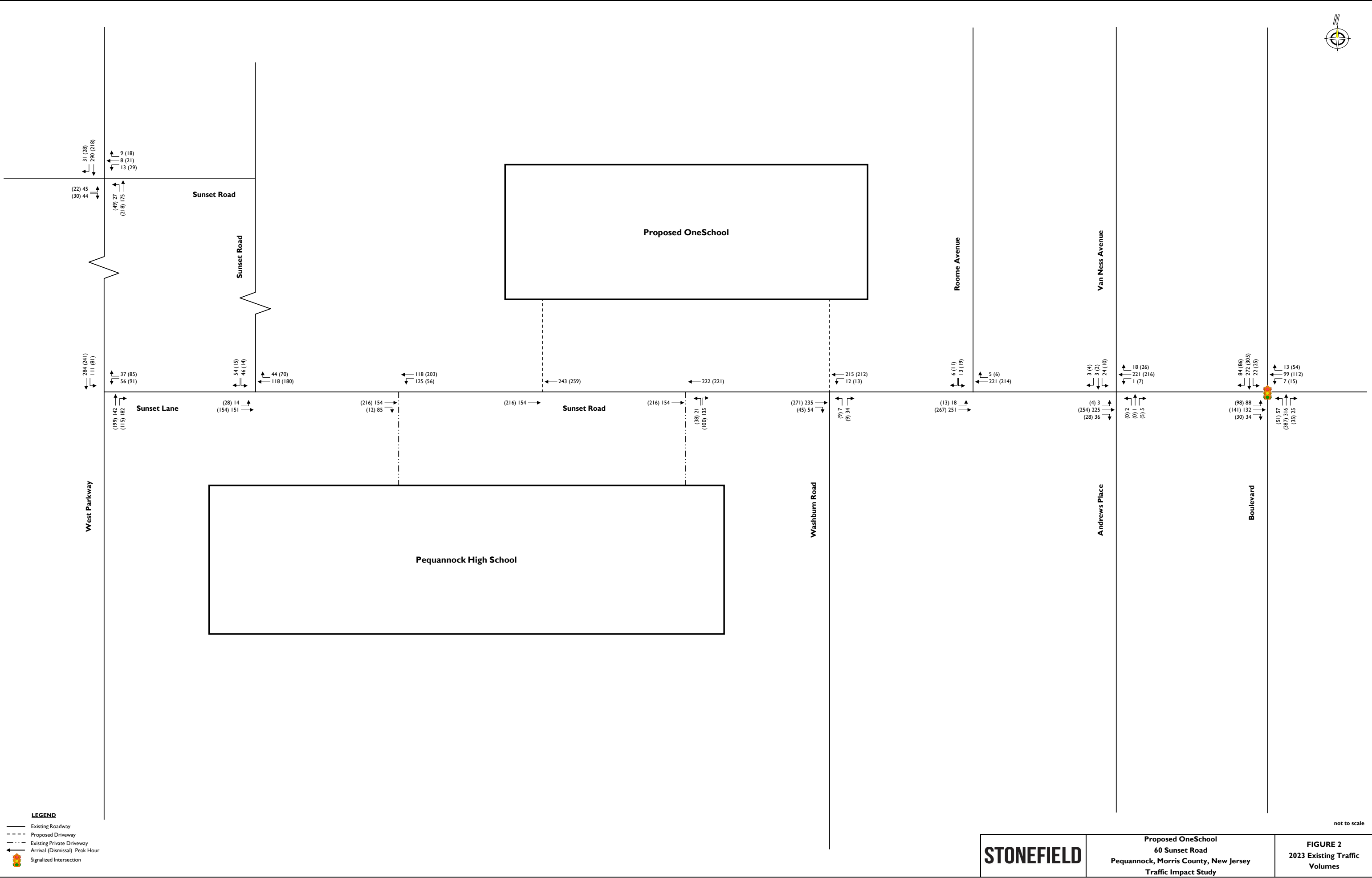
Peak Hour for Entire Intersection Begins at 02:30 PM

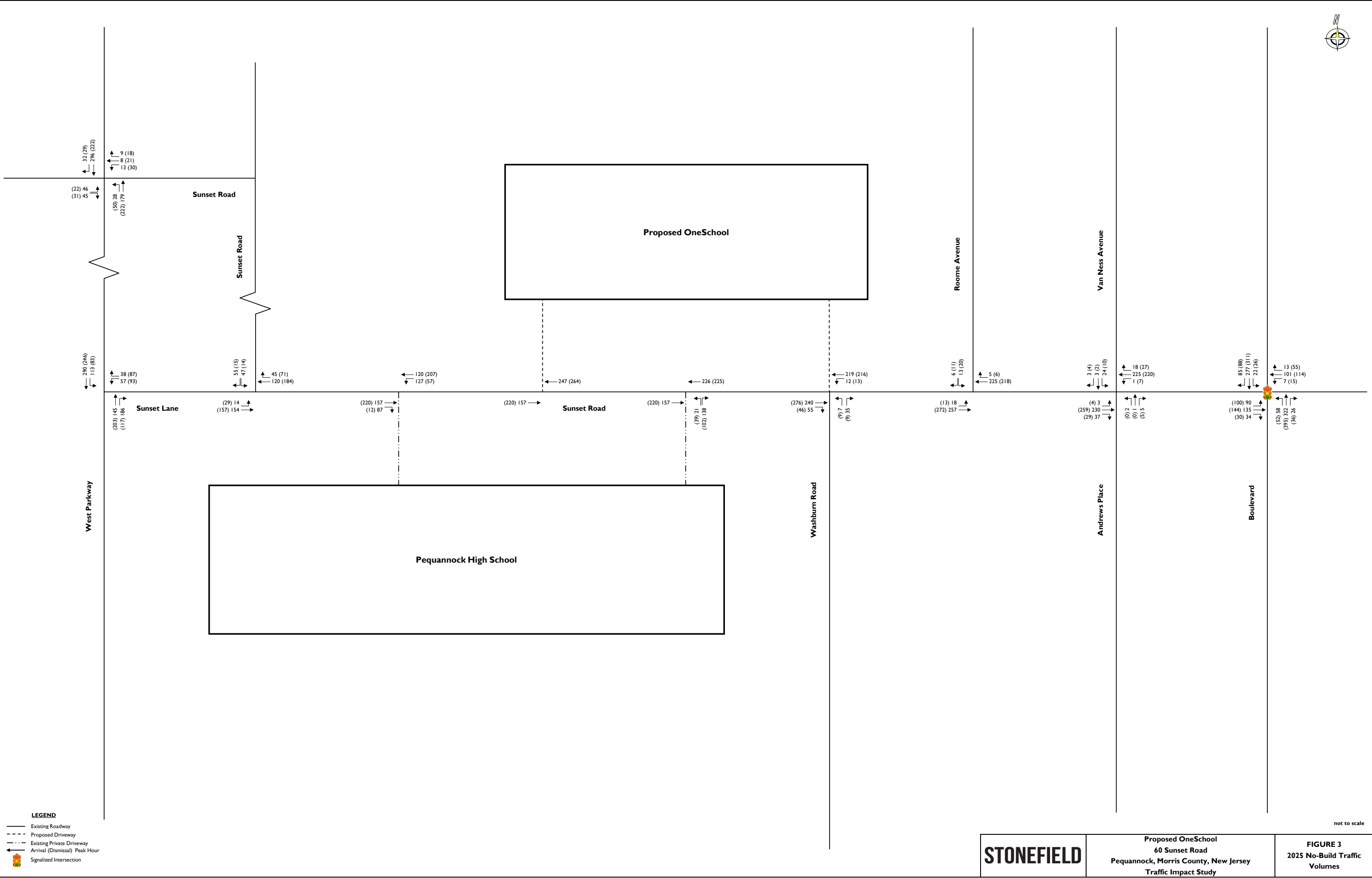
|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 02:30 PM     | 4    | 0    | 13   | 17   | 5    | 4    | 3    | 12   | 5    | 51   | 0    | 56   | 0    | 60   | 3    | 63   | 148  |
| 02:45 PM     | 6    | 0    | 6    | 12   | 20   | 10   | 12   | 42   | 14   | 54   | 0    | 68   | 0    | 61   | 9    | 70   | 192  |
| 03:00 PM     | 6    | 0    | 7    | 13   | 3    | 4    | 0    | 7    | 18   | 78   | 0    | 96   | 0    | 38   | 12   | 50   | 166  |
| 03:15 PM     | 6    | 0    | 4    | 10   | 1    | 3    | 3    | 7    | 12   | 35   | 0    | 47   | 1    | 59   | 4    | 64   | 128  |
| Total Volume | 22   | 0    | 30   | 52   | 29   | 21   | 18   | 68   | 49   | 218  | 0    | 267  | 1    | 218  | 28   | 247  | 634  |
| % App. Total | 42.3 | 0    | 57.7 |      | 42.6 | 30.9 | 26.5 |      | 18.4 | 81.6 | 0    |      | 0.4  | 88.3 | 11.3 |      |      |
| PHF          | .917 | .000 | .577 | .765 | .363 | .525 | .375 | .405 | .681 | .699 | .000 | .695 | .250 | .893 | .583 | .882 | .826 |
| Auto         | 22   | 0    | 30   | 52   | 29   | 21   | 17   | 67   | 49   | 216  | 0    | 265  | 1    | 216  | 27   | 244  | 628  |
| % Auto       | 100  | 0    | 100  | 100  | 100  | 100  | 94.4 | 98.5 | 100  | 99.1 | 0    | 99.3 | 100  | 99.1 | 96.4 | 98.8 | 99.1 |
| HV           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 1    | 0    | 2    | 0    | 2    | 3    |
| % HV         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0.5  | 0    | 0.4  | 0    | 0.9  | 0    | 0.8  | 0.5  |
| B/SB         | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 0    | 0    | 1    | 1    | 3    |
| % B/SB       | 0    | 0    | 0    | 0    | 0    | 0    | 5.6  | 1.5  | 0    | 0.5  | 0    | 0.4  | 0    | 0    | 3.6  | 0.4  | 0.5  |

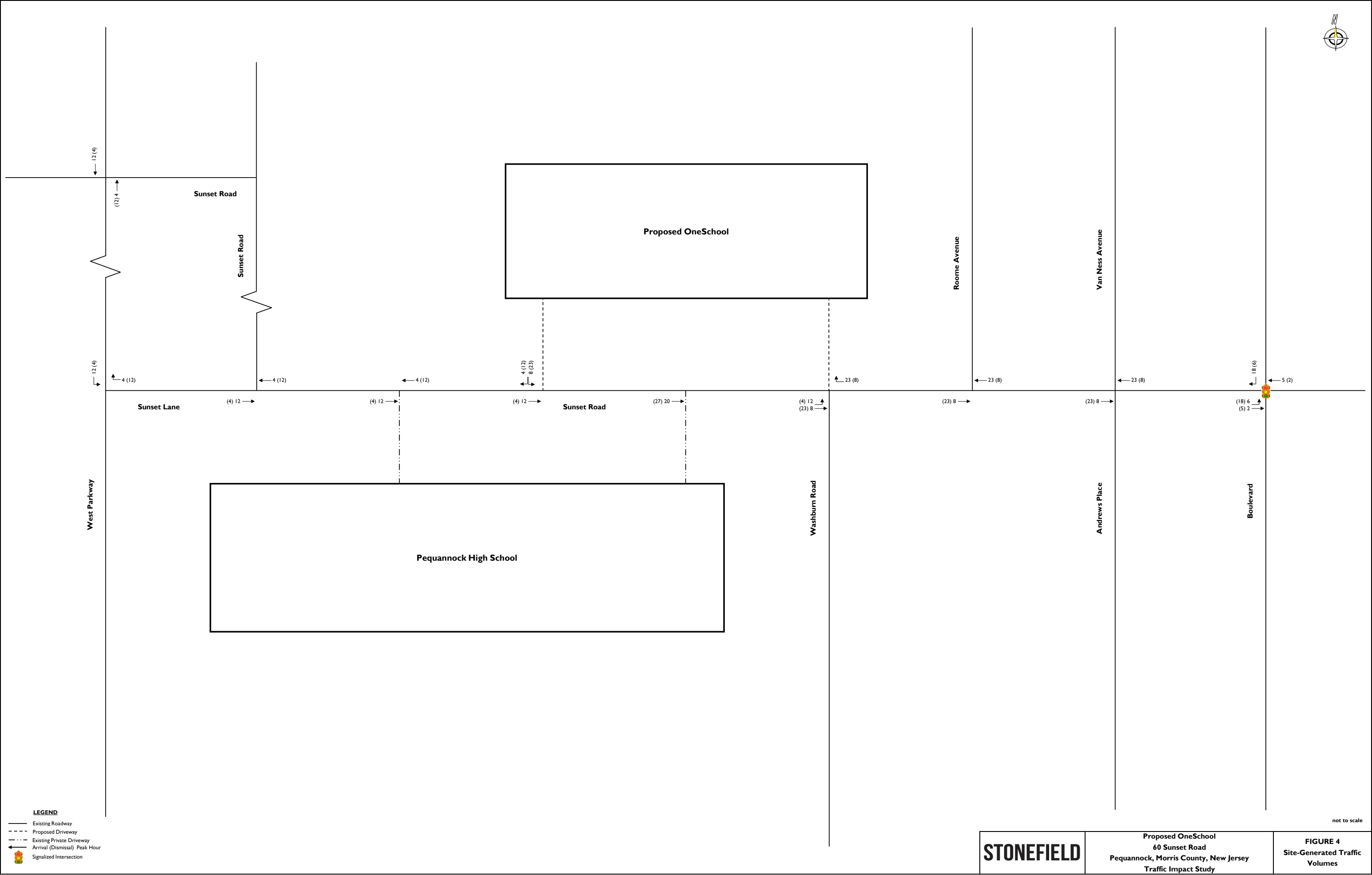
## FIGURES



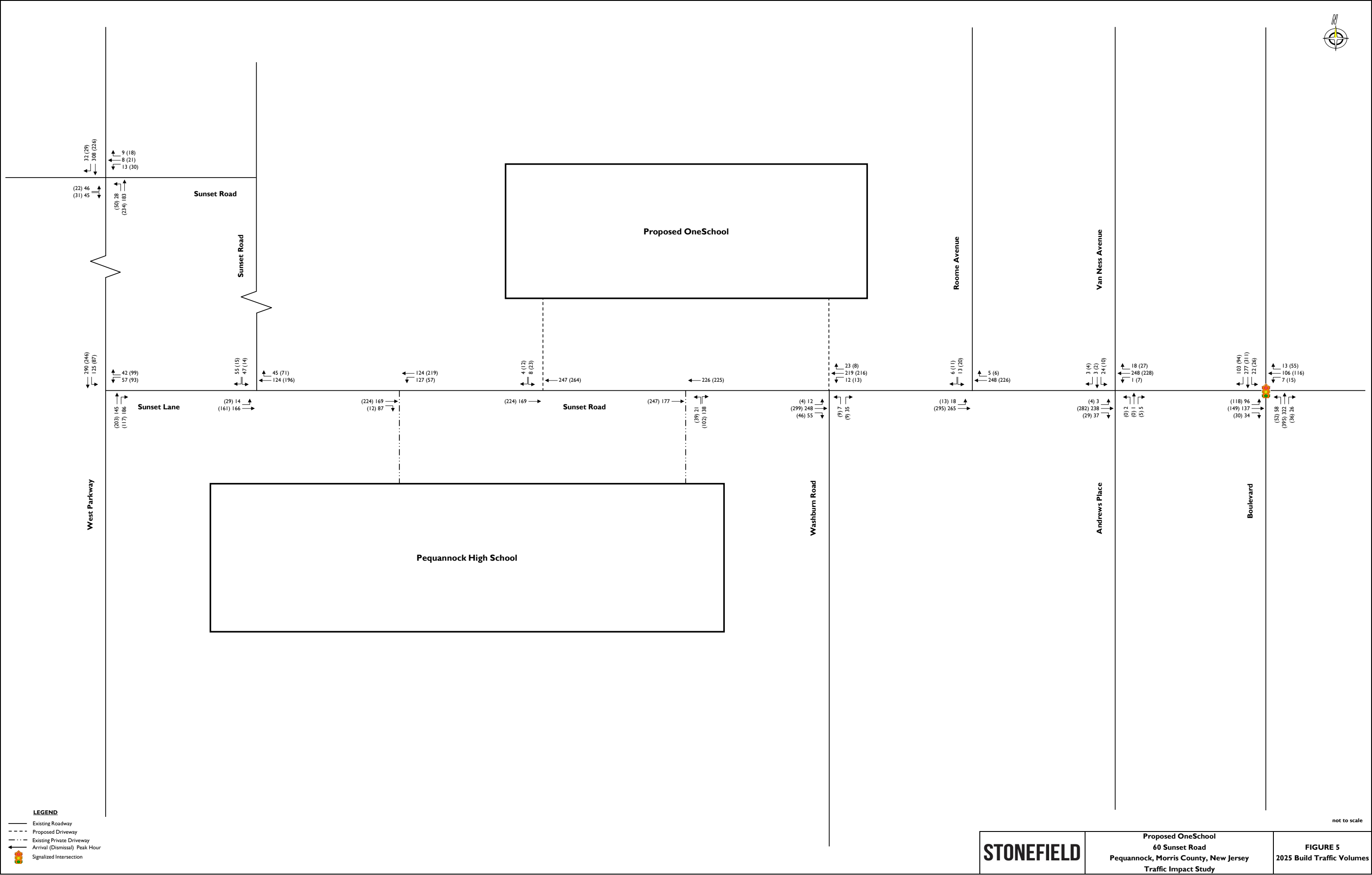
|                   |                                                                                                                 |                                       |
|-------------------|-----------------------------------------------------------------------------------------------------------------|---------------------------------------|
| <b>STONEFIELD</b> | <b>Proposed OneSchool<br/>60 Sunset Road<br/>Pequannock, Morris County, New Jersey<br/>Traffic Impact Study</b> | <b>FIGURE I<br/>Site Location Map</b> |
|-------------------|-----------------------------------------------------------------------------------------------------------------|---------------------------------------|











## **HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS**

# HCM 6th Signalized Intersection Summary

## 1: Boulevard & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 88                                                                                | 132                                                                               | 34                                                                                | 7                                                                                 | 99                                                                                | 13                                                                                | 57                                                                                 | 316                                                                                 | 25                                                                                  | 22                                                                                  | 272                                                                                 | 84                                                                                  |
| Future Volume (veh/h)        | 88                                                                                | 132                                                                               | 34                                                                                | 7                                                                                 | 99                                                                                | 13                                                                                | 57                                                                                 | 316                                                                                 | 25                                                                                  | 22                                                                                  | 272                                                                                 | 84                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.98                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1969                                                                              | 2067                                                                              | 1985                                                                              | 2100                                                                              | 2084                                                                              | 1953                                                                              | 2034                                                                               | 2002                                                                                | 2100                                                                                | 2100                                                                                | 2051                                                                                | 2002                                                                                |
| Adj Flow Rate, veh/h         | 113                                                                               | 169                                                                               | 44                                                                                | 9                                                                                 | 127                                                                               | 17                                                                                | 73                                                                                 | 405                                                                                 | 32                                                                                  | 28                                                                                  | 349                                                                                 | 108                                                                                 |
| Peak Hour Factor             | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                               | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                |
| Percent Heavy Veh, %         | 8                                                                                 | 2                                                                                 | 7                                                                                 | 0                                                                                 | 1                                                                                 | 9                                                                                 | 4                                                                                  | 6                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 6                                                                                   |
| Cap, veh/h                   | 177                                                                               | 215                                                                               | 52                                                                                | 55                                                                                | 378                                                                               | 48                                                                                | 174                                                                                | 953                                                                                 | 72                                                                                  | 81                                                                                  | 924                                                                                 | 275                                                                                 |
| Arrive On Green              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.64                                                                               | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                |
| Sat Flow, veh/h              | 559                                                                               | 998                                                                               | 243                                                                               | 46                                                                                | 1758                                                                              | 225                                                                               | 195                                                                                | 1479                                                                                | 112                                                                                 | 56                                                                                  | 1435                                                                                | 427                                                                                 |
| Grp Volume(v), veh/h         | 326                                                                               | 0                                                                                 | 0                                                                                 | 153                                                                               | 0                                                                                 | 0                                                                                 | 510                                                                                | 0                                                                                   | 0                                                                                   | 485                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1799                                                                              | 0                                                                                 | 0                                                                                 | 2029                                                                              | 0                                                                                 | 0                                                                                 | 1786                                                                               | 0                                                                                   | 0                                                                                   | 1918                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 9.2                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 14.6                                                                              | 0.0                                                                               | 0.0                                                                               | 5.4                                                                               | 0.0                                                                               | 0.0                                                                               | 10.5                                                                               | 0.0                                                                                 | 0.0                                                                                 | 9.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.35                                                                              |                                                                                   | 0.13                                                                              | 0.06                                                                              |                                                                                   | 0.11                                                                              | 0.14                                                                               |                                                                                     | 0.06                                                                                | 0.06                                                                                |                                                                                     | 0.22                                                                                |
| Lane Grp Cap(c), veh/h       | 444                                                                               | 0                                                                                 | 0                                                                                 | 481                                                                               | 0                                                                                 | 0                                                                                 | 1199                                                                               | 0                                                                                   | 0                                                                                   | 1281                                                                                | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.73                                                                              | 0.00                                                                              | 0.00                                                                              | 0.32                                                                              | 0.00                                                                              | 0.00                                                                              | 0.43                                                                               | 0.00                                                                                | 0.00                                                                                | 0.38                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 736                                                                               | 0                                                                                 | 0                                                                                 | 818                                                                               | 0                                                                                 | 0                                                                                 | 1199                                                                               | 0                                                                                   | 0                                                                                   | 1281                                                                                | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 31.7                                                                              | 0.0                                                                               | 0.0                                                                               | 28.4                                                                              | 0.0                                                                               | 0.0                                                                               | 7.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 0.0                                                                               | 1.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 10.6                                                                              | 0.0                                                                               | 0.0                                                                               | 4.7                                                                               | 0.0                                                                               | 0.0                                                                               | 7.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 6.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.1                                                                              | 0.0                                                                               | 0.0                                                                               | 28.8                                                                              | 0.0                                                                               | 0.0                                                                               | 8.4                                                                                | 0.0                                                                                 | 0.0                                                                                 | 8.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 326                                                                               |                                                                                   |                                                                                   | 153                                                                               |                                                                                   |                                                                                    | 510                                                                                 |                                                                                     |                                                                                     | 485                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.1                                                                              |                                                                                   |                                                                                   | 28.8                                                                              |                                                                                   |                                                                                    | 8.4                                                                                 |                                                                                     |                                                                                     | 8.0                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 61.0                                                                              |                                                                                   | 24.4                                                                              |                                                                                   | 61.0                                                                              |                                                                                    | 24.4                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 33.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    | 33.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 12.5                                                                              |                                                                                   | 16.6                                                                              |                                                                                   | 11.9                                                                              |                                                                                    | 7.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 3.7                                                                               |                                                                                   | 1.8                                                                               |                                                                                   | 3.4                                                                               |                                                                                    | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.1                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Andrews Place/Van Ness Avenue & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.3    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |      |
| Traffic Vol, veh/h       | 3      | 225                                                                               | 36   | 1      | 221                                                                               | 18   | 2      | 1                                                                                 | 5    | 24     | 3                                                                                   | 3    |
| Future Vol, veh/h        | 3      | 225                                                                               | 36   | 1      | 221                                                                               | 18   | 2      | 1                                                                                 | 5    | 24     | 3                                                                                   | 3    |
| Conflicting Peds, #/hr   | 2      | 0                                                                                 | 3    | 3      | 0                                                                                 | 2    | 1      | 0                                                                                 | 0    | 0      | 0                                                                                   | 1    |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -    |
| Peak Hour Factor         | 60     | 60                                                                                | 60   | 60     | 60                                                                                | 60   | 60     | 60                                                                                | 60   | 60     | 60                                                                                  | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 0    | 0      | 4                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0    |
| Mvmt Flow                | 5      | 375                                                                               | 60   | 2      | 368                                                                               | 30   | 3      | 2                                                                                 | 8    | 40     | 5                                                                                   | 5    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |      |
| Conflicting Flow All     | 400    | 0                                                                                 | 0    | 438    | 0                                                                                 | 0    | 811    | 822                                                                               | 408  | 809    | 837                                                                                 | 386  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 418    | 418                                                                               | -    | 389    | 389                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 393    | 404                                                                               | -    | 420    | 448                                                                                 | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.1    | 6.5                                                                                 | 6.2  |
| 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           | 2.2    | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.5    | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 1170   | -                                                                                 | -    | 1133   | -                                                                                 | -    | 300    | 311                                                                               | 648  | 301    | 305                                                                                 | 666  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 616    | 594                                                                               | -    | 639    | 612                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 636    | 603                                                                               | -    | 615    | 576                                                                                 | -    |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |      |
| Mov Cap-1 Maneuver       | 1168   | -                                                                                 | -    | 1130   | -                                                                                 | -    | 291    | 307                                                                               | 646  | 293    | 301                                                                                 | 664  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 291    | 307                                                                               | -    | 293    | 301                                                                                 | -    |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 610    | 589                                                                               | -    | 634    | 610                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 624    | 601                                                                               | -    | 602    | 571                                                                                 | -    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |      |
| HCM Control Delay, s     | 0.1    |                                                                                   |      | 0      |                                                                                   |      | 13.3   |                                                                                   |      | 18.8   |                                                                                     |      |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |      | C      |                                                                                     |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |      |
| Capacity (veh/h)         | 448    | 1168                                                                              | -    | -      | 1130                                                                              | -    | -      | 311                                                                               |      |        |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.03   | 0.004                                                                             | -    | -      | 0.001                                                                             | -    | -      | 0.161                                                                             |      |        |                                                                                     |      |
| HCM Control Delay (s)    | 13.3   | 8.1                                                                               | 0    | -      | 8.2                                                                               | 0    | -      | 18.8                                                                              |      |        |                                                                                     |      |
| HCM Lane LOS             | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | C                                                                                 |      |        |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0.1    | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0.6                                                                               |      |        |                                                                                     |      |

HCM 6th TWSC  
3: Sunset Road & Roome Avenue

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 18     | 251                                                                               | 221                                                                               | 5      | 13                                                                                | 6    |
| Future Vol, veh/h        | 18     | 251                                                                               | 221                                                                               | 5      | 13                                                                                | 6    |
| Conflicting Peds, #/hr   | 3      | 0                                                                                 | 0                                                                                 | 3      | 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         | 60     | 60                                                                                | 60                                                                                | 60     | 60                                                                                | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 4                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 30     | 418                                                                               | 368                                                                               | 8      | 22                                                                                | 10   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 379    | 0                                                                                 | -                                                                                 | 0      | 853                                                                               | 375  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 375                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 478                                                                               | -    |
| 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       | 1191   | -                                                                                 | -                                                                                 | -      | 332                                                                               | 676  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 699                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 628                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1188   | -                                                                                 | -                                                                                 | -      | 319                                                                               | 674  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 319                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 674                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 626                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 15.2   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1188   | -                                                                                 | -                                                                                 | -      | 383                                                                               |      |
| HCM Lane V/C Ratio       | 0.025  | -                                                                                 | -                                                                                 | -      | 0.083                                                                             |      |
| HCM Control Delay (s)    | 8.1    | 0                                                                                 | -                                                                                 | -      | 15.2                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |

HCM 6th TWSC  
4: Washburn Road/Site Ingress Driveway & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |      |      |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|------|------|------|
| Int Delay, s/veh         | 1.1    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |      |      |      |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |      |      |      |
| Traffic Vol, veh/h       | 0      | 235                                                                               | 54   | 12     | 215                                                                               | 0    | 7      | 0                                                                                 | 34   | 0    | 0    | 0    |
| Future Vol, veh/h        | 0      | 235                                                                               | 54   | 12     | 215                                                                               | 0    | 7      | 0                                                                                 | 34   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 22   | 22     | 0                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0    | 0    | 0    |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop | Stop | Stop |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -    | -    | None |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -    | -    | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -    | 0    | -    |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -    | 0    | -    |
| Peak Hour Factor         | 60     | 60                                                                                | 60   | 60     | 60                                                                                | 60   | 60     | 60                                                                                | 60   | 60   | 60   | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 0    | 0      | 4                                                                                 | 0    | 0      | 0                                                                                 | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0      | 392                                                                               | 90   | 20     | 358                                                                               | 0    | 12     | 0                                                                                 | 57   | 0    | 0    | 0    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |      |      |      |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      |      |      |      |
| Conflicting Flow All     | 358    | 0                                                                                 | 0    | 504    | 0                                                                                 | 0    | 857    | 857                                                                               | 459  |      |      |      |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 459    | 459                                                                               | -    |      |      |      |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 398    | 398                                                                               | -    |      |      |      |
| Critical Hdwy            | 4.1    | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 6.4    | 6.5                                                                               | 6.2  |      |      |      |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 5.4    | 5.5                                                                               | -    |      |      |      |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 5.4    | 5.5                                                                               | -    |      |      |      |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  |      |      |      |
| Pot Cap-1 Maneuver       | 1212   | -                                                                                 | -    | 1071   | -                                                                                 | -    | 330    | 297                                                                               | 606  |      |      |      |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 641    | 570                                                                               | -    |      |      |      |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 683    | 606                                                                               | -    |      |      |      |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |      |      |      |
| Mov Cap-1 Maneuver       | 1212   | -                                                                                 | -    | 1049   | -                                                                                 | -    | 315    | 0                                                                                 | 593  |      |      |      |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 315    | 0                                                                                 | -    |      |      |      |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 628    | 0                                                                                 | -    |      |      |      |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 667    | 0                                                                                 | -    |      |      |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |      |      |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |      |      |      |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      |      |      |      |
| HCM Control Delay, s     | 0      |                                                                                   |      | 0.4    |                                                                                   |      | 13.1   |                                                                                   |      |      |      |      |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |      |      |      |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |      |      |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    |                                                                                   |      |      |      |      |
| Capacity (veh/h)         | 515    | 1212                                                                              | -    | -      | 1049                                                                              | -    | -      |                                                                                   |      |      |      |      |
| HCM Lane V/C Ratio       | 0.133  | -                                                                                 | -    | -      | 0.019                                                                             | -    | -      |                                                                                   |      |      |      |      |
| HCM Control Delay (s)    | 13.1   | 0                                                                                 | -    | -      | 8.5                                                                               | 0    | -      |                                                                                   |      |      |      |      |
| HCM Lane LOS             | B      | A                                                                                 | -    | -      | A                                                                                 | A    | -      |                                                                                   |      |      |      |      |
| HCM 95th %tile Q(veh)    | 0.5    | 0                                                                                 | -    | -      | 0.1                                                                               | -    | -      |                                                                                   |      |      |      |      |

HCM 6th TWSC  
5: High School Egress Driveway & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 4      |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      |        |        | ↑    | ↑     | ↑     |
| Traffic Vol, veh/h       | 154    | 0      | 0      | 222  | 21    | 135   |
| Future Vol, veh/h        | 154    | 0      | 0      | 222  | 21    | 135   |
| Conflicting Peds, #/hr   | 0      | 7      | 7      | 0    | 3     | 27    |
| 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         | 60     | 60     | 60     | 60   | 60    | 60    |
| Heavy Vehicles, %        | 5      | 0      | 0      | 4    | 5     | 3     |
| Mvmt Flow                | 257    | 0      | 0      | 370  | 35    | 225   |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | -      | -      | -    | 630   | 284   |
| Stage 1                  | -      | -      | -      | -    | 257   | -     |
| Stage 2                  | -      | -      | -      | -    | 373   | -     |
| Critical Hdwy            | -      | -      | -      | -    | 6.45  | 6.23  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.45  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.45  | -     |
| Follow-up Hdwy           | -      | -      | -      | -    | 3.545 | 3.327 |
| Pot Cap-1 Maneuver       | -      | 0      | 0      | -    | 441   | 753   |
| Stage 1                  | -      | 0      | 0      | -    | 779   | -     |
| Stage 2                  | -      | 0      | 0      | -    | 690   | -     |
| Platoon blocked, %       | -      |        |        | -    |       |       |
| Mov Cap-1 Maneuver       | -      | -      | -      | -    | 440   | 734   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 440   | -     |
| Stage 1                  | -      | -      | -      | -    | 779   | -     |
| Stage 2                  | -      | -      | -      | -    | 688   | -     |
| Approach                 | EB     | WB     |        | NB   |       |       |
| HCM Control Delay, s     | 0      | 0      |        | 13.7 |       |       |
| HCM LOS                  |        |        |        | B    |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | WBT    |      |       |       |
| Capacity (veh/h)         | 673    | -      | -      |      |       |       |
| HCM Lane V/C Ratio       | 0.386  | -      | -      |      |       |       |
| HCM Control Delay (s)    | 13.7   | -      | -      |      |       |       |
| HCM Lane LOS             | B      | -      | -      |      |       |       |
| HCM 95th %tile Q(veh)    | 1.8    | -      | -      |      |       |       |

HCM 6th TWSC  
6: High School Ingress Driveway & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.3                                                                               |      |        |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |        |  |  |      |
| Traffic Vol, veh/h       | 154                                                                               | 85   | 125    | 118                                                                               | 0                                                                                 | 0    |
| Future Vol, veh/h        | 154                                                                               | 85   | 125    | 118                                                                               | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13     | 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         | 60                                                                                | 60   | 60     | 60                                                                                | 60                                                                                | 60   |
| Heavy Vehicles, %        | 5                                                                                 | 1    | 3      | 5                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 257                                                                               | 142  | 208    | 197                                                                               | 0                                                                                 | 0    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |      |
| Conflicting Flow All     | 0                                                                                 | 0    | 412    | 0                                                                                 | 954                                                                               | 341  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 341                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 613                                                                               | -    |
| Critical Hdwy            | -                                                                                 | -    | 4.13   | -                                                                                 | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Follow-up Hdwy           | -                                                                                 | -    | 2.227  | -                                                                                 | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1142   | -                                                                                 | 289                                                                               | 706  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 725                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 544                                                                               | -    |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1128   | -                                                                                 | 226                                                                               | 697  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 226                                                                               | -    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 716                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 431                                                                               | -    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |      |
| HCM Control Delay, s     | 0                                                                                 |      | 4.6    |                                                                                   | 0                                                                                 |      |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | A                                                                                 |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |      |
| Capacity (veh/h)         | -                                                                                 | -    | -      | 1128                                                                              | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -    | -      | 0.185                                                                             | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -    | -      | 8.9                                                                               | 0                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |      |
| HCM 95th %tile Q(veh)    | -                                                                                 | -    | -      | 0.7                                                                               | -                                                                                 |      |



HCM 6th TWSC  
7: Sunset Lane & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |      |                                                                                   |                                                                                   |      |                                                                                   |      |
|--------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.3  |                                                                                   |                                                                                   |      |                                                                                   |      |
| Movement                 | EBL  | EBT                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR  |
| Lane Configurations      |      |  |  |      |  |      |
| Traffic Vol, veh/h       | 14   | 151                                                                               | 118                                                                               | 44   | 46                                                                                | 54   |
| Future Vol, veh/h        | 14   | 151                                                                               | 118                                                                               | 44   | 46                                                                                | 54   |
| Conflicting Peds, #/hr   | 1    | 0                                                                                 | 0                                                                                 | 1    | 25                                                                                | 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         | 60   | 60                                                                                | 60                                                                                | 60   | 60                                                                                | 60   |
| Heavy Vehicles, %        | 0    | 5                                                                                 | 5                                                                                 | 5    | 0                                                                                 | 0    |
| Mvmt Flow                | 23   | 252                                                                               | 197                                                                               | 73   | 77                                                                                | 90   |

| Major/Minor          | Major1 | Major2 | Minor2 |     |     |
|----------------------|--------|--------|--------|-----|-----|
| Conflicting Flow All | 271    | 0      | 0      | 558 | 235 |
| Stage 1              | -      | -      | -      | 235 | -   |
| Stage 2              | -      | -      | -      | 323 | -   |
| 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   | 1304   | -      | -      | 494 | 809 |
| Stage 1              | -      | -      | -      | 809 | -   |
| Stage 2              | -      | -      | -      | 738 | -   |
| Platoon blocked, %   |        | -      | -      |     |     |
| Mov Cap-1 Maneuver   | 1303   | -      | -      | 483 | 808 |
| Mov Cap-2 Maneuver   | -      | -      | -      | 483 | -   |
| Stage 1              | -      | -      | -      | 791 | -   |
| Stage 2              | -      | -      | -      | 737 | -   |

| Approach             | EB  | WB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 0.7 | 0  | 13 |
| HCM LOS              |     |    | B  |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1303  | -   | -   | -   | 617   |
| HCM Lane V/C Ratio    | 0.018 | -   | -   | -   | 0.27  |
| HCM Control Delay (s) | 7.8   | 0   | -   | -   | 13    |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | -   | 1.1   |

HCM 6th TWSC  
8: West Parkway & Sunset Lane

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |                                                                                   |      |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.3                                                                               |      |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR  | NBT                                                                               | NBR  | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |      |  |      |  |  |
| Traffic Vol, veh/h       | 56                                                                                | 37   | 142                                                                               | 182  | 111                                                                               | 284                                                                               |
| Future Vol, veh/h        | 56                                                                                | 37   | 142                                                                               | 182  | 111                                                                               | 284                                                                               |
| Conflicting Peds, #/hr   | 2                                                                                 | 1    | 0                                                                                 | 2    | 2                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop | Free                                                                              | Free | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None | -                                                                                 | None | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -    | -                                                                                 | -    | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -    | 0                                                                                 | -    | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 65                                                                                | 65   | 65                                                                                | 65   | 65                                                                                | 65                                                                                |
| Heavy Vehicles, %        | 7                                                                                 | 8    | 4                                                                                 | 5    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 86                                                                                | 57   | 218                                                                               | 280  | 171                                                                               | 437                                                                               |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 1141   | 361    | 0      | 0 | 500   |
| Stage 1              | 360    | -      | -      | - | -     |
| Stage 2              | 781    | -      | -      | - | -     |
| Critical Hdwy        | 6.47   | 6.28   | -      | - | 4.12  |
| Critical Hdwy Stg 1  | 5.47   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.47   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.563  | 3.372  | -      | - | 2.218 |
| Pot Cap-1 Maneuver   | 217    | 670    | -      | - | 1064  |
| Stage 1              | 695    | -      | -      | - | -     |
| Stage 2              | 443    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 181    | 668    | -      | - | 1062  |
| Mov Cap-2 Maneuver   | 181    | -      | -      | - | -     |
| Stage 1              | 694    | -      | -      | - | -     |
| Stage 2              | 371    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 35.8 | 0  | 2.5 |
| HCM LOS              | E    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 255   | 1062  |
| HCM Lane V/C Ratio    | -   | -        | 0.561 | 0.161 |
| HCM Control Delay (s) | -   | -        | 35.8  | 9     |
| HCM Lane LOS          | -   | -        | E     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 3.1   | 0.6   |

HCM 6th TWSC  
9: West Parkway & Sunset Road

2023 Existing Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↗    | ↑    |      |      | ↘    |      |
| Traffic Vol, veh/h       | 45   | 0    | 44   | 13   | 8    | 9    | 27   | 175  | 0    | 0    | 290  | 31   |
| Future Vol, veh/h        | 45   | 0    | 44   | 13   | 8    | 9    | 27   | 175  | 0    | 0    | 290  | 31   |
| Conflicting Peds, #/hr   | 3    | 0    | 0    | 0    | 0    | 3    | 2    | 0    | 2    | 2    | 0    | 2    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | 80   | -    | -    | -    | -    | -    |
| 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    | 4    | 2    | 0    | 0    | 1    | 3    |
| Mvmt Flow                | 47   | 0    | 46   | 14   | 8    | 9    | 28   | 184  | 0    | 0    | 305  | 33   |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     | Major2 |   |   |   |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 576    | 564 | 324    | 585 | 580    | 187 | 340    | 0 | - | - | - | 0 |
| Stage 1              | 324    | 324 | -      | 240 | 240    | -   | -      | - | - | - | - | - |
| Stage 2              | 252    | 240 | -      | 345 | 340    | -   | -      | - | - | - | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 4.14   | - | - | - | - | - |
| 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 | 2.236  | - | - | - | - | - |
| Pot Cap-1 Maneuver   | 431    | 438 | 722    | 425 | 428    | 860 | 1208   | - | 0 | 0 | - | - |
| Stage 1              | 692    | 653 | -      | 768 | 711    | -   | -      | - | 0 | 0 | - | - |
| Stage 2              | 757    | 711 | -      | 675 | 643    | -   | -      | - | 0 | 0 | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |        | - |   |   | - | - |
| Mov Cap-1 Maneuver   | 410    | 427 | 721    | 391 | 417    | 858 | 1206   | - | - | - | - | - |
| Mov Cap-2 Maneuver   | 410    | 427 | -      | 391 | 417    | -   | -      | - | - | - | - | - |
| Stage 1              | 675    | 652 | -      | 750 | 695    | -   | -      | - | - | - | - | - |
| Stage 2              | 720    | 695 | -      | 632 | 642    | -   | -      | - | - | - | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 13.4 |  | 13.1 |  | 1.1 |  | 0  |  |
| HCM LOS              | B    |  | B    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1206  | -   | 521   | 477   | -   | -   |
| HCM Lane V/C Ratio    | 0.024 | -   | 0.18  | 0.066 | -   | -   |
| HCM Control Delay (s) | 8.1   | -   | 13.4  | 13.1  | -   | -   |
| HCM Lane LOS          | A     | -   | B     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.7   | 0.2   | -   | -   |

# HCM 6th Signalized Intersection Summary

## 1: Boulevard & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 98                                                                                | 141                                                                               | 30                                                                                | 15                                                                                | 112                                                                               | 54                                                                                | 51                                                                                 | 387                                                                                 | 35                                                                                  | 25                                                                                  | 305                                                                                 | 86                                                                                  |
| Future Volume (veh/h)        | 98                                                                                | 141                                                                               | 30                                                                                | 15                                                                                | 112                                                                               | 54                                                                                | 51                                                                                 | 387                                                                                 | 35                                                                                  | 25                                                                                  | 305                                                                                 | 86                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.97                                                                              |                                                                                   | 0.94                                                                              | 0.97                                                                              |                                                                                   | 0.94                                                                              | 0.99                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1920                                                                              | 2034                                                                              | 2034                                                                              | 2100                                                                              | 2084                                                                              | 2100                                                                              | 2034                                                                               | 2034                                                                                | 2100                                                                                | 2034                                                                                | 2018                                                                                | 2034                                                                                |
| Adj Flow Rate, veh/h         | 113                                                                               | 162                                                                               | 34                                                                                | 17                                                                                | 129                                                                               | 62                                                                                | 59                                                                                 | 445                                                                                 | 40                                                                                  | 29                                                                                  | 351                                                                                 | 99                                                                                  |
| Peak Hour Factor             | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         | 11                                                                                | 4                                                                                 | 4                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 4                                                                                  | 4                                                                                   | 0                                                                                   | 4                                                                                   | 5                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 234                                                                               | 252                                                                               | 47                                                                                | 101                                                                               | 311                                                                               | 139                                                                               | 145                                                                                | 811                                                                                 | 69                                                                                  | 108                                                                                 | 719                                                                                 | 194                                                                                 |
| Arrive On Green              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.24                                                                              | 0.50                                                                               | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                | 0.50                                                                                |
| Sat Flow, veh/h              | 525                                                                               | 1034                                                                              | 193                                                                               | 71                                                                                | 1276                                                                              | 572                                                                               | 118                                                                                | 1632                                                                                | 139                                                                                 | 51                                                                                  | 1448                                                                                | 390                                                                                 |
| Grp Volume(v), veh/h         | 309                                                                               | 0                                                                                 | 0                                                                                 | 208                                                                               | 0                                                                                 | 0                                                                                 | 544                                                                                | 0                                                                                   | 0                                                                                   | 479                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1752                                                                              | 0                                                                                 | 0                                                                                 | 1919                                                                              | 0                                                                                 | 0                                                                                 | 1889                                                                               | 0                                                                                   | 0                                                                                   | 1888                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 2.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 7.1                                                                               | 0.0                                                                               | 0.0                                                                               | 4.2                                                                               | 0.0                                                                               | 0.0                                                                               | 8.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.37                                                                              |                                                                                   | 0.11                                                                              | 0.08                                                                              |                                                                                   | 0.30                                                                              | 0.11                                                                               |                                                                                     | 0.07                                                                                | 0.06                                                                                |                                                                                     | 0.21                                                                                |
| Lane Grp Cap(c), veh/h       | 533                                                                               | 0                                                                                 | 0                                                                                 | 552                                                                               | 0                                                                                 | 0                                                                                 | 1025                                                                               | 0                                                                                   | 0                                                                                   | 1021                                                                                | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.58                                                                              | 0.00                                                                              | 0.00                                                                              | 0.38                                                                              | 0.00                                                                              | 0.00                                                                              | 0.53                                                                               | 0.00                                                                                | 0.00                                                                                | 0.47                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 2413                                                                              | 0                                                                                 | 0                                                                                 | 2701                                                                              | 0                                                                                 | 0                                                                                 | 1025                                                                               | 0                                                                                   | 0                                                                                   | 1021                                                                                | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 15.8                                                                              | 0.0                                                                               | 0.0                                                                               | 14.8                                                                              | 0.0                                                                               | 0.0                                                                               | 8.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 0.0                                                                               | 2.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 4.6                                                                               | 0.0                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 0.0                                                                               | 5.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.4                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 16.8                                                                              | 0.0                                                                               | 0.0                                                                               | 15.2                                                                              | 0.0                                                                               | 0.0                                                                               | 10.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 9.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 309                                                                               |                                                                                   |                                                                                   | 208                                                                               |                                                                                   |                                                                                    | 544                                                                                 |                                                                                     |                                                                                     | 479                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 15.2                                                                              |                                                                                   |                                                                                    | 10.0                                                                                |                                                                                     |                                                                                     | 9.3                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 29.0                                                                              |                                                                                   | 17.3                                                                              |                                                                                   | 29.0                                                                              |                                                                                    | 17.3                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 23.0                                                                              |                                                                                   | 65.0                                                                              |                                                                                   | 23.0                                                                              |                                                                                    | 65.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 10.7                                                                              |                                                                                   | 9.1                                                                               |                                                                                   | 9.6                                                                               |                                                                                    | 6.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.8                                                                               |                                                                                   | 2.2                                                                               |                                                                                   | 2.5                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 11.9                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Andrews Place/Van Ness Avenue & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 4    | 254  | 28   | 7    | 216  | 26   | 0    | 0    | 5    | 10   | 2    | 4    |
| Future Vol, veh/h        | 4    | 254  | 28   | 7    | 216  | 26   | 0    | 0    | 5    | 10   | 2    | 4    |
| Conflicting Peds, #/hr   | 3    | 0    | 28   | 28   | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 75   | 6    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 10   | 0    | 0    |
| Mvmt Flow                | 5    | 292  | 32   | 8    | 248  | 30   | 0    | 0    | 6    | 11   | 2    | 5    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 281    | 0 | 0 | 352    | 0 | 0 | 629    | 643 | 336 | 603    | 644 | 266 |
| Stage 1              | -      | - | - | -      | - | - | 346    | 346 | -   | 282    | 282 | -   |
| Stage 2              | -      | - | - | -      | - | - | 283    | 297 | -   | 321    | 362 | -   |
| Critical Hdwy        | 4.85   | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.2    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.2    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.2    | 5.5 | -   |
| Follow-up Hdwy       | 2.875  | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.59   | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 957    | - | - | 1218   | - | - | 398    | 394 | 711 | 399    | 394 | 778 |
| Stage 1              | -      | - | - | -      | - | - | 674    | 639 | -   | 708    | 681 | -   |
| Stage 2              | -      | - | - | -      | - | - | 728    | 671 | -   | 674    | 629 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   | -      | -   | -   |
| Mov Cap-1 Maneuver   | 954    | - | - | 1186   | - | - | 379    | 377 | 692 | 390    | 377 | 776 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 379    | 377 | -   | 390    | 377 | -   |
| Stage 1              | -      | - | - | -      | - | - | 652    | 618 | -   | 702    | 674 | -   |
| Stage 2              | -      | - | - | -      | - | - | 715    | 664 | -   | 664    | 608 | -   |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 |  |  | 0.2 |  |  | 10.2 |  |  | 13.5 |  |  |
| HCM LOS              |     |  |  |     |  |  | B    |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 692   | 954   | -   | -   | 1186  | -   | -   | 443   |
| HCM Lane V/C Ratio    | 0.008 | 0.005 | -   | -   | 0.007 | -   | -   | 0.042 |
| HCM Control Delay (s) | 10.2  | 8.8   | 0   | -   | 8.1   | 0   | -   | 13.5  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | 0     | -   | -   | 0     | -   | -   | 0.1   |

HCM 6th TWSC  
3: Sunset Road & Roome Avenue

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1      |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 13     | 267                                                                               | 214                                                                               | 6      | 19                                                                                | 11   |
| Future Vol, veh/h        | 13     | 267                                                                               | 214                                                                               | 6      | 19                                                                                | 11   |
| Conflicting Peds, #/hr   | 4      | 0                                                                                 | 0                                                                                 | 4      | 1                                                                                 | 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         | 77     | 77                                                                                | 77                                                                                | 77     | 77                                                                                | 77   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 3                                                                                 | 0      | 11                                                                                | 0    |
| Mvmt Flow                | 17     | 347                                                                               | 278                                                                               | 8      | 25                                                                                | 14   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 290    | 0                                                                                 | -                                                                                 | 0      | 668                                                                               | 286  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 286                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 382                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.51                                                                              | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.51                                                                              | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.51                                                                              | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.599                                                                             | 3.3  |
| Pot Cap-1 Maneuver       | 1283   | -                                                                                 | -                                                                                 | -      | 410                                                                               | 758  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 742                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 671                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1278   | -                                                                                 | -                                                                                 | -      | 400                                                                               | 755  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 400                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 727                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 668                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 13.1   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1278   | -                                                                                 | -                                                                                 | -      | 483                                                                               |      |
| HCM Lane V/C Ratio       | 0.013  | -                                                                                 | -                                                                                 | -      | 0.081                                                                             |      |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -                                                                                 | -      | 13.1                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |

HCM 6th TWSC  
4: Washburn Road/Site Ingress Driveway & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 271  | 45   | 13   | 212  | 0    | 9    | 0    | 9    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 271  | 45   | 13   | 212  | 0    | 9    | 0    | 9    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 29   | 29   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 352  | 58   | 17   | 275  | 0    | 12   | 0    | 12   | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|
| Conflicting Flow All | 275    | 0 | 0 | 439    | 0 | 0 | 719    | 719 | 411 |
| Stage 1              | -      | - | - | -      | - | - | 410    | 410 | -   |
| Stage 2              | -      | - | - | -      | - | - | 309    | 309 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 6.4    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1300   | - | - | 1132   | - | - | 398    | 357 | 645 |
| Stage 1              | -      | - | - | -      | - | - | 674    | 599 | -   |
| Stage 2              | -      | - | - | -      | - | - | 749    | 663 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |     |
| Mov Cap-1 Maneuver   | 1300   | - | - | 1101   | - | - | 380    | 0   | 627 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 380    | 0   | -   |
| Stage 1              | -      | - | - | -      | - | - | 655    | 0   | -   |
| Stage 2              | -      | - | - | -      | - | - | 736    | 0   | -   |

| Approach             | EB | WB  | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0  | 0.5 | 13 |
| HCM LOS              |    |     | B  |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR |
|-----------------------|-------|------|-----|-----|-------|-----|-----|
| Capacity (veh/h)      | 473   | 1300 | -   | -   | 1101  | -   | -   |
| HCM Lane V/C Ratio    | 0.049 | -    | -   | -   | 0.015 | -   | -   |
| HCM Control Delay (s) | 13    | 0    | -   | -   | 8.3   | 0   | -   |
| HCM Lane LOS          | B     | A    | -   | -   | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0    | -   | -   | 0     | -   | -   |

HCM 6th TWSC  
5: High School Egress Driveway & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 3.3    |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      |        |        | ↑    | ↑     | ↑     |
| Traffic Vol, veh/h       | 216    | 0      | 0      | 221  | 38    | 100   |
| Future Vol, veh/h        | 216    | 0      | 0      | 221  | 38    | 100   |
| Conflicting Peds, #/hr   | 0      | 32     | 32     | 0    | 9     | 39    |
| 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         | 75     | 75     | 75     | 75   | 75    | 75    |
| Heavy Vehicles, %        | 4      | 0      | 0      | 3    | 17    | 6     |
| Mvmt Flow                | 288    | 0      | 0      | 295  | 51    | 133   |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | -      | -      | -    | 592   | 327   |
| Stage 1                  | -      | -      | -      | -    | 288   | -     |
| Stage 2                  | -      | -      | -      | -    | 304   | -     |
| Critical Hdwy            | -      | -      | -      | -    | 6.57  | 6.26  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.57  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.57  | -     |
| Follow-up Hdwy           | -      | -      | -      | -    | 3.653 | 3.354 |
| Pot Cap-1 Maneuver       | -      | 0      | 0      | -    | 445   | 705   |
| Stage 1                  | -      | 0      | 0      | -    | 728   | -     |
| Stage 2                  | -      | 0      | 0      | -    | 716   | -     |
| Platoon blocked, %       | -      |        |        | -    |       |       |
| Mov Cap-1 Maneuver       | -      | -      | -      | -    | 441   | 679   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 441   | -     |
| Stage 1                  | -      | -      | -      | -    | 728   | -     |
| Stage 2                  | -      | -      | -      | -    | 710   | -     |
| Approach                 | EB     | WB     |        | NB   |       |       |
| HCM Control Delay, s     | 0      | 0      |        | 13.8 |       |       |
| HCM LOS                  |        |        |        | B    |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | WBT    |      |       |       |
| Capacity (veh/h)         | 591    | -      | -      |      |       |       |
| HCM Lane V/C Ratio       | 0.311  | -      | -      |      |       |       |
| HCM Control Delay (s)    | 13.8   | -      | -      |      |       |       |
| HCM Lane LOS             | B      | -      | -      |      |       |       |
| HCM 95th %tile Q(veh)    | 1.3    | -      | -      |      |       |       |



HCM 6th TWSC  
6: High School Ingress Driveway & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1                                                                                 |      |        |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |        |  |  |      |
| Traffic Vol, veh/h       | 216                                                                               | 12   | 56     | 203                                                                               | 0                                                                                 | 0    |
| Future Vol, veh/h        | 216                                                                               | 12   | 56     | 203                                                                               | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 22   | 22     | 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         | 78                                                                                | 78   | 78     | 78                                                                                | 78                                                                                | 78   |
| Heavy Vehicles, %        | 5                                                                                 | 8    | 9      | 3                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 277                                                                               | 15   | 72     | 260                                                                               | 0                                                                                 | 0    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |      |
| Conflicting Flow All     | 0                                                                                 | 0    | 314    | 0                                                                                 | 711                                                                               | 307  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 307                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 404                                                                               | -    |
| Critical Hdwy            | -                                                                                 | -    | 4.19   | -                                                                                 | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Follow-up Hdwy           | -                                                                                 | -    | 2.281  | -                                                                                 | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1208   | -                                                                                 | 403                                                                               | 738  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 751                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 679                                                                               | -    |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1183   | -                                                                                 | 366                                                                               | 723  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 366                                                                               | -    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 735                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 631                                                                               | -    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |      |
| HCM Control Delay, s     | 0                                                                                 |      | 1.8    |                                                                                   | 0                                                                                 |      |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | A                                                                                 |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |      |
| Capacity (veh/h)         | -                                                                                 | -    | -      | 1183                                                                              | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -    | -      | 0.061                                                                             | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -    | -      | 8.2                                                                               | 0                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |      |
| HCM 95th %tile Q(veh)    | -                                                                                 | -    | -      | 0.2                                                                               | -                                                                                 |      |

HCM 6th TWSC  
7: Sunset Lane & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.2    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 28     | 154                                                                               | 180                                                                               | 70     | 14                                                                                | 15   |
| Future Vol, veh/h        | 28     | 154                                                                               | 180                                                                               | 70     | 14                                                                                | 15   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 23                                                                                | 3    |
| 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         | 78     | 78                                                                                | 78                                                                                | 78     | 78                                                                                | 78   |
| Heavy Vehicles, %        | 0      | 4                                                                                 | 3                                                                                 | 1      | 0                                                                                 | 0    |
| Mvmt Flow                | 36     | 197                                                                               | 231                                                                               | 90     | 18                                                                                | 19   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 321    | 0                                                                                 | -                                                                                 | 0      | 568                                                                               | 279  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 276                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 292                                                                               | -    |
| 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       | 1250   | -                                                                                 | -                                                                                 | -      | 488                                                                               | 765  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 775                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 762                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1250   | -                                                                                 | -                                                                                 | -      | 472                                                                               | 763  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 472                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 750                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 762                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 1.2    | 0                                                                                 |                                                                                   | 11.5   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1250   | -                                                                                 | -                                                                                 | -      | 588                                                                               |      |
| HCM Lane V/C Ratio       | 0.029  | -                                                                                 | -                                                                                 | -      | 0.063                                                                             |      |
| HCM Control Delay (s)    | 8      | 0                                                                                 | -                                                                                 | -      | 11.5                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

HCM 6th TWSC  
8: West Parkway & Sunset Lane

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.6                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 91                                                                                | 85       | 199                                                                               | 115    | 81                                                                                | 241                                                                               |
| Future Vol, veh/h        | 91                                                                                | 85       | 199                                                                               | 115    | 81                                                                                | 241                                                                               |
| Conflicting Peds, #/hr   | 2                                                                                 | 2        | 0                                                                                 | 3      | 3                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 4                                                                                 | 0        | 3                                                                                 | 4      | 3                                                                                 | 2                                                                                 |
| Mvmt Flow                | 99                                                                                | 92       | 216                                                                               | 125    | 88                                                                                | 262                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 722                                                                               | 284      | 0                                                                                 | 0      | 344                                                                               | 0                                                                                 |
| Stage 1                  | 282                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 440                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.44                                                                              | 6.2      | -                                                                                 | -      | 4.13                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.44                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.44                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.536                                                                             | 3.3      | -                                                                                 | -      | 2.227                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver       | 391                                                                               | 760      | -                                                                                 | -      | 1209                                                                              | -                                                                                 |
| Stage 1                  | 761                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 645                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 361                                                                               | 756      | -                                                                                 | -      | 1206                                                                              | -                                                                                 |
| Mov Cap-2 Maneuver       | 361                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 759                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 597                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 17.3                                                                              | 0        |                                                                                   | 2.1    |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT                                                                               |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 483                                                                               | 1206   | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.396                                                                             | 0.073  | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 17.3                                                                              | 8.2    | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | C                                                                                 | A      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 1.9                                                                               | 0.2    | -                                                                                 |                                                                                   |

HCM 6th TWSC  
9: West Parkway & Sunset Road

2023 Existing Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↗    | ↖    |      |      | ↗    |      |
| Traffic Vol, veh/h       | 22   | 0    | 30   | 29   | 21   | 18   | 49   | 218  | 0    | 0    | 218  | 28   |
| Future Vol, veh/h        | 22   | 0    | 30   | 29   | 21   | 18   | 49   | 218  | 0    | 0    | 218  | 28   |
| Conflicting Peds, #/hr   | 2    | 0    | 1    | 1    | 0    | 2    | 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           | -    | -    | -    | -    | -    | -    | 80   | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    |
| Mvmt Flow                | 27   | 0    | 36   | 35   | 25   | 22   | 59   | 263  | 0    | 0    | 263  | 34   |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     | Major2 |   |   |   |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 687    | 661 | 281    | 680 | 678    | 265 | 297    | 0 | - | - | - | 0 |
| Stage 1              | 280    | 280 | -      | 381 | 381    | -   | -      | - | - | - | - | - |
| Stage 2              | 407    | 381 | -      | 299 | 297    | -   | -      | - | - | - | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 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    | - | - | - | - | - |
| Pot Cap-1 Maneuver   | 364    | 385 | 763    | 368 | 377    | 779 | 1276   | - | 0 | 0 | - | - |
| Stage 1              | 731    | 683 | -      | 645 | 617    | -   | -      | - | 0 | 0 | - | - |
| Stage 2              | 625    | 617 | -      | 714 | 671    | -   | -      | - | 0 | 0 | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |        | - |   |   | - | - |
| Mov Cap-1 Maneuver   | 323    | 367 | 762    | 338 | 360    | 778 | 1276   | - | - | - | - | - |
| Mov Cap-2 Maneuver   | 323    | 367 | -      | 338 | 360    | -   | -      | - | - | - | - | - |
| Stage 1              | 697    | 683 | -      | 615 | 589    | -   | -      | - | - | - | - | - |
| Stage 2              | 554    | 589 | -      | 679 | 671    | -   | -      | - | - | - | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 13.5 |  | 16.1 |  | 1.5 |  | 0  |  |
| HCM LOS              | B    |  | C    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1276  | -   | 484   | 407   | -   | -   |
| HCM Lane V/C Ratio    | 0.046 | -   | 0.129 | 0.201 | -   | -   |
| HCM Control Delay (s) | 8     | -   | 13.5  | 16.1  | -   | -   |
| HCM Lane LOS          | A     | -   | B     | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.4   | 0.7   | -   | -   |

# HCM 6th Signalized Intersection Summary

## 1: Boulevard & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 90                                                                                | 135                                                                               | 34                                                                                | 7                                                                                 | 101                                                                               | 13                                                                                | 58                                                                                 | 322                                                                                 | 26                                                                                  | 22                                                                                  | 277                                                                                 | 85                                                                                  |
| Future Volume (veh/h)        | 90                                                                                | 135                                                                               | 34                                                                                | 7                                                                                 | 101                                                                               | 13                                                                                | 58                                                                                 | 322                                                                                 | 26                                                                                  | 22                                                                                  | 277                                                                                 | 85                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.98                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1969                                                                              | 2067                                                                              | 1985                                                                              | 2100                                                                              | 2084                                                                              | 1953                                                                              | 2034                                                                               | 2002                                                                                | 2100                                                                                | 2100                                                                                | 2051                                                                                | 2002                                                                                |
| Adj Flow Rate, veh/h         | 115                                                                               | 173                                                                               | 44                                                                                | 9                                                                                 | 129                                                                               | 17                                                                                | 74                                                                                 | 413                                                                                 | 33                                                                                  | 28                                                                                  | 355                                                                                 | 109                                                                                 |
| Peak Hour Factor             | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                               | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                |
| Percent Heavy Veh, %         | 8                                                                                 | 2                                                                                 | 7                                                                                 | 0                                                                                 | 1                                                                                 | 9                                                                                 | 4                                                                                  | 6                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 6                                                                                   |
| Cap, veh/h                   | 179                                                                               | 219                                                                               | 52                                                                                | 54                                                                                | 385                                                                               | 49                                                                                | 172                                                                                | 948                                                                                 | 73                                                                                  | 80                                                                                  | 922                                                                                 | 273                                                                                 |
| Arrive On Green              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.22                                                                              | 0.64                                                                               | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                | 0.64                                                                                |
| Sat Flow, veh/h              | 559                                                                               | 1000                                                                              | 238                                                                               | 45                                                                                | 1762                                                                              | 223                                                                               | 193                                                                                | 1478                                                                                | 113                                                                                 | 56                                                                                  | 1438                                                                                | 425                                                                                 |
| Grp Volume(v), veh/h         | 332                                                                               | 0                                                                                 | 0                                                                                 | 155                                                                               | 0                                                                                 | 0                                                                                 | 520                                                                                | 0                                                                                   | 0                                                                                   | 492                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1797                                                                              | 0                                                                                 | 0                                                                                 | 2030                                                                              | 0                                                                                 | 0                                                                                 | 1785                                                                               | 0                                                                                   | 0                                                                                   | 1918                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 9.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 14.9                                                                              | 0.0                                                                               | 0.0                                                                               | 5.5                                                                               | 0.0                                                                               | 0.0                                                                               | 11.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.2                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.35                                                                              |                                                                                   | 0.13                                                                              | 0.06                                                                              |                                                                                   | 0.11                                                                              | 0.14                                                                               |                                                                                     | 0.06                                                                                | 0.06                                                                                |                                                                                     | 0.22                                                                                |
| Lane Grp Cap(c), veh/h       | 449                                                                               | 0                                                                                 | 0                                                                                 | 488                                                                               | 0                                                                                 | 0                                                                                 | 1193                                                                               | 0                                                                                   | 0                                                                                   | 1275                                                                                | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.74                                                                              | 0.00                                                                              | 0.00                                                                              | 0.32                                                                              | 0.00                                                                              | 0.00                                                                              | 0.44                                                                               | 0.00                                                                                | 0.00                                                                                | 0.39                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 733                                                                               | 0                                                                                 | 0                                                                                 | 815                                                                               | 0                                                                                 | 0                                                                                 | 1193                                                                               | 0                                                                                   | 0                                                                                   | 1275                                                                                | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 31.7                                                                              | 0.0                                                                               | 0.0                                                                               | 28.3                                                                              | 0.0                                                                               | 0.0                                                                               | 7.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.3                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.4                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 0.0                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 10.8                                                                              | 0.0                                                                               | 0.0                                                                               | 4.8                                                                               | 0.0                                                                               | 0.0                                                                               | 7.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 6.7                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.1                                                                              | 0.0                                                                               | 0.0                                                                               | 28.7                                                                              | 0.0                                                                               | 0.0                                                                               | 8.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 8.2                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 332                                                                               |                                                                                   |                                                                                   | 155                                                                               |                                                                                   |                                                                                    | 520                                                                                 |                                                                                     |                                                                                     | 492                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.1                                                                              |                                                                                   |                                                                                   | 28.7                                                                              |                                                                                   |                                                                                    | 8.6                                                                                 |                                                                                     |                                                                                     | 8.2                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 61.0                                                                              |                                                                                   | 24.7                                                                              |                                                                                   | 61.0                                                                              |                                                                                    | 24.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 33.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    | 33.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 13.0                                                                              |                                                                                   | 16.9                                                                              |                                                                                   | 12.2                                                                              |                                                                                    | 7.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 3.8                                                                               |                                                                                   | 1.8                                                                               |                                                                                   | 3.4                                                                               |                                                                                    | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.2                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Andrews Place/Van Ness Avenue & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 3    | 230  | 37   | 1    | 225  | 18   | 2    | 1    | 5    | 24   | 3    | 3    |
| Future Vol, veh/h        | 3    | 230  | 37   | 1    | 225  | 18   | 2    | 1    | 5    | 24   | 3    | 3    |
| Conflicting Peds, #/hr   | 2    | 0    | 3    | 3    | 0    | 2    | 1    | 0    | 0    | 0    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 383  | 62   | 2    | 375  | 30   | 3    | 2    | 8    | 40   | 5    | 5    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 407    | 0 | 0 | 448    | 0 | 0 | 827    | 838 | 417 | 825    | 854 | 393 |
| Stage 1              | -      | - | - | -      | - | - | 427    | 427 | -   | 396    | 396 | -   |
| Stage 2              | -      | - | - | -      | - | - | 400    | 411 | -   | 429    | 458 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.1    | 6.5 | 6.2 |
| 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       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1163   | - | - | 1123   | - | - | 293    | 305 | 640 | 294    | 298 | 660 |
| Stage 1              | -      | - | - | -      | - | - | 610    | 589 | -   | 633    | 607 | -   |
| Stage 2              | -      | - | - | -      | - | - | 630    | 598 | -   | 608    | 570 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |     |        |     |     |
| Mov Cap-1 Maneuver   | 1161   | - | - | 1120   | - | - | 284    | 301 | 638 | 287    | 294 | 658 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 284    | 301 | -   | 287    | 294 | -   |
| Stage 1              | -      | - | - | -      | - | - | 605    | 584 | -   | 628    | 605 | -   |
| Stage 2              | -      | - | - | -      | - | - | 618    | 596 | -   | 595    | 565 | -   |

| Approach             | EB  | WB | NB   | SB   |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.1 | 0  | 13.4 | 19.1 |
| HCM LOS              |     |    | B    | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 440   | 1161  | -   | -   | 1120  | -   | -   | 305   |
| HCM Lane V/C Ratio    | 0.03  | 0.004 | -   | -   | 0.001 | -   | -   | 0.164 |
| HCM Control Delay (s) | 13.4  | 8.1   | 0   | -   | 8.2   | 0   | -   | 19.1  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.6   |

HCM 6th TWSC  
3: Sunset Road & Roome Avenue

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 18     | 257                                                                               | 225                                                                               | 5      | 13                                                                                | 6    |
| Future Vol, veh/h        | 18     | 257                                                                               | 225                                                                               | 5      | 13                                                                                | 6    |
| Conflicting Peds, #/hr   | 3      | 0                                                                                 | 0                                                                                 | 3      | 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         | 60     | 60                                                                                | 60                                                                                | 60     | 60                                                                                | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 4                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 30     | 428                                                                               | 375                                                                               | 8      | 22                                                                                | 10   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 386    | 0                                                                                 | -                                                                                 | 0      | 870                                                                               | 382  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 382                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 488                                                                               | -    |
| 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       | 1184   | -                                                                                 | -                                                                                 | -      | 325                                                                               | 670  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 694                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 621                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1181   | -                                                                                 | -                                                                                 | -      | 312                                                                               | 668  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 312                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 669                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 619                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 15.5   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1181   | -                                                                                 | -                                                                                 | -      | 375                                                                               |      |
| HCM Lane V/C Ratio       | 0.025  | -                                                                                 | -                                                                                 | -      | 0.084                                                                             |      |
| HCM Control Delay (s)    | 8.1    | 0                                                                                 | -                                                                                 | -      | 15.5                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |

HCM 6th TWSC  
4: Washburn Road/Site Ingress Driveway & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.1  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 240  | 55   | 12   | 219  | 0    | 7    | 0    | 35   | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 240  | 55   | 12   | 219  | 0    | 7    | 0    | 35   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 22   | 22   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 400  | 92   | 20   | 365  | 0    | 12   | 0    | 58   | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|
| Conflicting Flow All | 365    | 0 | 0 | 514    | 0 | 0 | 873    | 873 | 468 |
| Stage 1              | -      | - | - | -      | - | - | 468    | 468 | -   |
| Stage 2              | -      | - | - | -      | - | - | 405    | 405 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 6.4    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1205   | - | - | 1062   | - | - | 323    | 291 | 599 |
| Stage 1              | -      | - | - | -      | - | - | 634    | 565 | -   |
| Stage 2              | -      | - | - | -      | - | - | 678    | 602 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1205   | - | - | 1040   | - | - | 309    | 0   | 586 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 309    | 0   | -   |
| Stage 1              | -      | - | - | -      | - | - | 621    | 0   | -   |
| Stage 2              | -      | - | - | -      | - | - | 662    | 0   | -   |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.4 | 13.2 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR |
|-----------------------|-------|------|-----|-----|-------|-----|-----|
| Capacity (veh/h)      | 510   | 1205 | -   | -   | 1040  | -   | -   |
| HCM Lane V/C Ratio    | 0.137 | -    | -   | -   | 0.019 | -   | -   |
| HCM Control Delay (s) | 13.2  | 0    | -   | -   | 8.5   | 0   | -   |
| HCM Lane LOS          | B     | A    | -   | -   | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.5   | 0    | -   | -   | 0.1   | -   | -   |



HCM 6th TWSC  
5: High School Egress Driveway & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 4.1    |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      |        |        | ↑    | ↑     | ↑     |
| Traffic Vol, veh/h       | 157    | 0      | 0      | 226  | 21    | 138   |
| Future Vol, veh/h        | 157    | 0      | 0      | 226  | 21    | 138   |
| Conflicting Peds, #/hr   | 0      | 7      | 7      | 0    | 3     | 27    |
| 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         | 60     | 60     | 60     | 60   | 60    | 60    |
| Heavy Vehicles, %        | 5      | 0      | 0      | 4    | 5     | 3     |
| Mvmt Flow                | 262    | 0      | 0      | 377  | 35    | 230   |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | -      | -      | -    | 642   | 289   |
| Stage 1                  | -      | -      | -      | -    | 262   | -     |
| Stage 2                  | -      | -      | -      | -    | 380   | -     |
| Critical Hdwy            | -      | -      | -      | -    | 6.45  | 6.23  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.45  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.45  | -     |
| Follow-up Hdwy           | -      | -      | -      | -    | 3.545 | 3.327 |
| Pot Cap-1 Maneuver       | -      | 0      | 0      | -    | 434   | 748   |
| Stage 1                  | -      | 0      | 0      | -    | 775   | -     |
| Stage 2                  | -      | 0      | 0      | -    | 685   | -     |
| Platoon blocked, %       | -      |        |        | -    |       |       |
| Mov Cap-1 Maneuver       | -      | -      | -      | -    | 433   | 729   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 433   | -     |
| Stage 1                  | -      | -      | -      | -    | 775   | -     |
| Stage 2                  | -      | -      | -      | -    | 683   | -     |
| Approach                 | EB     | WB     |        | NB   |       |       |
| HCM Control Delay, s     | 0      | 0      |        | 13.9 |       |       |
| HCM LOS                  |        |        |        | B    |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | WBT    |      |       |       |
| Capacity (veh/h)         | 669    | -      | -      |      |       |       |
| HCM Lane V/C Ratio       | 0.396  | -      | -      |      |       |       |
| HCM Control Delay (s)    | 13.9   | -      | -      |      |       |       |
| HCM Lane LOS             | B      | -      | -      |      |       |       |
| HCM 95th %tile Q(veh)    | 1.9    | -      | -      |      |       |       |

HCM 6th TWSC  
6: High School Ingress Driveway & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.3                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 157                                                                               | 87   | 127  | 120                                                                               | 0                                                                                 | 0    |
| Future Vol, veh/h        | 157                                                                               | 87   | 127  | 120                                                                               | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13   | 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         | 60                                                                                | 60   | 60   | 60                                                                                | 60                                                                                | 60   |
| Heavy Vehicles, %        | 5                                                                                 | 1    | 3    | 5                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 262                                                                               | 145  | 212  | 200                                                                               | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0      | 0      | 420    | 0 | 972 |
| Stage 1              | -      | -      | -      | - | 348 |
| Stage 2              | -      | -      | -      | - | 624 |
| Critical Hdwy        | -      | -      | 4.13   | - | 6.4 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.4 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.4 |
| Follow-up Hdwy       | -      | -      | 2.227  | - | 3.5 |
| Pot Cap-1 Maneuver   | -      | -      | 1134   | - | 282 |
| Stage 1              | -      | -      | -      | - | 719 |
| Stage 2              | -      | -      | -      | - | 538 |
| Platoon blocked, %   | -      | -      | -      | - | -   |
| Mov Cap-1 Maneuver   | -      | -      | 1120   | - | 219 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 219 |
| Stage 1              | -      | -      | -      | - | 710 |
| Stage 2              | -      | -      | -      | - | 423 |

| Approach             | EB | WB  | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0  | 4.6 | 0  |
| HCM LOS              |    |     | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | -     | -   | -   | 1120  | -   |
| HCM Lane V/C Ratio    | -     | -   | -   | 0.189 | -   |
| HCM Control Delay (s) | 0     | -   | -   | 9     | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | -     | -   | -   | 0.7   | -   |

HCM 6th TWSC  
7: Sunset Lane & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.3    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 14     | 154                                                                               | 120                                                                               | 45     | 47                                                                                | 55   |
| Future Vol, veh/h        | 14     | 154                                                                               | 120                                                                               | 45     | 47                                                                                | 55   |
| Conflicting Peds, #/hr   | 1      | 0                                                                                 | 0                                                                                 | 1      | 25                                                                                | 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         | 60     | 60                                                                                | 60                                                                                | 60     | 60                                                                                | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 5                                                                                 | 5      | 0                                                                                 | 0    |
| Mvmt Flow                | 23     | 257                                                                               | 200                                                                               | 75     | 78                                                                                | 92   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 276    | 0                                                                                 | -                                                                                 | 0      | 567                                                                               | 239  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 239                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 328                                                                               | -    |
| 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       | 1299   | -                                                                                 | -                                                                                 | -      | 488                                                                               | 805  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 805                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 734                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1298   | -                                                                                 | -                                                                                 | -      | 477                                                                               | 804  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 477                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 787                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 733                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.7    | 0                                                                                 |                                                                                   | 13.1   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1298   | -                                                                                 | -                                                                                 | -      | 611                                                                               |      |
| HCM Lane V/C Ratio       | 0.018  | -                                                                                 | -                                                                                 | -      | 0.278                                                                             |      |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 13.1                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 1.1                                                                               |      |

HCM 6th TWSC  
8: West Parkway & Sunset Lane

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |       |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5.7                                                                               |          |                                                                                   |       |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR   | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |       |  |  |
| Traffic Vol, veh/h       | 57                                                                                | 38       | 145                                                                               | 186   | 113                                                                               | 290                                                                               |
| Future Vol, veh/h        | 57                                                                                | 38       | 145                                                                               | 186   | 113                                                                               | 290                                                                               |
| Conflicting Peds, #/hr   | 2                                                                                 | 1        | 0                                                                                 | 2     | 2                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free  | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None  | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -     | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -     | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -     | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 65                                                                                | 65       | 65                                                                                | 65    | 65                                                                                | 65                                                                                |
| Heavy Vehicles, %        | 7                                                                                 | 8        | 4                                                                                 | 5     | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 88                                                                                | 58       | 223                                                                               | 286   | 174                                                                               | 446                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   | Major2                                                                            |       |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1164                                                                              | 369      | 0                                                                                 | 0     | 511                                                                               | 0                                                                                 |
| Stage 1                  | 368                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Stage 2                  | 796                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.47                                                                              | 6.28     | -                                                                                 | -     | 4.12                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.47                                                                              | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.47                                                                              | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.563                                                                             | 3.372    | -                                                                                 | -     | 2.218                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver       | 210                                                                               | 663      | -                                                                                 | -     | 1054                                                                              | -                                                                                 |
| Stage 1                  | 689                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Stage 2                  | 436                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -     |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 175                                                                               | 661      | -                                                                                 | -     | 1052                                                                              | -                                                                                 |
| Mov Cap-2 Maneuver       | 175                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Stage 1                  | 688                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Stage 2                  | 363                                                                               | -        | -                                                                                 | -     | -                                                                                 | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB    |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 38.4                                                                              | 0        |                                                                                   | 2.6   |                                                                                   |                                                                                   |
| HCM LOS                  | E                                                                                 |          |                                                                                   |       |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT   |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 248                                                                               | 1052  | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.589                                                                             | 0.165 | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 38.4                                                                              | 9.1   | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | E                                                                                 | A     | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 3.4                                                                               | 0.6   | -                                                                                 |                                                                                   |

HCM 6th TWSC  
9: West Parkway & Sunset Road

2025 No-Build Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↕    | ↑    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 46   | 0    | 45   | 13   | 8    | 9    | 28   | 179  | 0    | 0    | 296  | 32   |
| Future Vol, veh/h        | 46   | 0    | 45   | 13   | 8    | 9    | 28   | 179  | 0    | 0    | 296  | 32   |
| Conflicting Peds, #/hr   | 3    | 0    | 0    | 0    | 0    | 3    | 2    | 0    | 2    | 2    | 0    | 2    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | 80   | -    | -    | -    | -    | -    |
| 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    | 4    | 2    | 0    | 0    | 1    | 3    |
| Mvmt Flow                | 48   | 0    | 47   | 14   | 8    | 9    | 29   | 188  | 0    | 0    | 312  | 34   |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     | Major2 |   |   |   |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 589    | 577 | 331    | 599 | 594    | 191 | 348    | 0 | - | - | - | 0 |
| Stage 1              | 331    | 331 | -      | 246 | 246    | -   | -      | - | - | - | - | - |
| Stage 2              | 258    | 246 | -      | 353 | 348    | -   | -      | - | - | - | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 4.14   | - | - | - | - | - |
| 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 | 2.236  | - | - | - | - | - |
| Pot Cap-1 Maneuver   | 423    | 430 | 715    | 416 | 421    | 856 | 1200   | - | 0 | 0 | - | - |
| Stage 1              | 687    | 649 | -      | 762 | 706    | -   | -      | - | 0 | 0 | - | - |
| Stage 2              | 751    | 706 | -      | 668 | 638    | -   | -      | - | 0 | 0 | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |        | - |   |   | - | - |
| Mov Cap-1 Maneuver   | 402    | 419 | 714    | 381 | 410    | 854 | 1198   | - | - | - | - | - |
| Mov Cap-2 Maneuver   | 402    | 419 | -      | 381 | 410    | -   | -      | - | - | - | - | - |
| Stage 1              | 669    | 648 | -      | 744 | 689    | -   | -      | - | - | - | - | - |
| Stage 2              | 714    | 689 | -      | 624 | 637    | -   | -      | - | - | - | - | - |

| Approach             | EB   | WB   | NB  | SB |
|----------------------|------|------|-----|----|
| HCM Control Delay, s | 13.6 | 13.3 | 1.1 | 0  |
| HCM LOS              | B    | B    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1198  | -   | 513   | 467   | -   | -   |
| HCM Lane V/C Ratio    | 0.025 | -   | 0.187 | 0.068 | -   | -   |
| HCM Control Delay (s) | 8.1   | -   | 13.6  | 13.3  | -   | -   |
| HCM Lane LOS          | A     | -   | B     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.7   | 0.2   | -   | -   |

# HCM 6th Signalized Intersection Summary

## 1: Boulevard & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 100                                                                               | 144                                                                               | 30                                                                                | 15                                                                                | 114                                                                               | 55                                                                                | 52                                                                                 | 395                                                                                 | 36                                                                                  | 26                                                                                  | 311                                                                                 | 88                                                                                  |
| Future Volume (veh/h)        | 100                                                                               | 144                                                                               | 30                                                                                | 15                                                                                | 114                                                                               | 55                                                                                | 52                                                                                 | 395                                                                                 | 36                                                                                  | 26                                                                                  | 311                                                                                 | 88                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.97                                                                              |                                                                                   | 0.95                                                                              | 0.97                                                                              |                                                                                   | 0.95                                                                              | 0.99                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1920                                                                              | 2034                                                                              | 2034                                                                              | 2100                                                                              | 2084                                                                              | 2100                                                                              | 2034                                                                               | 2034                                                                                | 2100                                                                                | 2034                                                                                | 2018                                                                                | 2034                                                                                |
| Adj Flow Rate, veh/h         | 115                                                                               | 166                                                                               | 34                                                                                | 17                                                                                | 131                                                                               | 63                                                                                | 60                                                                                 | 454                                                                                 | 41                                                                                  | 30                                                                                  | 357                                                                                 | 101                                                                                 |
| Peak Hour Factor             | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         | 11                                                                                | 4                                                                                 | 4                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 4                                                                                  | 4                                                                                   | 0                                                                                   | 4                                                                                   | 5                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 236                                                                               | 257                                                                               | 47                                                                                | 101                                                                               | 316                                                                               | 142                                                                               | 144                                                                                | 806                                                                                 | 69                                                                                  | 108                                                                                 | 714                                                                                 | 193                                                                                 |
| Arrive On Green              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.25                                                                              | 0.49                                                                               | 0.49                                                                                | 0.49                                                                                | 0.49                                                                                | 0.49                                                                                | 0.49                                                                                |
| Sat Flow, veh/h              | 525                                                                               | 1038                                                                              | 189                                                                               | 70                                                                                | 1277                                                                              | 573                                                                               | 119                                                                                | 1629                                                                                | 139                                                                                 | 52                                                                                  | 1443                                                                                | 390                                                                                 |
| Grp Volume(v), veh/h         | 315                                                                               | 0                                                                                 | 0                                                                                 | 211                                                                               | 0                                                                                 | 0                                                                                 | 555                                                                                | 0                                                                                   | 0                                                                                   | 488                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1752                                                                              | 0                                                                                 | 0                                                                                 | 1919                                                                              | 0                                                                                 | 0                                                                                 | 1887                                                                               | 0                                                                                   | 0                                                                                   | 1886                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 3.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 7.3                                                                               | 0.0                                                                               | 0.0                                                                               | 4.3                                                                               | 0.0                                                                               | 0.0                                                                               | 9.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.37                                                                              |                                                                                   | 0.11                                                                              | 0.08                                                                              |                                                                                   | 0.30                                                                              | 0.11                                                                               |                                                                                     | 0.07                                                                                | 0.06                                                                                |                                                                                     | 0.21                                                                                |
| Lane Grp Cap(c), veh/h       | 539                                                                               | 0                                                                                 | 0                                                                                 | 559                                                                               | 0                                                                                 | 0                                                                                 | 1019                                                                               | 0                                                                                   | 0                                                                                   | 1015                                                                                | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.58                                                                              | 0.00                                                                              | 0.00                                                                              | 0.38                                                                              | 0.00                                                                              | 0.00                                                                              | 0.54                                                                               | 0.00                                                                                | 0.00                                                                                | 0.48                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 2402                                                                              | 0                                                                                 | 0                                                                                 | 2689                                                                              | 0                                                                                 | 0                                                                                 | 1019                                                                               | 0                                                                                   | 0                                                                                   | 1015                                                                                | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 15.8                                                                              | 0.0                                                                               | 0.0                                                                               | 14.8                                                                              | 0.0                                                                               | 0.0                                                                               | 8.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 0.0                                                                               | 2.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 4.7                                                                               | 0.0                                                                               | 0.0                                                                               | 2.9                                                                               | 0.0                                                                               | 0.0                                                                               | 5.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 4.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 16.8                                                                              | 0.0                                                                               | 0.0                                                                               | 15.2                                                                              | 0.0                                                                               | 0.0                                                                               | 10.3                                                                               | 0.0                                                                                 | 0.0                                                                                 | 9.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 315                                                                               |                                                                                   |                                                                                   | 211                                                                               |                                                                                   |                                                                                    | 555                                                                                 |                                                                                     |                                                                                     | 488                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 16.8                                                                              |                                                                                   |                                                                                   | 15.2                                                                              |                                                                                   |                                                                                    | 10.3                                                                                |                                                                                     |                                                                                     | 9.6                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 29.0                                                                              |                                                                                   | 17.5                                                                              |                                                                                   | 29.0                                                                              |                                                                                    | 17.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 23.0                                                                              |                                                                                   | 65.0                                                                              |                                                                                   | 23.0                                                                              |                                                                                    | 65.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 11.0                                                                              |                                                                                   | 9.3                                                                               |                                                                                   | 9.9                                                                               |                                                                                    | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.8                                                                               |                                                                                   | 2.2                                                                               |                                                                                   | 2.5                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 12.0                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Andrews Place/Van Ness Avenue & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 4    | 259  | 29   | 7    | 220  | 27   | 0    | 0    | 5    | 10   | 2    | 4    |
| Future Vol, veh/h        | 4    | 259  | 29   | 7    | 220  | 27   | 0    | 0    | 5    | 10   | 2    | 4    |
| Conflicting Peds, #/hr   | 3    | 0    | 28   | 28   | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 75   | 6    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 10   | 0    | 0    |
| Mvmt Flow                | 5    | 298  | 33   | 8    | 253  | 31   | 0    | 0    | 6    | 11   | 2    | 5    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 287    | 0 | 0 | 359    | 0 | 0 | 641    | 656 | 343 | 616    | 657 | 272 |
| Stage 1              | -      | - | - | -      | - | - | 353    | 353 | -   | 288    | 288 | -   |
| Stage 2              | -      | - | - | -      | - | - | 288    | 303 | -   | 328    | 369 | -   |
| Critical Hdwy        | 4.85   | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.2    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.2    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.2    | 5.5 | -   |
| Follow-up Hdwy       | 2.875  | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.59   | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 952    | - | - | 1211   | - | - | 390    | 388 | 704 | 392    | 387 | 772 |
| Stage 1              | -      | - | - | -      | - | - | 668    | 634 | -   | 703    | 677 | -   |
| Stage 2              | -      | - | - | -      | - | - | 724    | 667 | -   | 668    | 624 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   | -      | -   | -   |
| Mov Cap-1 Maneuver   | 949    | - | - | 1179   | - | - | 372    | 371 | 685 | 383    | 370 | 770 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 372    | 371 | -   | 383    | 370 | -   |
| Stage 1              | -      | - | - | -      | - | - | 646    | 613 | -   | 697    | 670 | -   |
| Stage 2              | -      | - | - | -      | - | - | 711    | 660 | -   | 658    | 603 | -   |

| Approach             | EB  |  |  | WB  |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.1 |  |  | 0.2 |  |  | 10.3 |  |  | 13.6 |  |  |
| HCM LOS              |     |  |  |     |  |  | B    |  |  | B    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 685   | 949   | -   | -   | 1179  | -   | -   | 436   |
| HCM Lane V/C Ratio    | 0.008 | 0.005 | -   | -   | 0.007 | -   | -   | 0.042 |
| HCM Control Delay (s) | 10.3  | 8.8   | 0   | -   | 8.1   | 0   | -   | 13.6  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | 0     | -   | -   | 0     | -   | -   | 0.1   |

HCM 6th TWSC  
3: Sunset Road & Roome Avenue

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1      |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 13     | 272                                                                               | 218                                                                               | 6      | 20                                                                                | 11   |
| Future Vol, veh/h        | 13     | 272                                                                               | 218                                                                               | 6      | 20                                                                                | 11   |
| Conflicting Peds, #/hr   | 4      | 0                                                                                 | 0                                                                                 | 4      | 1                                                                                 | 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         | 77     | 77                                                                                | 77                                                                                | 77     | 77                                                                                | 77   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 3                                                                                 | 0      | 11                                                                                | 0    |
| Mvmt Flow                | 17     | 353                                                                               | 283                                                                               | 8      | 26                                                                                | 14   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 295    | 0                                                                                 | -                                                                                 | 0      | 679                                                                               | 291  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 291                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 388                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.51                                                                              | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.51                                                                              | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.51                                                                              | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.599                                                                             | 3.3  |
| Pot Cap-1 Maneuver       | 1278   | -                                                                                 | -                                                                                 | -      | 404                                                                               | 753  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 738                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 666                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1273   | -                                                                                 | -                                                                                 | -      | 394                                                                               | 750  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 394                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 723                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 663                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.4    | 0                                                                                 |                                                                                   | 13.3   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1273   | -                                                                                 | -                                                                                 | -      | 474                                                                               |      |
| HCM Lane V/C Ratio       | 0.013  | -                                                                                 | -                                                                                 | -      | 0.085                                                                             |      |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -                                                                                 | -      | 13.3                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |



HCM 6th TWSC  
4: Washburn Road/Site Ingress Driveway & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |      |
| Traffic Vol, veh/h       | 0    | 276  | 46   | 13   | 216  | 0    | 9    | 0    | 9    | 0    | 0    | 0    |
| Future Vol, veh/h        | 0    | 276  | 46   | 13   | 216  | 0    | 9    | 0    | 9    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 29   | 29   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 0    | 358  | 60   | 17   | 281  | 0    | 12   | 0    | 12   | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|
| Conflicting Flow All | 281    | 0 | 0 | 447    | 0 | 0 | 732    | 732 | 418 |
| Stage 1              | -      | - | - | -      | - | - | 417    | 417 | -   |
| Stage 2              | -      | - | - | -      | - | - | 315    | 315 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 6.4    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1293   | - | - | 1124   | - | - | 391    | 351 | 639 |
| Stage 1              | -      | - | - | -      | - | - | 669    | 595 | -   |
| Stage 2              | -      | - | - | -      | - | - | 744    | 659 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1293   | - | - | 1093   | - | - | 373    | 0   | 621 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 373    | 0   | -   |
| Stage 1              | -      | - | - | -      | - | - | 650    | 0   | -   |
| Stage 2              | -      | - | - | -      | - | - | 731    | 0   | -   |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.5 | 13.1 |
| HCM LOS              |    |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL  | EBT | EBR | WBL   | WBT | WBR |
|-----------------------|-------|------|-----|-----|-------|-----|-----|
| Capacity (veh/h)      | 466   | 1293 | -   | -   | 1093  | -   | -   |
| HCM Lane V/C Ratio    | 0.05  | -    | -   | -   | 0.015 | -   | -   |
| HCM Control Delay (s) | 13.1  | 0    | -   | -   | 8.3   | 0   | -   |
| HCM Lane LOS          | B     | A    | -   | -   | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0    | -   | -   | 0     | -   | -   |

HCM 6th TWSC  
5: High School Egress Driveway & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 3.4    |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      |        |        | ↑    | ↑     | ↑     |
| Traffic Vol, veh/h       | 220    | 0      | 0      | 225  | 39    | 102   |
| Future Vol, veh/h        | 220    | 0      | 0      | 225  | 39    | 102   |
| Conflicting Peds, #/hr   | 0      | 32     | 32     | 0    | 9     | 39    |
| 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         | 75     | 75     | 75     | 75   | 75    | 75    |
| Heavy Vehicles, %        | 4      | 0      | 0      | 3    | 17    | 6     |
| Mvmt Flow                | 293    | 0      | 0      | 300  | 52    | 136   |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | -      | -      | -    | 602   | 332   |
| Stage 1                  | -      | -      | -      | -    | 293   | -     |
| Stage 2                  | -      | -      | -      | -    | 309   | -     |
| Critical Hdwy            | -      | -      | -      | -    | 6.57  | 6.26  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.57  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.57  | -     |
| Follow-up Hdwy           | -      | -      | -      | -    | 3.653 | 3.354 |
| Pot Cap-1 Maneuver       | -      | 0      | 0      | -    | 439   | 701   |
| Stage 1                  | -      | 0      | 0      | -    | 724   | -     |
| Stage 2                  | -      | 0      | 0      | -    | 712   | -     |
| Platoon blocked, %       | -      |        |        | -    |       |       |
| Mov Cap-1 Maneuver       | -      | -      | -      | -    | 435   | 675   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 435   | -     |
| Stage 1                  | -      | -      | -      | -    | 724   | -     |
| Stage 2                  | -      | -      | -      | -    | 706   | -     |
| Approach                 | EB     | WB     |        | NB   |       |       |
| HCM Control Delay, s     | 0      | 0      |        | 14   |       |       |
| HCM LOS                  |        |        |        | B    |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | WBT    |      |       |       |
| Capacity (veh/h)         | 586    | -      | -      |      |       |       |
| HCM Lane V/C Ratio       | 0.321  | -      | -      |      |       |       |
| HCM Control Delay (s)    | 14     | -      | -      |      |       |       |
| HCM Lane LOS             | B      | -      | -      |      |       |       |
| HCM 95th %tile Q(veh)    | 1.4    | -      | -      |      |       |       |

HCM 6th TWSC  
6: High School Ingress Driveway & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|--------|-------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1                                                                                 |        |       |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR    | WBL   | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |        |       |  |  |      |
| Traffic Vol, veh/h       | 220                                                                               | 12     | 57    | 207                                                                               | 0                                                                                 | 0    |
| Future Vol, veh/h        | 220                                                                               | 12     | 57    | 207                                                                               | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 22     | 22    | 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         | 78                                                                                | 78     | 78    | 78                                                                                | 78                                                                                | 78   |
| Heavy Vehicles, %        | 5                                                                                 | 8      | 9     | 3                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 282                                                                               | 15     | 73    | 265                                                                               | 0                                                                                 | 0    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Major/Minor              | Major1                                                                            | Major2 |       | Minor1                                                                            |                                                                                   |      |
| Conflicting Flow All     | 0                                                                                 | 0      | 319   | 0                                                                                 | 723                                                                               | 312  |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 312                                                                               | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 411                                                                               | -    |
| Critical Hdwy            | -                                                                                 | -      | 4.19  | -                                                                                 | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -                                                                                 | -      | -     | -                                                                                 | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -      | -     | -                                                                                 | 5.4                                                                               | -    |
| Follow-up Hdwy           | -                                                                                 | -      | 2.281 | -                                                                                 | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | -                                                                                 | -      | 1202  | -                                                                                 | 396                                                                               | 733  |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 747                                                                               | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 674                                                                               | -    |
| Platoon blocked, %       | -                                                                                 | -      |       | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | -                                                                                 | -      | 1177  | -                                                                                 | 360                                                                               | 718  |
| Mov Cap-2 Maneuver       | -                                                                                 | -      | -     | -                                                                                 | 360                                                                               | -    |
| Stage 1                  | -                                                                                 | -      | -     | -                                                                                 | 731                                                                               | -    |
| Stage 2                  | -                                                                                 | -      | -     | -                                                                                 | 625                                                                               | -    |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                | WB     |       | NB                                                                                |                                                                                   |      |
| HCM Control Delay, s     | 0                                                                                 | 1.8    |       | 0                                                                                 |                                                                                   |      |
| HCM LOS                  | A                                                                                 |        |       |                                                                                   |                                                                                   |      |
|                          |                                                                                   |        |       |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT    | EBR   | WBL                                                                               | WBT                                                                               |      |
| Capacity (veh/h)         | -                                                                                 | -      | -     | 1177                                                                              | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -      | -     | 0.062                                                                             | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -      | -     | 8.3                                                                               | 0                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -      | -     | A                                                                                 | A                                                                                 |      |
| HCM 95th %tile Q(veh)    | -                                                                                 | -      | -     | 0.2                                                                               | -                                                                                 |      |

HCM 6th TWSC  
7: Sunset Lane & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.2    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 29     | 157                                                                               | 184                                                                               | 71     | 14                                                                                | 15   |
| Future Vol, veh/h        | 29     | 157                                                                               | 184                                                                               | 71     | 14                                                                                | 15   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 23                                                                                | 3    |
| 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         | 78     | 78                                                                                | 78                                                                                | 78     | 78                                                                                | 78   |
| Heavy Vehicles, %        | 0      | 4                                                                                 | 3                                                                                 | 1      | 0                                                                                 | 0    |
| Mvmt Flow                | 37     | 201                                                                               | 236                                                                               | 91     | 18                                                                                | 19   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 327    | 0                                                                                 | -                                                                                 | 0      | 580                                                                               | 285  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 282                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 298                                                                               | -    |
| 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       | 1244   | -                                                                                 | -                                                                                 | -      | 480                                                                               | 759  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 770                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 758                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1244   | -                                                                                 | -                                                                                 | -      | 464                                                                               | 757  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 464                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 745                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 758                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 1.2    | 0                                                                                 |                                                                                   | 11.6   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1244   | -                                                                                 | -                                                                                 | -      | 580                                                                               |      |
| HCM Lane V/C Ratio       | 0.03   | -                                                                                 | -                                                                                 | -      | 0.064                                                                             |      |
| HCM Control Delay (s)    | 8      | 0                                                                                 | -                                                                                 | -      | 11.6                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

HCM 6th TWSC  
8: West Parkway & Sunset Lane

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 4.7                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 93                                                                                | 87       | 203                                                                               | 117    | 83                                                                                | 246                                                                               |
| Future Vol, veh/h        | 93                                                                                | 87       | 203                                                                               | 117    | 83                                                                                | 246                                                                               |
| Conflicting Peds, #/hr   | 2                                                                                 | 2        | 0                                                                                 | 3      | 3                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92       | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 4                                                                                 | 0        | 3                                                                                 | 4      | 3                                                                                 | 2                                                                                 |
| Mvmt Flow                | 101                                                                               | 95       | 221                                                                               | 127    | 90                                                                                | 267                                                                               |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 737                                                                               | 290      | 0                                                                                 | 0      | 351                                                                               | 0                                                                                 |
| Stage 1                  | 288                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 449                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.44                                                                              | 6.2      | -                                                                                 | -      | 4.13                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.44                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.44                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.536                                                                             | 3.3      | -                                                                                 | -      | 2.227                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver       | 383                                                                               | 754      | -                                                                                 | -      | 1202                                                                              | -                                                                                 |
| Stage 1                  | 756                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 639                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 352                                                                               | 750      | -                                                                                 | -      | 1199                                                                              | -                                                                                 |
| Mov Cap-2 Maneuver       | 352                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 754                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 590                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 17.9                                                                              | 0        |                                                                                   | 2.1    |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 | SBL                                                                               | SBT    |                                                                                   |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -        | 473                                                                               | 1199   | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -        | 0.414                                                                             | 0.075  | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -        | 17.9                                                                              | 8.2    | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -        | C                                                                                 | A      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -        | 2                                                                                 | 0.2    | -                                                                                 |                                                                                   |

HCM 6th TWSC  
9: West Parkway & Sunset Road

2025 No-Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↗    | ↑    |      |      | ↘    |      |
| Traffic Vol, veh/h       | 22   | 0    | 31   | 30   | 21   | 18   | 50   | 222  | 0    | 0    | 222  | 29   |
| Future Vol, veh/h        | 22   | 0    | 31   | 30   | 21   | 18   | 50   | 222  | 0    | 0    | 222  | 29   |
| Conflicting Peds, #/hr   | 2    | 0    | 1    | 1    | 0    | 2    | 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           | -    | -    | -    | -    | -    | -    | 80   | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    |
| Mvmt Flow                | 27   | 0    | 37   | 36   | 25   | 22   | 60   | 267  | 0    | 0    | 267  | 35   |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     | Major2 |   |   |   |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 698    | 672 | 286    | 691 | 689    | 269 | 302    | 0 | - | - | - | 0 |
| Stage 1              | 285    | 285 | -      | 387 | 387    | -   | -      | - | - | - | - | - |
| Stage 2              | 413    | 387 | -      | 304 | 302    | -   | -      | - | - | - | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 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    | - | - | - | - | - |
| Pot Cap-1 Maneuver   | 358    | 380 | 758    | 362 | 371    | 775 | 1270   | - | 0 | 0 | - | - |
| Stage 1              | 727    | 679 | -      | 641 | 613    | -   | -      | - | 0 | 0 | - | - |
| Stage 2              | 620    | 613 | -      | 710 | 668    | -   | -      | - | 0 | 0 | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |        | - |   |   | - | - |
| Mov Cap-1 Maneuver   | 316    | 362 | 757    | 331 | 354    | 774 | 1270   | - | - | - | - | - |
| Mov Cap-2 Maneuver   | 316    | 362 | -      | 331 | 354    | -   | -      | - | - | - | - | - |
| Stage 1              | 693    | 679 | -      | 611 | 584    | -   | -      | - | - | - | - | - |
| Stage 2              | 548    | 584 | -      | 674 | 668    | -   | -      | - | - | - | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 13.7 |  | 16.4 |  | 1.5 |  | 0  |  |
| HCM LOS              | B    |  | C    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1270  | -   | 479   | 398   | -   | -   |
| HCM Lane V/C Ratio    | 0.047 | -   | 0.133 | 0.209 | -   | -   |
| HCM Control Delay (s) | 8     | -   | 13.7  | 16.4  | -   | -   |
| HCM Lane LOS          | A     | -   | B     | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.5   | 0.8   | -   | -   |

# HCM 6th Signalized Intersection Summary

## 1: Boulevard & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 96                                                                                | 137                                                                               | 34                                                                                | 7                                                                                 | 106                                                                               | 13                                                                                | 58                                                                                 | 322                                                                                 | 26                                                                                  | 22                                                                                  | 277                                                                                 | 103                                                                                 |
| Future Volume (veh/h)        | 96                                                                                | 137                                                                               | 34                                                                                | 7                                                                                 | 106                                                                               | 13                                                                                | 58                                                                                 | 322                                                                                 | 26                                                                                  | 22                                                                                  | 277                                                                                 | 103                                                                                 |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.98                                                                              |                                                                                   | 0.98                                                                              | 0.99                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                               |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 1.00                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1969                                                                              | 2067                                                                              | 1985                                                                              | 2100                                                                              | 2084                                                                              | 1953                                                                              | 2034                                                                               | 2002                                                                                | 2100                                                                                | 2100                                                                                | 2051                                                                                | 2002                                                                                |
| Adj Flow Rate, veh/h         | 123                                                                               | 176                                                                               | 44                                                                                | 9                                                                                 | 136                                                                               | 17                                                                                | 74                                                                                 | 413                                                                                 | 33                                                                                  | 28                                                                                  | 355                                                                                 | 132                                                                                 |
| Peak Hour Factor             | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                              | 0.78                                                                               | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                | 0.78                                                                                |
| Percent Heavy Veh, %         | 8                                                                                 | 2                                                                                 | 7                                                                                 | 0                                                                                 | 1                                                                                 | 9                                                                                 | 4                                                                                  | 6                                                                                   | 0                                                                                   | 0                                                                                   | 3                                                                                   | 6                                                                                   |
| Cap, veh/h                   | 188                                                                               | 220                                                                               | 52                                                                                | 54                                                                                | 403                                                                               | 48                                                                                | 169                                                                                | 934                                                                                 | 72                                                                                  | 78                                                                                  | 867                                                                                 | 310                                                                                 |
| Arrive On Green              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.23                                                                              | 0.63                                                                               | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                | 0.63                                                                                |
| Sat Flow, veh/h              | 578                                                                               | 968                                                                               | 228                                                                               | 43                                                                                | 1777                                                                              | 213                                                                               | 192                                                                                | 1473                                                                                | 113                                                                                 | 53                                                                                  | 1367                                                                                | 489                                                                                 |
| Grp Volume(v), veh/h         | 343                                                                               | 0                                                                                 | 0                                                                                 | 162                                                                               | 0                                                                                 | 0                                                                                 | 520                                                                                | 0                                                                                   | 0                                                                                   | 515                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1773                                                                              | 0                                                                                 | 0                                                                                 | 2033                                                                              | 0                                                                                 | 0                                                                                 | 1777                                                                               | 0                                                                                   | 0                                                                                   | 1909                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 10.1                                                                              | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 15.9                                                                              | 0.0                                                                               | 0.0                                                                               | 5.8                                                                               | 0.0                                                                               | 0.0                                                                               | 11.3                                                                               | 0.0                                                                                 | 0.0                                                                                 | 11.3                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.36                                                                              |                                                                                   | 0.13                                                                              | 0.06                                                                              |                                                                                   | 0.10                                                                              | 0.14                                                                               |                                                                                     | 0.06                                                                                | 0.05                                                                                |                                                                                     | 0.26                                                                                |
| Lane Grp Cap(c), veh/h       | 459                                                                               | 0                                                                                 | 0                                                                                 | 505                                                                               | 0                                                                                 | 0                                                                                 | 1175                                                                               | 0                                                                                   | 0                                                                                   | 1255                                                                                | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.75                                                                              | 0.00                                                                              | 0.00                                                                              | 0.32                                                                              | 0.00                                                                              | 0.00                                                                              | 0.44                                                                               | 0.00                                                                                | 0.00                                                                                | 0.41                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 720                                                                               | 0                                                                                 | 0                                                                                 | 809                                                                               | 0                                                                                 | 0                                                                                 | 1175                                                                               | 0                                                                                   | 0                                                                                   | 1255                                                                                | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 31.8                                                                              | 0.0                                                                               | 0.0                                                                               | 28.1                                                                              | 0.0                                                                               | 0.0                                                                               | 7.9                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 2.5                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 0.0                                                                               | 1.2                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 11.2                                                                              | 0.0                                                                               | 0.0                                                                               | 5.0                                                                               | 0.0                                                                               | 0.0                                                                               | 7.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 7.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 34.2                                                                              | 0.0                                                                               | 0.0                                                                               | 28.5                                                                              | 0.0                                                                               | 0.0                                                                               | 9.1                                                                                | 0.0                                                                                 | 0.0                                                                                 | 8.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | A                                                                                 | A                                                                                 | C                                                                                 | A                                                                                 | A                                                                                 | A                                                                                  | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 343                                                                               |                                                                                   |                                                                                   | 162                                                                               |                                                                                   |                                                                                    | 520                                                                                 |                                                                                     |                                                                                     | 515                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 34.2                                                                              |                                                                                   |                                                                                   | 28.5                                                                              |                                                                                   |                                                                                    | 9.1                                                                                 |                                                                                     |                                                                                     | 8.8                                                                                 |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                    | A                                                                                   |                                                                                     |                                                                                     | A                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 61.0                                                                              |                                                                                   | 25.7                                                                              |                                                                                   | 61.0                                                                              |                                                                                    | 25.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 55.0                                                                              |                                                                                   | 33.0                                                                              |                                                                                   | 55.0                                                                              |                                                                                    | 33.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 13.3                                                                              |                                                                                   | 17.9                                                                              |                                                                                   | 13.3                                                                              |                                                                                    | 7.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 3.8                                                                               |                                                                                   | 1.8                                                                               |                                                                                   | 3.7                                                                               |                                                                                    | 0.8                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 16.6                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Andrews Place/Van Ness Avenue & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 3    | 238  | 37   | 1    | 248  | 18   | 2    | 1    | 5    | 24   | 3    | 3    |
| Future Vol, veh/h        | 3    | 238  | 37   | 1    | 248  | 18   | 2    | 1    | 5    | 24   | 3    | 3    |
| Conflicting Peds, #/hr   | 2    | 0    | 3    | 3    | 0    | 2    | 1    | 0    | 0    | 0    | 0    | 1    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 397  | 62   | 2    | 413  | 30   | 3    | 2    | 8    | 40   | 5    | 5    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 445    | 0 | 0 | 462    | 0 | 0 | 879    | 890 | 431 | 877    | 906 | 431 |
| Stage 1              | -      | - | - | -      | - | - | 441    | 441 | -   | 434    | 434 | -   |
| Stage 2              | -      | - | - | -      | - | - | 438    | 449 | -   | 443    | 472 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.1    | 6.5 | 6.2 |
| 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       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1126   | - | - | 1110   | - | - | 270    | 284 | 629 | 271    | 278 | 629 |
| Stage 1              | -      | - | - | -      | - | - | 599    | 580 | -   | 604    | 585 | -   |
| Stage 2              | -      | - | - | -      | - | - | 601    | 576 | -   | 598    | 562 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1124   | - | - | 1107   | - | - | 262    | 280 | 627 | 264    | 274 | 627 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 262    | 280 | -   | 264    | 274 | -   |
| Stage 1              | -      | - | - | -      | - | - | 594    | 575 | -   | 599    | 583 | -   |
| Stage 2              | -      | - | - | -      | - | - | 589    | 574 | -   | 585    | 557 | -   |

| Approach             | EB  | WB | NB   | SB   |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.1 | 0  | 13.9 | 20.6 |
| HCM LOS              |     |    | B    | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 417   | 1124  | -   | -   | 1107  | -   | -   | 281   |
| HCM Lane V/C Ratio    | 0.032 | 0.004 | -   | -   | 0.002 | -   | -   | 0.178 |
| HCM Control Delay (s) | 13.9  | 8.2   | 0   | -   | 8.3   | 0   | -   | 20.6  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0.1   | 0     | -   | -   | 0     | -   | -   | 0.6   |



HCM 6th TWSC  
3: Sunset Road & Roome Avenue

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.8    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 18     | 265                                                                               | 248                                                                               | 5      | 13                                                                                | 6    |
| Future Vol, veh/h        | 18     | 265                                                                               | 248                                                                               | 5      | 13                                                                                | 6    |
| Conflicting Peds, #/hr   | 3      | 0                                                                                 | 0                                                                                 | 3      | 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         | 60     | 60                                                                                | 60                                                                                | 60     | 60                                                                                | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 4                                                                                 | 0      | 0                                                                                 | 0    |
| Mvmt Flow                | 30     | 442                                                                               | 413                                                                               | 8      | 22                                                                                | 10   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 424    | 0                                                                                 | -                                                                                 | 0      | 922                                                                               | 420  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 420                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 502                                                                               | -    |
| 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       | 1146   | -                                                                                 | -                                                                                 | -      | 302                                                                               | 638  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 667                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 612                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1143   | -                                                                                 | -                                                                                 | -      | 290                                                                               | 636  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 290                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 642                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 610                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.5    | 0                                                                                 |                                                                                   | 16.3   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | C      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1143   | -                                                                                 | -                                                                                 | -      | 350                                                                               |      |
| HCM Lane V/C Ratio       | 0.026  | -                                                                                 | -                                                                                 | -      | 0.09                                                                              |      |
| HCM Control Delay (s)    | 8.2    | 0                                                                                 | -                                                                                 | -      | 16.3                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | C                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |

HCM 6th TWSC  
4: Washburn Road/Site Ingress Driveway & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |      |
| Traffic Vol, veh/h       | 12   | 248  | 55   | 12   | 219  | 23   | 7    | 0    | 35   | 0    | 0    | 0    |
| Future Vol, veh/h        | 12   | 248  | 55   | 12   | 219  | 23   | 7    | 0    | 35   | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 22   | 22   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   | 60   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 20   | 413  | 92   | 20   | 365  | 38   | 12   | 0    | 58   | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|
| Conflicting Flow All | 403    | 0 | 0 | 527    | 0 | 0 | 945    | 964 | 481 |
| Stage 1              | -      | - | - | -      | - | - | 521    | 521 | -   |
| Stage 2              | -      | - | - | -      | - | - | 424    | 443 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 6.4    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1167   | - | - | 1050   | - | - | 293    | 257 | 589 |
| Stage 1              | -      | - | - | -      | - | - | 600    | 535 | -   |
| Stage 2              | -      | - | - | -      | - | - | 664    | 579 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1167   | - | - | 1028   | - | - | 273    | 0   | 577 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 273    | 0   | -   |
| Stage 1              | -      | - | - | -      | - | - | 574    | 0   | -   |
| Stage 2              | -      | - | - | -      | - | - | 647    | 0   | -   |

| Approach             | EB  | WB  | NB   |
|----------------------|-----|-----|------|
| HCM Control Delay, s | 0.3 | 0.4 | 13.6 |
| HCM LOS              | B   |     |      |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|
| Capacity (veh/h)      | 487   | 1167  | -   | -   | 1028  | -   | -   |
| HCM Lane V/C Ratio    | 0.144 | 0.017 | -   | -   | 0.019 | -   | -   |
| HCM Control Delay (s) | 13.6  | 8.1   | 0   | -   | 8.6   | 0   | -   |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.5   | 0.1   | -   | -   | 0.1   | -   | -   |

HCM 6th TWSC  
5: High School Egress Driveway & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 4.1    |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      |        |        | ↑    | ↑     | ↑     |
| Traffic Vol, veh/h       | 177    | 0      | 0      | 226  | 21    | 138   |
| Future Vol, veh/h        | 177    | 0      | 0      | 226  | 21    | 138   |
| Conflicting Peds, #/hr   | 0      | 7      | 7      | 0    | 3     | 27    |
| 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         | 60     | 60     | 60     | 60   | 60    | 60    |
| Heavy Vehicles, %        | 5      | 0      | 0      | 4    | 5     | 3     |
| Mvmt Flow                | 295    | 0      | 0      | 377  | 35    | 230   |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | -      | -      | -    | 675   | 322   |
| Stage 1                  | -      | -      | -      | -    | 295   | -     |
| Stage 2                  | -      | -      | -      | -    | 380   | -     |
| Critical Hdwy            | -      | -      | -      | -    | 6.45  | 6.23  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.45  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.45  | -     |
| Follow-up Hdwy           | -      | -      | -      | -    | 3.545 | 3.327 |
| Pot Cap-1 Maneuver       | -      | 0      | 0      | -    | 415   | 717   |
| Stage 1                  | -      | 0      | 0      | -    | 749   | -     |
| Stage 2                  | -      | 0      | 0      | -    | 685   | -     |
| Platoon blocked, %       | -      |        |        | -    |       |       |
| Mov Cap-1 Maneuver       | -      | -      | -      | -    | 414   | 699   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 414   | -     |
| Stage 1                  | -      | -      | -      | -    | 749   | -     |
| Stage 2                  | -      | -      | -      | -    | 683   | -     |
| Approach                 | EB     | WB     |        | NB   |       |       |
| HCM Control Delay, s     | 0      | 0      |        | 14.5 |       |       |
| HCM LOS                  |        |        |        | B    |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | WBT    |      |       |       |
| Capacity (veh/h)         | 641    | -      | -      |      |       |       |
| HCM Lane V/C Ratio       | 0.413  | -      | -      |      |       |       |
| HCM Control Delay (s)    | 14.5   | -      | -      |      |       |       |
| HCM Lane LOS             | B      | -      | -      |      |       |       |
| HCM 95th %tile Q(veh)    | 2      | -      | -      |      |       |       |

HCM 6th TWSC  
6: High School Ingress Driveway & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 2.3                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL  | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 169                                                                               | 87   | 127  | 124                                                                               | 0                                                                                 | 0    |
| Future Vol, veh/h        | 169                                                                               | 87   | 127  | 124                                                                               | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 13   | 13   | 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         | 60                                                                                | 60   | 60   | 60                                                                                | 60                                                                                | 60   |
| Heavy Vehicles, %        | 5                                                                                 | 1    | 3    | 5                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 282                                                                               | 145  | 212  | 207                                                                               | 0                                                                                 | 0    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 0      | 0      | 440    | 0 | 999 |
| Stage 1              | -      | -      | -      | - | 368 |
| Stage 2              | -      | -      | -      | - | 631 |
| Critical Hdwy        | -      | -      | 4.13   | - | 6.4 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.4 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.4 |
| Follow-up Hdwy       | -      | -      | 2.227  | - | 3.5 |
| Pot Cap-1 Maneuver   | -      | -      | 1115   | - | 272 |
| Stage 1              | -      | -      | -      | - | 704 |
| Stage 2              | -      | -      | -      | - | 534 |
| Platoon blocked, %   | -      | -      | -      | - | -   |
| Mov Cap-1 Maneuver   | -      | -      | 1101   | - | 210 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 210 |
| Stage 1              | -      | -      | -      | - | 696 |
| Stage 2              | -      | -      | -      | - | 418 |

| Approach             | EB | WB  | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0  | 4.6 | 0  |
| HCM LOS              |    |     | A  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | -     | -   | -   | 1101  | -   |
| HCM Lane V/C Ratio    | -     | -   | -   | 0.192 | -   |
| HCM Control Delay (s) | 0     | -   | -   | 9     | 0   |
| HCM Lane LOS          | A     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | -     | -   | -   | 0.7   | -   |

HCM 6th TWSC  
7: Sunset Lane & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 3.3    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 14     | 166                                                                               | 124                                                                               | 45     | 47                                                                                | 55   |
| Future Vol, veh/h        | 14     | 166                                                                               | 124                                                                               | 45     | 47                                                                                | 55   |
| Conflicting Peds, #/hr   | 1      | 0                                                                                 | 0                                                                                 | 1      | 25                                                                                | 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         | 60     | 60                                                                                | 60                                                                                | 60     | 60                                                                                | 60   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 5                                                                                 | 5      | 0                                                                                 | 0    |
| Mvmt Flow                | 23     | 277                                                                               | 207                                                                               | 75     | 78                                                                                | 92   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 283    | 0                                                                                 | -                                                                                 | 0      | 594                                                                               | 246  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 246                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 348                                                                               | -    |
| 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       | 1291   | -                                                                                 | -                                                                                 | -      | 471                                                                               | 798  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 800                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 719                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1290   | -                                                                                 | -                                                                                 | -      | 460                                                                               | 797  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 460                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 782                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 718                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.6    | 0                                                                                 |                                                                                   | 13.4   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1290   | -                                                                                 | -                                                                                 | -      | 596                                                                               |      |
| HCM Lane V/C Ratio       | 0.018  | -                                                                                 | -                                                                                 | -      | 0.285                                                                             |      |
| HCM Control Delay (s)    | 7.8    | 0                                                                                 | -                                                                                 | -      | 13.4                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 1.2                                                                               |      |

HCM 6th TWSC  
8: West Parkway & Sunset Lane

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |                                                                                   |          |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 6.4                                                                               |          |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR      | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |          |  |        |  |  |
| Traffic Vol, veh/h       | 57                                                                                | 42       | 145                                                                               | 186    | 125                                                                               | 290                                                                               |
| Future Vol, veh/h        | 57                                                                                | 42       | 145                                                                               | 186    | 125                                                                               | 290                                                                               |
| Conflicting Peds, #/hr   | 2                                                                                 | 1        | 0                                                                                 | 2      | 2                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop     | Free                                                                              | Free   | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None     | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -        | -                                                                                 | -      | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -        | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 65                                                                                | 65       | 65                                                                                | 65     | 65                                                                                | 65                                                                                |
| Heavy Vehicles, %        | 7                                                                                 | 8        | 4                                                                                 | 5      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 88                                                                                | 65       | 223                                                                               | 286    | 192                                                                               | 446                                                                               |
| Major/Minor              | Minor1                                                                            | Major1   |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1200                                                                              | 369      | 0                                                                                 | 0      | 511                                                                               | 0                                                                                 |
| Stage 1                  | 368                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 832                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.47                                                                              | 6.28     | -                                                                                 | -      | 4.12                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.47                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.47                                                                              | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.563                                                                             | 3.372    | -                                                                                 | -      | 2.218                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver       | 200                                                                               | 663      | -                                                                                 | -      | 1054                                                                              | -                                                                                 |
| Stage 1                  | 689                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 419                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |          | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 163                                                                               | 661      | -                                                                                 | -      | 1052                                                                              | -                                                                                 |
| Mov Cap-2 Maneuver       | 163                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 688                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 341                                                                               | -        | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Approach                 | WB                                                                                | NB       |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 42.9                                                                              | 0        |                                                                                   | 2.8    |                                                                                   |                                                                                   |
| HCM LOS                  | E                                                                                 |          |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBRWBLn1 |                                                                                   | SBL    | SBT                                                                               |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | - 240    |                                                                                   | 1052   | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | - 0.635  |                                                                                   | 0.183  | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | - 42.9   |                                                                                   | 9.2    | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | - E      |                                                                                   | A      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | - 3.9    |                                                                                   | 0.7    | -                                                                                 |                                                                                   |

HCM 6th TWSC  
9: West Parkway & Sunset Road

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.8  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↕    | ↑    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 46   | 0    | 45   | 13   | 8    | 9    | 28   | 183  | 0    | 0    | 308  | 32   |
| Future Vol, veh/h        | 46   | 0    | 45   | 13   | 8    | 9    | 28   | 183  | 0    | 0    | 308  | 32   |
| Conflicting Peds, #/hr   | 3    | 0    | 0    | 0    | 0    | 3    | 2    | 0    | 2    | 2    | 0    | 2    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | 80   | -    | -    | -    | -    | -    |
| 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    | 4    | 2    | 0    | 0    | 1    | 3    |
| Mvmt Flow                | 48   | 0    | 47   | 14   | 8    | 9    | 29   | 193  | 0    | 0    | 324  | 34   |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     | Major2 |   |   |   |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 606    | 594 | 343    | 616 | 611    | 196 | 360    | 0 | - | - | - | 0 |
| Stage 1              | 343    | 343 | -      | 251 | 251    | -   | -      | - | - | - | - | - |
| Stage 2              | 263    | 251 | -      | 365 | 360    | -   | -      | - | - | - | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 4.14   | - | - | - | - | - |
| 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 | 2.236  | - | - | - | - | - |
| Pot Cap-1 Maneuver   | 412    | 421 | 704    | 406 | 411    | 850 | 1188   | - | 0 | 0 | - | - |
| Stage 1              | 676    | 641 | -      | 758 | 703    | -   | -      | - | 0 | 0 | - | - |
| Stage 2              | 747    | 703 | -      | 658 | 630    | -   | -      | - | 0 | 0 | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |        | - |   |   | - | - |
| Mov Cap-1 Maneuver   | 391    | 410 | 703    | 371 | 400    | 848 | 1186   | - | - | - | - | - |
| Mov Cap-2 Maneuver   | 391    | 410 | -      | 371 | 400    | -   | -      | - | - | - | - | - |
| Stage 1              | 658    | 640 | -      | 740 | 686    | -   | -      | - | - | - | - | - |
| Stage 2              | 710    | 686 | -      | 614 | 629    | -   | -      | - | - | - | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 13.9 |  | 13.5 |  | 1.1 |  | 0  |  |
| HCM LOS              | B    |  | B    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1186  | -   | 501   | 457   | -   | -   |
| HCM Lane V/C Ratio    | 0.025 | -   | 0.191 | 0.069 | -   | -   |
| HCM Control Delay (s) | 8.1   | -   | 13.9  | 13.5  | -   | -   |
| HCM Lane LOS          | A     | -   | B     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.7   | 0.2   | -   | -   |

HCM 6th TWSC  
10: Sunset Road & Site Egress Driveway

2025 Build Condition  
Weekday Arrival Peak Hour

| Intersection             |        |        |       |        |      |      |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh         | 0.4    |        |       |        |      |      |
| Movement                 | EBL    | EBT    | WBT   | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑      | ↑     |        | ↓    | ↓    |
| Traffic Vol, veh/h       | 0      | 169    | 247   | 0      | 8    | 4    |
| Future Vol, veh/h        | 0      | 169    | 247   | 0      | 8    | 4    |
| Conflicting Peds, #/hr   | 0      | 0      | 0     | 0      | 0    | 0    |
| Sign Control             | Free   | Free   | Free  | Free   | Stop | Stop |
| RT Channelized           | -      | None   | -     | None   | -    | None |
| Storage Length           | -      | -      | -     | -      | 0    | -    |
| Veh in Median Storage, # | -      | 0      | 0     | -      | 0    | -    |
| Grade, %                 | -      | 0      | 0     | -      | 0    | -    |
| Peak Hour Factor         | 60     | 60     | 60    | 60     | 60   | 60   |
| Heavy Vehicles, %        | 0      | 5      | 4     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 282    | 412   | 0      | 13   | 7    |
|                          |        |        |       |        |      |      |
| Major/Minor              | Major1 | Major2 |       | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -     | 0      | 694  | 412  |
| Stage 1                  | -      | -      | -     | -      | 412  | -    |
| Stage 2                  | -      | -      | -     | -      | 282  | -    |
| Critical Hdwy            | -      | -      | -     | -      | 6.4  | 6.2  |
| Critical Hdwy Stg 1      | -      | -      | -     | -      | 5.4  | -    |
| Critical Hdwy Stg 2      | -      | -      | -     | -      | 5.4  | -    |
| Follow-up Hdwy           | -      | -      | -     | -      | 3.5  | 3.3  |
| Pot Cap-1 Maneuver       | 0      | -      | -     | 0      | 412  | 644  |
| Stage 1                  | 0      | -      | -     | 0      | 673  | -    |
| Stage 2                  | 0      | -      | -     | 0      | 770  | -    |
| Platoon blocked, %       |        | -      | -     |        |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -     | -      | 412  | 644  |
| Mov Cap-2 Maneuver       | -      | -      | -     | -      | 412  | -    |
| Stage 1                  | -      | -      | -     | -      | 673  | -    |
| Stage 2                  | -      | -      | -     | -      | 770  | -    |
|                          |        |        |       |        |      |      |
|                          |        |        |       |        |      |      |
| Approach                 | EB     | WB     |       | SB     |      |      |
| HCM Control Delay, s     | 0      | 0      |       | 13     |      |      |
| HCM LOS                  | B      |        |       |        |      |      |
|                          |        |        |       |        |      |      |
|                          |        |        |       |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | SBLn1 |        |      |      |
| Capacity (veh/h)         | -      | -      | 468   |        |      |      |
| HCM Lane V/C Ratio       | -      | -      | 0.043 |        |      |      |
| HCM Control Delay (s)    | -      | -      | 13    |        |      |      |
| HCM Lane LOS             | -      | -      | B     |        |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | 0.1   |        |      |      |



# HCM 6th Signalized Intersection Summary

## 1: Boulevard & Sunset Road

2025 Build Condition  
Weekday Dismissal Peak Hour

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |                                                                                   |  |                                                                                   |                                                                                    |  |                                                                                     |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 118                                                                               | 149                                                                               | 30                                                                                | 15                                                                                | 116                                                                               | 55                                                                                | 52                                                                                 | 395                                                                                 | 36                                                                                  | 26                                                                                  | 311                                                                                 | 94                                                                                  |
| Future Volume (veh/h)        | 118                                                                               | 149                                                                               | 30                                                                                | 15                                                                                | 116                                                                               | 55                                                                                | 52                                                                                 | 395                                                                                 | 36                                                                                  | 26                                                                                  | 311                                                                                 | 94                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 0.97                                                                              |                                                                                   | 0.95                                                                              | 0.97                                                                              |                                                                                   | 0.95                                                                              | 0.99                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1920                                                                              | 2034                                                                              | 2034                                                                              | 2100                                                                              | 2084                                                                              | 2100                                                                              | 2034                                                                               | 2034                                                                                | 2100                                                                                | 2034                                                                                | 2018                                                                                | 2034                                                                                |
| Adj Flow Rate, veh/h         | 136                                                                               | 171                                                                               | 34                                                                                | 17                                                                                | 133                                                                               | 63                                                                                | 60                                                                                 | 454                                                                                 | 41                                                                                  | 30                                                                                  | 357                                                                                 | 108                                                                                 |
| Peak Hour Factor             | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                              | 0.87                                                                               | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                | 0.87                                                                                |
| Percent Heavy Veh, %         | 11                                                                                | 4                                                                                 | 4                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 4                                                                                  | 4                                                                                   | 0                                                                                   | 4                                                                                   | 5                                                                                   | 4                                                                                   |
| Cap, veh/h                   | 261                                                                               | 257                                                                               | 46                                                                                | 99                                                                                | 342                                                                               | 151                                                                               | 141                                                                                | 784                                                                                 | 67                                                                                  | 105                                                                                 | 685                                                                                 | 198                                                                                 |
| Arrive On Green              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              | 0.27                                                                              | 0.48                                                                               | 0.48                                                                                | 0.48                                                                                | 0.48                                                                                | 0.48                                                                                | 0.48                                                                                |
| Sat Flow, veh/h              | 585                                                                               | 968                                                                               | 172                                                                               | 67                                                                                | 1288                                                                              | 569                                                                               | 120                                                                                | 1626                                                                                | 139                                                                                 | 52                                                                                  | 1420                                                                                | 411                                                                                 |
| Grp Volume(v), veh/h         | 341                                                                               | 0                                                                                 | 0                                                                                 | 213                                                                               | 0                                                                                 | 0                                                                                 | 555                                                                                | 0                                                                                   | 0                                                                                   | 495                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1725                                                                              | 0                                                                                 | 0                                                                                 | 1925                                                                              | 0                                                                                 | 0                                                                                 | 1885                                                                               | 0                                                                                   | 0                                                                                   | 1882                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 3.9                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.6                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 8.2                                                                               | 0.0                                                                               | 0.0                                                                               | 4.3                                                                               | 0.0                                                                               | 0.0                                                                               | 9.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 8.5                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.40                                                                              |                                                                                   | 0.10                                                                              | 0.08                                                                              |                                                                                   | 0.30                                                                              | 0.11                                                                               |                                                                                     | 0.07                                                                                | 0.06                                                                                |                                                                                     | 0.22                                                                                |
| Lane Grp Cap(c), veh/h       | 564                                                                               | 0                                                                                 | 0                                                                                 | 593                                                                               | 0                                                                                 | 0                                                                                 | 993                                                                                | 0                                                                                   | 0                                                                                   | 988                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.60                                                                              | 0.00                                                                              | 0.00                                                                              | 0.36                                                                              | 0.00                                                                              | 0.00                                                                              | 0.56                                                                               | 0.00                                                                                | 0.00                                                                                | 0.50                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 2316                                                                              | 0                                                                                 | 0                                                                                 | 2631                                                                              | 0                                                                                 | 0                                                                                 | 993                                                                                | 0                                                                                   | 0                                                                                   | 988                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                              | 0.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 15.7                                                                              | 0.0                                                                               | 0.0                                                                               | 14.4                                                                              | 0.0                                                                               | 0.0                                                                               | 8.8                                                                                | 0.0                                                                                 | 0.0                                                                                 | 8.6                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 1.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 0.0                                                                               | 2.3                                                                                | 0.0                                                                                 | 0.0                                                                                 | 1.8                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 5.2                                                                               | 0.0                                                                               | 0.0                                                                               | 3.0                                                                               | 0.0                                                                               | 0.0                                                                               | 6.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 5.1                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 16.7                                                                              | 0.0                                                                               | 0.0                                                                               | 14.8                                                                              | 0.0                                                                               | 0.0                                                                               | 11.1                                                                               | 0.0                                                                                 | 0.0                                                                                 | 10.4                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                 | A                                                                                 | A                                                                                 | B                                                                                  | A                                                                                   | A                                                                                   | B                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 341                                                                               |                                                                                   |                                                                                   | 213                                                                               |                                                                                   |                                                                                    | 555                                                                                 |                                                                                     |                                                                                     | 495                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 16.7                                                                              |                                                                                   |                                                                                   | 14.8                                                                              |                                                                                   |                                                                                    | 11.1                                                                                |                                                                                     |                                                                                     | 10.4                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | B                                                                                 |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                    | B                                                                                   |                                                                                     |                                                                                     | B                                                                                   |                                                                                     |
| Timer - Assigned Phs         |                                                                                   | 2                                                                                 |                                                                                   | 4                                                                                 |                                                                                   | 6                                                                                 |                                                                                    | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     |                                                                                   | 29.0                                                                              |                                                                                   | 18.7                                                                              |                                                                                   | 29.0                                                                              |                                                                                    | 18.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                   | 6.0                                                                               |                                                                                    | 6.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  |                                                                                   | 23.0                                                                              |                                                                                   | 65.0                                                                              |                                                                                   | 23.0                                                                              |                                                                                    | 65.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s |                                                                                   | 11.5                                                                              |                                                                                   | 10.2                                                                              |                                                                                   | 10.5                                                                              |                                                                                    | 6.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      |                                                                                   | 2.8                                                                               |                                                                                   | 2.5                                                                               |                                                                                   | 2.5                                                                               |                                                                                    | 1.4                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| <b>Intersection Summary</b>  |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   |                                                                                   | 12.6                                                                              |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

HCM 6th TWSC  
2: Andrews Place/Van Ness Avenue & Sunset Road

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|------|--------|-------------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.6    |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Movement                 | EBL    | EBT                                                                               | EBR  | WBL    | WBT                                                                               | WBR  | NBL    | NBT                                                                               | NBR  | SBL    | SBT                                                                                 | SBR  |
| Lane Configurations      |        |  |      |        |  |      |        |  |      |        |  |      |
| Traffic Vol, veh/h       | 4      | 282                                                                               | 29   | 7      | 228                                                                               | 27   | 0      | 0                                                                                 | 5    | 10     | 2                                                                                   | 4    |
| Future Vol, veh/h        | 4      | 282                                                                               | 29   | 7      | 228                                                                               | 27   | 0      | 0                                                                                 | 5    | 10     | 2                                                                                   | 4    |
| Conflicting Peds, #/hr   | 3      | 0                                                                                 | 28   | 28     | 0                                                                                 | 3    | 0      | 0                                                                                 | 0    | 0      | 0                                                                                   | 0    |
| Sign Control             | Free   | Free                                                                              | Free | Free   | Free                                                                              | Free | Stop   | Stop                                                                              | Stop | Stop   | Stop                                                                                | Stop |
| RT Channelized           | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                 | None | -      | -                                                                                   | None |
| Storage Length           | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                 | -    | -      | -                                                                                   | -    |
| Veh in Median Storage, # | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -    |
| Grade, %                 | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0                                                                                   | -    |
| Peak Hour Factor         | 87     | 87                                                                                | 87   | 87     | 87                                                                                | 87   | 87     | 87                                                                                | 87   | 87     | 87                                                                                  | 87   |
| Heavy Vehicles, %        | 75     | 6                                                                                 | 0    | 0      | 3                                                                                 | 0    | 0      | 0                                                                                 | 0    | 10     | 0                                                                                   | 0    |
| Mvmt Flow                | 5      | 324                                                                               | 33   | 8      | 262                                                                               | 31   | 0      | 0                                                                                 | 6    | 11     | 2                                                                                   | 5    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Major/Minor              | Major1 |                                                                                   |      | Major2 |                                                                                   |      | Minor1 |                                                                                   |      | Minor2 |                                                                                     |      |
| Conflicting Flow All     | 296    | 0                                                                                 | 0    | 385    | 0                                                                                 | 0    | 676    | 691                                                                               | 369  | 651    | 692                                                                                 | 281  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 379    | 379                                                                               | -    | 297    | 297                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 297    | 312                                                                               | -    | 354    | 395                                                                                 | -    |
| Critical Hdwy            | 4.85   | -                                                                                 | -    | 4.1    | -                                                                                 | -    | 7.1    | 6.5                                                                               | 6.2  | 7.2    | 6.5                                                                                 | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.2    | 5.5                                                                                 | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 6.1    | 5.5                                                                               | -    | 6.2    | 5.5                                                                                 | -    |
| Follow-up Hdwy           | 2.875  | -                                                                                 | -    | 2.2    | -                                                                                 | -    | 3.5    | 4                                                                                 | 3.3  | 3.59   | 4                                                                                   | 3.3  |
| Pot Cap-1 Maneuver       | 944    | -                                                                                 | -    | 1185   | -                                                                                 | -    | 370    | 370                                                                               | 681  | 371    | 370                                                                                 | 763  |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 647    | 618                                                                               | -    | 695    | 671                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 716    | 661                                                                               | -    | 647    | 608                                                                                 | -    |
| Platoon blocked, %       |        | -                                                                                 | -    |        | -                                                                                 | -    |        |                                                                                   |      |        |                                                                                     |      |
| Mov Cap-1 Maneuver       | 941    | -                                                                                 | -    | 1153   | -                                                                                 | -    | 352    | 354                                                                               | 663  | 362    | 354                                                                                 | 761  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 352    | 354                                                                               | -    | 362    | 354                                                                                 | -    |
| Stage 1                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 626    | 597                                                                               | -    | 688    | 664                                                                                 | -    |
| Stage 2                  | -      | -                                                                                 | -    | -      | -                                                                                 | -    | 704    | 654                                                                               | -    | 637    | 587                                                                                 | -    |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Approach                 | EB     |                                                                                   |      | WB     |                                                                                   |      | NB     |                                                                                   |      | SB     |                                                                                     |      |
| HCM Control Delay, s     | 0.1    |                                                                                   |      | 0.2    |                                                                                   |      | 10.5   |                                                                                   |      | 14.1   |                                                                                     |      |
| HCM LOS                  |        |                                                                                   |      |        |                                                                                   |      | B      |                                                                                   |      | B      |                                                                                     |      |
|                          |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                   |      |        |                                                                                     |      |
| Minor Lane/Major Mvmt    | NBLn1  | EBL                                                                               | EBT  | EBR    | WBL                                                                               | WBT  | WBR    | SBLn1                                                                             |      |        |                                                                                     |      |
| Capacity (veh/h)         | 663    | 941                                                                               | -    | -      | 1153                                                                              | -    | -      | 415                                                                               |      |        |                                                                                     |      |
| HCM Lane V/C Ratio       | 0.009  | 0.005                                                                             | -    | -      | 0.007                                                                             | -    | -      | 0.044                                                                             |      |        |                                                                                     |      |
| HCM Control Delay (s)    | 10.5   | 8.8                                                                               | 0    | -      | 8.1                                                                               | 0    | -      | 14.1                                                                              |      |        |                                                                                     |      |
| HCM Lane LOS             | B      | A                                                                                 | A    | -      | A                                                                                 | A    | -      | B                                                                                 |      |        |                                                                                     |      |
| HCM 95th %tile Q(veh)    | 0      | 0                                                                                 | -    | -      | 0                                                                                 | -    | -      | 0.1                                                                               |      |        |                                                                                     |      |

HCM 6th TWSC  
3: Sunset Road & Roome Avenue

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.9    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 13     | 295                                                                               | 226                                                                               | 6      | 20                                                                                | 11   |
| Future Vol, veh/h        | 13     | 295                                                                               | 226                                                                               | 6      | 20                                                                                | 11   |
| Conflicting Peds, #/hr   | 4      | 0                                                                                 | 0                                                                                 | 4      | 1                                                                                 | 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         | 77     | 77                                                                                | 77                                                                                | 77     | 77                                                                                | 77   |
| Heavy Vehicles, %        | 0      | 5                                                                                 | 3                                                                                 | 0      | 11                                                                                | 0    |
| Mvmt Flow                | 17     | 383                                                                               | 294                                                                               | 8      | 26                                                                                | 14   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 306    | 0                                                                                 | -                                                                                 | 0      | 720                                                                               | 302  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 302                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 418                                                                               | -    |
| Critical Hdwy            | 4.1    | -                                                                                 | -                                                                                 | -      | 6.51                                                                              | 6.2  |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | 5.51                                                                              | -    |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | 5.51                                                                              | -    |
| Follow-up Hdwy           | 2.2    | -                                                                                 | -                                                                                 | -      | 3.599                                                                             | 3.3  |
| Pot Cap-1 Maneuver       | 1266   | -                                                                                 | -                                                                                 | -      | 382                                                                               | 742  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 730                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 645                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1261   | -                                                                                 | -                                                                                 | -      | 372                                                                               | 739  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 372                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 715                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 642                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 0.3    | 0                                                                                 |                                                                                   | 13.7   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1261   | -                                                                                 | -                                                                                 | -      | 452                                                                               |      |
| HCM Lane V/C Ratio       | 0.013  | -                                                                                 | -                                                                                 | -      | 0.089                                                                             |      |
| HCM Control Delay (s)    | 7.9    | 0                                                                                 | -                                                                                 | -      | 13.7                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0      | -                                                                                 | -                                                                                 | -      | 0.3                                                                               |      |

HCM 6th TWSC  
4: Washburn Road/Site Ingress Driveway & Sunset Road

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      |      |      |
| Traffic Vol, veh/h       | 4    | 299  | 46   | 13   | 216  | 8    | 9    | 0    | 9    | 0    | 0    | 0    |
| Future Vol, veh/h        | 4    | 299  | 46   | 13   | 216  | 8    | 9    | 0    | 9    | 0    | 0    | 0    |
| Conflicting Peds, #/hr   | 0    | 0    | 29   | 29   | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   | 77   |
| Heavy Vehicles, %        | 0    | 5    | 0    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mvmt Flow                | 5    | 388  | 60   | 17   | 281  | 10   | 12   | 0    | 12   | 0    | 0    | 0    |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|
| Conflicting Flow All | 291    | 0 | 0 | 477    | 0 | 0 | 777    | 782 | 448 |
| Stage 1              | -      | - | - | -      | - | - | 457    | 457 | -   |
| Stage 2              | -      | - | - | -      | - | - | 320    | 325 | -   |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 6.4    | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 5.4    | 5.5 | -   |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1282   | - | - | 1096   | - | - | 368    | 328 | 615 |
| Stage 1              | -      | - | - | -      | - | - | 642    | 571 | -   |
| Stage 2              | -      | - | - | -      | - | - | 741    | 653 | -   |
| Platoon blocked, %   | -      | - | - | -      | - | - | -      | -   | -   |
| Mov Cap-1 Maneuver   | 1282   | - | - | 1066   | - | - | 349    | 0   | 597 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 349    | 0   | -   |
| Stage 1              | -      | - | - | -      | - | - | 621    | 0   | -   |
| Stage 2              | -      | - | - | -      | - | - | 727    | 0   | -   |

| Approach             | EB  | WB  | NB   |
|----------------------|-----|-----|------|
| HCM Control Delay, s | 0.1 | 0.5 | 13.6 |
| HCM LOS              |     |     | B    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|
| Capacity (veh/h)      | 440   | 1282  | -   | -   | 1066  | -   | -   |
| HCM Lane V/C Ratio    | 0.053 | 0.004 | -   | -   | 0.016 | -   | -   |
| HCM Control Delay (s) | 13.6  | 7.8   | 0   | -   | 8.4   | 0   | -   |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.2   | 0     | -   | -   | 0     | -   | -   |

HCM 6th TWSC  
5: High School Egress Driveway & Sunset Road

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |        |        |      |       |       |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh         | 3.4    |        |        |      |       |       |
| Movement                 | EBT    | EBR    | WBL    | WBT  | NBL   | NBR   |
| Lane Configurations      | ↑      |        |        | ↑    | ↑     | ↑     |
| Traffic Vol, veh/h       | 247    | 0      | 0      | 225  | 39    | 102   |
| Future Vol, veh/h        | 247    | 0      | 0      | 225  | 39    | 102   |
| Conflicting Peds, #/hr   | 0      | 32     | 32     | 0    | 9     | 39    |
| 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         | 75     | 75     | 75     | 75   | 75    | 75    |
| Heavy Vehicles, %        | 4      | 0      | 0      | 3    | 17    | 6     |
| Mvmt Flow                | 329    | 0      | 0      | 300  | 52    | 136   |
| Major/Minor              | Major1 | Major2 | Minor1 |      |       |       |
| Conflicting Flow All     | 0      | -      | -      | -    | 638   | 368   |
| Stage 1                  | -      | -      | -      | -    | 329   | -     |
| Stage 2                  | -      | -      | -      | -    | 309   | -     |
| Critical Hdwy            | -      | -      | -      | -    | 6.57  | 6.26  |
| Critical Hdwy Stg 1      | -      | -      | -      | -    | 5.57  | -     |
| Critical Hdwy Stg 2      | -      | -      | -      | -    | 5.57  | -     |
| Follow-up Hdwy           | -      | -      | -      | -    | 3.653 | 3.354 |
| Pot Cap-1 Maneuver       | -      | 0      | 0      | -    | 418   | 669   |
| Stage 1                  | -      | 0      | 0      | -    | 697   | -     |
| Stage 2                  | -      | 0      | 0      | -    | 712   | -     |
| Platoon blocked, %       | -      |        |        | -    |       |       |
| Mov Cap-1 Maneuver       | -      | -      | -      | -    | 414   | 644   |
| Mov Cap-2 Maneuver       | -      | -      | -      | -    | 414   | -     |
| Stage 1                  | -      | -      | -      | -    | 697   | -     |
| Stage 2                  | -      | -      | -      | -    | 706   | -     |
| Approach                 | EB     | WB     |        | NB   |       |       |
| HCM Control Delay, s     | 0      | 0      |        | 14.7 |       |       |
| HCM LOS                  |        |        |        | B    |       |       |
| Minor Lane/Major Mvmt    | NBLn1  | EBT    | WBT    |      |       |       |
| Capacity (veh/h)         | 558    | -      | -      |      |       |       |
| HCM Lane V/C Ratio       | 0.337  | -      | -      |      |       |       |
| HCM Control Delay (s)    | 14.7   | -      | -      |      |       |       |
| HCM Lane LOS             | B      | -      | -      |      |       |       |
| HCM 95th %tile Q(veh)    | 1.5    | -      | -      |      |       |       |

HCM 6th TWSC  
6: High School Ingress Driveway & Sunset Road

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 0.9                                                                               |      |        |                                                                                   |                                                                                   |      |
| Movement                 | EBT                                                                               | EBR  | WBL    | WBT                                                                               | NBL                                                                               | NBR  |
| Lane Configurations      |  |      |        |  |  |      |
| Traffic Vol, veh/h       | 224                                                                               | 12   | 57     | 219                                                                               | 0                                                                                 | 0    |
| Future Vol, veh/h        | 224                                                                               | 12   | 57     | 219                                                                               | 0                                                                                 | 0    |
| Conflicting Peds, #/hr   | 0                                                                                 | 22   | 22     | 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         | 78                                                                                | 78   | 78     | 78                                                                                | 78                                                                                | 78   |
| Heavy Vehicles, %        | 5                                                                                 | 8    | 9      | 3                                                                                 | 0                                                                                 | 0    |
| Mvmt Flow                | 287                                                                               | 15   | 73     | 281                                                                               | 0                                                                                 | 0    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Major/Minor              | Major1                                                                            |      | Major2 |                                                                                   | Minor1                                                                            |      |
| Conflicting Flow All     | 0                                                                                 | 0    | 324    | 0                                                                                 | 744                                                                               | 317  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 317                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 427                                                                               | -    |
| Critical Hdwy            | -                                                                                 | -    | 4.19   | -                                                                                 | 6.4                                                                               | 6.2  |
| Critical Hdwy Stg 1      | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Critical Hdwy Stg 2      | -                                                                                 | -    | -      | -                                                                                 | 5.4                                                                               | -    |
| Follow-up Hdwy           | -                                                                                 | -    | 2.281  | -                                                                                 | 3.5                                                                               | 3.3  |
| Pot Cap-1 Maneuver       | -                                                                                 | -    | 1197   | -                                                                                 | 385                                                                               | 728  |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 743                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 662                                                                               | -    |
| Platoon blocked, %       | -                                                                                 | -    |        | -                                                                                 |                                                                                   |      |
| Mov Cap-1 Maneuver       | -                                                                                 | -    | 1172   | -                                                                                 | 349                                                                               | 713  |
| Mov Cap-2 Maneuver       | -                                                                                 | -    | -      | -                                                                                 | 349                                                                               | -    |
| Stage 1                  | -                                                                                 | -    | -      | -                                                                                 | 727                                                                               | -    |
| Stage 2                  | -                                                                                 | -    | -      | -                                                                                 | 613                                                                               | -    |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Approach                 | EB                                                                                |      | WB     |                                                                                   | NB                                                                                |      |
| HCM Control Delay, s     | 0                                                                                 |      | 1.7    |                                                                                   | 0                                                                                 |      |
| HCM LOS                  |                                                                                   |      |        |                                                                                   | A                                                                                 |      |
|                          |                                                                                   |      |        |                                                                                   |                                                                                   |      |
| Minor Lane/Major Mvmt    | NBLn1                                                                             | EBT  | EBR    | WBL                                                                               | WBT                                                                               |      |
| Capacity (veh/h)         | -                                                                                 | -    | -      | 1172                                                                              | -                                                                                 |      |
| HCM Lane V/C Ratio       | -                                                                                 | -    | -      | 0.062                                                                             | -                                                                                 |      |
| HCM Control Delay (s)    | 0                                                                                 | -    | -      | 8.3                                                                               | 0                                                                                 |      |
| HCM Lane LOS             | A                                                                                 | -    | -      | A                                                                                 | A                                                                                 |      |
| HCM 95th %tile Q(veh)    | -                                                                                 | -    | -      | 0.2                                                                               | -                                                                                 |      |

| Intersection             |        |                                                                                   |                                                                                   |        |                                                                                   |      |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 1.2    |                                                                                   |                                                                                   |        |                                                                                   |      |
| Movement                 | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR  |
| Lane Configurations      |        |  |  |        |  |      |
| Traffic Vol, veh/h       | 29     | 161                                                                               | 196                                                                               | 71     | 14                                                                                | 15   |
| Future Vol, veh/h        | 29     | 161                                                                               | 196                                                                               | 71     | 14                                                                                | 15   |
| Conflicting Peds, #/hr   | 0      | 0                                                                                 | 0                                                                                 | 0      | 23                                                                                | 3    |
| 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         | 78     | 78                                                                                | 78                                                                                | 78     | 78                                                                                | 78   |
| Heavy Vehicles, %        | 0      | 4                                                                                 | 3                                                                                 | 1      | 0                                                                                 | 0    |
| Mvmt Flow                | 37     | 206                                                                               | 251                                                                               | 91     | 18                                                                                | 19   |
| Major/Minor              | Major1 | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |      |
| Conflicting Flow All     | 342    | 0                                                                                 | -                                                                                 | 0      | 600                                                                               | 300  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 297                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 303                                                                               | -    |
| 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   | -                                                                                 | -                                                                                 | -      | 467                                                                               | 744  |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 758                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 754                                                                               | -    |
| Platoon blocked, %       |        | -                                                                                 | -                                                                                 | -      |                                                                                   |      |
| Mov Cap-1 Maneuver       | 1228   | -                                                                                 | -                                                                                 | -      | 451                                                                               | 742  |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | 451                                                                               | -    |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | 732                                                                               | -    |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | 754                                                                               | -    |
| Approach                 | EB     | WB                                                                                |                                                                                   | SB     |                                                                                   |      |
| HCM Control Delay, s     | 1.2    | 0                                                                                 |                                                                                   | 11.8   |                                                                                   |      |
| HCM LOS                  |        |                                                                                   |                                                                                   | B      |                                                                                   |      |
| Minor Lane/Major Mvmt    | EBL    | EBT                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             |      |
| Capacity (veh/h)         | 1228   | -                                                                                 | -                                                                                 | -      | 566                                                                               |      |
| HCM Lane V/C Ratio       | 0.03   | -                                                                                 | -                                                                                 | -      | 0.066                                                                             |      |
| HCM Control Delay (s)    | 8      | 0                                                                                 | -                                                                                 | -      | 11.8                                                                              |      |
| HCM Lane LOS             | A      | A                                                                                 | -                                                                                 | -      | B                                                                                 |      |
| HCM 95th %tile Q(veh)    | 0.1    | -                                                                                 | -                                                                                 | -      | 0.2                                                                               |      |

HCM 6th TWSC  
8: West Parkway & Sunset Lane

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |                                                                                   |        |                                                                                   |        |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 5                                                                                 |        |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                 | WBL                                                                               | WBR    | NBT                                                                               | NBR    | SBL                                                                               | SBT                                                                               |
| Lane Configurations      |  |        |  |        |  |  |
| Traffic Vol, veh/h       | 93                                                                                | 99     | 203                                                                               | 117    | 87                                                                                | 246                                                                               |
| Future Vol, veh/h        | 93                                                                                | 99     | 203                                                                               | 117    | 87                                                                                | 246                                                                               |
| Conflicting Peds, #/hr   | 2                                                                                 | 2      | 0                                                                                 | 3      | 3                                                                                 | 0                                                                                 |
| Sign Control             | Stop                                                                              | Stop   | Free                                                                              | Free   | Free                                                                              | Free                                                                              |
| RT Channelized           | -                                                                                 | None   | -                                                                                 | None   | -                                                                                 | None                                                                              |
| Storage Length           | 0                                                                                 | -      | -                                                                                 | -      | 100                                                                               | -                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -      | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Grade, %                 | 0                                                                                 | -      | 0                                                                                 | -      | -                                                                                 | 0                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92     | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 4                                                                                 | 0      | 3                                                                                 | 4      | 3                                                                                 | 2                                                                                 |
| Mvmt Flow                | 101                                                                               | 108    | 221                                                                               | 127    | 95                                                                                | 267                                                                               |
|                          |                                                                                   |        |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor              | Minor1                                                                            | Major1 |                                                                                   | Major2 |                                                                                   |                                                                                   |
| Conflicting Flow All     | 747                                                                               | 290    | 0                                                                                 | 0      | 351                                                                               | 0                                                                                 |
| Stage 1                  | 288                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 459                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy            | 6.44                                                                              | 6.2    | -                                                                                 | -      | 4.13                                                                              | -                                                                                 |
| Critical Hdwy Stg 1      | 5.44                                                                              | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Critical Hdwy Stg 2      | 5.44                                                                              | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Follow-up Hdwy           | 3.536                                                                             | 3.3    | -                                                                                 | -      | 2.227                                                                             | -                                                                                 |
| Pot Cap-1 Maneuver       | 378                                                                               | 754    | -                                                                                 | -      | 1202                                                                              | -                                                                                 |
| Stage 1                  | 756                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 632                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Platoon blocked, %       |                                                                                   |        | -                                                                                 | -      |                                                                                   | -                                                                                 |
| Mov Cap-1 Maneuver       | 346                                                                               | 750    | -                                                                                 | -      | 1199                                                                              | -                                                                                 |
| Mov Cap-2 Maneuver       | 346                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 1                  | 754                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
| Stage 2                  | 581                                                                               | -      | -                                                                                 | -      | -                                                                                 | -                                                                                 |
|                          |                                                                                   |        |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |        |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                 | WB                                                                                | NB     |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 18.2                                                                              | 0      |                                                                                   | 2.2    |                                                                                   |                                                                                   |
| HCM LOS                  | C                                                                                 |        |                                                                                   |        |                                                                                   |                                                                                   |
|                          |                                                                                   |        |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | NBT                                                                               | NBR    | WBLn1                                                                             | SBL    | SBT                                                                               |                                                                                   |
| Capacity (veh/h)         | -                                                                                 | -      | 479                                                                               | 1199   | -                                                                                 |                                                                                   |
| HCM Lane V/C Ratio       | -                                                                                 | -      | 0.436                                                                             | 0.079  | -                                                                                 |                                                                                   |
| HCM Control Delay (s)    | -                                                                                 | -      | 18.2                                                                              | 8.3    | -                                                                                 |                                                                                   |
| HCM Lane LOS             | -                                                                                 | -      | C                                                                                 | A      | -                                                                                 |                                                                                   |
| HCM 95th %tile Q(veh)    | -                                                                                 | -      | 2.2                                                                               | 0.3    | -                                                                                 |                                                                                   |



HCM 6th TWSC  
9: West Parkway & Sunset Road

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      | ↗    | ↖    |      |      | ↖    |      |
| Traffic Vol, veh/h       | 22   | 0    | 31   | 30   | 21   | 18   | 50   | 234  | 0    | 0    | 226  | 29   |
| Future Vol, veh/h        | 22   | 0    | 31   | 30   | 21   | 18   | 50   | 234  | 0    | 0    | 226  | 29   |
| Conflicting Peds, #/hr   | 2    | 0    | 1    | 1    | 0    | 2    | 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           | -    | -    | -    | -    | -    | -    | 80   | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    |
| Mvmt Flow                | 27   | 0    | 37   | 36   | 25   | 22   | 60   | 282  | 0    | 0    | 272  | 35   |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     | Major2 |   |   |   |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|---|---|---|
| Conflicting Flow All | 718    | 692 | 291    | 711 | 709    | 284 | 307    | 0 | - | - | - | 0 |
| Stage 1              | 290    | 290 | -      | 402 | 402    | -   | -      | - | - | - | - | - |
| Stage 2              | 428    | 402 | -      | 309 | 307    | -   | -      | - | - | - | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 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    | - | - | - | - | - |
| Pot Cap-1 Maneuver   | 347    | 370 | 753    | 351 | 362    | 760 | 1265   | - | 0 | 0 | - | - |
| Stage 1              | 722    | 676 | -      | 629 | 604    | -   | -      | - | 0 | 0 | - | - |
| Stage 2              | 609    | 604 | -      | 705 | 665    | -   | -      | - | 0 | 0 | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |        | - |   |   | - | - |
| Mov Cap-1 Maneuver   | 306    | 353 | 752    | 321 | 345    | 759 | 1265   | - | - | - | - | - |
| Mov Cap-2 Maneuver   | 306    | 353 | -      | 321 | 345    | -   | -      | - | - | - | - | - |
| Stage 1              | 688    | 676 | -      | 599 | 576    | -   | -      | - | - | - | - | - |
| Stage 2              | 538    | 576 | -      | 669 | 665    | -   | -      | - | - | - | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 13.9 |  | 16.8 |  | 1.4 |  | 0  |  |
| HCM LOS              | B    |  | C    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | WBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1265  | -   | 469   | 388   | -   | -   |
| HCM Lane V/C Ratio    | 0.048 | -   | 0.136 | 0.214 | -   | -   |
| HCM Control Delay (s) | 8     | -   | 13.9  | 16.8  | -   | -   |
| HCM Lane LOS          | A     | -   | B     | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.5   | 0.8   | -   | -   |

HCM 6th TWSC  
10: Sunset Road & Site Egress Driveway

2025 Build Condition  
Weekday Dismissal Peak Hour

| Intersection             |        |        |       |        |      |      |
|--------------------------|--------|--------|-------|--------|------|------|
| Int Delay, s/veh         | 1      |        |       |        |      |      |
| Movement                 | EBL    | EBT    | WBT   | WBR    | SBL  | SBR  |
| Lane Configurations      |        | ↑      | ↑     |        | ↓    | ↓    |
| Traffic Vol, veh/h       | 0      | 224    | 264   | 0      | 23   | 12   |
| Future Vol, veh/h        | 0      | 224    | 264   | 0      | 23   | 12   |
| 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         | 60     | 60     | 60    | 60     | 60   | 60   |
| Heavy Vehicles, %        | 0      | 4      | 3     | 0      | 0    | 0    |
| Mvmt Flow                | 0      | 373    | 440   | 0      | 38   | 20   |
|                          |        |        |       |        |      |      |
| Major/Minor              | Major1 | Major2 |       | Minor2 |      |      |
| Conflicting Flow All     | -      | 0      | -     | 0      | 813  | 440  |
| Stage 1                  | -      | -      | -     | -      | 440  | -    |
| Stage 2                  | -      | -      | -     | -      | 373  | -    |
| Critical Hdwy            | -      | -      | -     | -      | 6.4  | 6.2  |
| Critical Hdwy Stg 1      | -      | -      | -     | -      | 5.4  | -    |
| Critical Hdwy Stg 2      | -      | -      | -     | -      | 5.4  | -    |
| Follow-up Hdwy           | -      | -      | -     | -      | 3.5  | 3.3  |
| Pot Cap-1 Maneuver       | 0      | -      | -     | 0      | 351  | 621  |
| Stage 1                  | 0      | -      | -     | 0      | 653  | -    |
| Stage 2                  | 0      | -      | -     | 0      | 701  | -    |
| Platoon blocked, %       |        | -      | -     |        |      |      |
| Mov Cap-1 Maneuver       | -      | -      | -     | -      | 351  | 621  |
| Mov Cap-2 Maneuver       | -      | -      | -     | -      | 351  | -    |
| Stage 1                  | -      | -      | -     | -      | 653  | -    |
| Stage 2                  | -      | -      | -     | -      | 701  | -    |
|                          |        |        |       |        |      |      |
|                          |        |        |       |        |      |      |
| Approach                 | EB     | WB     |       | SB     |      |      |
| HCM Control Delay, s     | 0      | 0      |       | 15.2   |      |      |
| HCM LOS                  | C      |        |       |        |      |      |
|                          |        |        |       |        |      |      |
|                          |        |        |       |        |      |      |
| Minor Lane/Major Mvmt    | EBT    | WBT    | SBLn1 |        |      |      |
| Capacity (veh/h)         | -      | -      | 412   |        |      |      |
| HCM Lane V/C Ratio       | -      | -      | 0.142 |        |      |      |
| HCM Control Delay (s)    | -      | -      | 15.2  |        |      |      |
| HCM Lane LOS             | -      | -      | C     |        |      |      |
| HCM 95th %tile Q(veh)    | -      | -      | 0.5   |        |      |      |

## **TRAFFIC SIGNAL TIMING DIRECTIVE**

# TRAFFIC SIGNAL TIMING

## BOULEVARD (CR ALT 511) & SUNSET ROAD

### TOWNSHIP OF PEQUANNOCK

| PHASE                       | SIGNAL INDICATIONS |                |                |                | TIME |      |
|-----------------------------|--------------------|----------------|----------------|----------------|------|------|
|                             | <u>2,3,6,7</u>     | <u>1,4,5,8</u> | <u>B,D,F,G</u> | <u>A,C,E,H</u> | I    | II   |
| <u>VEHICLE ACTUATED</u>     |                    |                |                |                |      |      |
| A – Boulevard (ROW)         | G                  | R              | W              | DW             | 40   | 8    |
| Ped Clearance               | G                  | R              | FDW            | DW             | 15   | 15   |
| Change                      | Y                  | R              | DW             | DW             | 4    | 4    |
| Clearance                   | R                  | R              | DW             | DW             | 2    | 2    |
| B – Sunset (ROW)            | R                  | G              | DW             | DW             | 7-33 | 7-65 |
| Change                      | R                  | Y              | DW             | DW             | 4    | 4    |
| Clearance                   | R                  | R              | DW             | DW             | 2    | 2    |
| <u>PEDESTRIAN ACTIVATED</u> |                    |                |                |                |      |      |
| A – Boulevard (ROW)         | G                  | R              | W              | DW             | 40   | 8    |
| Ped Clearance               | G                  | R              | FDW            | DW             | 15   | 15   |
| Change                      | Y                  | R              | DW             | DW             | 4    | 4    |
| Clearance                   | R                  | R              | DW             | DW             | 2    | 2    |
| B – Sunset (ROW)            | R                  | G              | DW             | W              | 16   | 16   |
| Ped Clearance               | R                  | G              | DW             | FDW            | 16   | 16   |
| Vehicle Extension           | R                  | G              | DW             | DW             | 0-2  | 0-34 |
| Change                      | R                  | Y              | DW             | DW             | 4    | 4    |
| Clearance                   | R                  | R              | DW             | DW             | 2    | 2    |
| FLASHING OPERATION          | Y                  | R              | DARK           | DARK           |      |      |

#### NOTES:

1. Phase **B** memory and recall “Off” .
2. Controller to rest in Phase **A** green.
3. Manual Control to be disconnected.
4. Vehicle Extension to be set at 2 seconds.

#### Hours of Operation / Cycle Length

Time I - ALL OTHER TIMES, C = Variable

Time II - 2:30 P.M. - 3:30 P.M., Monday – Friday / C = Variable

09/16/02

Rev. 01/14/03

**Rev. 03/25/2010**