



# TRAFFIC IMPACT STUDY

## PROPOSED MIXED-USE DEVELOPMENT

Proposed Mixed-Use  
Development

626 River Road  
Fair Haven, Monmouth  
County, New Jersey

Prepared For:  
M&M Realty Partners at  
Fair Haven, LLC

Date: June 18, 2021  
SE&D Job No. PRI-210146



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**TABLE OF CONTENTS**

**INTRODUCTION** ..... 1

**METHODOLOGY** ..... 1

**2021 EXISTING CONDITION** ..... 2

    2021 Existing Roadway Conditions ..... 2

    2021 Existing Transit Service ..... 2

    2021 Existing Traffic Volumes ..... 3

    2021 Existing LOS/Capacity Analysis ..... 4

**2023 NO-BUILD CONDITION** ..... 4

    Background Growth ..... 4

    Other Planned Development Projects ..... 4

    2023 No-Build Traffic Volumes ..... 4

    2023 No-Build LOS/Capacity Analysis ..... 5

**2023 BUILD CONDITION** ..... 5

    Trip Generation ..... 5

    Trip Assignment/Distribution ..... 6

    2023 Build Traffic Volumes ..... 7

    2023 Build LOS/Capacity Analysis ..... 7

    Comparative Level of Service (Delay) Tables ..... 7

**SITE CIRCULATION/PARKING SUPPLY** ..... 8

**CONCLUSIONS** ..... 9

## TECHNICAL APPENDIX

### LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

### TURNING MOVEMENT COUNT DATA

Intersection of River Road and Cedar Avenue

### NJDOT TRAFFIC VOLUME COUNT DATA

River Road between Lincoln Avenue and Grange Ave

### FIGURES

Figure 1 – Site Location Map

Figure 2 – 2021 Existing Traffic Volumes

Figure 3 – 2023 No-Build Traffic Volumes

Figure 4 – Site-Generated Traffic Volumes

Figure 5 – 2023 Build Traffic Volumes

### HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

2021 Existing Traffic Conditions

2023 No-Build Traffic Conditions

2023 Build Traffic Conditions

## INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed mixed-use development on the adjacent roadway network. The subject property is located at the southeasterly quadrant of the intersection of River Road and Cedar Avenue in the Borough of Fair Haven, Monmouth County, New Jersey. The site location is shown on appended **Figure 1**.

The subject property is designated as Block 31, Lot 1 as depicted on the Borough of Fair Haven Tax Map. The site has approximately 195 feet of frontage along River Road and approximately 130 feet of frontage along Cedar Avenue. The existing site is presently occupied by a vacant one (1)-story building and an asphalt parking lot. Access is presently provided via two (2) full-movement driveways along River Road and one (1) full-movement driveway along Cedar Avenue. Under the proposed development program, the existing structures would be razed and a three (3)-story mixed-use development consisting of 14 residential units and 4,250 square feet of retail space would be constructed. Access is proposed to be consolidated via one (1) ingress only driveway along River Road and one (1) full-movement driveway along Cedar Avenue.

## 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 Highway Capacity Software (HCS7) 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.

## 2021 EXISTING CONDITION

### 2021 EXISTING ROADWAY CONDITIONS

The proposed mixed-use development is located at the southeasterly quadrant of the intersection of River Road and Cedar Avenue in the Borough of Fair Haven, Monmouth County, New Jersey. The subject property is designated as Block 31, Lot 1 as depicted on the Borough of Fair Haven Tax Map. The site has approximately 195 feet of frontage along River Road and approximately 130 feet of frontage along Cedar Avenue. Land uses in the area are predominantly residential and commercial.

River Road (County Road 10) is classified as an urban minor arterial roadway with a general east-west orientation and is under the jurisdiction of Monmouth County. Along the site frontage, the roadway provides one (1) lane in each direction and has a posted speed limit of 30 mph. Curb is provided along both sides of the roadway, sidewalk is generally provided along both sides of the roadway within the site vicinity, shoulders are not provided along either side of the roadway, and on-street parking is permitted along the northerly side of the roadway. River Road provides east-west mobility between the Borough of Red Bank and the Borough of Rumson for primarily commercial and residential uses along its length.

Cedar Avenue is classified as a local roadway with a general north-south orientation and is under the jurisdiction of the Borough of Fair Haven. Along the site frontage, the roadway provides one (1) lane in each direction and has a posted speed limit of 20 mph. Curb is provided along both sides of the roadway, sidewalk is generally provided along both sides of the roadway within the site vicinity, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway within the site vicinity. Cedar Avenue provides local access between River Road and 3<sup>rd</sup> Street for primarily commercial and residential uses along its length.

River Road and Cedar Avenue intersect to form an unsignalized four (4)-leg intersection with the northbound approach of Cedar Avenue operating under stop control. Please note that the southbound approach of the intersection is a private driveway servicing Krauszer's Food Store. The eastbound and westbound approaches of River Road each provide one (1) shared left-turn/through/right-turn lane. The northbound approach of Cedar Avenue and the southbound approach of the private commercial driveway each provide one (1) shared left-turn/through/right-turn lane. Crosswalks are provided across the easterly and southerly legs of the intersection.

### 2021 EXISTING TRANSIT SERVICE

The subject site is located within 500 feet (2-minute walk) from bus stops that service NJ Transit bus route 838. NJ Transit Bus Route 838 provides service to Red Bank Train Station, Rumson, Lincroft, Colts Neck,

Freehold, and various points of interest throughout Monmouth County. Further, the proposed development is located within 2 miles (11-minute bus ride) from Red Bank Train Station which serves NJ Transit's North Jersey Coast Line and provides direct service to New York, Newark Penn Station, Long Branch, and Bay Head, as well as transfer service to Hoboken Terminal and other lines on the NJ Transit system. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized on **Table 1**.

**TABLE 1: MULTI-MODAL TRANSPORTATION OPTIONS**

<b>Travel Mode</b>	<b>Proximity to Site</b>	<b>Major Destinations</b>
Red Bank Train Station	2 miles	New York, Newark Penn Station, Long Branch, Bay Head
NJ Transit Bus Route 838	500 feet	Red Bank Train Station, Rumson, Lincroft, Colts Neck, Freehold

**2021 EXISTING TRAFFIC VOLUMES**

Manual turning movement counts were collected during the typical weekday morning, weekday evening and Saturday midday 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 intersections of River Road and Cedar Avenue.

Specifically, manual turning movement counts were conducted on the following dates and during the following times:

- ◆ Wednesday, June 2, 2021, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.
- ◆ Saturday, June 5, 2021, from 11:00 a.m. to 2:00 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. 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 morning peak hour occurred from 8:00 a.m. to 9:00 a.m.; the weekday evening peak hour occurred from 4:30 p.m. to 5:30 p.m.; and the Saturday midday peak hour occurred from 12:00 p.m. to 1:00 p.m. The Technical Appendix contains a summary of the turning movement count data. The 2021 Existing weekday morning, weekday evening, and Saturday midday peak hour volumes are summarized on appended **Figure 2**.

Due to the ongoing COVID-19 pandemic, additional traffic data was reviewed to account for any potential variations in traffic patterns. In order to provide a comparison to the as-counted traffic data, available traffic data along River Road published by the New Jersey Department of Transportation (NJDOT) from 2018 was

reviewed. Based on the aforementioned data review, the as-counted study peak hour traffic volumes were determined to be approximately 10% to 20% greater than the DOT traffic volumes and therefore, no adjustments to the subject peak hour traffic volumes were incorporated in order to provide a conservative analysis.

### 2021 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2021 Existing Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersection. Under the existing condition, the turning movements at the unsignalized intersection of River Road and Cedar Avenue are calculated to operate at Level of Service D or better during the weekday morning peak hour, and Level of Service C or better during the weekday evening and Saturday midday peak hours.

### **2023 NO-BUILD CONDITION**

#### BACKGROUND GROWTH

The 2021 Existing Condition traffic volume data was grown to a future horizon year of 2023, which is a conservative estimate for when the proposed mixed-use development is expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersection were increased by 1% annually for two (2) years. The 1% background growth rate was obtained from the 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 Borough of Fair Haven Planning Board Engineer, no documents were provided. However, based on publicly available documents such as Borough of Fair Haven Planning Board meeting agendas and meeting minutes, there are no planned development projects anticipated to impact traffic volumes 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.

#### 2023 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2021 Existing Traffic Volumes to calculate the 2023 No-Build Traffic Volumes for the weekday morning, weekday evening, and Saturday midday peak hours. These volumes are summarized on appended **Figure 3**.

**2023 NO-BUILD LOS/CAPACITY ANALYSIS**

A Level of Service and Volume/Capacity analysis was also conducted for the 2023 No-Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersection. The turning movements at the unsignalized intersection of River Road and Cedar Avenue are calculated to operate generally consistent with the findings of the 2021 Existing Condition during the studied peak hours.

**2023 BUILD CONDITION**

The site-generated traffic volume of the proposed mixed-use development 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 mixed-use development were prepared utilizing the ITE's Trip Generation Manual, 10<sup>th</sup> Edition. Trip generation rates associated with Land Use 221 “Multifamily Housing (Mid-Rise)” and Land Use 820 “Shopping Center” were cited for the proposed 14 dwelling units and 4,250 square feet of retail space. **Table 2** provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the proposed development.

**TABLE 2 – PROPOSED TRIP GENERATION**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
14 DU Multifamily Housing (Mid-Rise) <i>ITE Land Use 221</i>	1	4	5	4	3	7	6	7	13
4,250 SF Shopping Center <i>ITE Land Use 820</i>	2	2	4	8	8	16	10	9	19
<b>Total</b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>11</b>	<b>23</b>	<b>16</b>	<b>16</b>	<b>32</b>

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Retail stores are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed retail component of the mixed-use development would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred



to as pass-by trips. However, in an effort to provide a conservative analysis, a credit for pass-by trips was not applied.

Additionally, Chapter 6 of ITE's Trip Generation Handbook, 3rd Edition, states that internally captured trips can be a component of the travel patterns at mixed-use developments, such as the one proposed. When combined within a single development, individual land uses tend to interact, and thus attract a portion of each other's trip generation, such as a resident visiting the retail uses. Therefore, it is reasonable to apply internal trip calculations to the projected trip generation of the proposed developments. However, in an effort to provide a conservative analysis, a credit for the internal capture was not applied.

For comparison, **Table 3** provides the trip generation projections of permitted uses within the B-1 Zone which could feasibly be constructed on this site. As shown, a day care facility, bank, convenience store, and fast-food restaurant, all would generate more traffic than the proposed mixed-use development.

**TABLE 3 – AS-OF-RIGHT TRIP GENERATION COMPARISON**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
10,000 SF Day Care Center <i>ITE Land Use 565</i>	58	52	110	52	59	111	--	--	--
4,000 SF Walk-In Bank <i>ITE LU 911</i>	47	43	90	54	52	106	--	--	--
4,000 SF Convenience Market <i>ITE LU 851</i>	125	125	250	100	96	196	158	158	316
5,500 SF Fast-Food Restaurant without Drive-Through Window <i>ITE LU 933</i>	83	55	138	78	78	156	147	153	300
<b>Proposed Mixed-Use Development 14 DU &amp; 4,250 SF <i>ITE LUs 221 and 820</i></b>	<b>3</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>11</b>	<b>23</b>	<b>16</b>	<b>16</b>	<b>32</b>

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. The Site-Generated Traffic Volumes are illustrated on **Figure 4**.

**2023 BUILD TRAFFIC VOLUMES**

The site-generated trips were added to the 2023 No-Build Traffic Volumes to calculate the 2023 Build Traffic Volumes and are shown on appended **Figure 5**.

**2023 BUILD LOS/CAPACITY ANALYSIS**

A Level of Service and Volume/Capacity analysis was also conducted for the 2023 Build Condition during the weekday morning, weekday evening, and Saturday midday peak hours at the study intersection and proposed site driveways. **Tables 4 through 8** compare the 2021 Existing, 2023 No-Build, and 2023 Build Conditions Level of Service and delay values.

Under the 2023 Build Condition, the turning movements at the unsignalized intersection of River Road and Cedar Avenue are calculated to operate generally consistent with the findings of the 2023 No-Build Condition during the studied peak hours.

Under the 2023 Build Condition, all movements at the site driveway along River Road are calculated to operate at Level of Service A during all study peak hours.

Under the 2023 Build Condition, all movements at the site driveway along Cedar Avenue are calculated to operate at Level of Service A during all study peak hours. Please note that the calculated 95<sup>th</sup> percentile queue length is accommodated in the proposed driveway throat lengths without adversely impacting on-site circulation or parking maneuverability during all study peak hours.

**COMPARATIVE LEVEL OF SERVICE (DELAY) TABLES**

**RIVER ROAD & CEDAR AVENUE**

EB (Eastbound) and WB (Westbound) approaches are the River Road approaches  
NB (Northbound) is the Cedar Avenue approach  
SB (Northbound) is the Cross-Access to Navesink Avenue approach  
X (n) = Level of Service (seconds of delay)

**TABLE 4 – WEEKDAY MORNING PEAK HOUR**

<b>Lane Group</b>	<b>2021 Existing</b>	<b>2023 No-Build</b>	<b>2023 Build</b>
EB Left	A (8.9)	A (9.0)	A (9.0)
WB Left	A (8.6)	A (8.7)	A (8.7)
NB Left/Through/Right	C (20.8)	C (21.3)	C (22.0)
SB Left/Through/Right	D (25.4)	D (26.3)	D (26.6)

**TABLE 5 – WEEKDAY EVENING PEAK HOUR**

Lane Group	2021 Existing	2023 No-Build	2023 Build
EB Left	A (8.3)	A (8.3)	A (8.3)
WB Left	A (8.5)	A (8.5)	A (8.6)
NB Left/Through/Right	C (18.3)	C (18.6)	C (19.7)
SB Left/Through/Right	C (18.5)	C (19.0)	C (19.2)

**TABLE 6 – SATURDAY MIDDAY PEAK HOUR**

Lane Group	2021 Existing	2023 No-Build	2023 Build
EB Left	A (8.4)	A (8.4)	A (8.4)
WB Left	A (8.5)	A (8.5)	A (8.5)
NB Left/Through/Right	C (20.6)	C (21.2)	C (23.0)
SB Left/Through/Right	C (22.1)	C (22.8)	C (23.3)

**RIVER ROAD & SITE DRIVEWAY**

WB (Westbound) approach is the River Road approach  
X (n) = Level of Service (seconds of delay)

**TABLE 7 – 2023 BUILD CONDITION**

Lane Group	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Midday Peak Hour
WB Left	A (8.6)	A (8.5)	A (8.5)

**CEDAR AVENUE & SITE DRIVEWAY**

WB (Westbound) approach is the site driveway approach  
SB (Southbound) approach is the Cedar Avenue approach  
X (n) = Level of Service (seconds of delay)

**TABLE 8 – 2023 BUILD CONDITION**

Lane Group	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Saturday Midday Peak Hour
WB Left	A (8.7)	A (8.7)	A (8.8)
SB Left	A (7.3)	A (7.3)	A (7.4)

**SITE CIRCULATION/PARKING SUPPLY**

A review was conducted of the proposed mixed-use development using the Site Plan prepared by EP Design Services, dated January 26, 2021. 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 along River Road and one (1) full-movement driveway along Cedar Avenue. The mixed-use building would be constructed in the northern portion of the site. The

retail space would occupy the northern portion of the first floor and the residential units would occupy the second and third floors. A parking garage would occupy the remainder of the first floor and would be accessible along the southern façade of the building. Additional off-street surface parking would be located along the southern portion of the site. Site circulation throughout the property would be provided via a minimum of 12-foot one (1)-way drive aisles and 25-foot two (2)-way drive aisles. The trash enclosure would be located in the southeastern corner of the site.

Regarding the parking requirements for the proposed development, the Borough of Fair Haven Ordinance No. 2021-06 requires two (2) parking spaces per residential unit and one (1) parking space per 250 square-feet of retail space. For the proposed mixed-use development consisting of 14 dwelling units and 4,250 square-feet of retail space this equates to 45 required spaces. The site would provide 45 total parking spaces, inclusive of 24 tandem spaces, 19 surface spaces, and two (2) ADA accessible parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The majority of spaces would be nine (9) feet wide by 18 feet deep in accordance New Jersey Administrative Code Residential Site Improvements Standards (RSIS) (NJAC 5:21) and industry standards, with 24 tandem spaces measuring (9) feet wide by 20 feet deep.

## CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed mixed-use development. 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 mixed-use nature of the site, proximity of the site to the Red Bank train station and nearby bus stops, and walkable nature of the surrounding area would result in a reduced traffic generation as compared to a similar suburban development with separate land uses per lot and no transit access. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. The parking supply meets the Borough's parking requirement and would be sufficient to support this projects parking demand.

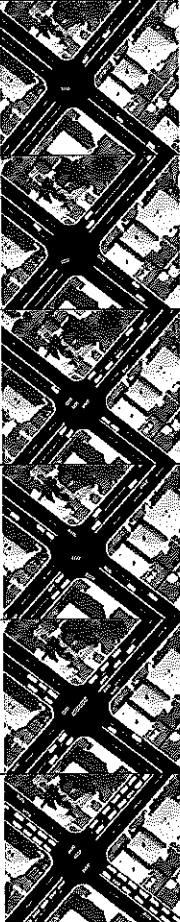
## TECHNICAL APPENDIX

**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 2010 (HCM 2010), 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 2010

**TURNING MOVEMENT COUNT DATA**



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Intersection of River Road (E/W)  
and Cedar Avenue (N/S)  
Fair Haven, Monmouth County, New Jersey  
Wednesday, June 2, 2021

File Name : PRI-210146  
Site Code : 00210146  
Start Date : 6/2/2021  
Page No : 1

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

Start Time	River Road Eastbound				River Road Westbound				Cedar Avenue Northbound				Navesink Avenue Southbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	35	1	42	0	67	2	69	0	0	5	5	3	1	2	6	122
07:15 AM	1	72	4	77	3	83	4	90	4	0	6	10	5	0	2	7	184
07:30 AM	2	60	3	65	2	81	0	83	5	1	5	11	2	0	1	3	162
07:45 AM	10	75	2	87	3	105	7	115	3	0	4	7	2	0	5	7	216
<b>Total</b>	<b>19</b>	<b>242</b>	<b>10</b>	<b>271</b>	<b>8</b>	<b>336</b>	<b>13</b>	<b>357</b>	<b>12</b>	<b>1</b>	<b>20</b>	<b>33</b>	<b>12</b>	<b>1</b>	<b>10</b>	<b>23</b>	<b>684</b>
08:00 AM	0	153	6	159	7	123	7	137	4	0	16	20	3	0	4	7	323
08:15 AM	4	114	5	123	4	114	3	121	5	1	9	15	1	0	5	6	265
08:30 AM	1	99	7	107	2	141	4	147	1	1	10	12	7	0	5	12	278
08:45 AM	1	102	3	106	1	102	5	108	5	1	6	12	5	0	4	9	235
<b>Total</b>	<b>6</b>	<b>468</b>	<b>21</b>	<b>495</b>	<b>14</b>	<b>480</b>	<b>19</b>	<b>513</b>	<b>15</b>	<b>3</b>	<b>41</b>	<b>59</b>	<b>16</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>1101</b>
*** BREAK ***																	
04:00 PM	2	102	5	109	7	98	5	110	3	0	4	7	3	1	3	7	233
04:15 PM	3	89	5	97	3	104	6	113	3	0	9	12	2	3	8	13	235
04:30 PM	1	119	11	131	7	115	3	125	5	1	9	15	2	0	3	5	276
04:45 PM	2	111	5	118	11	103	2	116	5	0	11	16	3	0	3	6	256
<b>Total</b>	<b>8</b>	<b>421</b>	<b>26</b>	<b>455</b>	<b>28</b>	<b>420</b>	<b>16</b>	<b>464</b>	<b>16</b>	<b>1</b>	<b>33</b>	<b>50</b>	<b>10</b>	<b>4</b>	<b>17</b>	<b>31</b>	<b>1000</b>
05:00 PM	3	100	10	113	6	105	3	114	7	0	9	16	2	1	5	8	251
05:15 PM	1	119	8	128	4	89	4	97	3	0	5	8	3	1	3	7	240
05:30 PM	2	86	6	94	10	98	6	114	8	1	6	15	4	0	3	7	230
05:45 PM	2	86	2	90	9	83	2	94	9	0	11	20	2	1	1	4	208
<b>Total</b>	<b>8</b>	<b>391</b>	<b>26</b>	<b>425</b>	<b>29</b>	<b>375</b>	<b>15</b>	<b>419</b>	<b>27</b>	<b>1</b>	<b>31</b>	<b>59</b>	<b>11</b>	<b>3</b>	<b>12</b>	<b>26</b>	<b>929</b>
06:00 PM	2	93	7	102	5	91	0	96	6	0	8	14	3	0	2	5	217
06:15 PM	3	90	7	100	9	81	7	97	3	1	9	13	1	1	3	5	215
06:30 PM	0	88	3	91	6	86	1	93	6	1	8	15	1	1	5	7	206
06:45 PM	0	90	7	97	11	86	0	97	0	0	11	11	0	0	5	5	210
<b>Total</b>	<b>5</b>	<b>361</b>	<b>24</b>	<b>390</b>	<b>31</b>	<b>344</b>	<b>8</b>	<b>383</b>	<b>15</b>	<b>2</b>	<b>36</b>	<b>53</b>	<b>5</b>	<b>2</b>	<b>15</b>	<b>22</b>	<b>848</b>
<b>Grand Total</b>	<b>46</b>	<b>1883</b>	<b>107</b>	<b>2036</b>	<b>110</b>	<b>1955</b>	<b>71</b>	<b>2136</b>	<b>85</b>	<b>8</b>	<b>161</b>	<b>254</b>	<b>54</b>	<b>10</b>	<b>72</b>	<b>136</b>	<b>4562</b>
Approch %	2.3	92.5	5.3		5.1	91.5	3.3		33.5	3.1	63.4		39.7	7.4	52.9		
Total %	1	41.3	2.3	44.6	2.4	42.9	1.6	46.8	1.9	0.2	3.5	5.6	1.2	0.2	1.6	3	
Auto	43	1837	105	1985	108	1919	71	2098	83	8	153	244	51	9	70	130	4457
% Auto	93.5	97.6	98.1	97.5	98.2	98.2	100	98.2	97.6	100	95	96.1	94.4	90	97.2	95.6	97.7
HV	3	40	2	45	2	27	0	29	2	0	5	7	3	1	2	6	87
% HV	6.5	2.1	1.9	2.2	1.8	1.4	0	1.4	2.4	0	3.1	2.8	5.6	10	2.8	4.4	1.9
B/SB	0	6	0	6	0	9	0	9	0	0	3	3	0	0	0	0	18
% B/SB	0	0.3	0	0.3	0	0.5	0	0.4	0	0	1.9	1.2	0	0	0	0	0.4

# Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ 07070

201.340.4468 t. 201.340.4472 f.

Intersection of River Road (E/W)  
and Cedar Avenue (N/S)  
Fair Haven, Monmouth County, New Jersey  
Wednesday, June 2, 2021

File Name : PRI-210146  
Site Code : 00210146  
Start Date : 6/2/2021  
Page No : 2

Start Time	River Road Eastbound				River Road Westbound				Cedar Avenue Northbound				Navasink Avenue Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	153	6	159	7	123	7	137	4	0	16	20	3	0	4	7	323
08:15 AM	4	114	5	123	4	114	3	121	5	1	9	15	1	0	5	6	265
08:30 AM	1	99	7	107	2	141	4	147	1	1	10	12	7	0	5	12	278
08:45 AM	1	102	3	106	1	102	5	108	5	1	6	12	5	0	4	9	235
Total Volume	6	468	21	495	14	480	19	513	15	3	41	59	16	0	18	34	1101
% App. Total	1.2	94.5	4.2		2.7	93.6	3.7		25.4	5.1	69.5		47.1	0	52.9		
PHF	.375	.765	.750	.778	.500	.851	.679	.872	.750	.750	.641	.738	.571	.000	.900	.708	.852
Auto	5	452	19	476	14	474	19	507	14	3	38	55	14	0	18	32	1070
% Auto	83.3	96.6	90.5	96.2	100	98.8	100	98.8	93.3	100	92.7	93.2	87.5	0	100	94.1	97.2
HV	1	16	2	19	0	5	0	5	1	0	2	3	2	0	0	2	29
% HV	16.7	3.4	9.5	3.8	0	1.0	0	1.0	6.7	0	4.9	5.1	12.5	0	0	5.9	2.6
B/SB	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
% B/SB	0	0	0	0	0	0.2	0	0.2	0	0	2.4	1.7	0	0	0	0	0.2
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	119	11	131	7	115	3	125	5	1	9	15	2	0	3	5	276
04:45 PM	2	111	5	118	11	103	2	116	5	0	11	16	3	0	3	6	256
05:00 PM	3	100	10	113	6	105	3	114	7	0	9	16	2	1	5	8	251
05:15 PM	1	119	8	128	4	89	4	97	3	0	5	8	3	1	3	7	240
Total Volume	7	449	34	490	28	412	12	452	20	1	34	55	10	2	14	26	1023
% App. Total	1.4	91.6	6.9		6.2	91.2	2.7		36.4	1.8	61.8		38.5	7.7	53.8		
PHF	.583	.943	.773	.935	.636	.896	.750	.904	.714	.250	.773	.859	.833	.500	.700	.813	.927
Auto	7	443	34	484	28	406	12	446	20	1	33	54	9	2	14	25	1009
% Auto	100	98.7	100	98.8	100	98.5	100	98.7	100	100	97.1	98.2	90.0	100	100	96.2	98.6
HV	0	5	0	5	0	5	0	5	0	0	1	1	1	0	0	1	12
% HV	0	1.1	0	1.0	0	1.2	0	1.1	0	0	2.9	1.8	10.0	0	0	3.8	1.2
B/SB	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
% B/SB	0	0.2	0	0.2	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.2

# Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ 07070

201.340.4468 t. 201.340.4472 f.

Intersection of River Road (E/W)  
and Cedar Avenue (N/S)  
Fair Haven, Monmouth County, New Jersey  
Saturday, June 05, 2021

File Name : PRI-210146\_SAT  
Site Code : 00210146  
Start Date : 6/5/2021  
Page No : 1

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

Start Time	Eastbound				Westbound				Northbound				Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
11:00 AM	3	82	5	90	4	87	2	93	3	4	6	13	0	0	5	5	201
11:15 AM	1	89	6	96	2	94	6	102	2	2	4	8	2	0	9	11	217
11:30 AM	6	102	4	112	5	99	6	110	4	1	10	15	3	1	4	8	245
11:45 AM	3	100	6	109	3	81	2	86	2	1	12	15	5	2	1	8	218
<b>Total</b>	<b>13</b>	<b>373</b>	<b>21</b>	<b>407</b>	<b>14</b>	<b>361</b>	<b>16</b>	<b>391</b>	<b>11</b>	<b>8</b>	<b>32</b>	<b>51</b>	<b>10</b>	<b>3</b>	<b>19</b>	<b>32</b>	<b>881</b>
12:00 PM	4	123	7	134	8	106	7	121	10	1	12	23	3	1	5	9	287
12:15 PM	1	103	6	110	10	119	4	133	3	1	5	9	4	0	1	5	257
12:30 PM	6	97	6	109	6	105	2	113	4	1	16	21	6	1	4	11	254
12:45 PM	4	103	6	113	5	90	4	99	7	1	8	16	3	1	6	10	238
<b>Total</b>	<b>15</b>	<b>426</b>	<b>25</b>	<b>466</b>	<b>29</b>	<b>420</b>	<b>17</b>	<b>466</b>	<b>24</b>	<b>4</b>	<b>41</b>	<b>69</b>	<b>16</b>	<b>3</b>	<b>16</b>	<b>35</b>	<b>1036</b>
01:00 PM	4	85	9	98	7	100	3	110	4	0	7	11	2	1	4	7	226
01:15 PM	6	103	7	116	8	82	3	93	5	1	11	17	4	0	6	10	236
01:30 PM	6	76	5	87	5	75	6	86	1	1	4	6	4	1	4	9	188
01:45 PM	1	76	2	79	3	79	2	84	5	1	10	16	3	2	2	7	186
<b>Total</b>	<b>17</b>	<b>340</b>	<b>23</b>	<b>380</b>	<b>23</b>	<b>336</b>	<b>14</b>	<b>373</b>	<b>15</b>	<b>3</b>	<b>32</b>	<b>50</b>	<b>13</b>	<b>4</b>	<b>16</b>	<b>33</b>	<b>836</b>
<b>Grand Total</b>	<b>45</b>	<b>1139</b>	<b>69</b>	<b>1253</b>	<b>66</b>	<b>1117</b>	<b>47</b>	<b>1230</b>	<b>50</b>	<b>15</b>	<b>105</b>	<b>170</b>	<b>39</b>	<b>10</b>	<b>51</b>	<b>100</b>	<b>2753</b>
Approch %	3.6	90.9	5.5		5.4	90.8	3.8		29.4	8.8	61.8		39	10	51		
Total %	1.6	41.4	2.5	45.5	2.4	40.6	1.7	44.7	1.8	0.5	3.8	6.2	1.4	0.4	1.9	3.6	
Auto	45	1122	68	1235	66	1089	44	1199	45	15	105	165	36	9	51	96	2695
% Auto	100	98.5	98.6	98.6	100	97.5	93.6	97.5	90	100	100	97.1	92.3	90	100	96	97.9
HV	0	15	1	16	0	26	3	29	5	0	0	5	3	1	0	4	54
% HV	0	1.3	1.4	1.3	0	2.3	6.4	2.4	10	0	0	2.9	7.7	10	0	4	2
B/SB	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0	4
% B/SB	0	0.2	0	0.2	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1

# Stonefield Engineering & Design, LLC

92 Park Avenue, Rutherford, NJ 07070

201.340.4468 r. 201.340.4472 r.

Intersection of River Road (E/W)  
and Cedar Avenue (N/S)  
Fair Haven, Monmouth County, New Jersey  
Saturday, June 05, 2021

File Name : PRI-210146\_SAT  
Site Code : 00210146  
Start Date : 6/5/2021  
Page No : 2

Start Time	Eastbound				Westbound				Northbound				Southbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	4	123	7	134	8	106	7	121	10	1	12	23	3	1	5	9	287
12:15 PM	1	103	6	110	10	119	4	133	3	1	5	9	4	0	1	5	257
12:30 PM	6	97	6	109	6	105	2	113	4	1	16	21	6	1	4	11	254
12:45 PM	4	103	6	113	5	90	4	99	7	1	8	16	3	1	6	10	238
Total Volume	15	426	25	466	29	420	17	466	24	4	41	69	16	3	16	35	1036
% App. Total	3.2	91.4	5.4		6.2	90.1	3.6		34.8	5.8	59.4		45.7	8.6	45.7		
PHF	.625	.866	.893	.869	.725	.882	.607	.876	.600	1.00	.641	.750	.667	.750	.667	.795	.902
Auto	15	419	25	459	29	411	17	457	22	4	41	67	15	2	16	33	1016
% Auto	100	98.4	100	98.5	100	97.9	100	98.1	91.7	100	100	97.1	93.8	66.7	100	94.3	98.1
HV	0	6	0	6	0	9	0	9	2	0	0	2	1	1	0	2	19
% HV	0	1.4	0	1.3	0	2.1	0	1.9	8.3	0	0	2.9	6.3	33.3	0	5.7	1.8
B/SB	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% B/SB	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0.1

**NJDOT TRAFFIC VOLUME COUNT DATA**

# New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 07/31/2018 to 08/06/2018

Site names: 121326.RIVER RD-1.93.13000010\_  
 County: MONMOUTH  
 Funct Class: Urban Minor Arterial  
 Location: BET LINCOLN AVE GRANGE AVE

Seasonal Factor Grp: rg3\_4U  
 Daily Factor Grp: rg3\_4U  
 Axle Factor Grp: rg3\_4U  
 Growth Factor Grp: rg3\_4U

	Sun, Jul 29, 2018		Mon, Jul 30, 2018		Tue, Jul 31, 2018		Wed, Aug 1, 2018		Thu, Aug 2, 2018		Fri, Aug 3, 2018		Sat, Aug 4, 2018	
	Road	W	Road	W	Road	W	Road	W	Road	W	Road	W	Road	W
00:00														
01:00														
02:00														
03:00														
04:00														
05:00														
06:00														
07:00														
08:00														
09:00														
10:00														
11:00														
12:00														
13:00														
14:00														
15:00														
16:00														
17:00														
18:00														
19:00														
20:00														
21:00														
22:00														
23:00														
Total	11,607	5,614	5,993	11,711	5,690	6,021	11,981	5,802	6,179	12,098	5,807	6,291	10,111	4,932
AM Peak Vol	852	395	457	832	410	456	816	391	455	863	449	453	794	396
AM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1	1	1
AM Peak Hr	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
PM Peak Vol	856	447	452	872	491	448	863	451	457	865	467	452	790	383
PM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PM Peak Hr	12:00	17:00	12:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00	14:00	12:00	12:00
Seasonal Fct	.972	.972	.972	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001
Daily Fct	.970	.970	.970	.922	.922	.915	.915	.915	.915	.901	.901	.901	1.136	1.136
Axle Fct	.486	.486	.486	.486	.486	.486	.486	.486	.486	.486	.486	.486	.486	.486
Pulse Fct	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000

# New Jersey Department of Transportation

Short-term Hourly Traffic Volume for 07/31/2018 to 08/06/2018

Site names: 121326.RIVER RD-1.93.13000010\_  
 County: MONMOUTH  
 Funct Class: Urban Minor Arterial  
 Location: BET LINCOLN AVE GRANGE AVE

Seasonal Factor Grp: rg3\_4U  
 Daily Factor Grp: rg3\_4U  
 Axle Factor Grp: rg3\_4U  
 Growth Factor Grp: rg3\_4U

	Sun, Aug 5, 2018			Mon, Aug 6, 2018			Tue, Aug 7, 2018			Wed, Aug 8, 2018			Thu, Aug 9, 2018			Fri, Aug 10, 2018			Sat, Aug 11, 2018			
	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	Road	E	W	
00:00	148	79	69	45	27	18																
01:00	71	39	32	15	10	5																
02:00	55	29	26	13	10	3																
03:00	26	12	14	15	9	6																
04:00	14	5	9	40	14	26																
05:00	47	22	25	134	45	89																
06:00	119	43	76	292	109	183																
07:00	236	124	112	470	225	245																
08:00	372	179	193	700	335	365																
09:00	478	227	251	667	315	352																
10:00	605	298	307	718	355	363																
11:00	667	363	304	755	372	383																
12:00	592	293	299	810	414	396																
13:00	565	280	285	694	353	341																
14:00	541	247	294	669	341	328																
15:00	515	241	274	653	327	326																
16:00	540	257	283	629	377	252																
17:00	498	247	251	706	389	317																
18:00	523	261	262	720	404	316																
19:00	544	251	293	680	319	261																
20:00	410	174	236	457	241	216																
21:00	298	121	177	311	186	125																
22:00	182	83	99	148	77	71																
23:00	88	50	38	82	50	32																
Total	8,134	3,925	4,209	10,323	5,304	5,019																
AM Peak Vol	667	363	307	755	372	383																
AM Peak Fct	1	1	1	1	1	1																
AM Peak Hr	11:00	11:00	10:00	11:00	11:00	11:00																
PM Peak Vol	592	293	299	810	414	396																
PM Peak Fct	1	1	1	1	1	1																
PM Peak Hr	12:00	12:00	12:00	12:00	12:00	12:00																
Seasonal Fct	1.001	1.001	1.001	1.001	1.001	1.001																
Daily Fct	1.318	1.318	1.318	1.001	1.001	1.001																
Axle Fct	.486	.486	.486	.486	.486	.486																
Pulse Fct	2.000	2.000	2.000	2.000	2.000	2.000																

**FIGURES**

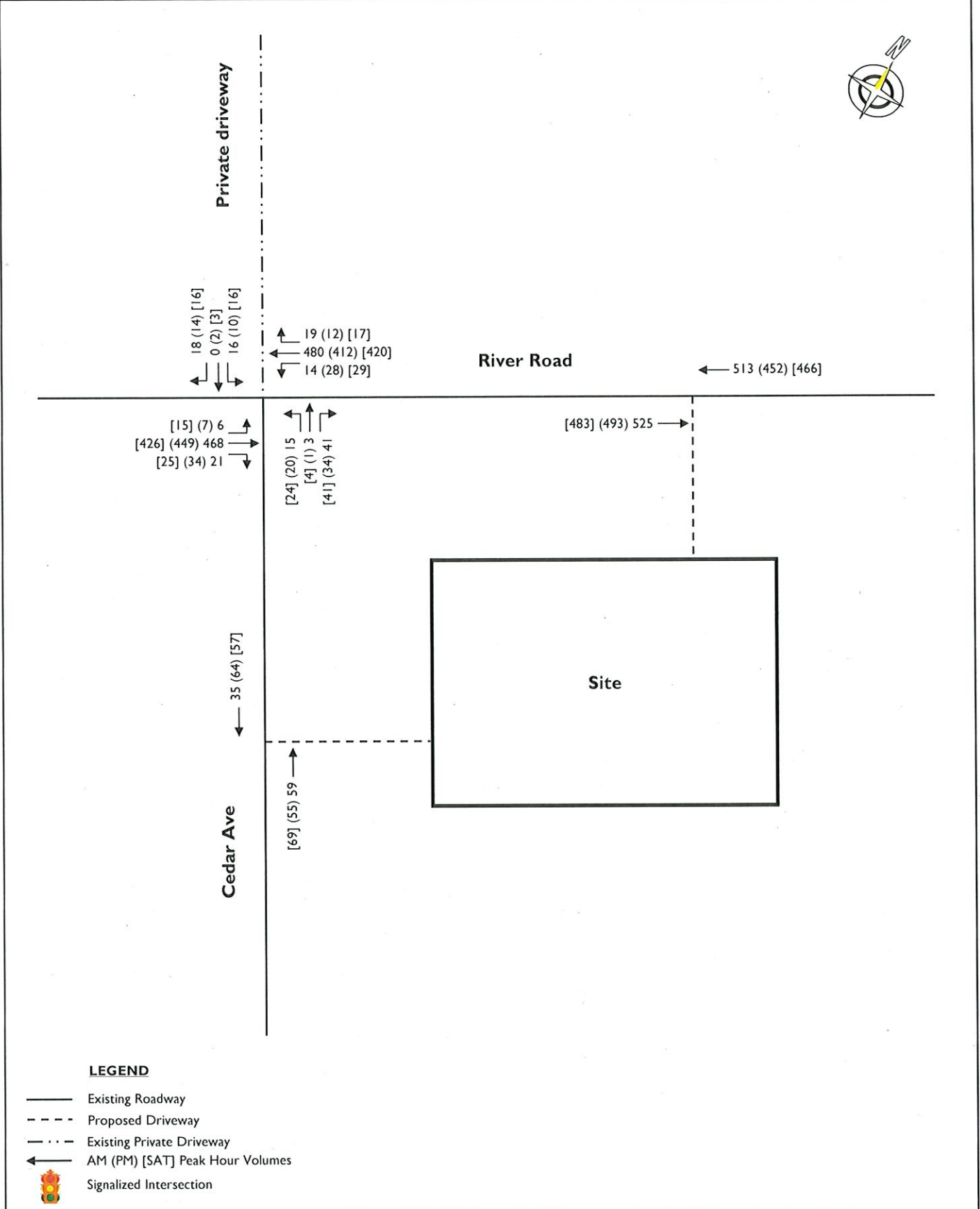




**STONEFIELD**

Proposed Mixed Use Development  
626 River Road, Borough of Fair Haven  
Monmouth County, New Jersey  
Traffic Impact Study

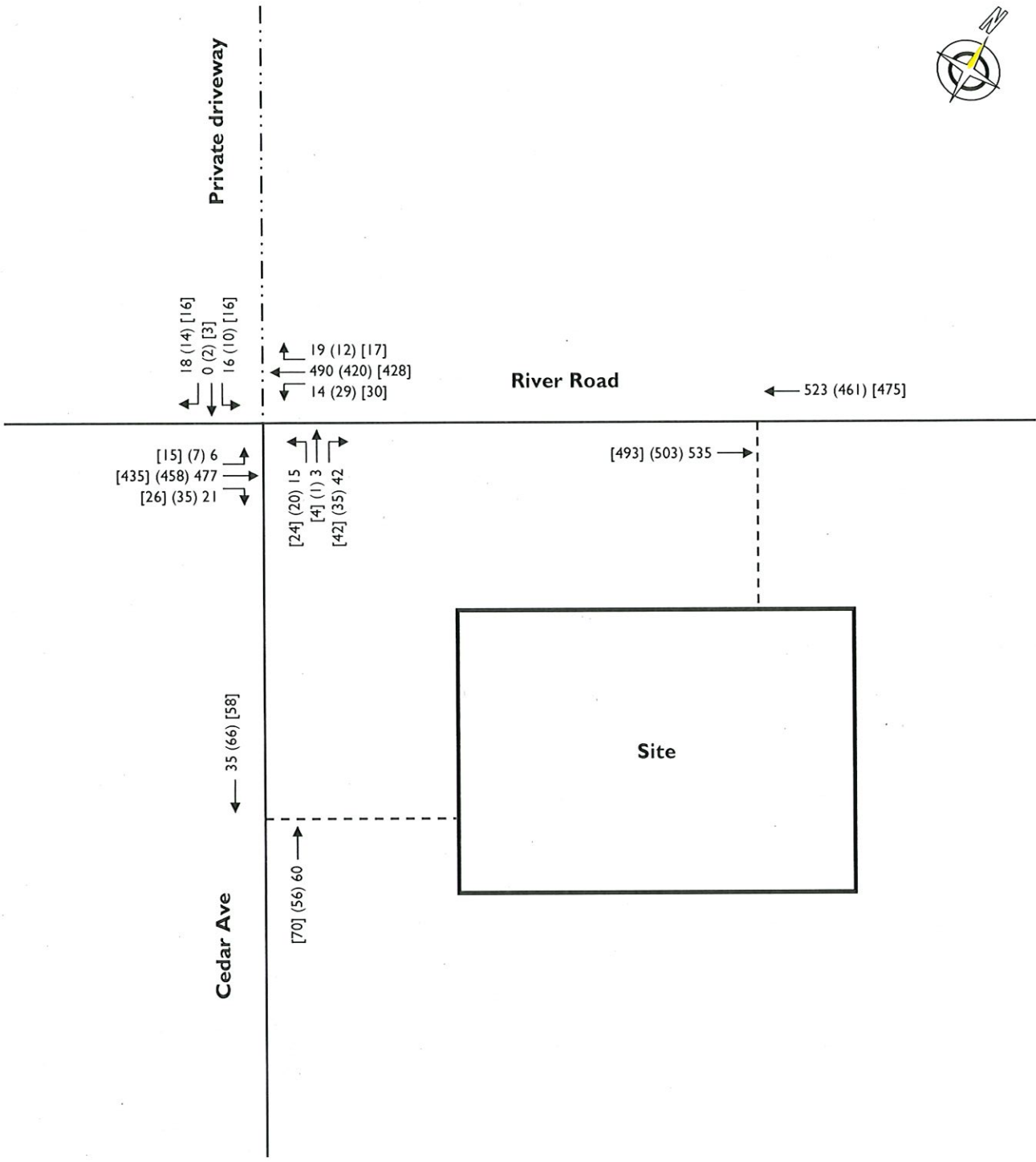
**FIGURE I**  
Site Location Map



**STONEFIELD**

**Proposed Mixed Use Development  
626 River Road, Borough of Fair Haven  
Monmouth County, New Jersey  
Traffic Impact Study**

**FIGURE 2  
2021 Existing Traffic  
Volumes**



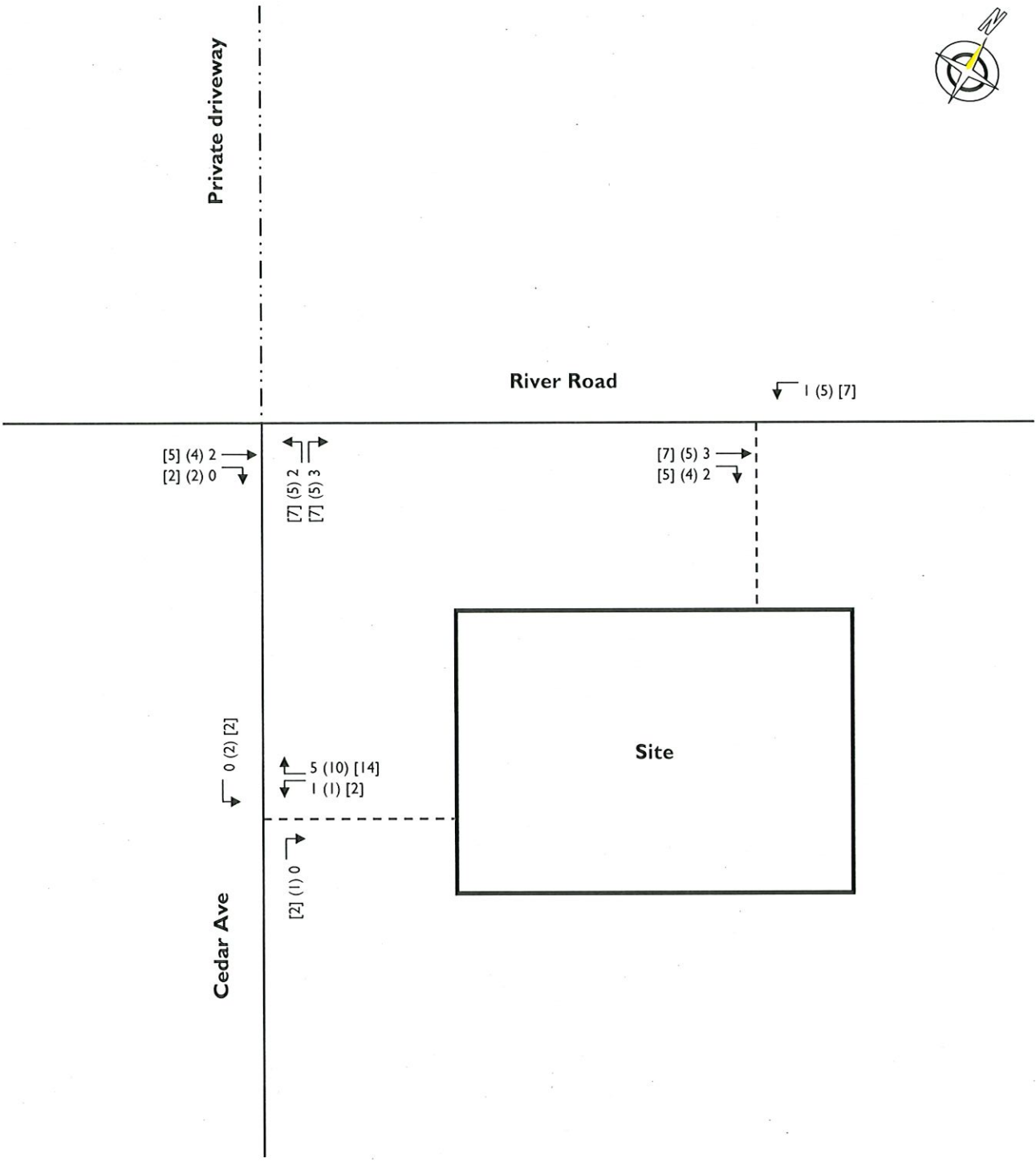
**LEGEND**

- Existing Roadway
- - - Proposed Driveway
- · - Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

**STONEFIELD**

**Proposed Mixed Use Development  
626 River Road, Borough of Fair Haven  
Monmouth County, New Jersey  
Traffic Impact Study**

**FIGURE 3  
2023 No-Build Traffic  
Volumes**



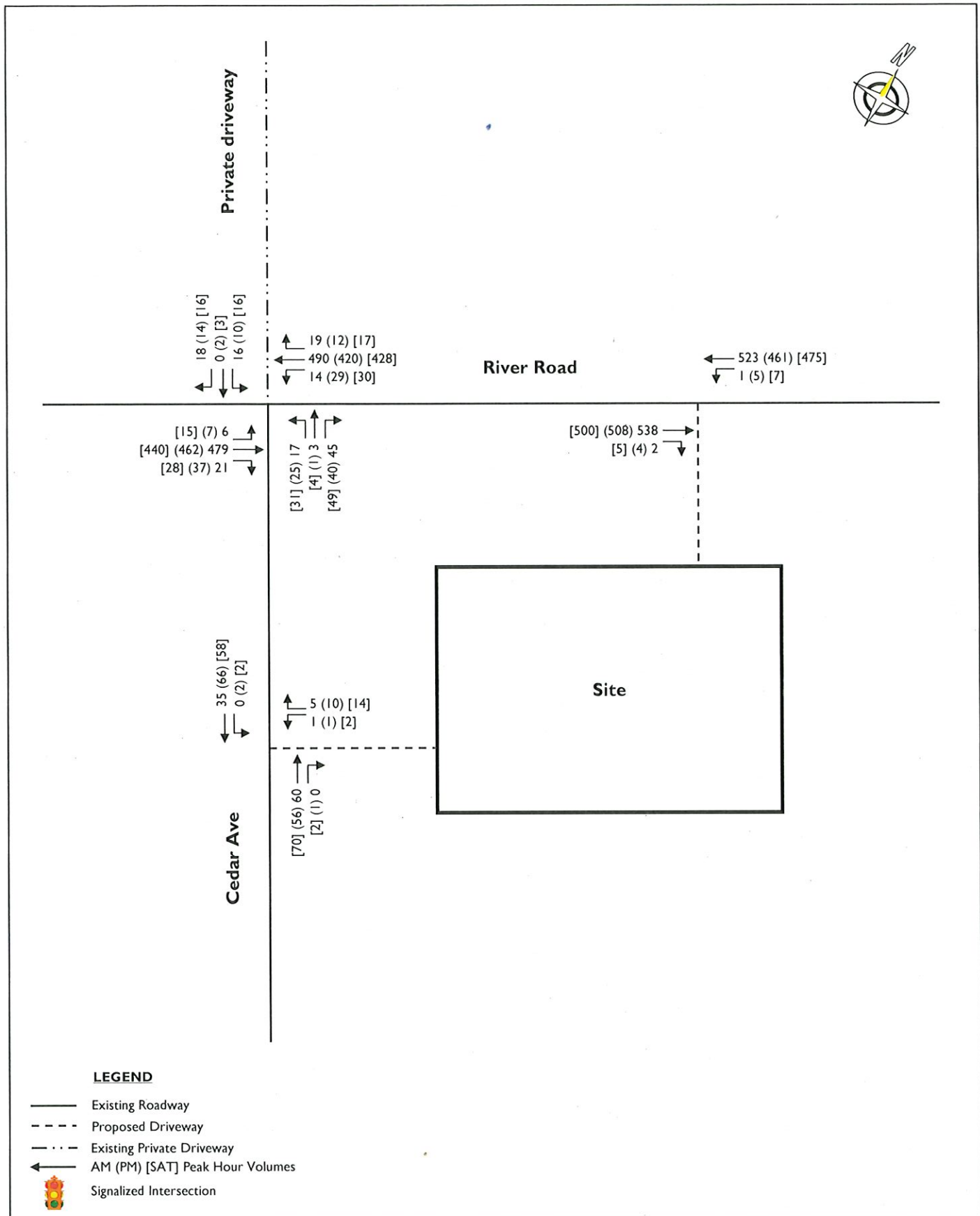
**LEGEND**

- Existing Roadway
- - - Proposed Driveway
- · - Existing Private Driveway
- ← AM (PM) [SAT] Peak Hour Volumes
- Signalized Intersection

**STONEFIELD**

**Proposed Mixed Use Development  
626 River Road, Borough of Fair Haven  
Monmouth County, New Jersey  
Traffic Impact Study**

**FIGURE 4  
Site-Generated Traffic  
Volumes**



**STONEFIELD**

**Proposed Mixed Use Development**  
**626 River Road, Borough of Fair Haven**  
**Monmouth County, New Jersey**  
**Traffic Impact Study**

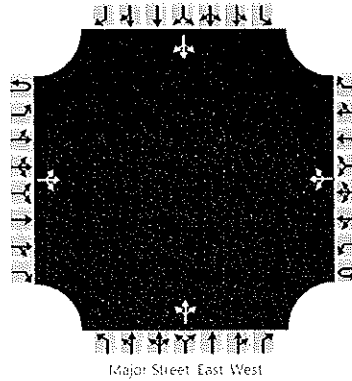
**FIGURE 5**  
**2023 Build Traffic Volumes**

**HIGHWAY CAPACITY ANALYSIS DETAIL  
SHEETS**

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BCC	Intersection	1EXAM
Agency/Co.	SE&D	Jurisdiction	
Date Performed	6/10/2021	East/West Street	River Road
Analysis Year	2021	North/South Street	Cedar Ave
Time Analyzed	Weekday Morning	Peak Hour Factor	0.85
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PRI-210146		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume, V (veh/h)		6	468	21		14	480	19		15	3	41		16	0	18	
Percent Heavy Vehicles (%)		17				0				7	0	7		13	0	0	
Proportion Time Blocked																	
Percent Grade (%)										0				0			
Right Turn Channelized		No				No				No				No			
Median Type/Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.27				4.10				7.17	6.50	6.27		7.23	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.35				2.20				3.56	4.00	3.36		3.62	4.00	3.30

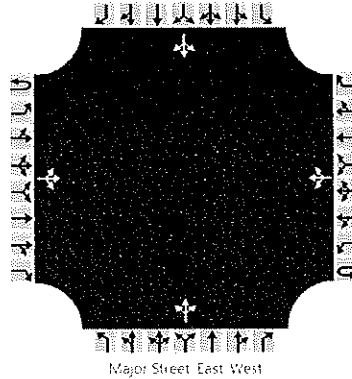
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				16					70					40	
Capacity, c (veh/h)		919				1008					297					216	
v/c Ratio		0.01				0.02					0.24					0.19	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.9					0.7	
Control Delay (s/veh)		8.9				8.6					20.8					25.4	
Level of Service, LOS		A				A					C					D	
Approach Delay (s/veh)		0.2				0.4				20.8				25.4			
Approach LOS										C				D			

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BCC	Intersection	1EXPM
Agency/Co.	SE&D	Jurisdiction	
Date Performed	6/10/2021	East/West Street	River Road
Analysis Year	2021	North/South Street	Cedar Ave
Time Analyzed	Weekday Evening	Peak Hour Factor	0.93
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	PRI-210146		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	449	34		28	412	12		20	1	34		10	2	14
Percent Heavy Vehicles (%)		0				0				0	0	3		10	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No			No				No			No				
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.23		7.20	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.33		3.59	4.00	3.30

## Delay, Queue Length, and Level of Service

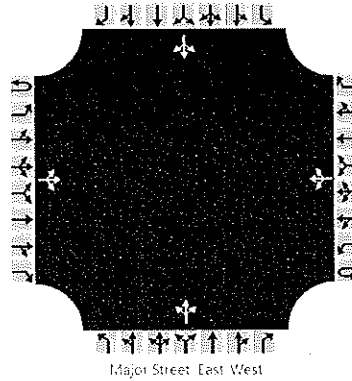
Flow Rate, v (veh/h)		8				30					60					28
Capacity, c (veh/h)		1116				1057					331					295
v/c Ratio		0.01				0.03					0.18					0.10
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.7					0.3
Control Delay (s/veh)		8.3				8.5					18.3					18.5
Level of Service, LOS		A				A					C					C
Approach Delay (s/veh)		0.2			0.8				18.3			18.5				
Approach LOS									C			C				



## HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	1EXSAT				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	River Road				
Analysis Year	2021	North/South Street	Cedar Ave				
Time Analyzed	Saturday Midday	Peak Hour Factor	0.90				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		15	426	25		29	420	17		24	4	41		16	3	16
Percent Heavy Vehicles (%)		0				0				8	0	0		6	33	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

### Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

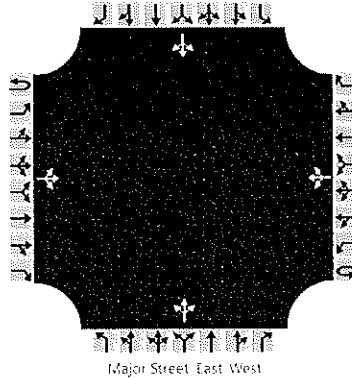
### Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				32					77					39	
Capacity, c (veh/h)		1088				1074					307					250	
v/c Ratio		0.02				0.03					0.25					0.16	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					1.0					0.5	
Control Delay (s/veh)		8.4				8.5					20.6					22.1	
Level of Service, LOS		A				A					C					C	
Approach Delay (s/veh)		0.5				0.8				20.6				22.1			
Approach LOS										C				C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	1NBAM				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	River Road				
Analysis Year	2023	North/South Street	Cedar Ave				
Time Analyzed	Weekday Morning	Peak Hour Factor	0.85				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		6	477	21		14	490	19		15	3	42		16	0	18
Percent Heavy Vehicles (%)		17				0				7	0	7		13	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No			No					No			No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.27				4.10				7.17	6.50	6.27		7.23	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.35				2.20				3.56	4.00	3.36		3.62	4.00	3.30

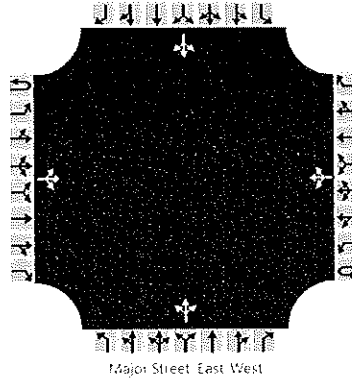
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				16					71				40	
Capacity, c (veh/h)		910				999					291				209	
v/c Ratio		0.01				0.02					0.24				0.19	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					0.9				0.7	
Control Delay (s/veh)		9.0				8.7					21.3				26.3	
Level of Service, LOS		A				A					C				D	
Approach Delay (s/veh)		0.2			0.4					21.3			26.3			
Approach LOS										C			D			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC			Intersection	1NBPM		
Agency/Co.	SE&D			Jurisdiction			
Date Performed	6/10/2021			East/West Street	River Road		
Analysis Year	2023			North/South Street	Cedar Ave		
Time Analyzed	Weekday Evening			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		7	458	35		29	420	12		20	1	35		10	2	14
Percent Heavy Vehicles (%)		0				0				0	0	3		10	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.23		7.20	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.33		3.59	4.00	3.30

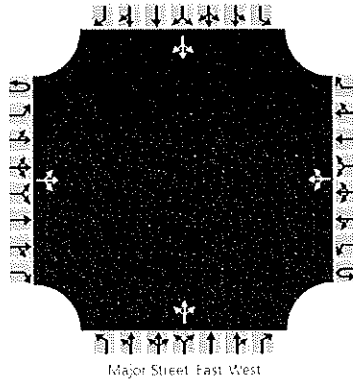
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				31					61					28	
Capacity, c (veh/h)		1107				1048					325					286	
v/c Ratio		0.01				0.03					0.19					0.10	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.7					0.3	
Control Delay (s/veh)		8.3				8.5					18.6					19.0	
Level of Service, LOS		A				A					C					C	
Approach Delay (s/veh)		0.2				0.9				18.6				19.0			
Approach LOS										C				C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC			Intersection	1NBSAT		
Agency/Co.	SE&D			Jurisdiction			
Date Performed	6/10/2021			East/West Street	River Road		
Analysis Year	2023			North/South Street	Cedar Ave		
Time Analyzed	Saturday Midday			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0	0	1	0		0	1	0	
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		15	435	26		30	428	17		24	4	42		16	3	16
Percent Heavy Vehicles (%)		0				0				8	0	0		6	33	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No			No				No			No				
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

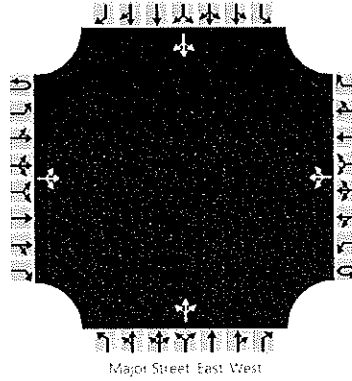
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				33					78				39
Capacity, c (veh/h)		1079				1064					300				241
v/c Ratio		0.02				0.03					0.26				0.16
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					1.0				0.6
Control Delay (s/veh)		8.4				8.5					21.2				22.8
Level of Service, LOS		A				A					C				C
Approach Delay (s/veh)		0.4			0.9				21.2			22.8			
Approach LOS									C			C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	1BAM				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	River Road				
Analysis Year	2023	North/South Street	Cedar Ave				
Time Analyzed	Weekday Morning	Peak Hour Factor	0.85				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		6	479	21		14	490	19		17	3	45		16	0	18
Percent Heavy Vehicles (%)		17				0				7	0	7		13	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1					7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.27				4.10					7.17	6.50	6.27		7.23	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.35				2.20					3.56	4.00	3.36		3.62	4.00	3.30

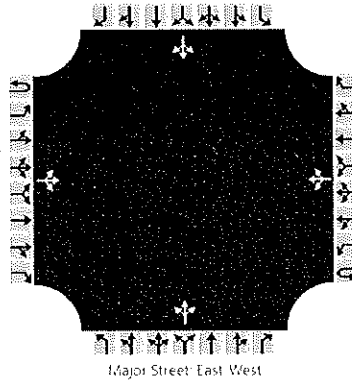
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				16					77				40		
Capacity, c (veh/h)		910				996					288				206		
v/c Ratio		0.01				0.02					0.27				0.19		
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					1.1				0.7		
Control Delay (s/veh)		9.0				8.7					22.0				26.6		
Level of Service, LOS		A				A					C				D		
Approach Delay (s/veh)		0.2				0.4				22.0				26.6			
Approach LOS										C				D			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC			Intersection	1BPM		
Agency/Co.	SE&D			Jurisdiction			
Date Performed	6/10/2021			East/West Street	River Road		
Analysis Year	2023			North/South Street	Cedar Ave		
Time Analyzed	Weekday Evening			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR					LTR				LTR
Volume, V (veh/h)		7	462	37		29	420	12		25	1	40		10	2	14
Percent Heavy Vehicles (%)		0				0				0	0	3		10	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No			No					No			No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.23		7.20	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.33		3.59	4.00	3.30

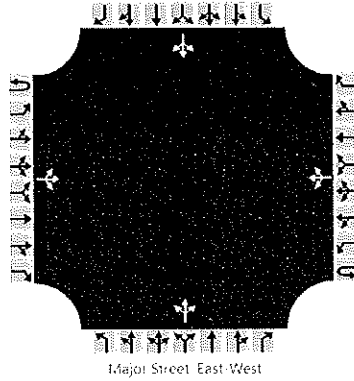
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8				31					71					28
Capacity, c (veh/h)		1107				1041					316					281
v/c Ratio		0.01				0.03					0.22					0.10
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					0.8					0.3
Control Delay (s/veh)		8.3				8.6					19.7					19.2
Level of Service, LOS		A				A					C					C
Approach Delay (s/veh)		0.2			0.9					19.7			19.2			
Approach LOS										C			C			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	1BSAT				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	River Road				
Analysis Year	2023	North/South Street	Cedar Ave				
Time Analyzed	Saturday Midday	Peak Hour Factor	0.90				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume, V (veh/h)		15	440	28		30	428	17		31	4	49		16	3	16
Percent Heavy Vehicles (%)		0				0				8	0	0		6	33	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No			No					No			No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

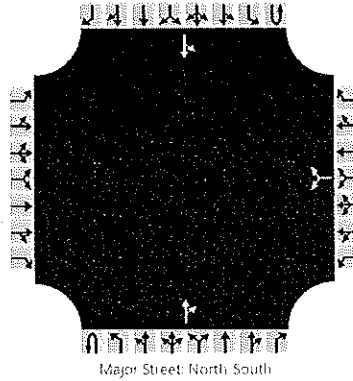
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				33					92					39
Capacity, c (veh/h)		1079				1057					290					236
v/c Ratio		0.02				0.03					0.32					0.17
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1					1.3					0.6
Control Delay (s/veh)		8.4				8.5					23.0					23.3
Level of Service, LOS		A				A					C					C
Approach Delay (s/veh)		0.4			0.9					23.0			23.3			
Approach LOS										C			C			

## HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	2BAM				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	Westerly site driveway				
Analysis Year	2023	North/South Street	Cedar Ave				
Time Analyzed	Weekday Morning	Peak Hour Factor	0.92				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	0	1
Configuration							LR					TR		LT		
Volume, V (veh/h)						1		5			60	0		0	35	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized		No				No				No				No		
Median Type/Storage						Undivided										

### Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

### Delay, Queue Length, and Level of Service

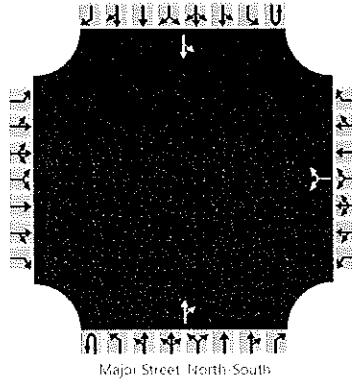
Flow Rate, v (veh/h)						6								0		
Capacity, c (veh/h)						986								1550		
v/c Ratio						0.01								0.00		
95% Queue Length, Q <sub>95</sub> (veh)						0.0								0.0		
Control Delay (s/veh)						8.7								7.3		
Level of Service, LOS						A								A		
Approach Delay (s/veh)						8.7								0.0		
Approach LOS						A										



# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BCC	Intersection	2BPM
Agency/Co.	SE&D	Jurisdiction	
Date Performed	6/10/2021	East/West Street	Westerly site driveway
Analysis Year	2023	North/South Street	Cedar Ave
Time Analyzed	Weekday Evening	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	PRI-210146		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR					TR		LT		
Volume, V (veh/h)						1		10			56	1		2	66	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

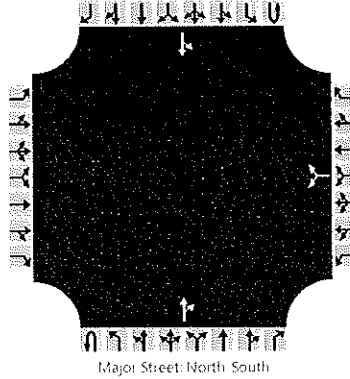
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							12								2	
Capacity, c (veh/h)							994								1554	
v/c Ratio							0.01								0.00	
95% Queue Length, Q <sub>95</sub> (veh)							0.0								0.0	
Control Delay (s/veh)							8.7								7.3	
Level of Service, LOS							A								A	
Approach Delay (s/veh)					8.7								0.2			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC			Intersection	2BSAT		
Agency/Co.	SE&D			Jurisdiction			
Date Performed	6/10/2021			East/West Street	Westerly site driveway		
Analysis Year	2023			North/South Street	Cedar Ave		
Time Analyzed	Saturday Midday			Peak Hour Factor	0.92		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR					TR			LT	
Volume, V (veh/h)						2		14			70	2			2	58
Percent Heavy Vehicles (%)						0		0							0	
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

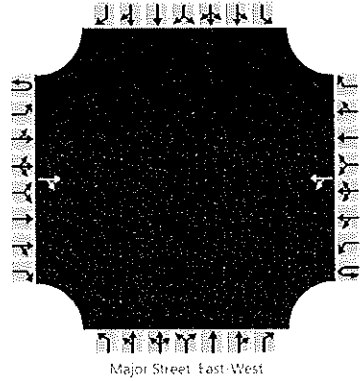
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							17								2	
Capacity, c (veh/h)							971								1533	
v/c Ratio							0.02								0.00	
95% Queue Length, Q <sub>95</sub> (veh)							0.1								0.0	
Control Delay (s/veh)							8.8								7.4	
Level of Service, LOS							A								A	
Approach Delay (s/veh)					8.8								0.2			
Approach LOS					A											

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	3BAM				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	River Road				
Analysis Year	2023	North/South Street	Northerly site driveway				
Time Analyzed	Weekday Morning	Peak Hour Factor	0.92				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume, V (veh/h)			538	2		1	523									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

## Critical and Follow-up Headways

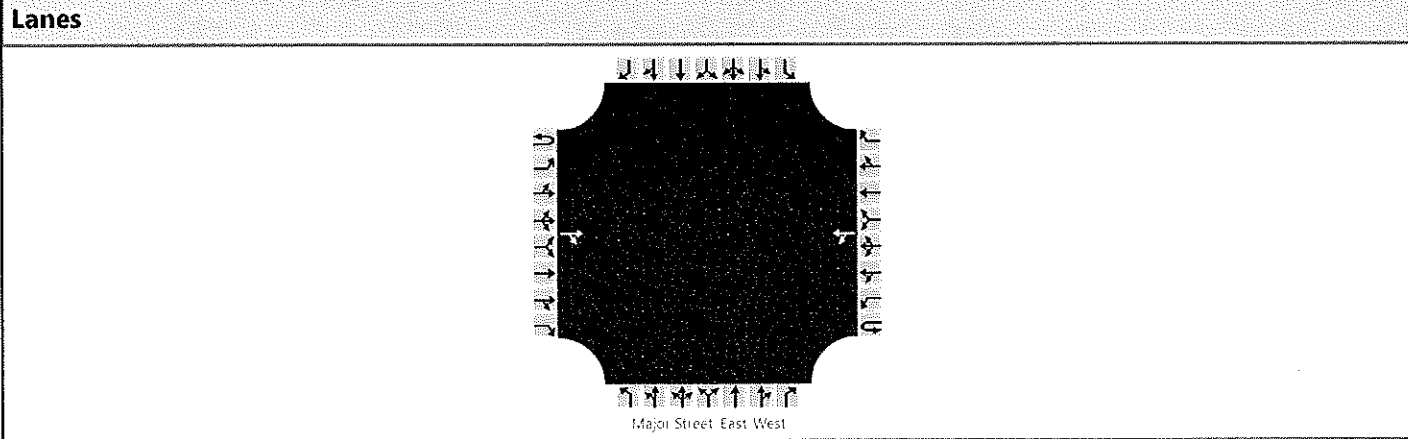
Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1										
Capacity, c (veh/h)						998										
v/c Ratio						0.00										
95% Queue Length, Q <sub>95</sub> (veh)						0.0										
Control Delay (s/veh)						8.6										
Level of Service, LOS						A										
Approach Delay (s/veh)	0.0															
Approach LOS																

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC			Intersection	3BPM		
Agency/Co.	SE&D			Jurisdiction			
Date Performed	6/10/2021			East/West Street	River Road		
Analysis Year	2023			North/South Street	Northerly site driveway		
Time Analyzed	Weekday Evening			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	PRI-210146						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume, V (veh/h)			508	4		5	461									
Percent Heavy Vehicles (%)						0										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

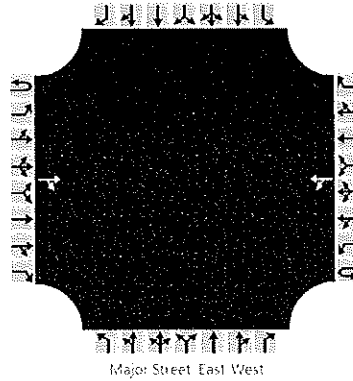
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)					5											
Capacity, c (veh/h)					1025											
v/c Ratio					0.00											
95% Queue Length, Q <sub>95</sub> (veh)					0.0											
Control Delay (s/veh)					8.5											
Level of Service, LOS					A											
Approach Delay (s/veh)					0.1											
Approach LOS																

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	BCC	Intersection	3BSAT				
Agency/Co.	SE&D	Jurisdiction					
Date Performed	6/10/2021	East/West Street	River Road				
Analysis Year	2023	North/South Street	Northerly site driveway				
Time Analyzed	Saturday Midday	Peak Hour Factor	0.92				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	PRI-210146						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6									
Priority																	
Number of Lanes	0	0	1	0	0	0	1	0					0	0	0		
Configuration				TR			LT										
Volume, V (veh/h)			500	5			7	475									
Percent Heavy Vehicles (%)							0										
Proportion Time Blocked																	
Percent Grade (%)																	
Right Turn Channelized	No				No				No				No				
Median Type/Storage	Undivided																

## Critical and Follow-up Headways

Base Critical Headway (sec)																	
Critical Headway (sec)																	
Base Follow-Up Headway (sec)																	
Follow-Up Headway (sec)																	

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8											
Capacity, c (veh/h)						1032											
v/c Ratio						0.01											
95% Queue Length, Q <sub>95</sub> (veh)						0.0											
Control Delay (s/veh)						8.5											
Level of Service, LOS						A											
Approach Delay (s/veh)	0.2																
Approach LOS																	