

TRAFFIC IMPACT STUDY

PEACH COUNTRY TRACTOR SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

Monroe Township, Gloucester County

New Jersey

December 18, 2020



Horner & Canter Associates A PROFESSIONAL CORPORATION
TRANSPORTATION AND TRAFFIC ENGINEERING

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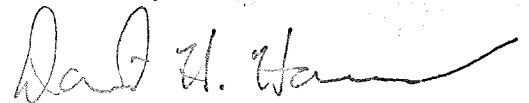
Tuckahoe Road (CR 555)
Airport Drive

Monroe Township
Gloucester County
New Jersey

Prepared by:

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December 18, 2020



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File No. 20-046

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INTRODUCTION

Horner & Canter Associates has prepared this Traffic Impact Study for the redevelopment of the existing Peach Country Tractor site located along the west side of Tuckahoe Road (CR 555) in Monroe Township, Gloucester County, New Jersey (Figure 1). The proposed redevelopment will include 76,800 square feet of self-storage space to be located on Lots 8 and 9 and a 120-vehicle storage lot located on Lot 7.02. These two development components will be provided access via Airport Drive through a gate-controlled driveway with 24-hour key code activation. The existing retail building (Lot 10) and other uses on Lot 10 serving Peach Country Tractor will continue to operate as under existing conditions and will continue to be provided access via Tuckahoe Road (CR 555). There will be an interconnection between the retail lot (Lot 10) and the self-storage/parking lots (Lots 7.02, 8 and 9) which will be controlled by a manually-operated gate to limit its use to customers only during business hours.

The proposed redevelopment has been assumed to be built-out in two years. Thus, the 2022 horizon year has been fully evaluated in this report.

The traffic study includes the following scope:

- A site inspection and inventory of existing roadway features such as geometric layout, lane configurations, traffic control devices, and other pertinent physical characteristics.
- Conduct of Manual Turning Movement (MTM) counts during the weekday AM (7:00 AM - 9:00 AM), weekday PM (4:00 PM - 6:00 PM), and Saturday midday (11:00 AM – 2:00 PM) peak periods at the following intersections which constitute the study area:
 - Tuckahoe Road (CR 555)/Airport Drive
 - Tuckahoe Road (CR 555)/Existing Retail Building Access
- Analysis of existing traffic conditions at the study area intersections.
- Projection of site-generated traffic volumes for the redevelopment and distribution of this traffic to the study area roadway network.

- Establishment of future traffic volumes for the anticipated built-out year of the redevelopment (2022), including background traffic growth projections and the site-generated traffic.
- Analysis of future No-Build and Build 2022 traffic conditions at the study area intersections and site access driveways.
- Formulation of conclusions with regard to the traffic impact of the development and the roadway and intersection improvement needs.

EXISTING CONDITIONS

The study area roadway network was inventoried with regard to the existing physical and operating characteristics as they affect traffic flow. The study area roadway network is described in further detail below.

Tuckahoe Road is a County roadway carrying the CR 555 designation in a general north-south direction. Tuckahoe Road is classified as an Urban Minor Arterial in this area pursuant to the NJDOT Straight Line Diagram (attached in Appendix A). In the vicinity of the site, Tuckahoe Road provides one travel lane in each direction within an approximate 32 feet-wide cartway including shoulders. The posted speed limit on Tuckahoe Road is 50 miles per hour in the vicinity of the site.

Airport Drive is a local roadway extending in a general east-west direction. Airport Drive provides one travel lane in each direction with an approximate 30 feet cartway. There is no posted speed limit on Airport Drive.

Both intersections in the study area are stop-sign controlled for the respective minor street approaches.

Existing Traffic Volumes

Since the peak hour traffic conditions reflect the critical periods for evaluation of operating conditions and traffic impact, existing traffic volumes were acquired at the study area intersections through the conduct of Manual Turning Movement (MTM) counts. The peak hour counts were conducted in July 2020 during the weekday AM (7:00 – 9:00 AM), weekday PM (4:00 – 6:00 PM) and Saturday midday (11:00 AM – 2:00 PM) peak periods. These count periods were selected to capture both the peak hours of adjacent street traffic as well as the peak periods of the proposed development. The peak hour traffic count summaries are provided in Appendix B.

The resultant existing peak hour traffic volumes are presented in Figures 2, 3 and 4 for the AM, PM and Saturday peak periods, respectively.

Existing Levels of Service

In order to determine the ability of the adjoining streets and intersections to accommodate the expansion-generated traffic, the Level of Service of these facilities is computed using the HCS analysis software which is based on the methodologies contained in the Highway Capacity Manual (6th Edition). Level of Service (LOS) is a measure of the quality of the traffic flow and generally is expressed as follows:

- Level of Service
- A - Excellent - Free flow
 - B - Very Good - Minor adjustments in traffic flows
 - C - Good - Stable flow of traffic
 - D - Satisfactory flow - Occasional short periods with minor delays
 - E - CAPACITY FLOW- Regular delays
 - F - Forced Flow - Significant delays and queuing

At unsignalized intersections, Level of Service is based on the average delay to controlled and yielding movements, such as exiting movements from a stop sign or the left-turn from a through street into a side street. The delay thresholds for various Levels of Service are contained in Appendix C.

An existing conditions analysis of the study area intersections was completed. The resultant Level of Service (LOS) findings for the existing conditions are shown in Figure 5. The detailed capacity/LOS analysis worksheets are provided in Appendix D.

SITE TRAFFIC

The estimation of the amount of traffic a development proposal will generate is dependent upon the type of use, the size of the use, and in some cases, site-specific operating characteristics. The nationally-accepted standard for estimating the trip generation characteristics is the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 10th Edition*. This publication is a compilation of trip generation studies at different types of land uses, such as those which are proposed.

The proposed redevelopment will consist of a 76,800 square feet of self-storage space and a 120-vehicle storage lot. For the proposed self-storage space, Land Use Code 151 – Mini-Warehouse was selected as the most appropriate. There is no ITE category that represents the vehicle storage lot. To be conservative, we assumed 30 in and out movements during the AM peak hour and 15 in and out movements during each of the PM and Saturday peak hours. The retail building and other Peach Country Tractor uses will be unchanged; thus, no additional traffic generation will be attributable to this component of the site. Table 1 below summarizes the projected site trips for the proposed redevelopment. The trip generation worksheets are provided in Appendix E.

Table 1 Site Trips									
	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Self-Storage (76,800 s.f.)	5	3	8	6	7	13	14	10	24
120-Vehicle Storage Lot	30	30	60	15	15	30	15	15	30
Total	35	33	68	21	22	43	29	25	54

The traffic projected to be generated by the redevelopment was distributed to the study area roadway network based on existing traffic patterns in the area. The following are the resultant traffic distribution percentages for the proposed redevelopment:

Tuckahoe Road (CR 555)	
to/from the north	60%
to/from the south	<u>40%</u>
	100%

The distributed site trips for the proposed redevelopment are presented in Figure 6 for the AM, PM and Saturday peak hours.

FUTURE 2022 CONDITIONS

To assess the impact of the proposed redevelopment on the study area roadway network, the future traffic volumes in the anticipated build-out year of the redevelopment (2022) were determined. To account for regional growth that is expected to occur during the intervening period, a background traffic growth rate was applied to the existing traffic volumes. Based on NJDOT's Annual Background Growth Rate Table, April 2017 – April 2019, a 1.00 percent per year growth is appropriate for Urban Minor Arterials in Gloucester County. Thus, a total 2.0 percent background traffic growth was applied to the existing 2020 traffic volumes to yield the 2022 No-Build traffic volumes which are presented in Figures 7, 8 and 9 for the respective peak periods.

The 2022 Build traffic volumes, which include the proposed development trips (Figure 6) added to the No-Build traffic volumes (Figures 7, 8 and 9), are presented in Figures 10, 11, and 12 for the respective peak periods.

Assessment

An assessment of the 2022 No-Build and Build operating conditions within the study area was completed. The assessment included a Level of Service (LOS) analysis of the study area intersections and proposed development access. The 2022 No-Build LOS results are presented in Figure 13 with the detailed capacity/LOS analysis worksheets provided in Appendix F. The 2022 Build LOS results are presented in Figure 14 with the capacity/LOS analysis worksheets provided in Appendix G.

A summary of the operating conditions for each of the study locations is provided below:

Tuckahoe Road (CR 555)/Airport Drive – This unsignalized intersection currently operates at acceptable LOS B/C for the stop-controlled approach during all three peak periods, with the left-turn movement from Tuckahoe Road operating at highly acceptable LOS A. Under No-Build and Build conditions these LOS will be maintained at acceptable LOS B/C operation. There are no improvements necessary to mitigate the redevelopment traffic at this intersection.

Tuckahoe Road (CR 555)/Retail Building Access – This unsignalized intersection currently operates at acceptable LOS C for the stop-controlled approach during all three peak periods, with the left-turn movement from Tuckahoe Road operating at acceptable LOS A/B. Under No-Build and Build conditions these LOS C or better operations will be maintained. There are no improvements necessary to mitigate the redevelopment traffic at this intersection.

Airport Drive/Site Access – The proposed site access intersecting Airport Drive will accommodate all ingress and egress movements. With this configuration, the access will operate at acceptable LOS A for all movements during all three peak periods.

Left-Turn Lane Warrant Analysis

Left-turn lane warrant analyses were conducted for the left-turn movements from Tuckahoe Road (CR 555) to determine whether a separate left-turn lane for ingress vehicles would be warranted at either location. The left-turn lane warrant analysis worksheets, using the methodologies contained in the Highway Research Record (HRR) 211, are provided in Appendix H. The results show that left-turn lanes are not warranted at these intersections.

CONCLUSIONS

The conduct of this Traffic Impact Study for the proposed redevelopment of the Peach Country Tractor site located along Tuckahoe Road (CR 555) in Monroe Township, Gloucester County, has led to the following conclusions and recommendations:

1. The proposed redevelopment for self-storage and vehicle storage will be provided access via Airport Drive. This access driveway will operate at acceptable LOS A during all three study peak periods.
2. The study area intersections of Tuckahoe Road (CR 555)/Airport Drive and Tuckahoe Road (CR 555)/Existing Retail Building Access (Lot 10) will continue to operate at acceptable LOS C or better during all three peak periods.
3. The proposed redevelopment will have no adverse impact on the study area roadway network. The development traffic can be safely and efficiently accommodated within the study area.
4. Left-turn lanes along Tuckahoe Road (CR 555) at the respective study intersections are not warranted.

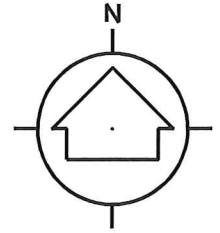


FIGURE 1
SITE LOCATION MAP

*PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

MONROE TOWNSHIP, GLOUCESTER COUNTY, NJ

20-046
DECEMBER 2020

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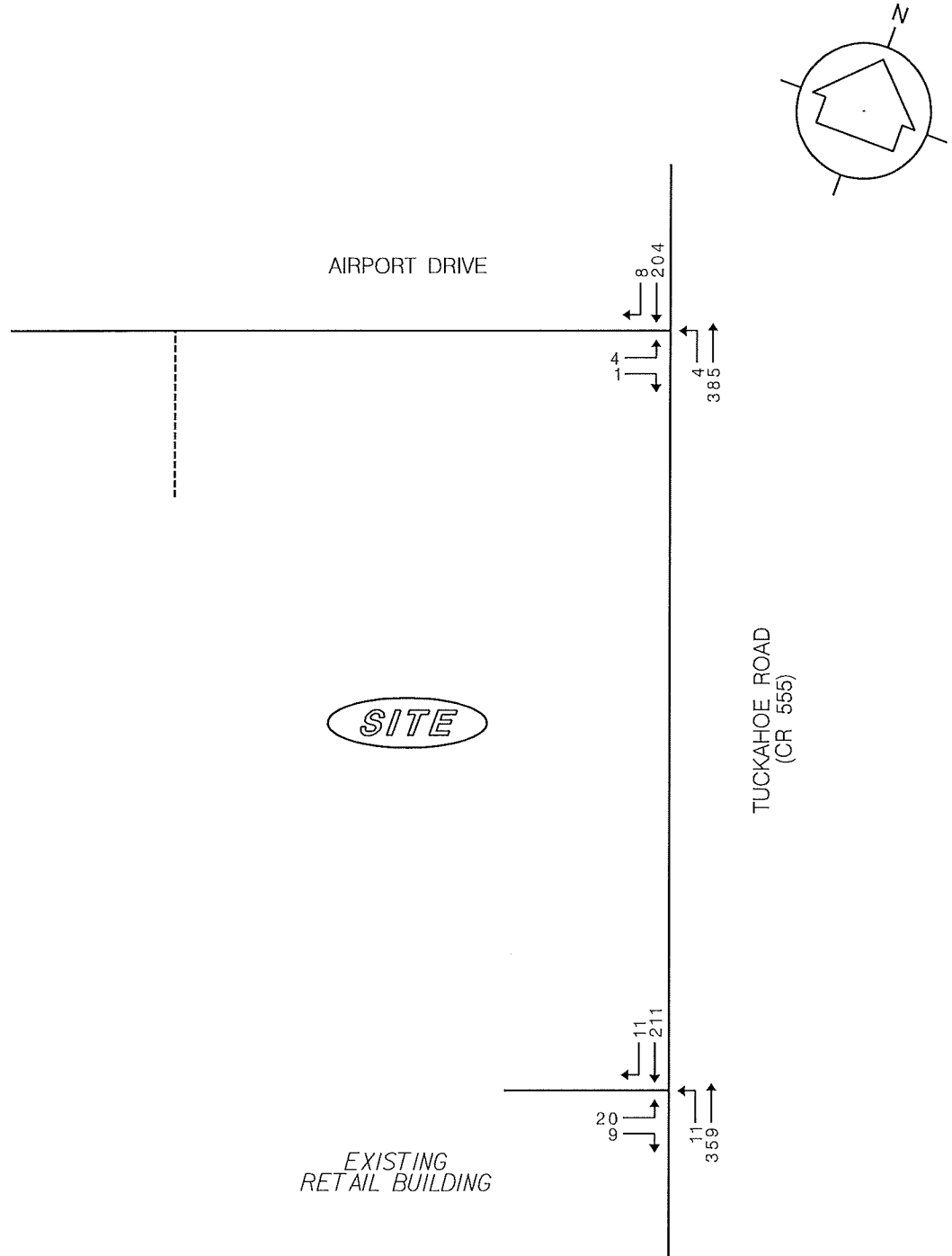


FIGURE 2
 EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES
PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING
 MONROE TOWNSHIP, GLOUCESTER COUNTY, NJ

20-046
 DECEMBER 2020

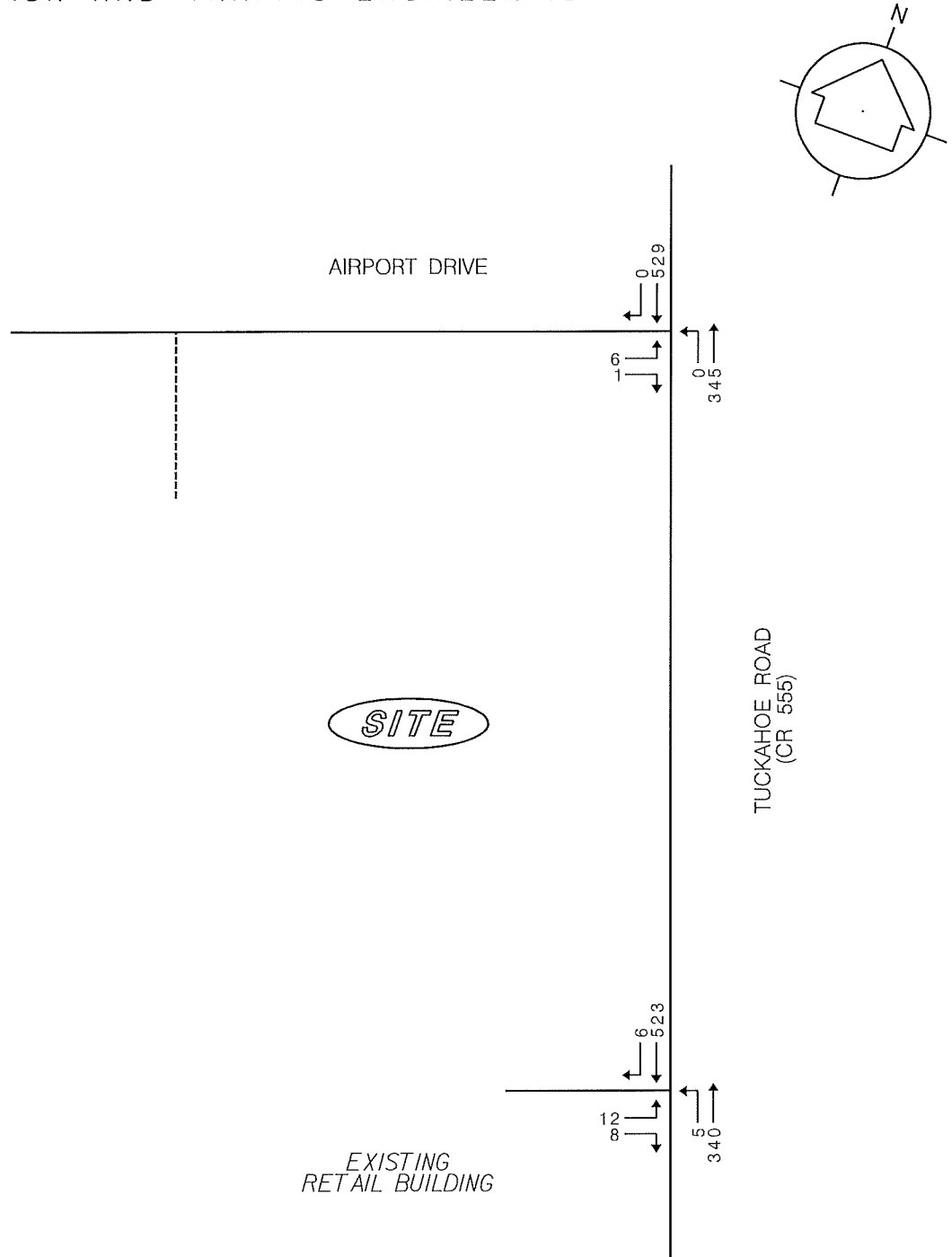


FIGURE 3
 EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES
*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

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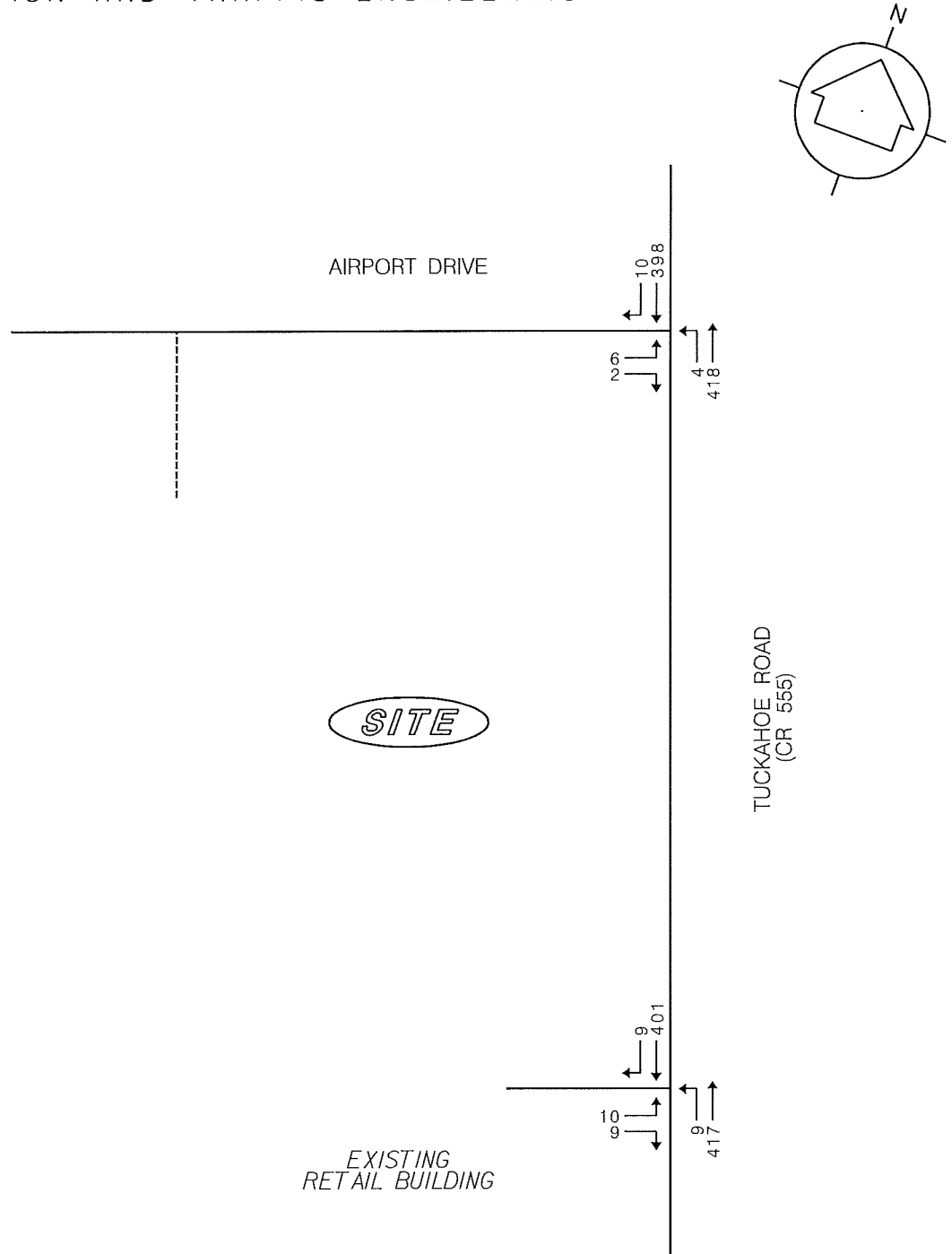
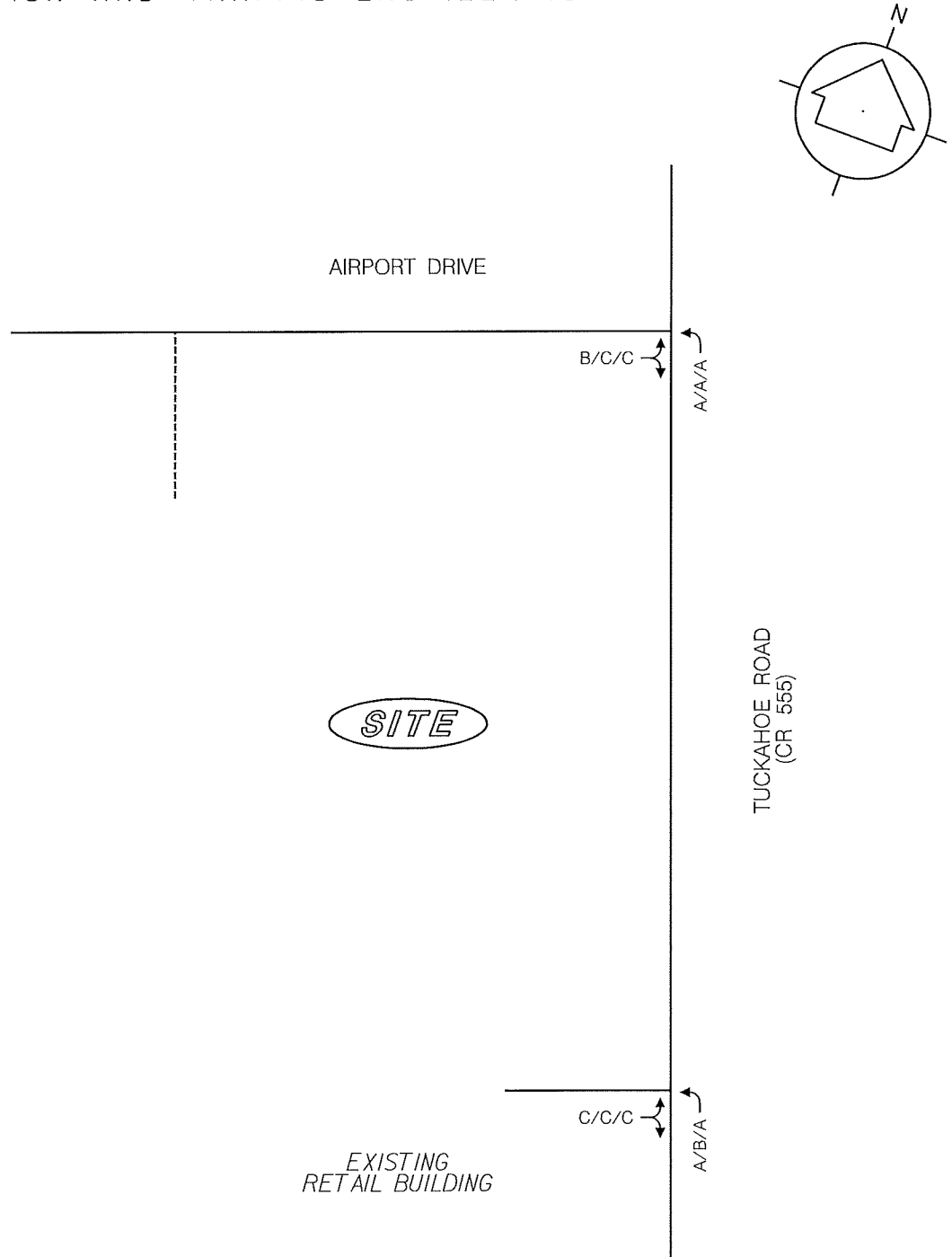


FIGURE 4
 EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

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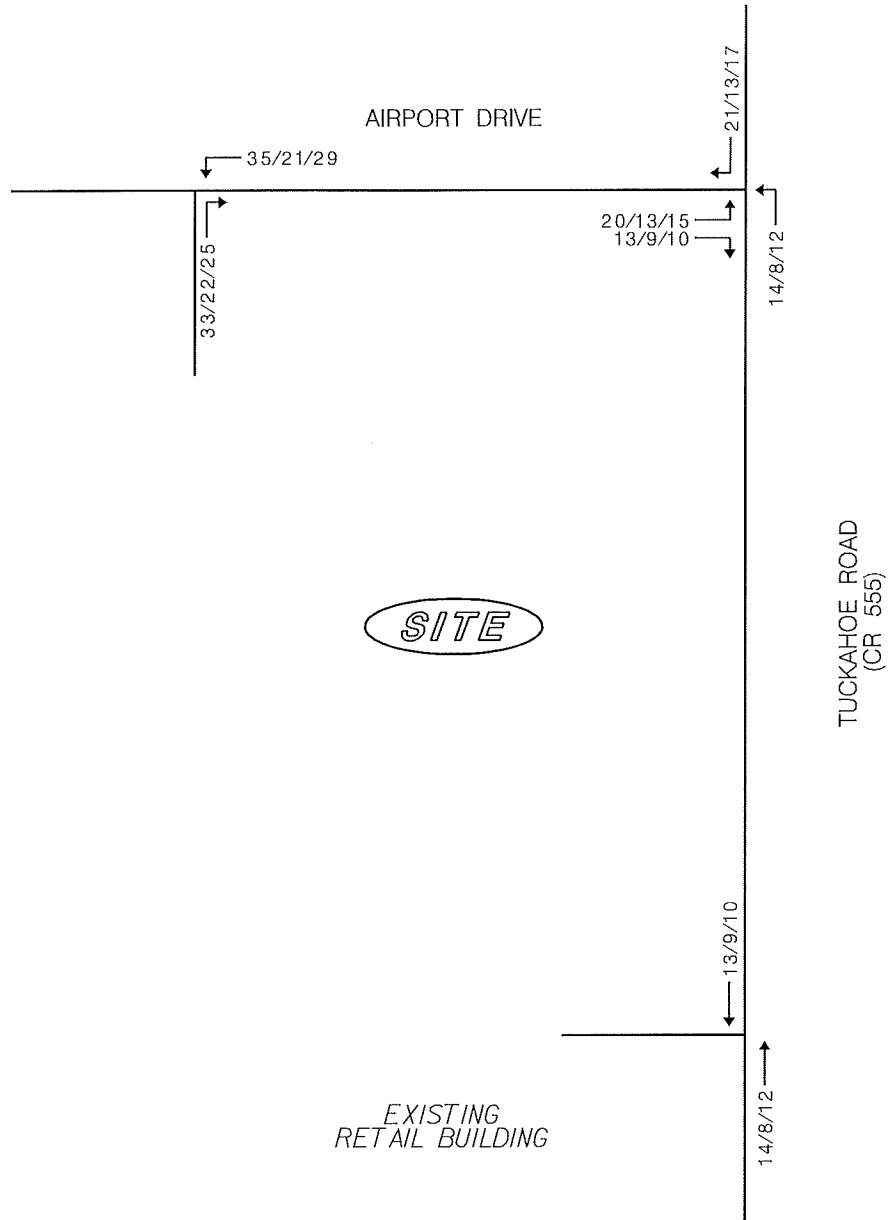
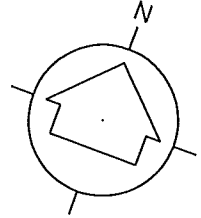
LEGEND:

← AM/PM/SATURDAY PEAK HOUR

FIGURE 5
 EXISTING LEVELS OF SERVICE

*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

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LEGEND:

← AM/PM/SATURDAY PEAK HOUR

FIGURE 6
 ADDITIONAL SITE TRIPS

*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

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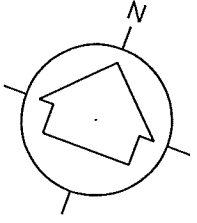
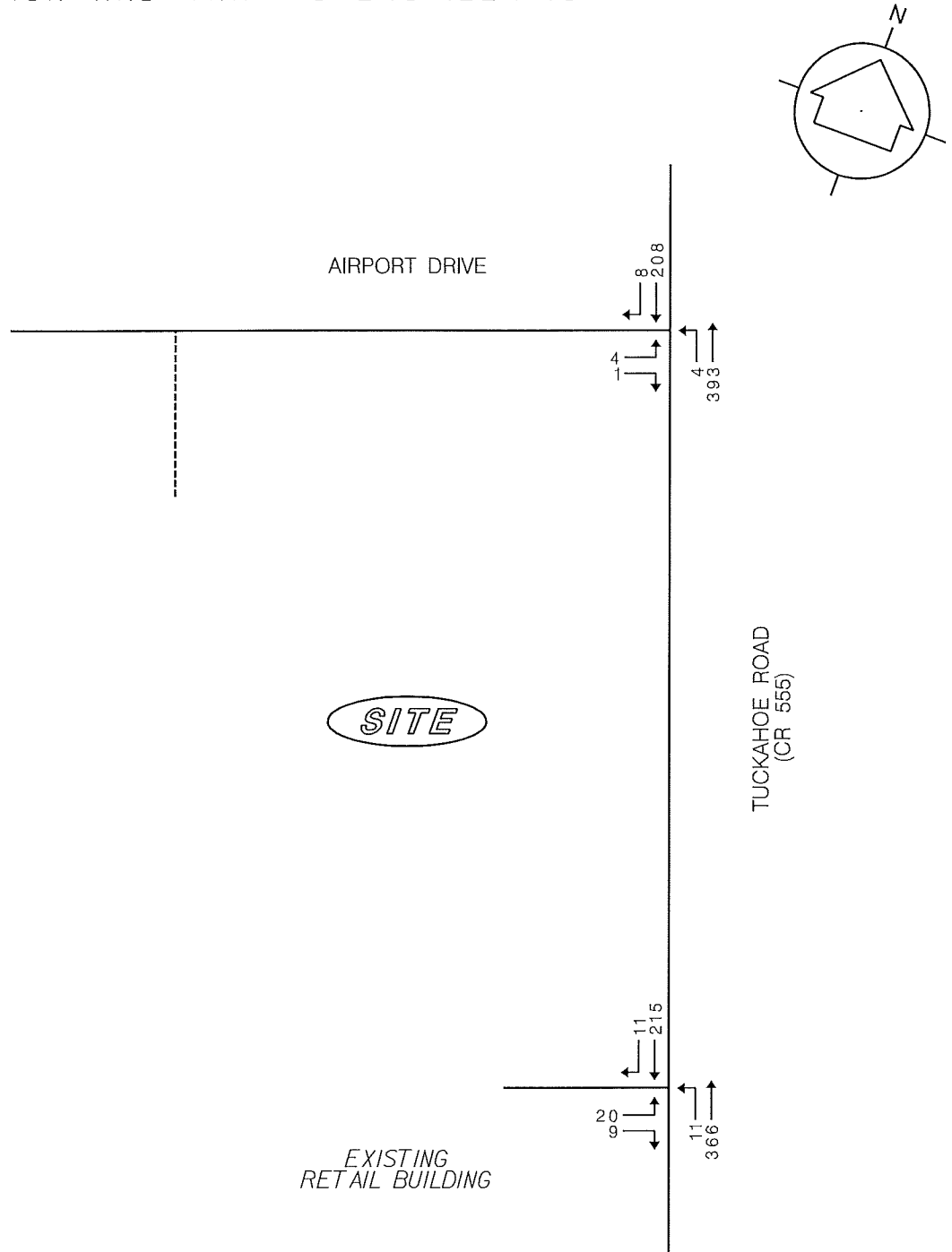


FIGURE 7
 NO-BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES
*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

MONROE TOWNSHIP, GLOUCESTER COUNTY, NJ

20-046
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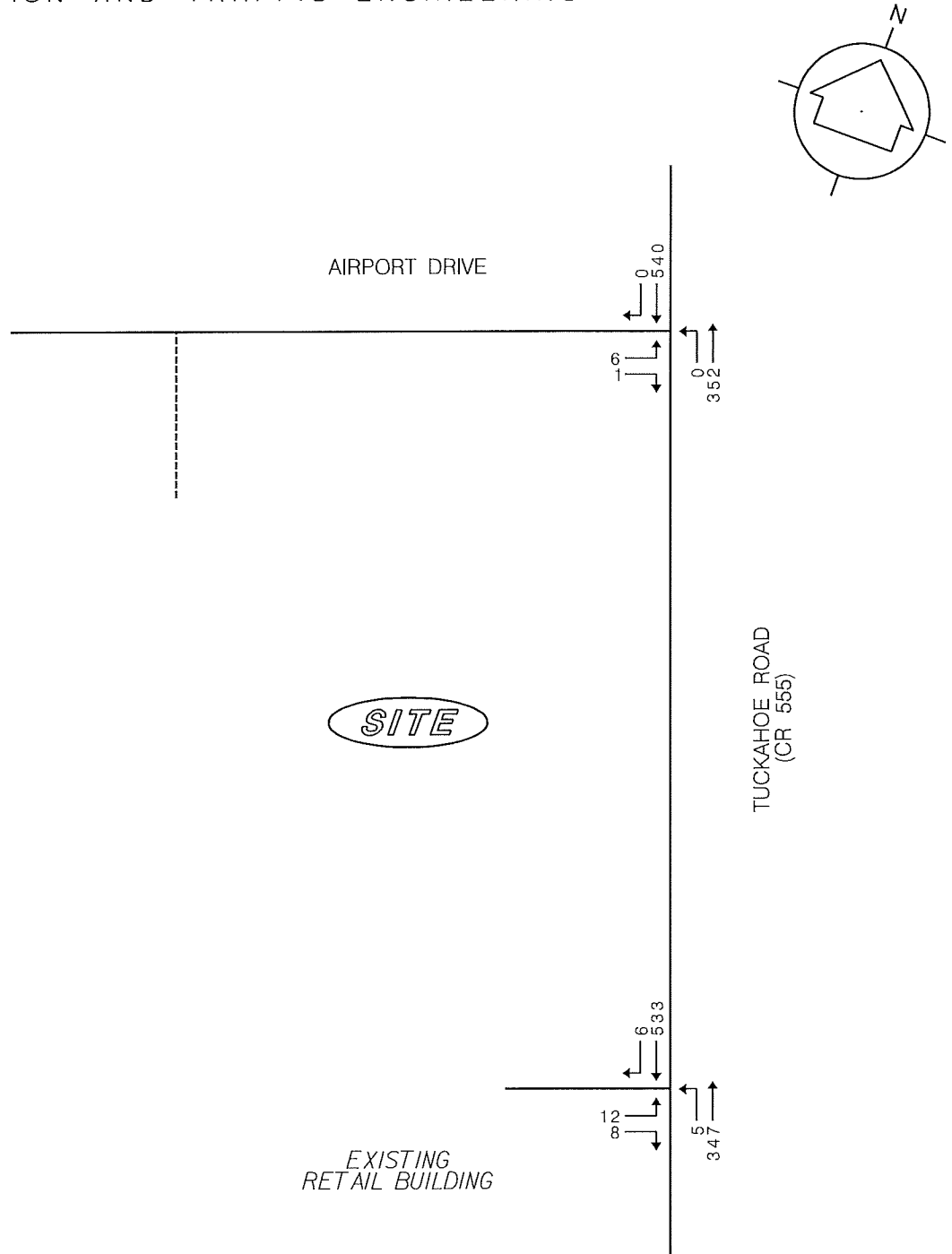


FIGURE 8
 NO-BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES
PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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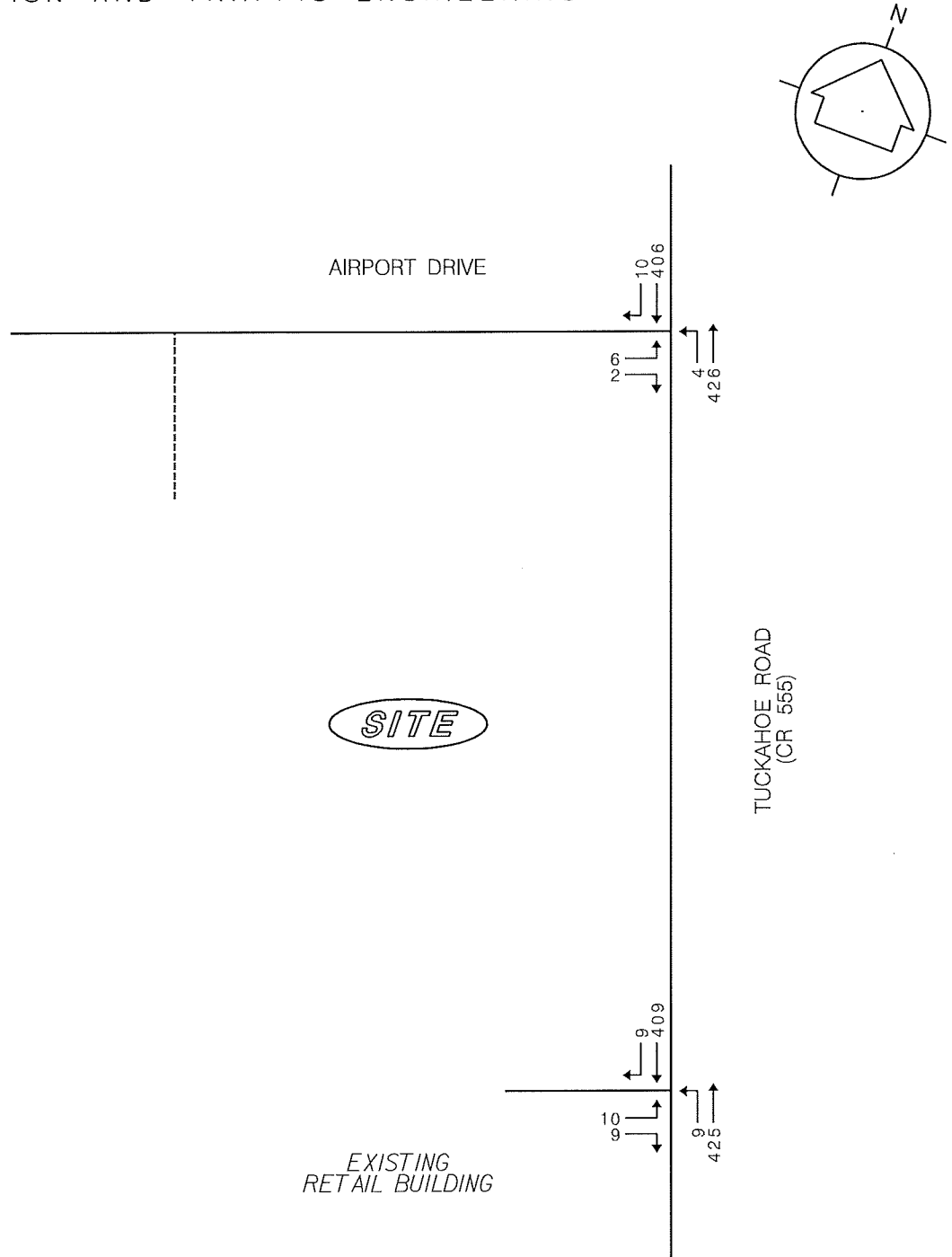


FIGURE 9
 NO-BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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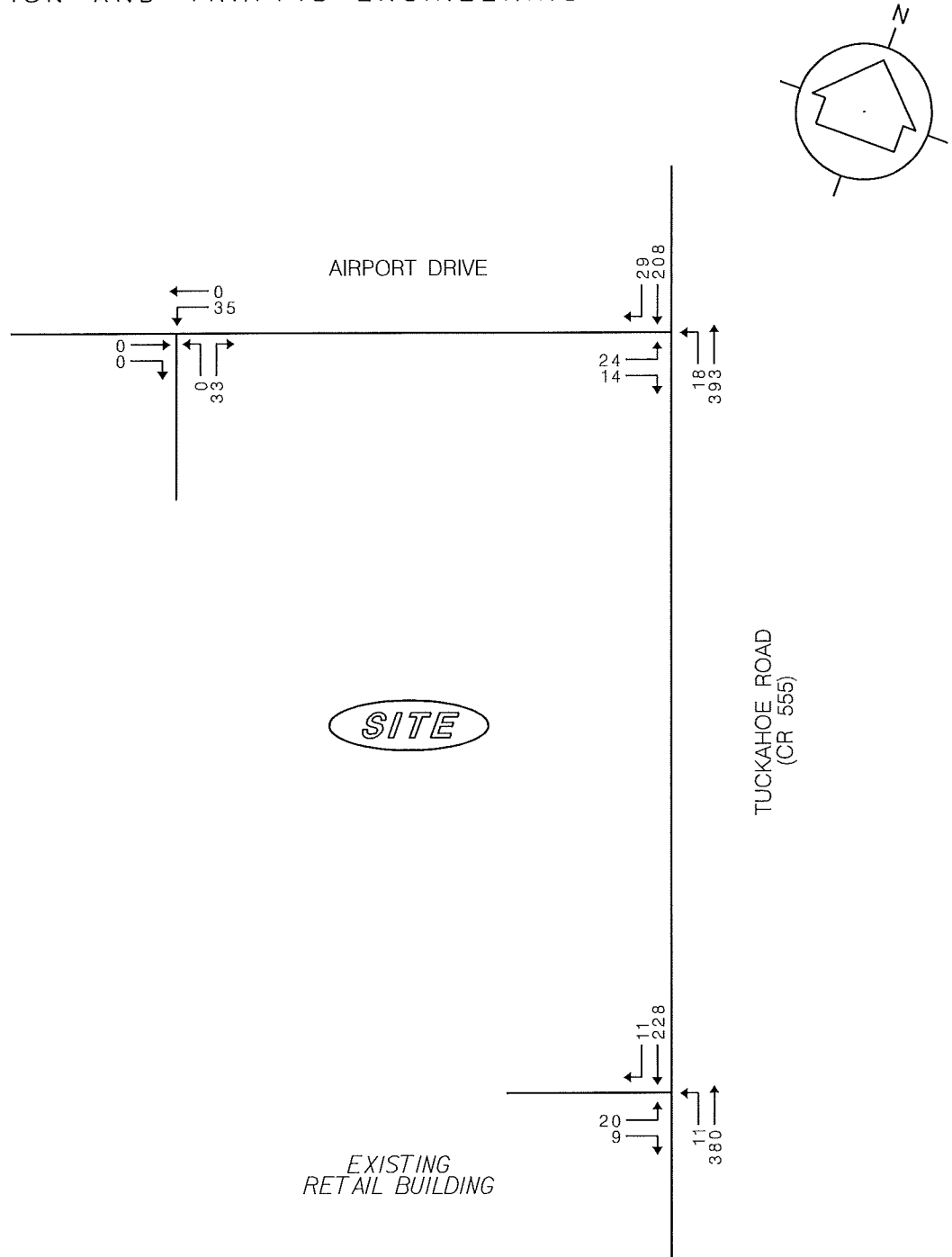


FIGURE 10
 BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES
PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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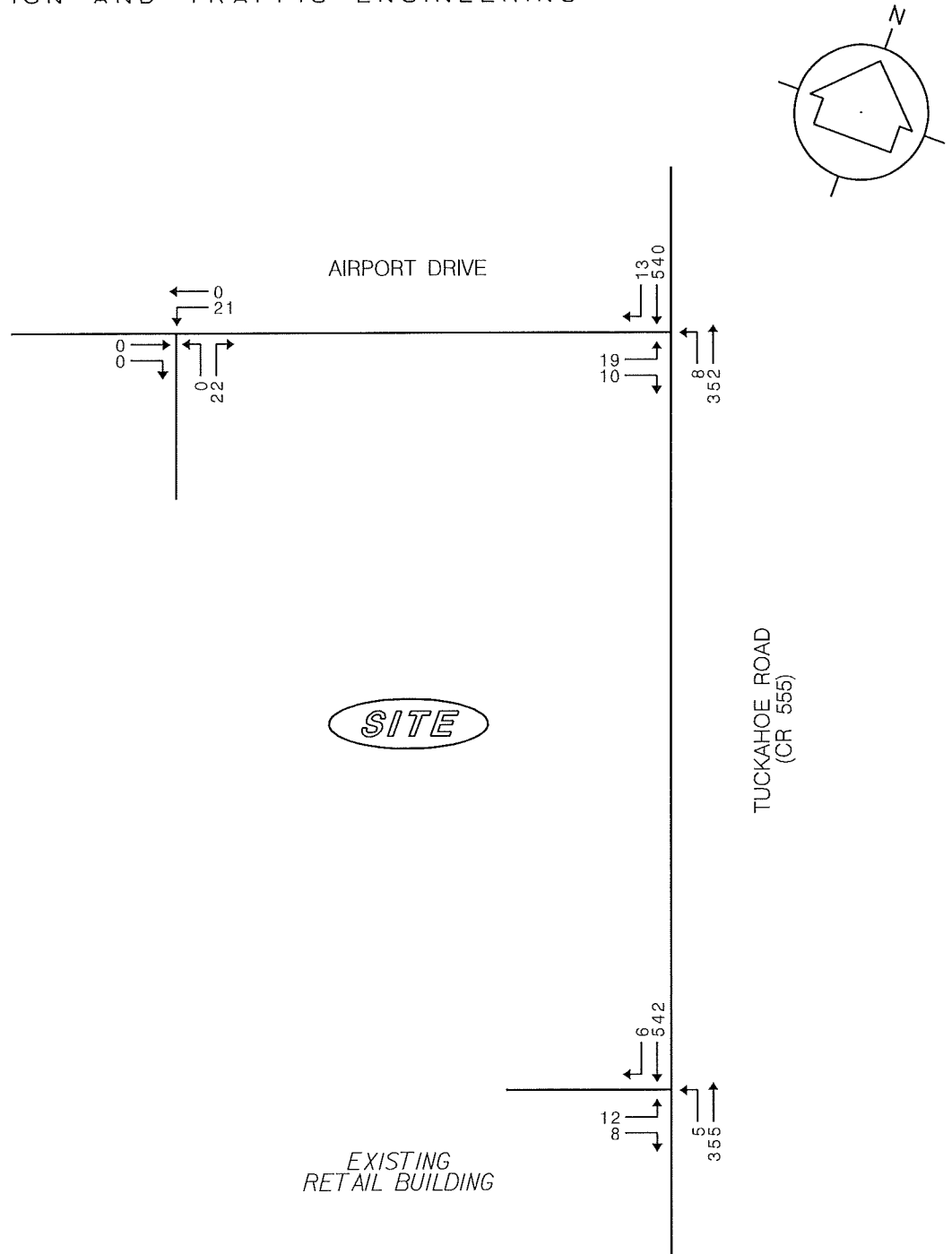


FIGURE 11
 BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES
PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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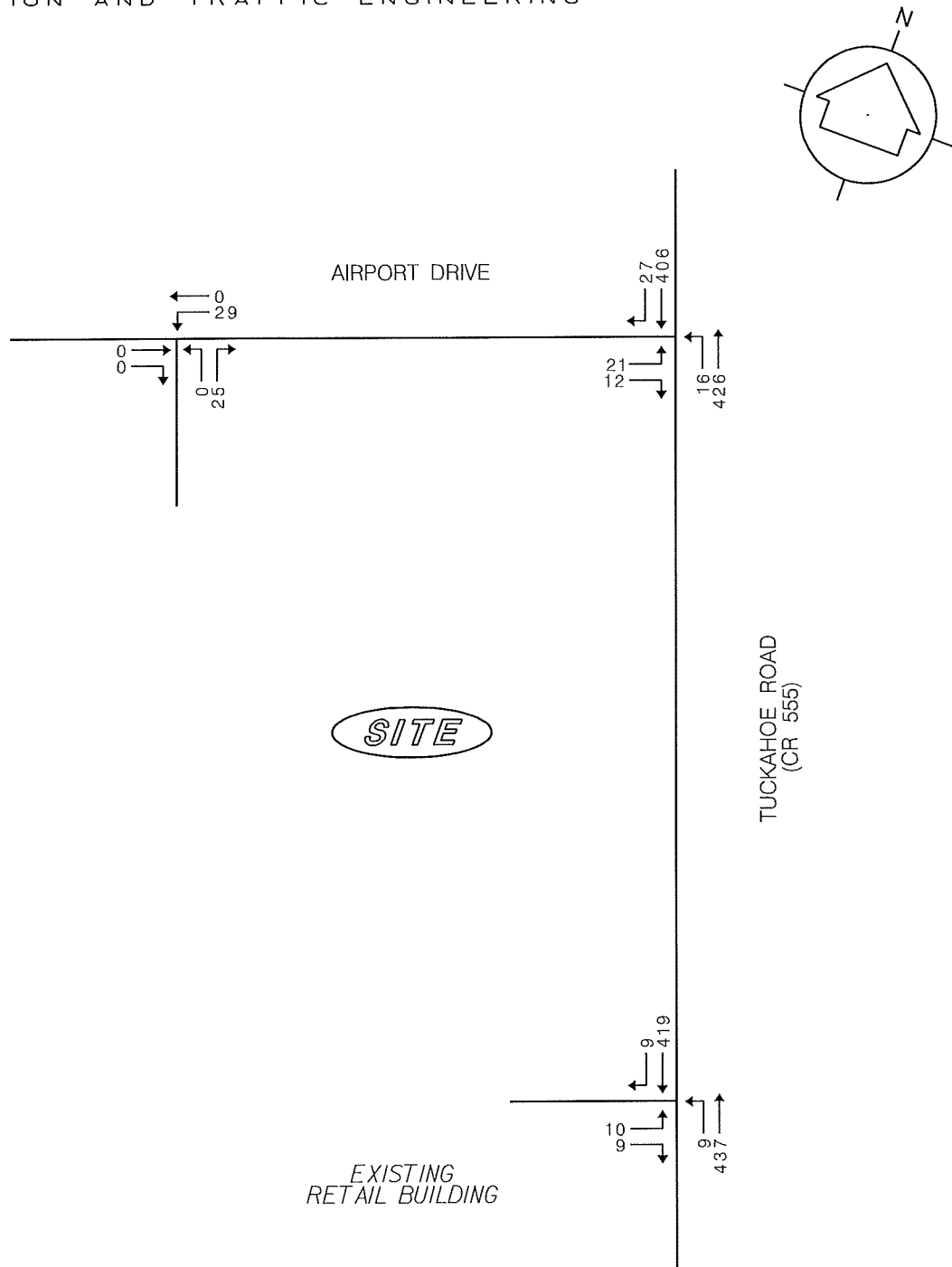
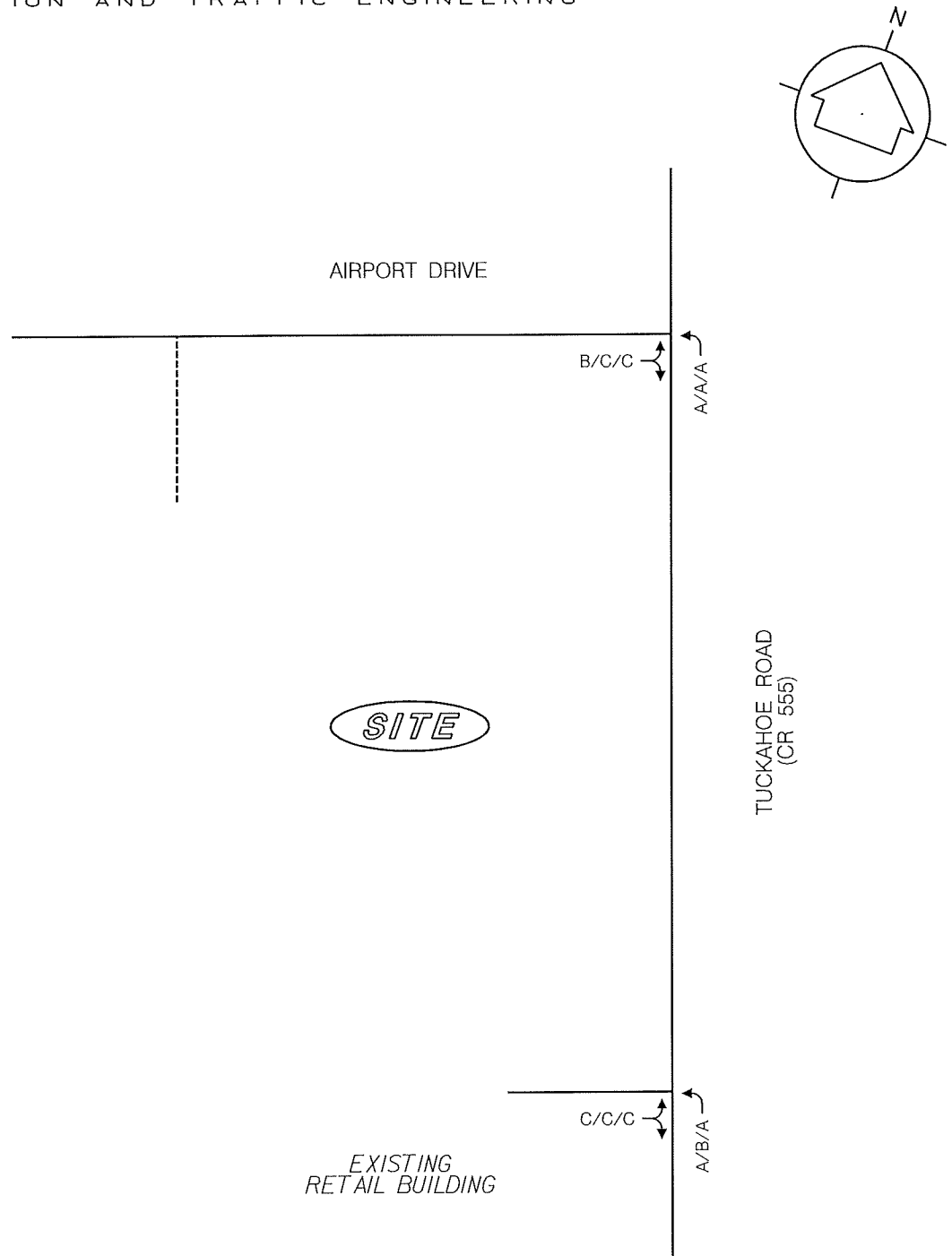


FIGURE 12
 BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES
*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

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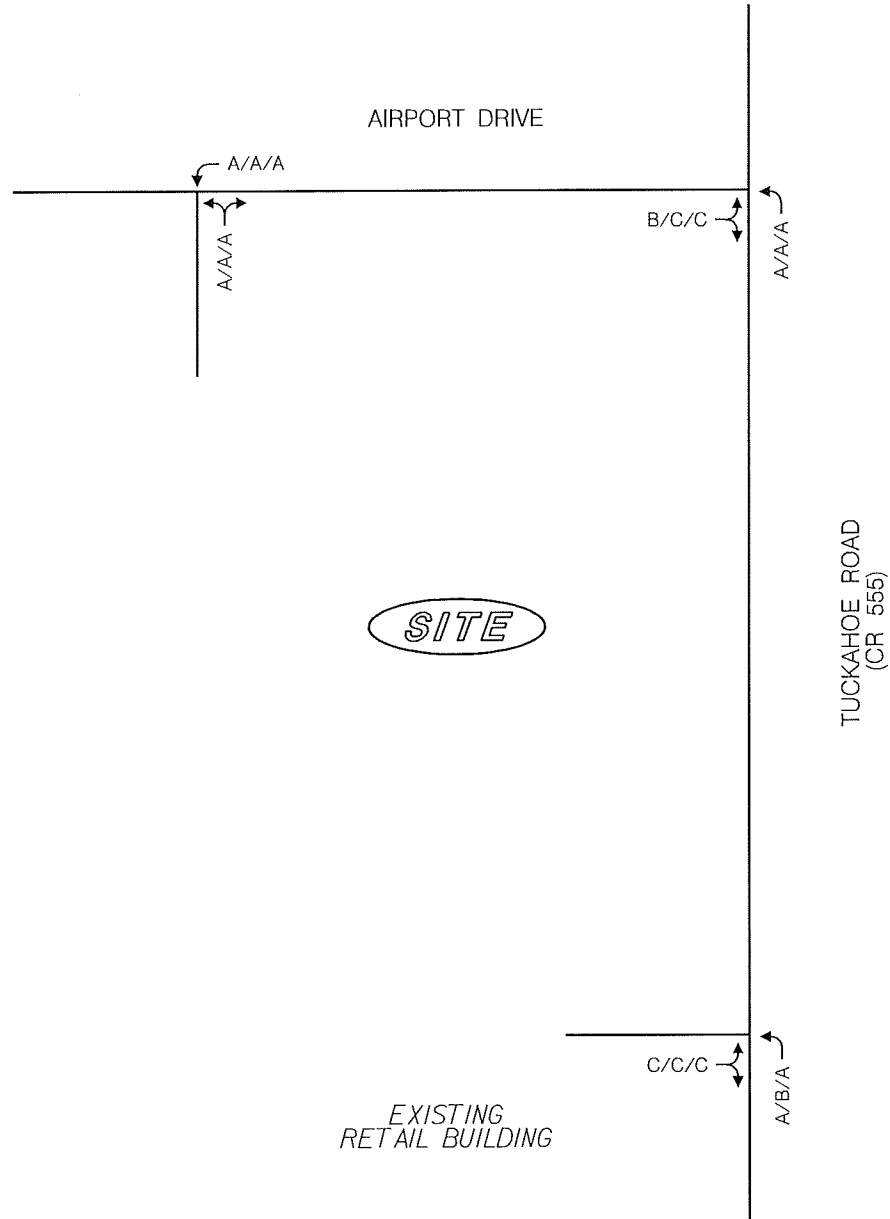
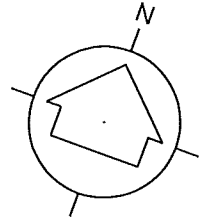
LEGEND:

← AM/PM/SATURDAY PEAK HOUR

FIGURE 13
 NO-BUILD LEVELS OF SERVICE

*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

20-046
 DECEMBER 2020



LEGEND:

← AM/PM/SATURDAY PEAK HOUR

FIGURE 14
 BUILD LEVELS OF SERVICE

*PEACH COUNTRY TRACTOR
 SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING*

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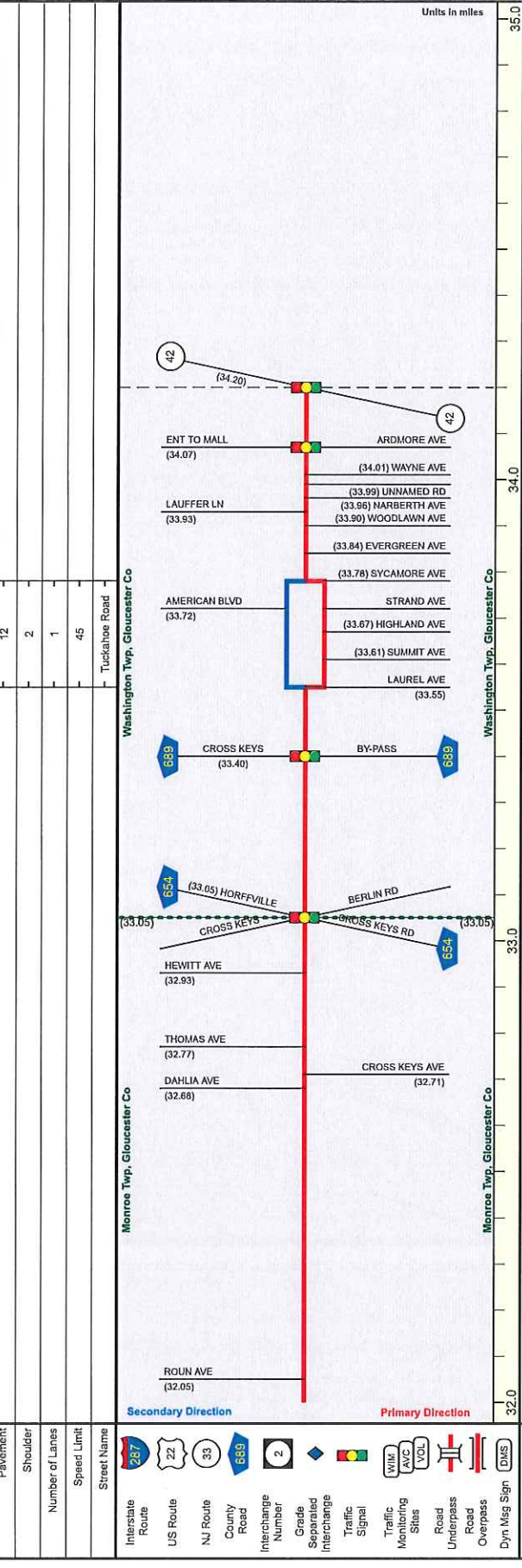
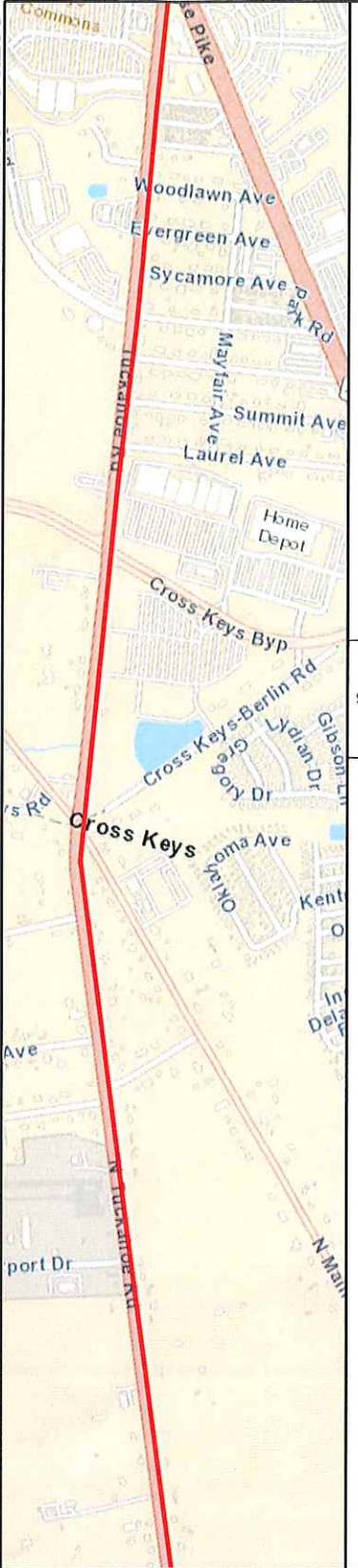
MONROE TOWNSHIP, GLOUCESTER COUNTY, NJ

APPENDIX A

Straight-Line Diagram

ROUTE 555 (South to North)

Mile Posts: 32.000 - 34.200



Pavement	12
Shoulder	2
Number of Lanes	1
Speed Limit	45
Street Name	Tuckahoe Road
Interstate Route	287
US Route	22
NJ Route	33
County Road	689
Interchange Number	2
Grade Separated Interchange	
Traffic Signal	
Traffic Monitoring Sites	
Road	
Underpass	
Road	
Overpass	
Dyn. Msg. Sign	
Street Name	Tuckahoe Road
Jurisdiction	County
Functional Class	Urban Minor Arterial
Federal Aid - NHS Sy	STP
Control Section	
Speed Limit	50
Number of Lanes	2
Med. Type	None
Med. Width	24
Pavement	8
Shoulder	4
Traffic Volume	11,500 (2019)
Traffic Sta. ID	139312
Structure No.	
Enlarged Views	

End Rt. 555 MP=34.20

SRI = 00000555

Date last inventoried: June 2012

APPENDIX B

Traffic Counts

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Transportation and Traffic Engineering

4950 York Rd, Suite 2C, P.O. 301, Holicong, PA 18928-0301
 105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Tuckahoe Rd.
 EB: Airport Rd.
 Monroe Twp./Gloucester Co./NJ
 Wednesday/Clear/E-06/EM

File Name : 20-046-001
 Site Code : 20046001
 Start Date : 7/22/2020
 Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

Start Time	Tuckahoe Rd. Southbound		Tuckahoe Rd. Northbound		Airport Rd. Eastbound		Int. Total
	Thru	Right	Left	Thru	Left	Right	
07:00 AM	44	4	1	87	1	1	138
07:15 AM	54	1	2	83	2	0	142
07:30 AM	60	1	0	107	1	0	169
07:45 AM	46	2	1	108	0	0	157
Total	204	8	4	385	4	1	606
08:00 AM	58	1	0	74	0	0	133
08:15 AM	56	2	1	87	0	0	146
08:30 AM	60	1	0	96	0	0	157
08:45 AM	62	1	0	96	1	1	161
Total	236	5	1	353	1	1	597
*** BREAK ***							
04:00 PM	122	0	1	96	0	0	219
04:15 PM	119	0	0	97	2	0	218
04:30 PM	126	0	0	71	2	4	203
04:45 PM	124	0	0	93	1	0	218
Total	491	0	1	357	5	4	858
05:00 PM	143	0	0	87	5	1	236
05:15 PM	101	0	0	94	0	0	195
05:30 PM	131	0	0	86	1	0	218
05:45 PM	154	0	0	78	0	0	232
Total	529	0	0	345	6	1	881
Grand Total	1460	13	6	1440	16	7	2942
Apprch %	99.1	0.9	0.4	99.6	69.6	30.4	
Total %	49.6	0.4	0.2	48.9	0.5	0.2	
Passenger and 2 Axle Vehicles	1445	12	6	1424	16	6	2909
% Passenger and 2 Axle Vehicles	99	92.3	100	98.9	100	85.7	98.9
Buses and Heavy Vehicles	15	1	0	16	0	1	33
% Buses and Heavy Vehicles	1	7.7	0	1.1	0	14.3	1.1

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Transportation and Traffic Engineering

4950 York Rd, Suite 2C, P.O. 301, Holicong, PA 18928-0301
 105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Tuckahoe Rd.
 EB: Airport Rd.
 Monroe Twp./Gloucester Co./NJ
 Wednesday/Clear/E-06/EM

File Name : 20-046-001
 Site Code : 20046001
 Start Date : 7/22/2020
 Page No : 2

Start Time	Tuckahoe Rd. Southbound			Tuckahoe Rd. Northbound			Airport Rd. Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	44	4	48	1	87	88	1	1	2	138
07:15 AM	54	1	55	2	83	85	2	0	2	142
07:30 AM	60	1	61	0	107	107	1	0	1	169
07:45 AM	46	2	48	1	108	109	0	0	0	157
Total Volume	204	8	212	4	385	389	4	1	5	606
% App. Total	96.2	3.8		1	99		80	20		
PHF	.850	.500	.869	.500	.891	.892	.500	.250	.625	.896
Passenger and 2 Axle Vehicles	197	8	205	4	379	383	4	1	5	593
% Passenger and 2 Axle Vehicles	96.6	100	96.7	100	98.4	98.5	100	100	100	97.9
Buses and Heavy Vehicles	7	0	7	0	6	6	0	0	0	13
% Buses and Heavy Vehicles	3.4	0	3.3	0	1.6	1.5	0	0	0	2.1

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	143	0	143	0	87	87	5	1	6	236
05:15 PM	101	0	101	0	94	94	0	0	0	195
05:30 PM	131	0	131	0	86	86	1	0	1	218
05:45 PM	154	0	154	0	78	78	0	0	0	232
Total Volume	529	0	529	0	345	345	6	1	7	881
% App. Total	100	0		0	100		85.7	14.3		
PHF	.859	.000	.859	.000	.918	.918	.300	.250	.292	.933
Passenger and 2 Axle Vehicles	526	0	526	0	345	345	6	1	7	878
% Passenger and 2 Axle Vehicles	99.4	0	99.4	0	100	100	100	100	100	99.7
Buses and Heavy Vehicles	3	0	3	0	0	0	0	0	0	3
% Buses and Heavy Vehicles	0.6	0	0.6	0	0	0	0	0	0	0.3

Horner & Canter Associates
Transportation and Traffic Engineering

4950 York Rd, Suite 2C, P.O. 301, Holicong, PA 18928-0301
 105 Atsion Rd, Suite F, Medford, NJ 08055

NB/SB: Tuckahoe Rd.
 EB: Airport Rd.
 Monroe Twp./Gloucester Co./NJ
 Saturday/Clear/E-14/LE

File Name : 20-046-011
 Site Code : 20046011
 Start Date : 7/25/2020
 Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

Start Time	Tuckahoe Rd. Southbound		Tuckahoe Rd. Northbound		Airport Rd. Eastbound		Int. Total
	Thru	Right	Left	Thru	Left	Right	
11:00 AM	69	0	1	89	0	0	159
11:15 AM	100	1	0	92	1	0	194
11:30 AM	104	4	0	95	0	0	203
11:45 AM	100	3	1	99	1	2	206
Total	373	8	2	375	2	2	762
12:00 PM	116	3	0	107	1	0	227
12:15 PM	92	2	1	83	0	2	180
12:30 PM	112	2	1	88	2	0	205
12:45 PM	90	4	2	110	3	1	210
Total	410	11	4	388	6	3	822
01:00 PM	104	2	1	125	1	0	233
01:15 PM	92	2	0	95	0	1	190
01:30 PM	77	1	1	73	4	1	157
01:45 PM	104	3	0	100	1	2	210
Total	377	8	2	393	6	4	790
Grand Total	1160	27	8	1156	14	9	2374
Apprch %	97.7	2.3	0.7	99.3	60.9	39.1	
Total %	48.9	1.1	0.3	48.7	0.6	0.4	
Passenger and 2 Axle Vehicles	1138	27	8	1134	14	9	2330
% Passenger and 2 Axle Vehicles	98.1	100	100	98.1	100	100	98.1
Buses and Heavy Vehicles	22	0	0	22	0	0	44
% Buses and Heavy Vehicles	1.9	0	0	1.9	0	0	1.9

Start Time	Tuckahoe Rd. Southbound			Tuckahoe Rd. Northbound			Airport Rd. Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 12:30 PM										
12:30 PM	112	2	114	1	88	89	2	0	2	205
12:45 PM	90	4	94	2	110	112	3	1	4	210
01:00 PM	104	2	106	1	125	126	1	0	1	233
01:15 PM	92	2	94	0	95	95	0	1	1	190
Total Volume	398	10	408	4	418	422	6	2	8	838
% App. Total	97.5	2.5		0.9	99.1		75	25		
PHF	.888	.625	.895	.500	.836	.837	.500	.500	.500	.899
Passenger and 2 Axle Vehicles	395	10	405	4	410	414	6	2	8	827
% Passenger and 2 Axle Vehicles	99.2	100	99.3	100	98.1	98.1	100	100	100	98.7
Buses and Heavy Vehicles	3	0	3	0	8	8	0	0	0	11
% Buses and Heavy Vehicles	0.8	0	0.7	0	1.9	1.9	0	0	0	1.3

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4950 York Rd, Suite 2C, P.O. 301, Holicong, PA 18928-0301
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NB/SB: Tuckahoe Rd.
 EB: Client Driveway
 Monroe Twp./Gloucester Co./NJ
 Wednesday/Clear/E-13/GP

File Name : 20-046-002
 Site Code : 20046002
 Start Date : 7/22/2020
 Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

Start Time	Tuckahoe Rd. Southbound		Tuckahoe Rd. Northbound		Client Driveway Eastbound		Int. Total
	Thru	Right	Left	Thru	Left	Right	
07:00 AM	38	3	0	87	4	1	133
07:15 AM	48	5	10	78	2	0	143
07:30 AM	55	4	3	100	9	4	175
07:45 AM	47	2	3	105	6	4	167
Total	188	14	16	370	21	9	618
08:00 AM	57	5	0	70	2	1	135
08:15 AM	52	0	5	84	3	0	144
08:30 AM	53	3	1	86	4	4	151
08:45 AM	60	3	3	98	3	2	169
Total	222	11	9	338	12	7	599
*** BREAK ***							
04:00 PM	122	1	1	101	2	0	227
04:15 PM	135	0	1	98	2	1	237
04:30 PM	134	0	2	72	2	0	210
04:45 PM	116	2	2	88	1	2	211
Total	507	3	6	359	7	3	885
05:00 PM	138	4	0	82	7	5	236
05:15 PM	105	2	0	83	3	2	195
05:30 PM	119	1	0	87	0	2	209
05:45 PM	133	7	2	65	1	3	211
Total	495	14	2	317	11	12	851
Grand Total	1412	42	33	1384	51	31	2953
Apprch %	97.1	2.9	2.3	97.7	62.2	37.8	
Total %	47.8	1.4	1.1	46.9	1.7	1	
Passenger and 2 Axle Vehicles	1384	16	19	1354	24	19	2816
% Passenger and 2 Axle Vehicles	98	38.1	57.6	97.8	47.1	61.3	95.4
Buses and Heavy Vehicles	28	26	14	30	27	12	137
% Buses and Heavy Vehicles	2	61.9	42.4	2.2	52.9	38.7	4.6

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NB/SB: Tuckahoe Rd.
 EB: Client Driveway
 Monroe Twp./Gloucester Co./NJ
 Wednesday/Clear/E-13/GP

File Name : 20-046-002
 Site Code : 20046002
 Start Date : 7/22/2020
 Page No : 2

Start Time	Tuckahoe Rd. Southbound			Tuckahoe Rd. Northbound			Client Driveway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	55	4	59	3	100	103	9	4	13	175
07:45 AM	47	2	49	3	105	108	6	4	10	167
08:00 AM	57	5	62	0	70	70	2	1	3	135
08:15 AM	52	0	52	5	84	89	3	0	3	144
Total Volume	211	11	222	11	359	370	20	9	29	621
% App. Total	95	5		3	97		69	31		
PHF	.925	.550	.895	.550	.855	.856	.556	.563	.558	.887
Passenger and 2 Axle Vehicles	202	5	207	6	348	354	5	3	8	569
% Passenger and 2 Axle Vehicles	95.7	45.5	93.2	54.5	96.9	95.7	25.0	33.3	27.6	91.6
Buses and Heavy Vehicles	9	6	15	5	11	16	15	6	21	52
% Buses and Heavy Vehicles	4.3	54.5	6.8	45.5	3.1	4.3	75.0	66.7	72.4	8.4

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	135	0	135	1	98	99	2	1	3	237
04:30 PM	134	0	134	2	72	74	2	0	2	210
04:45 PM	116	2	118	2	88	90	1	2	3	211
05:00 PM	138	4	142	0	82	82	7	5	12	236
Total Volume	523	6	529	5	340	345	12	8	20	894
% App. Total	98.9	1.1		1.4	98.6		60	40		
PHF	.947	.375	.931	.625	.867	.871	.429	.400	.417	.943
Passenger and 2 Axle Vehicles	516	2	518	1	335	336	10	5	15	869
% Passenger and 2 Axle Vehicles	98.7	33.3	97.9	20.0	98.5	97.4	83.3	62.5	75.0	97.2
Buses and Heavy Vehicles	7	4	11	4	5	9	2	3	5	25
% Buses and Heavy Vehicles	1.3	66.7	2.1	80.0	1.5	2.6	16.7	37.5	25.0	2.8

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NB/SB: Tuckahoe Rd.
 EB: Client Driveway
 Monroe Twp./Gloucester Co./NJ
 Saturday/Clear/E-01/GD

File Name : 20-046-012
 Site Code : 20046012
 Start Date : 7/25/2020
 Page No : 1

Groups Printed- Passenger and 2 Axle Vehicles - Buses and Heavy Vehicles

Start Time	Tuckahoe Rd. Southbound		Tuckahoe Rd. Northbound		Client Driveway Eastbound		Int. Total
	Thru	Right	Left	Thru	Left	Right	
11:00 AM	66	2	1	98	3	1	171
11:15 AM	99	3	2	83	1	0	188
11:30 AM	108	4	1	100	3	2	218
11:45 AM	98	4	3	92	3	2	202
Total	371	13	7	373	10	5	779
12:00 PM	115	4	1	103	4	2	229
12:15 PM	94	2	2	85	2	3	188
12:30 PM	108	4	1	92	3	4	212
12:45 PM	91	2	4	107	5	0	209
Total	408	12	8	387	14	9	838
01:00 PM	106	2	3	127	0	3	241
01:15 PM	96	1	1	91	2	2	193
01:30 PM	72	2	0	77	1	1	153
01:45 PM	115	1	2	101	2	3	224
Total	389	6	6	396	5	9	811
Grand Total	1168	31	21	1156	29	23	2428
Apprch %	97.4	2.6	1.8	98.2	55.8	44.2	
Total %	48.1	1.3	0.9	47.6	1.2	0.9	
Passenger and 2 Axle Vehicles	1147	15	8	1131	15	12	2328
% Passenger and 2 Axle Vehicles	98.2	48.4	38.1	97.8	51.7	52.2	95.9
Buses and Heavy Vehicles	21	16	13	25	14	11	100
% Buses and Heavy Vehicles	1.8	51.6	61.9	2.2	48.3	47.8	4.1

Start Time	Tuckahoe Rd. Southbound			Tuckahoe Rd. Northbound			Client Driveway Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	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 12:30 PM										
12:30 PM	108	4	112	1	92	93	3	4	7	212
12:45 PM	91	2	93	4	107	111	5	0	5	209
01:00 PM	106	2	108	3	127	130	0	3	3	241
01:15 PM	96	1	97	1	91	92	2	2	4	193
Total Volume	401	9	410	9	417	426	10	9	19	855
% App. Total	97.8	2.2		2.1	97.9		52.6	47.4		
PHF	.928	.563	.915	.563	.821	.819	.500	.563	.679	.887
Passenger and 2 Axle Vehicles	398	4	402	5	408	413	3	5	8	823
% Passenger and 2 Axle Vehicles	99.3	44.4	98.0	55.6	97.8	96.9	30.0	55.6	42.1	96.3
Buses and Heavy Vehicles	3	5	8	4	9	13	7	4	11	32
% Buses and Heavy Vehicles	0.7	55.6	2.0	44.4	2.2	3.1	70.0	44.4	57.9	3.7

APPENDIX C

Level of Service Delay Thresholds

Level of Service Criteria

Level of Service at intersections is defined in terms of DELAY. Delay is a measure of driver discomfort, frustration, and lost travel time, thus the rating of delay from highly acceptable LOS A to unacceptable LOS F.

At traffic signals, delay is a complex measure and is dependent on a number of variables including signal progression, the cycle length, the green-time ratio, clearance times, trucks, pedestrians, parking, and signal phasing.

At unsignalized intersections, delay is dependent on the available gaps in the two-way flow of the uninterrupted traffic movement, intersection width, and queuing.

Intersection LOS

	<u>Signalized</u>	<u>Unsignalized</u>
LOS A	Less than 10.0 sec/veh	Less than 10.0 sec/veh
B	10.0 to 20.0 sec/veh	10.0 to 15.0 sec/veh
C	20.0 to 35.0 sec/veh	15.0 to 25.0 sec/veh
D	35.0 to 55.0 sec/veh	25.0 to 35.0 sec/veh
E	55.0 to 80.0 sec/veh	35.0 to 50.0 sec/veh
F	Greater than 80.0 sec/veh	Greater than 50.0 sec/veh

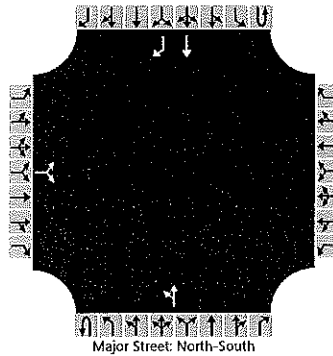
APPENDIX D

Capacity/LOS Analysis Worksheets – Existing Conditions

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Airport Drive		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Airport Drive		
Analysis Year	2020			North/South Street	Tuckahoe Road		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	1	0		0	0	0	0	0	1	0	0	0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)		4		1						4	385				204	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

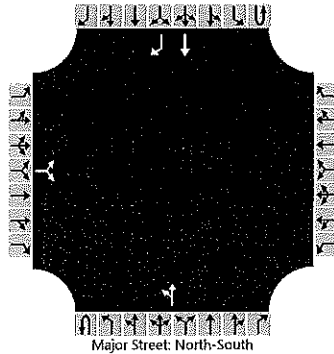
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6							4						
Capacity, c (veh/h)			472							1344						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			12.7							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.7								0.1							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Airport Drive
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2020	North/South Street	Tuckahoe Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	1		
Configuration			LR							LT					T	R		
Volume (veh/h)		6		1						0	345				529	0		
Percent Heavy Vehicles (%)		0		0						0								
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																	No	
Median Type Storage		Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.40		6.20						4.10							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.50		3.30						2.20							

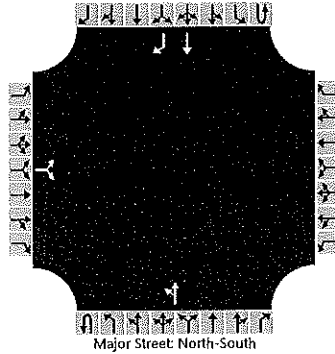
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8							0							
Capacity, c (veh/h)			315							1014							
v/c Ratio			0.02							0.00							
95% Queue Length, Q ₉₅ (veh)			0.1							0.0							
Control Delay (s/veh)			16.7							8.6							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)		16.7								0.0							
Approach LOS		C								A							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Airport Drive		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Airport Drive		
Analysis Year	2020			North/South Street	Tuckahoe Road		
Time Analyzed	SAT Peak Hour			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	1	0		0	0	0	0	0	1	0	0	0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)		6		2						4	418				398	10
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

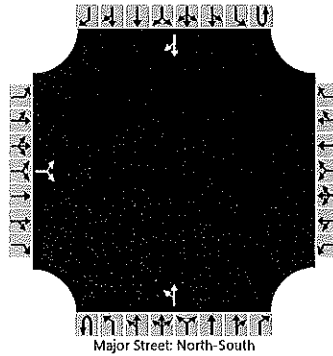
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			348							1118						
v/c Ratio			0.03							0.00						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			15.6							8.2						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.6								0.1							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Site Access		
Analysis Year	2020			North/South Street	Tuckahoe Road		
Time Analyzed	AM Peak Hour			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		9						11	359				211	11
Percent Heavy Vehicles (%)		75		67						46						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.15		6.87						4.56						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.18		3.90						2.61						

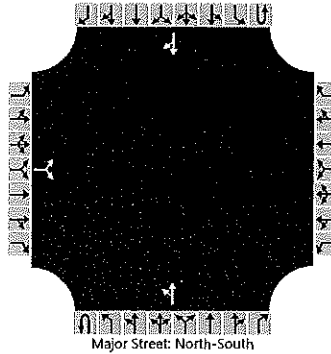
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			33							12						
Capacity, c (veh/h)			383							1098						
v/c Ratio			0.09							0.01						
95% Queue Length, Q ₉₅ (veh)			0.3							0.0						
Control Delay (s/veh)			15.3							8.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.3								0.4							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Site Access		
Analysis Year	2020			North/South Street	Tuckahoe Road		
Time Analyzed	PM Peak Hour			Peak Hour Factor	0.94		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		12		8						5	340				523	6
Percent Heavy Vehicles (%)		17		38						80						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.57		6.58						4.90						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.65		3.64						2.92						

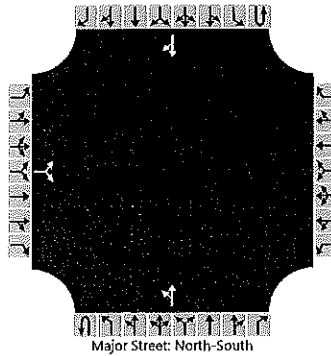
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21							5						
Capacity, c (veh/h)			329							714						
v/c Ratio			0.06							0.01						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
Control Delay (s/veh)			16.7							10.1						
Level of Service (LOS)			C							B						
Approach Delay (s/veh)	16.7								0.2							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Site Access		
Analysis Year	2020			North/South Street	Tuckahoe Road		
Time Analyzed	SAT Peak Hour			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		10		9						9	417				401	9	
Percent Heavy Vehicles (%)		70		44						44							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2							4.1					
Critical Headway (sec)		7.10		6.64							4.54					
Base Follow-Up Headway (sec)		3.5		3.3							2.2					
Follow-Up Headway (sec)		4.13		3.70							2.60					

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21								10					
Capacity, c (veh/h)			302								912					
v/c Ratio			0.07								0.01					
95% Queue Length, Q ₉₅ (veh)			0.2								0.0					
Control Delay (s/veh)			17.8								9.0					
Level of Service (LOS)			C								A					
Approach Delay (s/veh)		17.8								0.3						
Approach LOS		C								A						

APPENDIX E

Trip Generation Worksheets

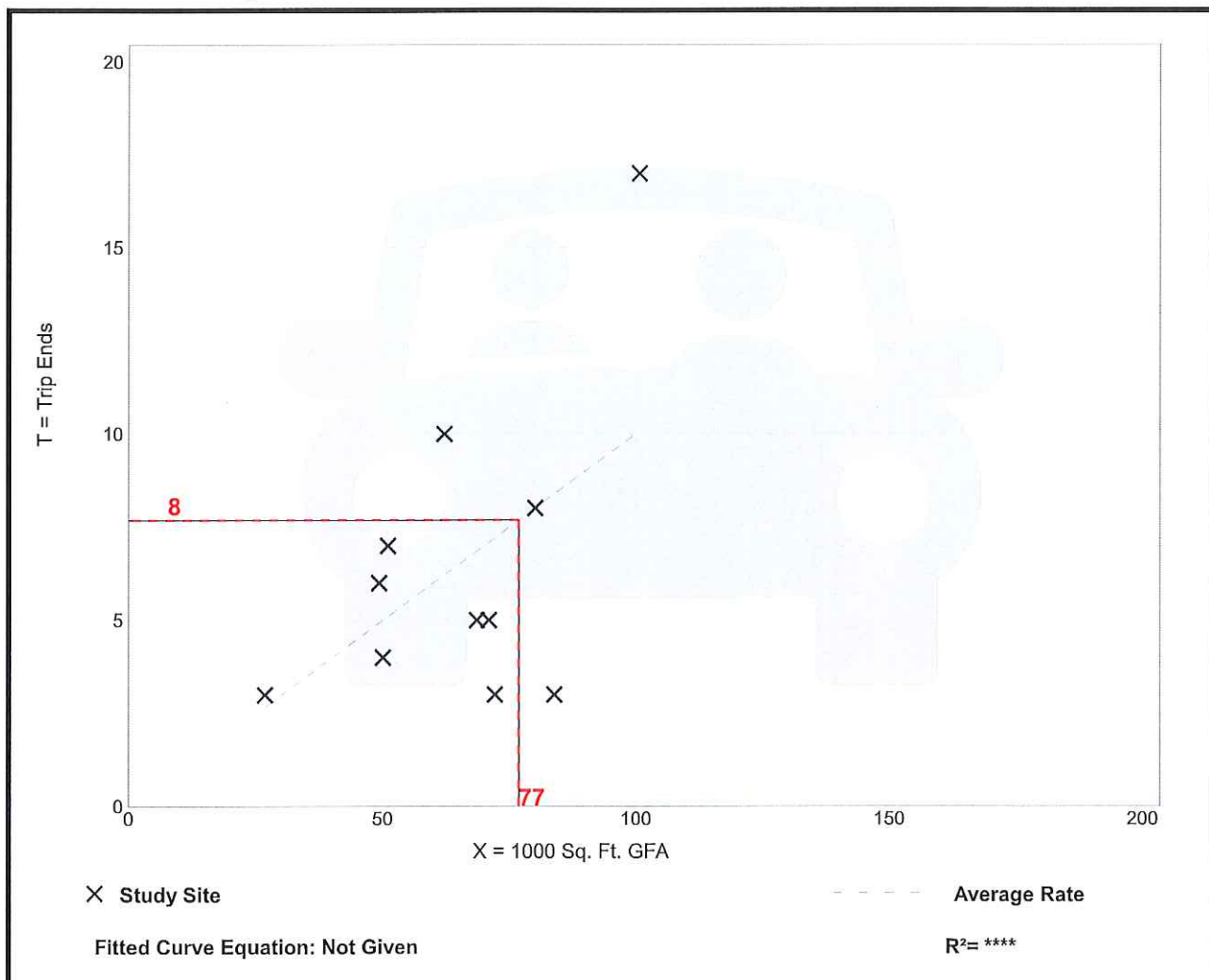
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 11
 Avg. 1000 Sq. Ft. GFA: 65
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.04 - 0.17	0.05

Data Plot and Equation



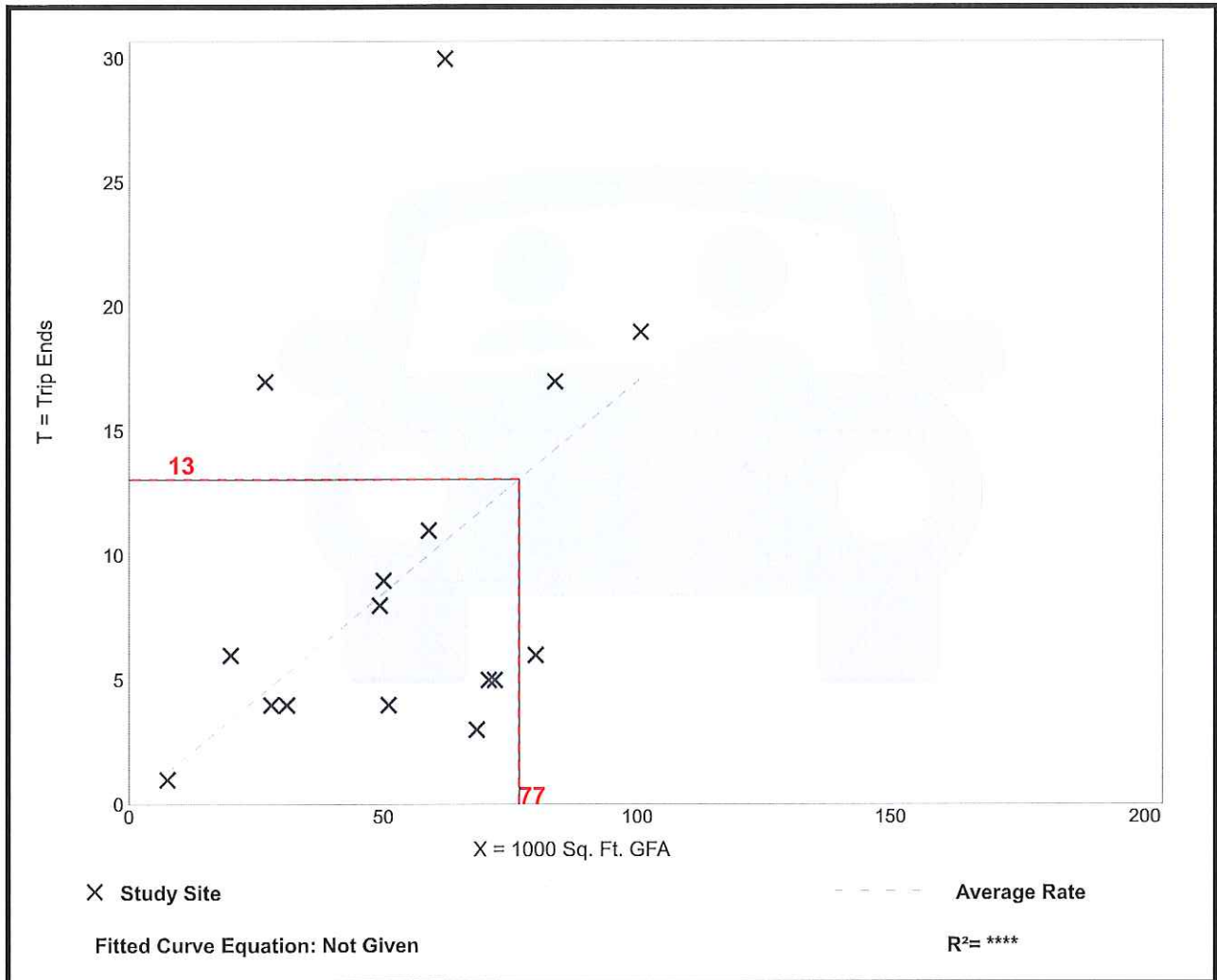
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 54
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.04 - 0.64	0.14

Data Plot and Equation



Mini-Warehouse (151)

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

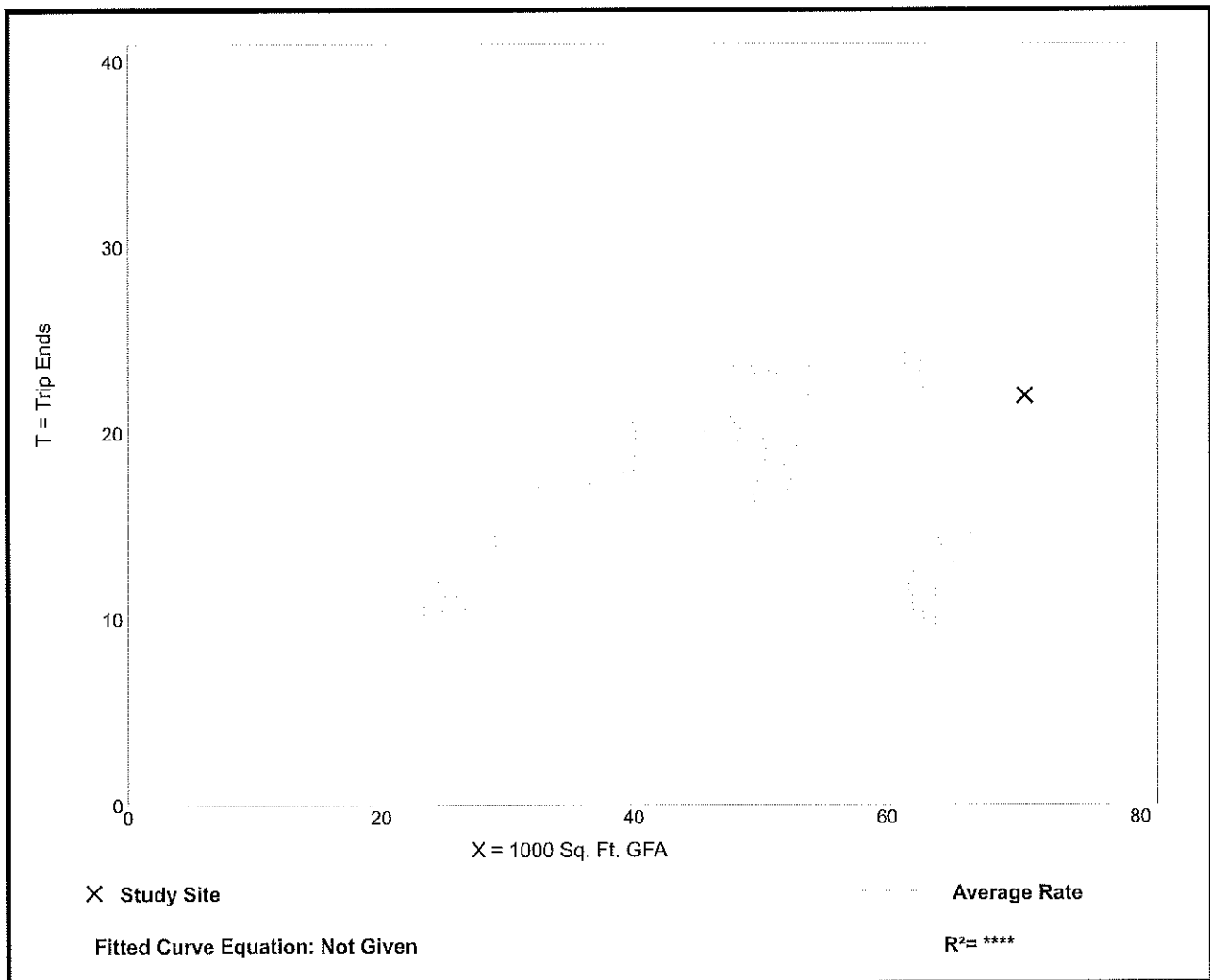
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 71
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.31	0.31 - 0.31	*

Data Plot and Equation

Caution – Small Sample Size



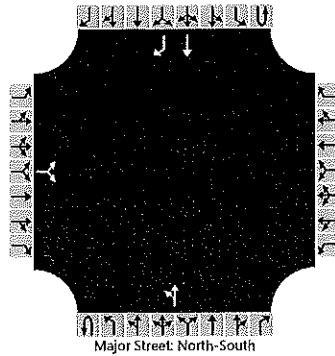
APPENDIX F

Capacity/LOS Analysis Worksheets – No-Build Conditions

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Airport Drive
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	AM Peak Hour - No-Build	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)		4		1						4	393				208	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

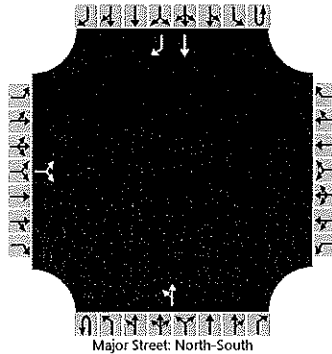
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6							4						
Capacity, c (veh/h)			465							1339						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			12.8							7.7						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.8								0.1							
Approach LOS	B															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Airport Drive
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	PM Peak Hour - No-Build	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	1		
Configuration			LR								LT				T	R		
Volume (veh/h)		6		1							0	352				540	0	
Percent Heavy Vehicles (%)		0		0							0							
Proportion Time Blocked																		
Percent Grade (%)		0																
Right Turn Channelized																	No	
Median Type Storage		Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.40		6.20						4.10							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.50		3.30						2.20							

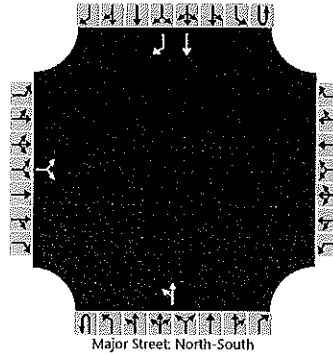
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			8								0						
Capacity, c (veh/h)			307								1003						
v/c Ratio			0.02								0.00						
95% Queue Length, Q ₉₅ (veh)			0.1								0.0						
Control Delay (s/veh)			17.0								8.6						
Level of Service (LOS)			C								A						
Approach Delay (s/veh)		17.0								0.0							
Approach LOS		C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Airport Drive
Agency/Co.	Homer & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	SAT Peak Hour - No-Build	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)		6		2						4	426				406	10
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

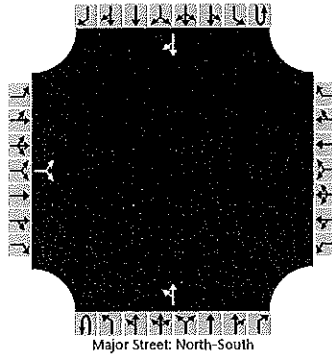
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			340							1110						
v/c Ratio			0.03							0.00						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			15.9							8.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.9								0.1							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Site Access
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Site Access
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	AM Peak Hour - No-Build	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		20		9						11	366				215	11
Percent Heavy Vehicles (%)		75		67						46						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.15		6.87						4.56						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.18		3.90						2.61						

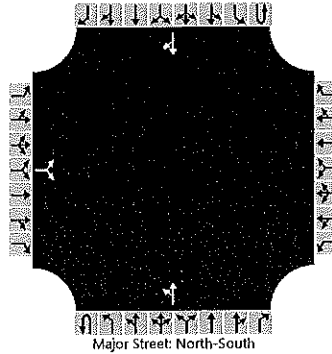
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			33							12						
Capacity, c (veh/h)			377							1093						
v/c Ratio			0.09							0.01						
95% Queue Length, Q ₉₅ (veh)			0.3							0.0						
Control Delay (s/veh)			15.5							8.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	15.5								0.4							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Site Access
Agency/Co.	Homer & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Site Access
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	PM Peak Hour - No-Build	Peak Hour Factor	0.94
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR								LT						TR
Volume (veh/h)		12		8						5	347					533	6
Percent Heavy Vehicles (%)		17		38						80							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.57		6.58						4.90							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.65		3.64						2.92							

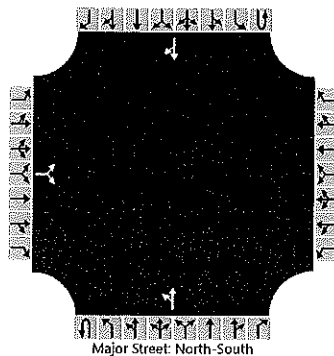
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21							5							
Capacity, c (veh/h)			322							706							
v/c Ratio			0.07							0.01							
95% Queue Length, Q ₉₅ (veh)			0.2							0.0							
Control Delay (s/veh)			17.0							10.1							
Level of Service (LOS)			C							B							
Approach Delay (s/veh)	17.0								0.2								
Approach LOS	C																

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Site Access		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Site Access		
Analysis Year	2022			North/South Street	Tuckahoe Road		
Time Analyzed	SAT Peak Hour - No-Build			Peak Hour Factor	0.89		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		10		9						9	425				409	9
Percent Heavy Vehicles (%)		70		44						44						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.10		6.64						4.54						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.13		3.70						2.60						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21							10						
Capacity, c (veh/h)			295							904						
v/c Ratio			0.07							0.01						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
Control Delay (s/veh)			18.1							9.0						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	18.1								0.3							
Approach LOS	C															

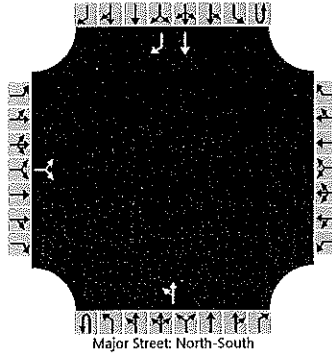
APPENDIX G

Capacity/LOS Analysis Worksheets – Build Conditions

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Tuckahoe Rd/Airport Drive		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Airport Drive		
Analysis Year	2022			North/South Street	Tuckahoe Road		
Time Analyzed	AM Peak Hour - Build			Peak Hour Factor	0.90		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	1	0		0	0	0	0	0	1	0	0	0	1	1	
Configuration			LR							LT					T	R	
Volume (veh/h)		24		14						18	393				208	29	
Percent Heavy Vehicles (%)		10		10						10							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized	No																
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.50		6.30						4.20							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.59		3.39						2.29							

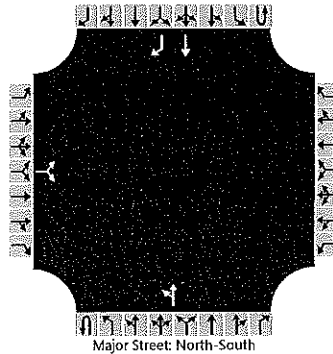
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							20							
Capacity, c (veh/h)			471							1256							
v/c Ratio			0.09							0.02							
95% Queue Length, Q ₉₅ (veh)			0.3							0.0							
Control Delay (s/veh)			13.4							7.9							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)	13.4								0.5								
Approach LOS	B																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Airport Drive
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	PM Peak Hour - Build	Peak Hour Factor	0.93
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0		0	1	0		0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)		19		10						8	352				540	13
Percent Heavy Vehicles (%)		10		10						10						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized													No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.50		6.30						4.20						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.59		3.39						2.29						

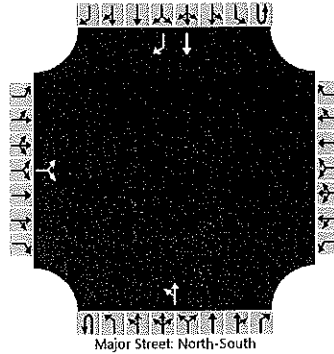
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			31							9						
Capacity, c (veh/h)			317							943						
v/c Ratio			0.10							0.01						
95% Queue Length, Q ₉₅ (veh)			0.3							0.0						
Control Delay (s/veh)			17.6							8.9						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	17.6								0.3							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Airport Drive
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	SAT Peak Hour - Build	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	1	
Configuration			LR							LT					T	R	
Volume (veh/h)		21		12						16	426				406	27	
Percent Heavy Vehicles (%)		10		10						10							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized													No				
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.50		6.30						4.20							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.59		3.39						2.29							

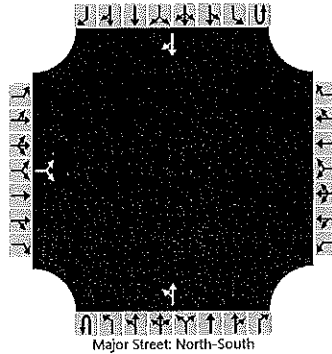
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37								18						
Capacity, c (veh/h)			336								1041						
v/c Ratio			0.11								0.02						
95% Queue Length, Q ₉₅ (veh)			0.4								0.1						
Control Delay (s/veh)			17.0								8.5						
Level of Service (LOS)			C								A						
Approach Delay (s/veh)	17.0								0.5								
Approach LOS	C																

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Site Access
Agency/Co.	Horner & Canter Assoc.	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Site Access
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	AM Peak Hour - Build	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		20		9						11	380				228	11	
Percent Heavy Vehicles (%)		75		67						46							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		7.15		6.87						4.56							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		4.18		3.90						2.61							

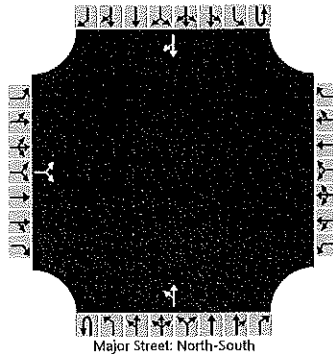
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			33							12							
Capacity, c (veh/h)			362							1079							
v/c Ratio			0.09							0.01							
95% Queue Length, Q ₉₅ (veh)			0.3							0.0							
Control Delay (s/veh)			15.9							8.4							
Level of Service (LOS)			C							A							
Approach Delay (s/veh)	15.9								0.4								
Approach LOS	C																

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH	Intersection	Tuckahoe Rd/Site Access				
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp				
Date Performed	12/16/2020	East/West Street	Site Access				
Analysis Year	2022	North/South Street	Tuckahoe Road				
Time Analyzed	PM Peak Hour - Build	Peak Hour Factor	0.94				
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25				
Project Description	20-046 Peach Country Tractor						

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	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR								LT						TR
Volume (veh/h)		12		8						5	355				542	6	
Percent Heavy Vehicles (%)		17		38						80							
Proportion Time Blocked																	
Percent Grade (%)	0																
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.57		6.58						4.90							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.65		3.64						2.92							

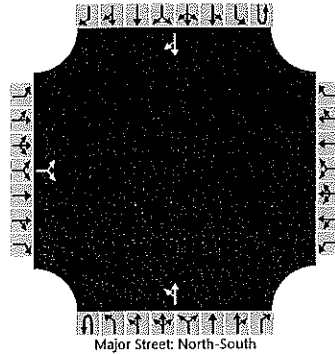
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21							5							
Capacity, c (veh/h)			315							700							
v/c Ratio			0.07							0.01							
95% Queue Length, Q ₉₅ (veh)			0.2							0.0							
Control Delay (s/veh)			17.3							10.2							
Level of Service (LOS)			C							B							
Approach Delay (s/veh)	17.3								10.2								
Approach LOS	C								B								

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Tuckahoe Rd/Site Access
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Site Access
Analysis Year	2022	North/South Street	Tuckahoe Road
Time Analyzed	SAT Peak Hour - Build	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		10		9						9	437				419	9
Percent Heavy Vehicles (%)		70		44						44						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.10		6.64						4.54						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.13		3.70						2.60						

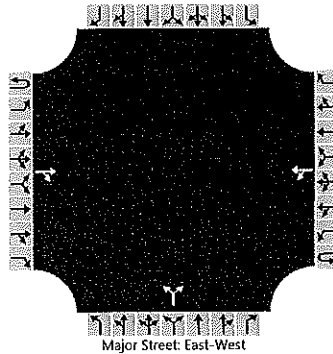
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			21							10						
Capacity, c (veh/h)			286							895						
v/c Ratio			0.07							0.01						
95% Queue Length, Q ₉₅ (veh)			0.2							0.0						
Control Delay (s/veh)			18.6							9.1						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)	18.6								0.3							
Approach LOS	C															

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	DHH	Intersection	Airport Drive/Site Acc
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp
Date Performed	12/16/2020	East/West Street	Airport Drive
Analysis Year	2022	North/South Street	Site Access
Time Analyzed	AM Peak Hour - Build	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	20-046 Peach Country Tractor		

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	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			0	0		35	0			0		33				
Percent Heavy Vehicles (%)						20				0		20				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1			6.2		
Critical Headway (sec)						4.30					6.40			6.40		
Base Follow-Up Headway (sec)						2.2					3.5			3.3		
Follow-Up Headway (sec)						2.38					3.50			3.48		

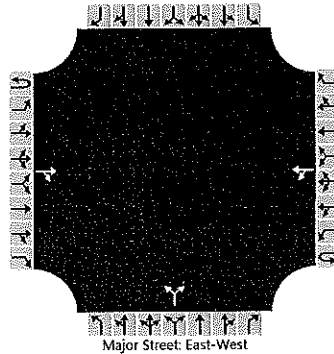
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						39						37				
Capacity, c (veh/h)						1513						1034				
v/c Ratio						0.03						0.04				
95% Queue Length, Q ₉₅ (veh)						0.1						0.1				
Control Delay (s/veh)						7.4						8.6				
Level of Service (LOS)						A						A				
Approach Delay (s/veh)					7.4				8.6							
Approach LOS					A				A							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH	Intersection	Airport Drive/Site Acc				
Agency/Co.	Horner & Canter Assoc	Jurisdiction	Monroe Twp				
Date Performed	12/16/2020	East/West Street	Airport Drive				
Analysis Year	2022	North/South Street	Site Access				
Time Analyzed	PM Peak Hour - Build	Peak Hour Factor	0.93				
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25				
Project Description	20-046 Peach Country Tractor						

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	0	0
Configuration				TR			LT				LR					
Volume (veh/h)			0	0		21	0			0		22				
Percent Heavy Vehicles (%)						20				0		20				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.30					6.40		6.40			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.38					3.50		3.48			

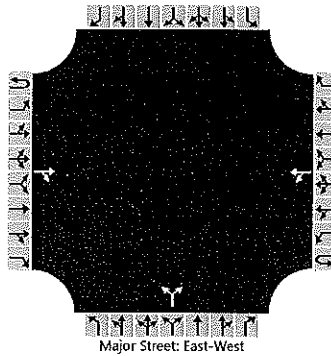
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23						24				
Capacity, c (veh/h)						1513						1034				
v/c Ratio						0.01						0.02				
95% Queue Length, Q ₉₅ (veh)						0.0						0.1				
Control Delay (s/veh)						7.4						8.6				
Level of Service (LOS)						A						A				
Approach Delay (s/veh)					7.4				8.6							
Approach LOS					A				A							

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	DHH			Intersection	Airport Drive/Site Acc		
Agency/Co.	Horner & Canter Assoc			Jurisdiction	Monroe Twp		
Date Performed	12/16/2020			East/West Street	Airport Drive		
Analysis Year	2022			North/South Street	Site Access		
Time Analyzed	SAT Peak Hour - Build			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	20-046 Peach Country Tractor						

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	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			0	0		29	0			0		25				
Percent Heavy Vehicles (%)						20				0		20				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1					7.1			6.2			
Critical Headway (sec)					4.30					6.40			6.40			
Base Follow-Up Headway (sec)					2.2					3.5			3.3			
Follow-Up Headway (sec)					2.38					3.50			3.48			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					32					28						
Capacity, c (veh/h)					1513					1034						
v/c Ratio					0.02					0.03						
95% Queue Length, Q ₉₅ (veh)					0.1					0.1						
Control Delay (s/veh)					7.4					8.6						
Level of Service (LOS)					A					A						
Approach Delay (s/veh)					7.4				8.6							
Approach LOS					A				A							

APPENDIX H

Left-Turn Lane Warrant Analysis Worksheets

Tuckahoe Road (CR 555) / Airport Drive
AM Peak Hour

12

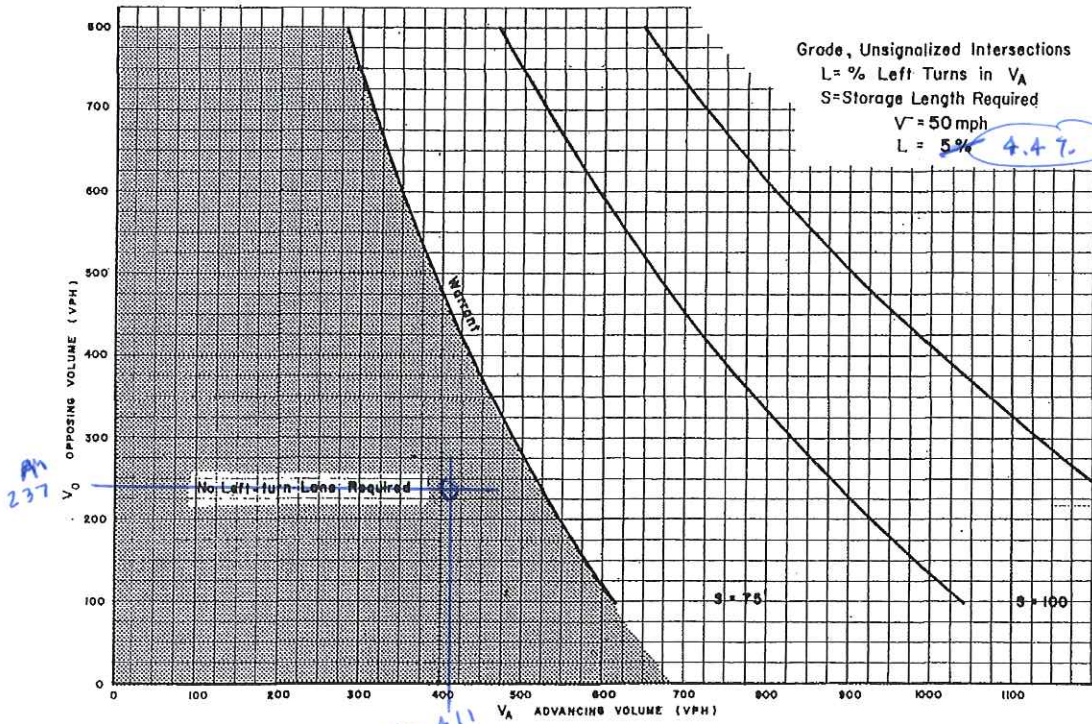


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

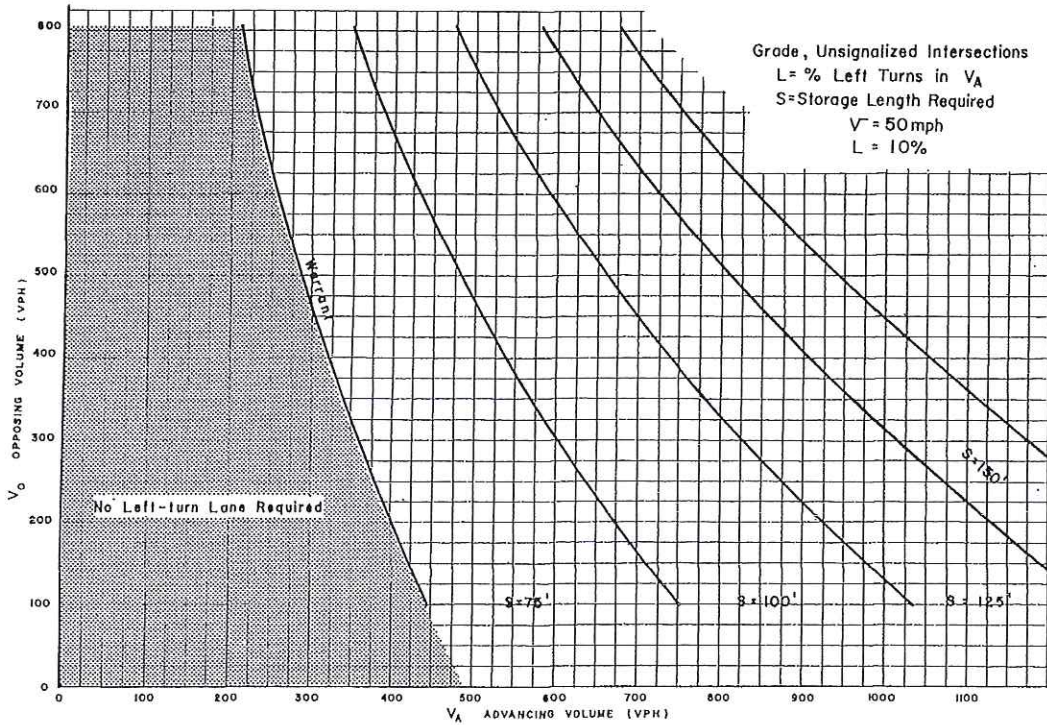


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

Tuckahoe Road (CR 555) / Airport Drive
PM Peak Hour

12

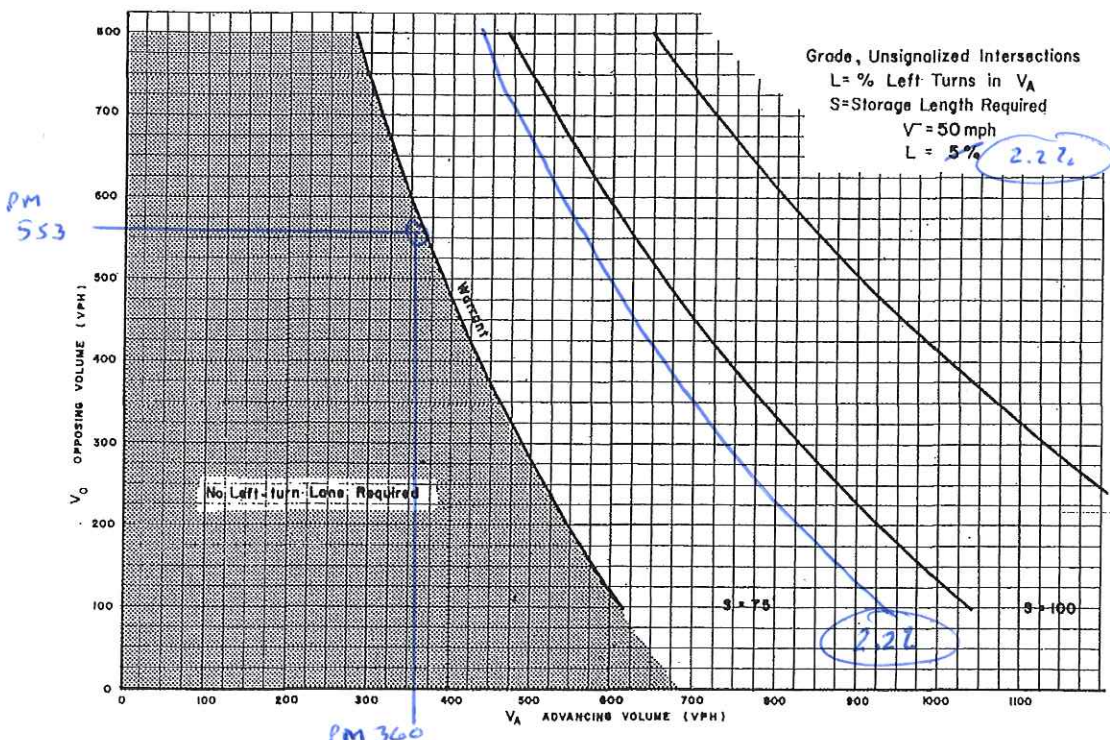


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

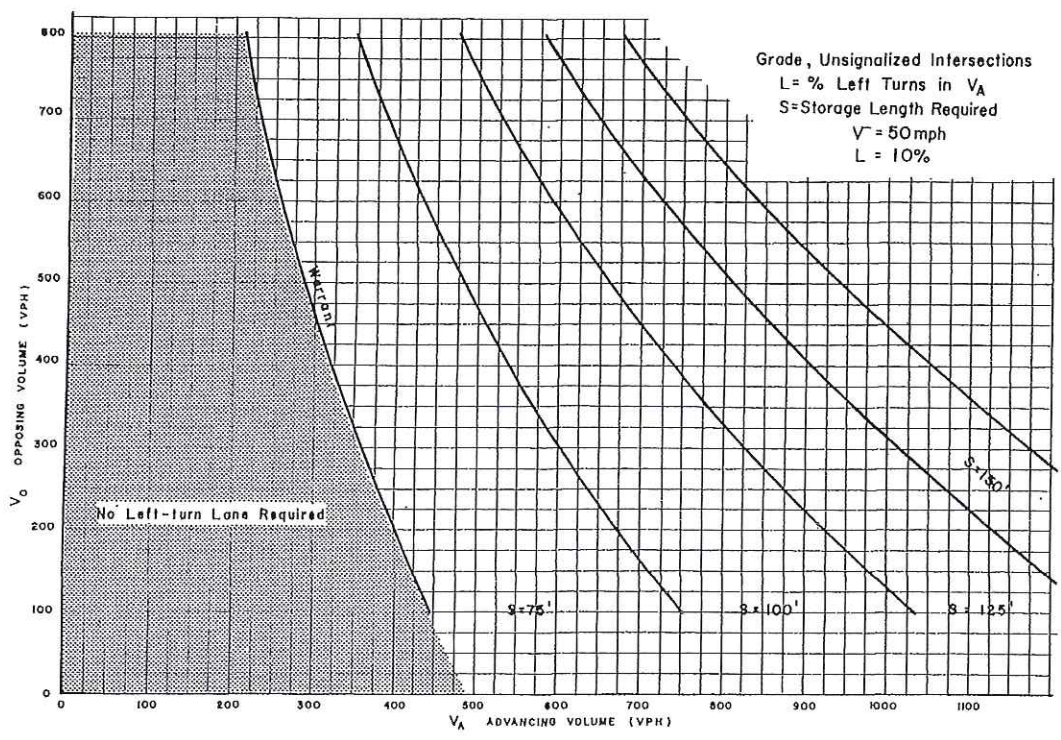


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

Tuckahoe Road (CR 555) / Airport Drive

SAT Peak Hour

12

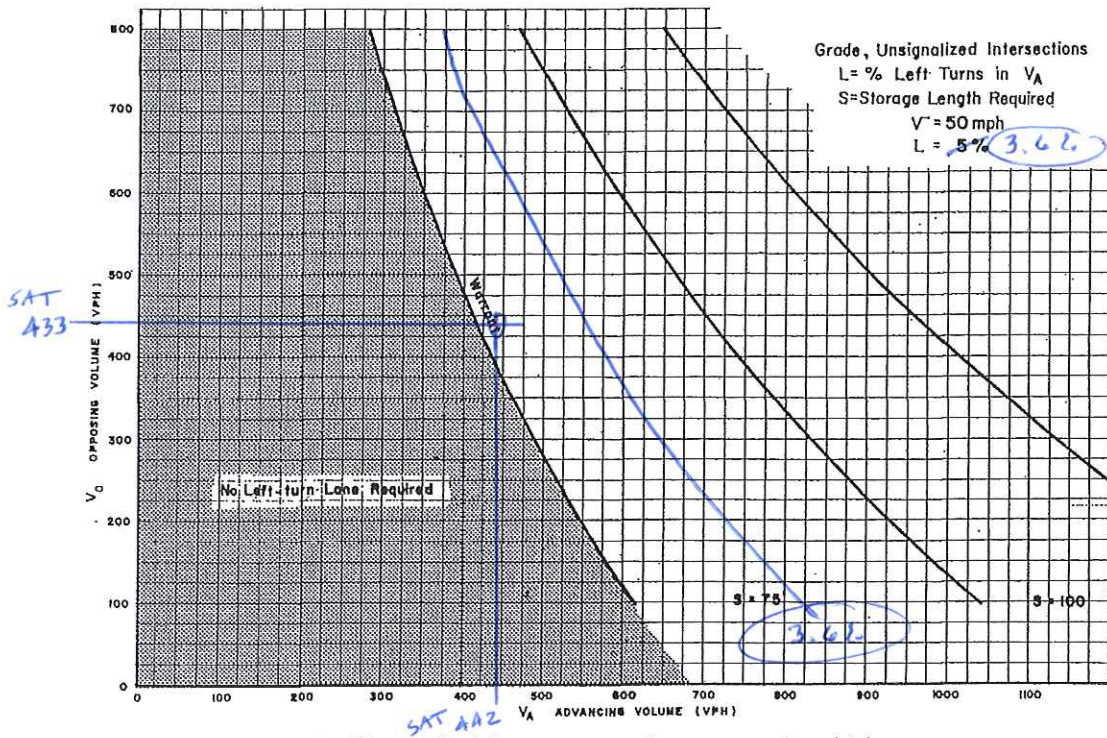


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

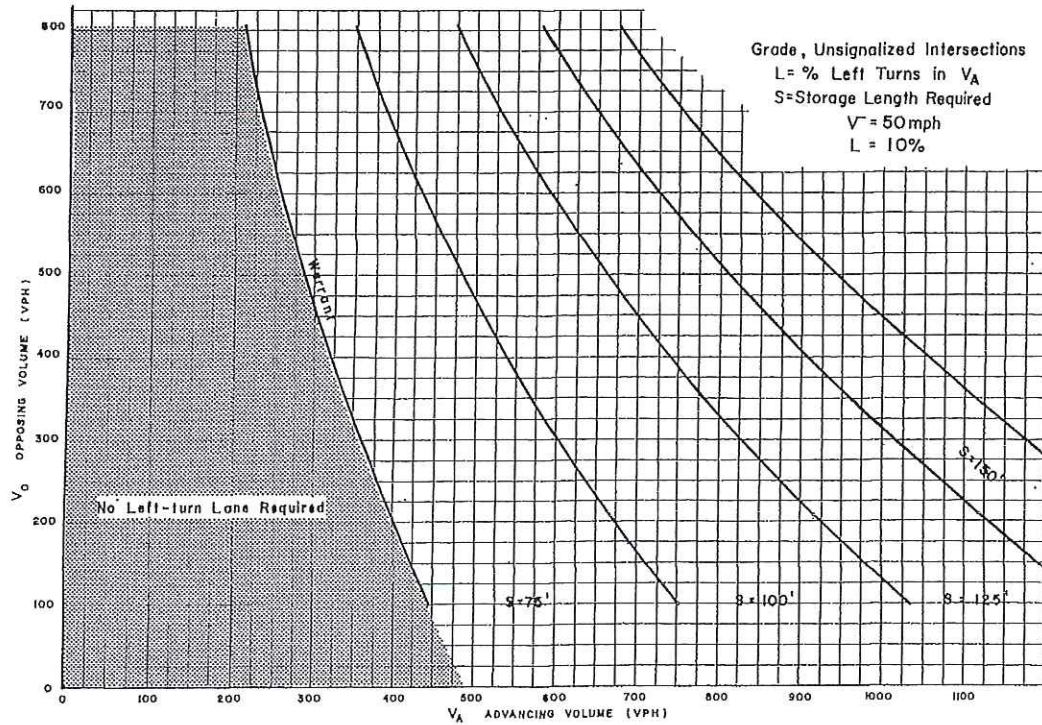


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

Tuckahoe Road (CR 555) / Existing Site Access

AM Peak Hour

12

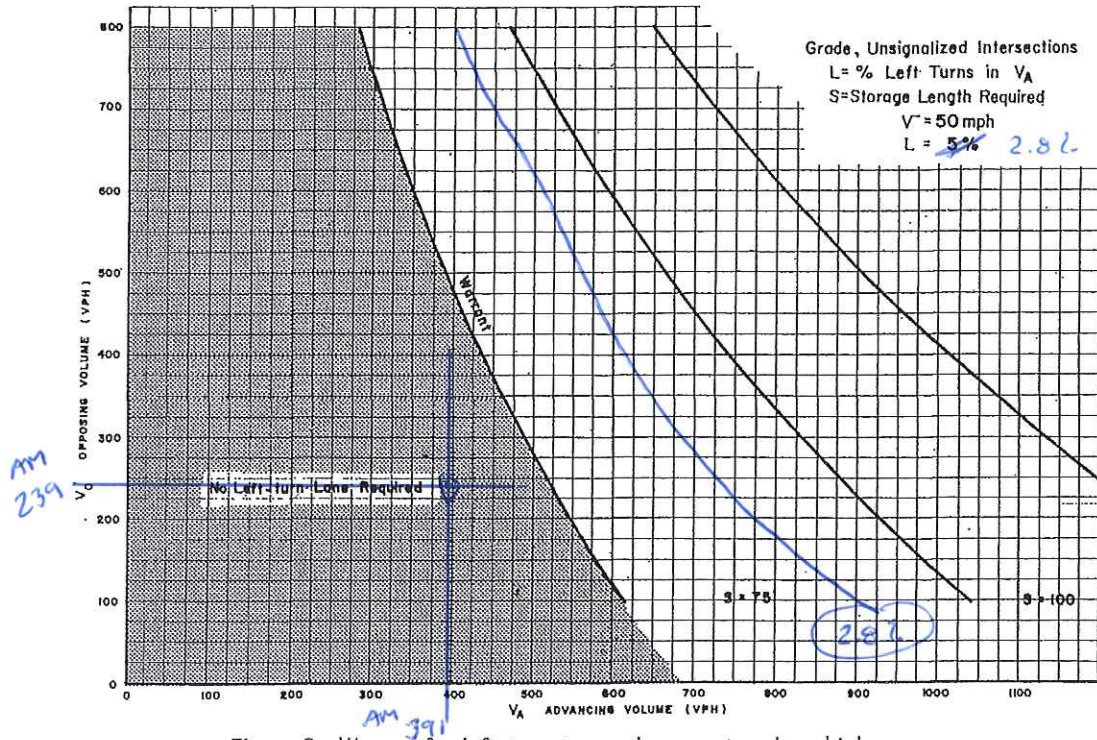


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

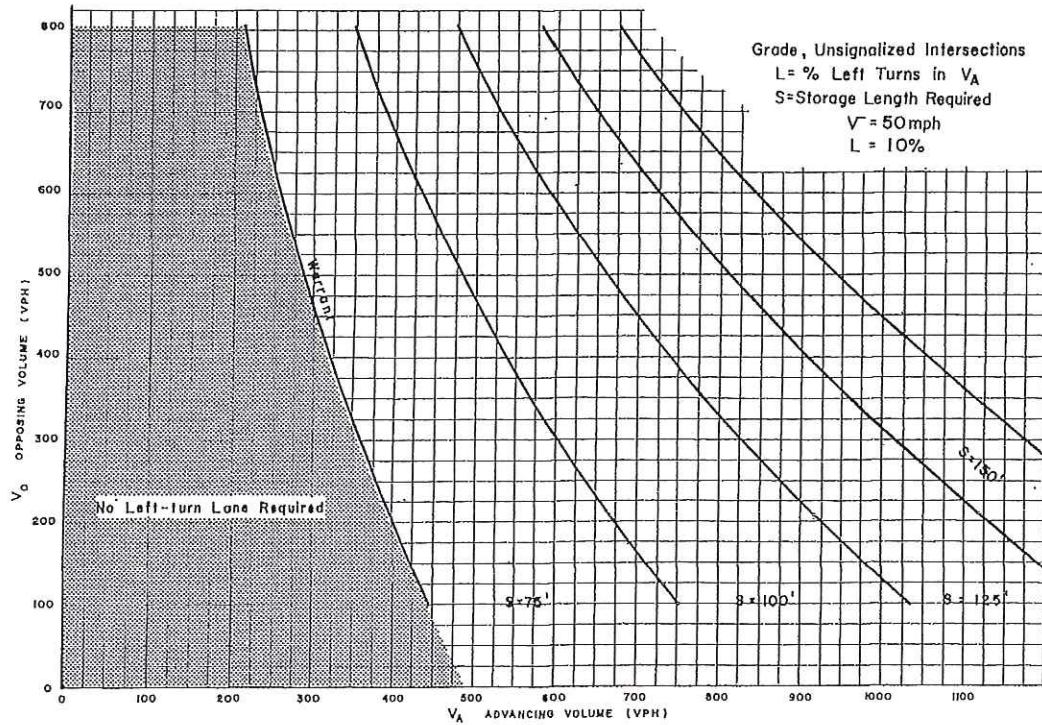


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

Tuckahoe Road (CR 555) / Existing Site Access
 PM Peak Hour

12

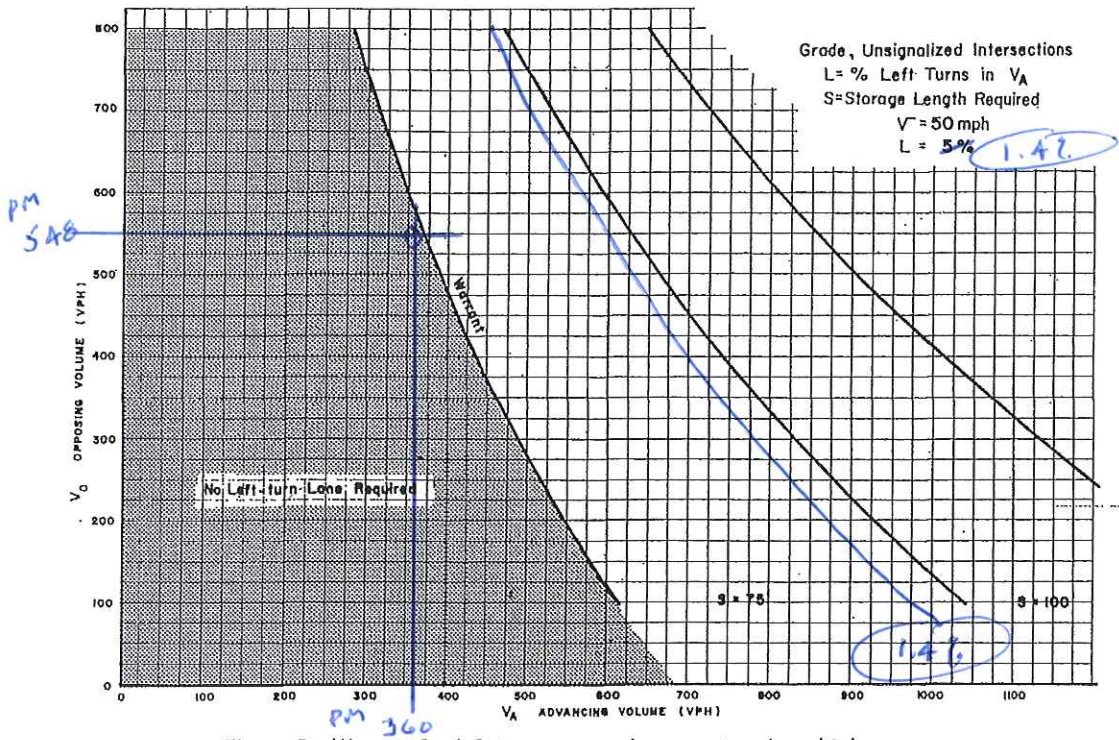


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

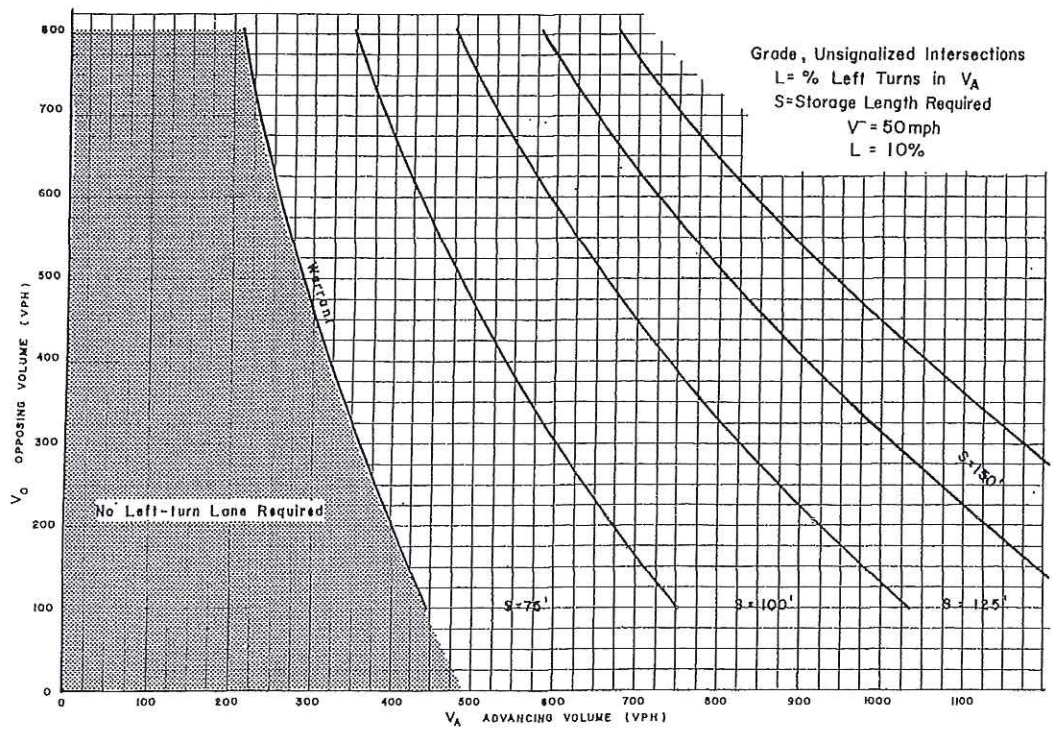


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

Tuckahoe Road (CR 555) / ^{Existing} S.R. 100

SAT Peak Hour

12

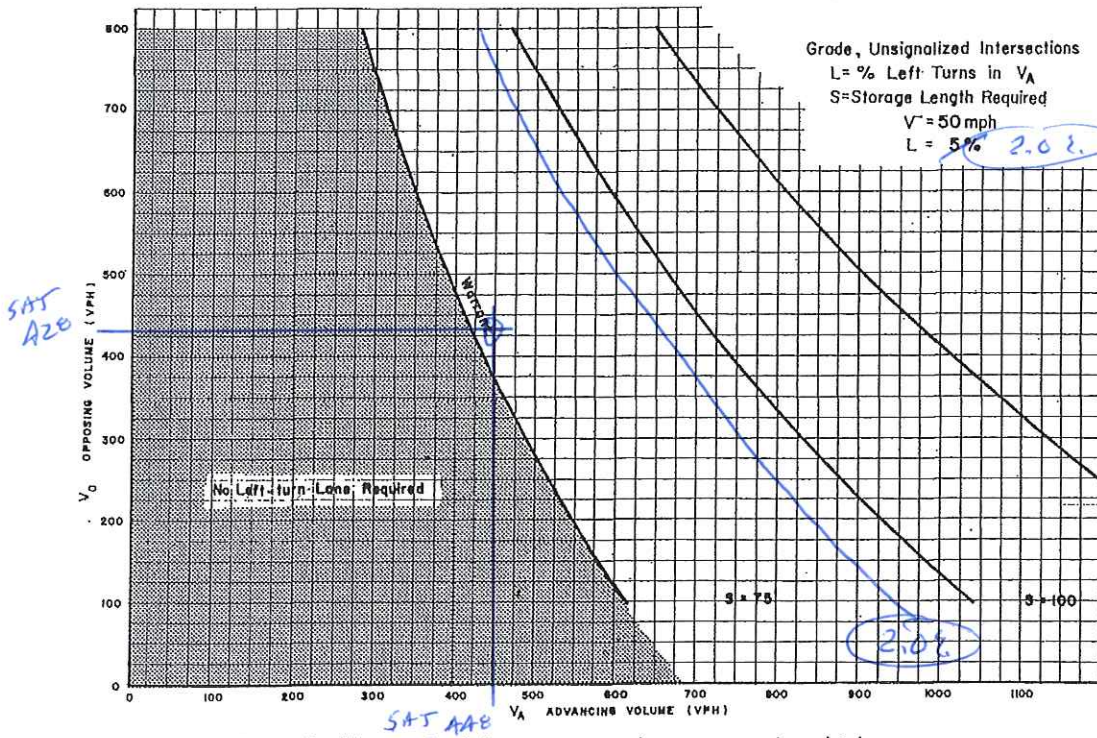


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

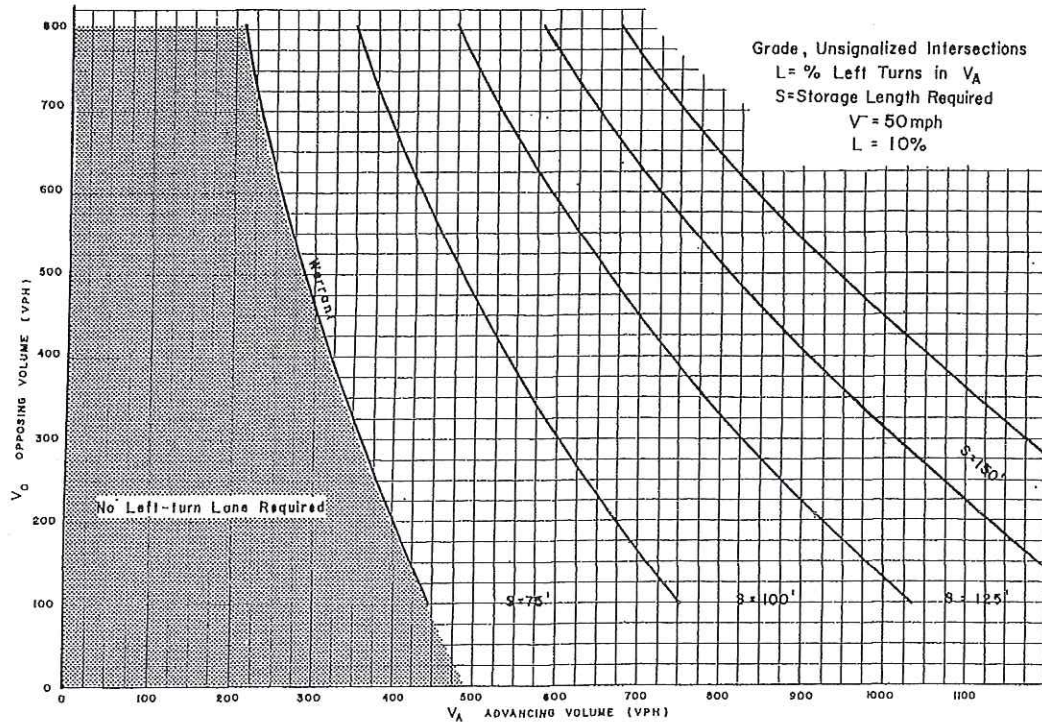


Figure 9. Warrant for left-turn storage lanes on two-lane highways.