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

TRAFFIC IMPACT STUDY

PEACH COUNTRY TRACTOR SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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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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 sitegenerated 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				l Peak H	lour	SA	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									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:

100%

Tuckahoe Road (CR 555)

to/from the north

to/from the south

40%

	The distributed site trips for the proposed redevelopment are presented in Figure 6 for the AM,
PM a	nd 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:

<u>Tuckahoe Road (CR 555)/Airport Drive</u> – 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.

<u>Tuckahoe Road (CR 555)/Retail Building Access</u> – 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.

<u>Airport Drive/Site Access</u> – 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.

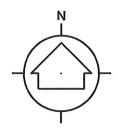
Left-Turn Lane Warrant Analysis

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 <u>not</u> 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.



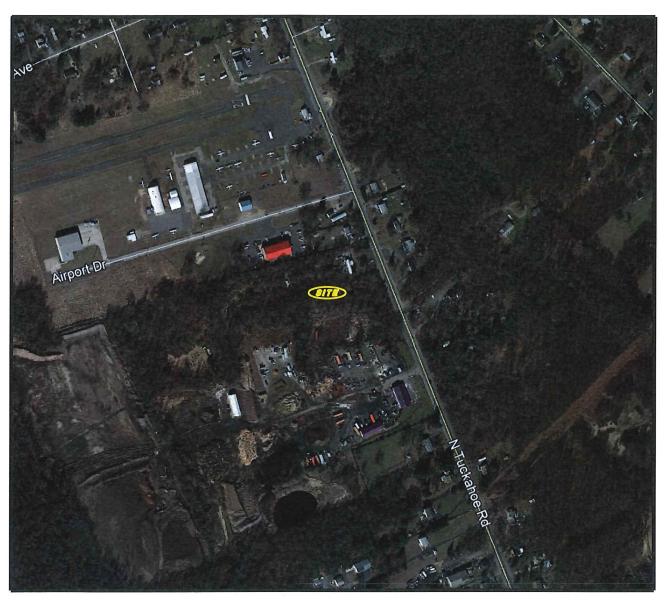


FIGURE 1 SITE LOCATION MAP

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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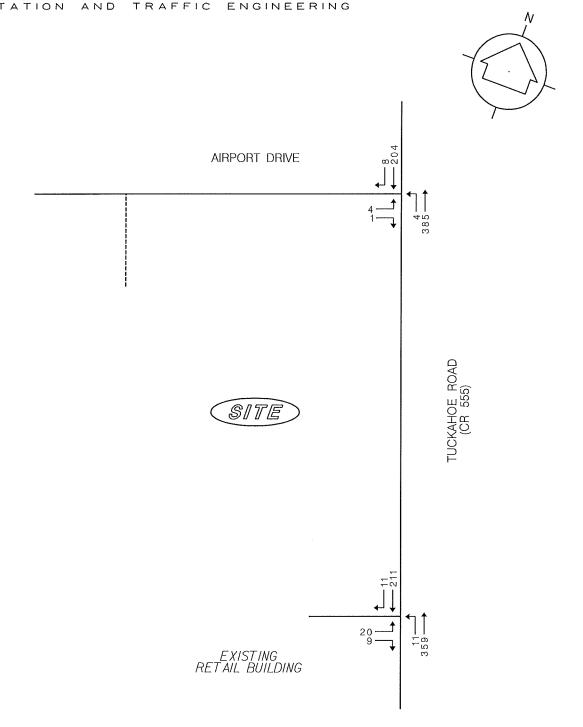


FIGURE 2 EXISTING WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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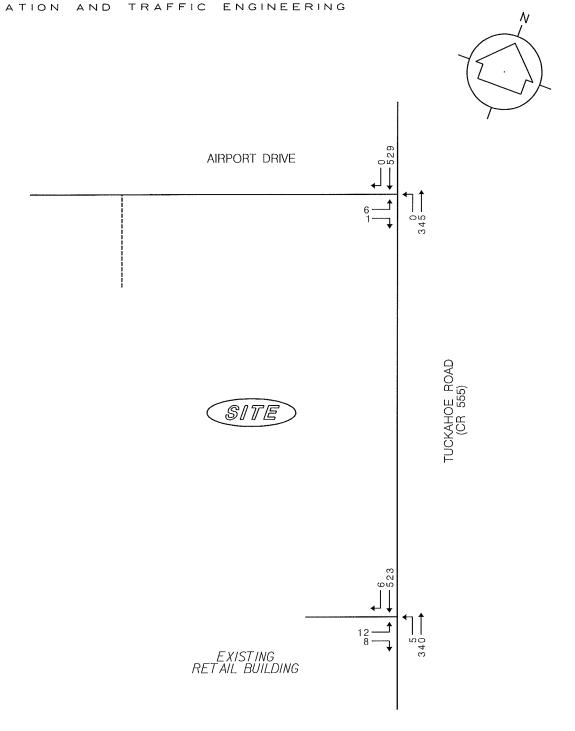


FIGURE 3 EXISTING WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

MONROE TOWNSHIP, GLOUCESTER COUNTY, NJ

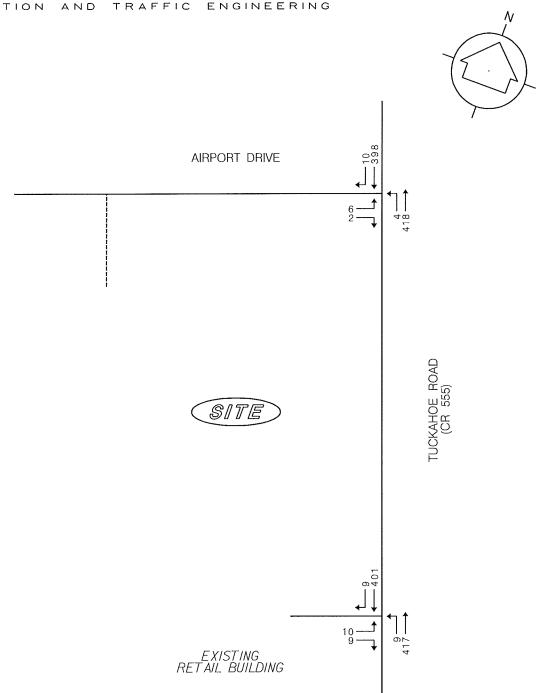
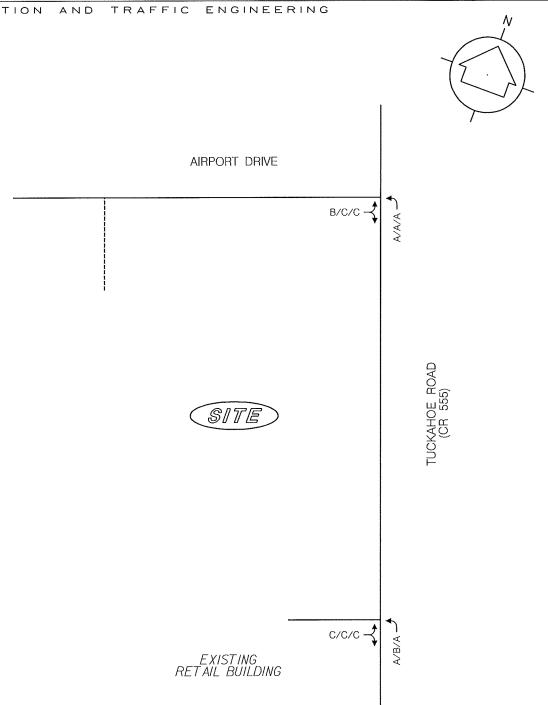


FIGURE 4 EXISTING SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING



LEGEND:

◆ AM/PM/SATURDAY PEAK HOUR

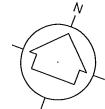
FIGURE 5 EXISTING LEVELS OF SERVICE

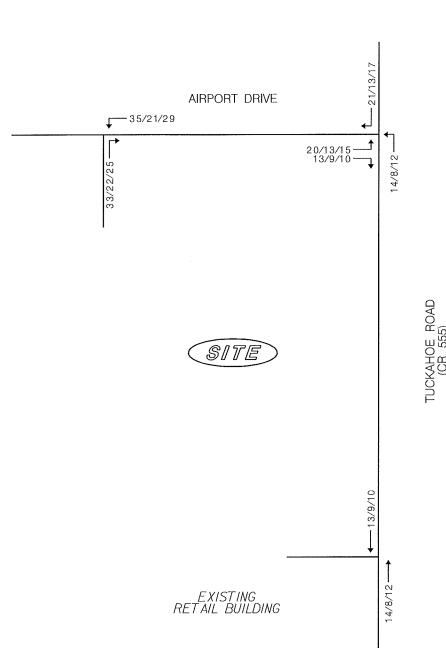
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LEGEND:

◆ AM/PM/SATURDAY PEAK HOUR

FIGURE 6 ADDITIONAL SITE TRIPS

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

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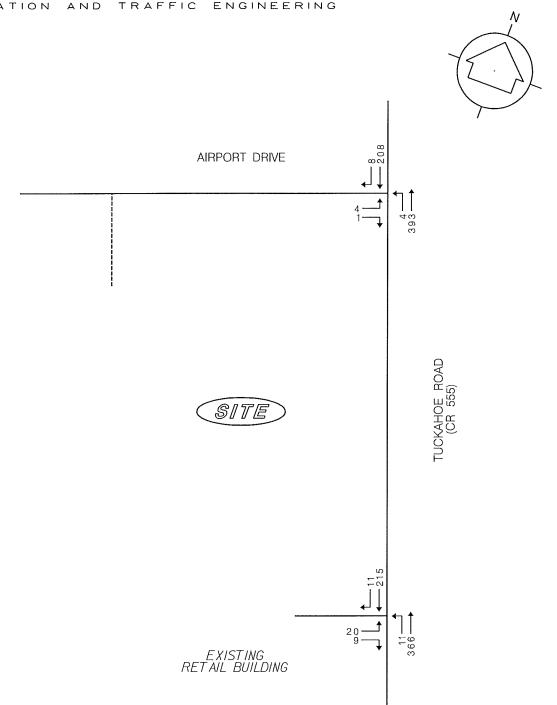


FIGURE 7 NO-BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

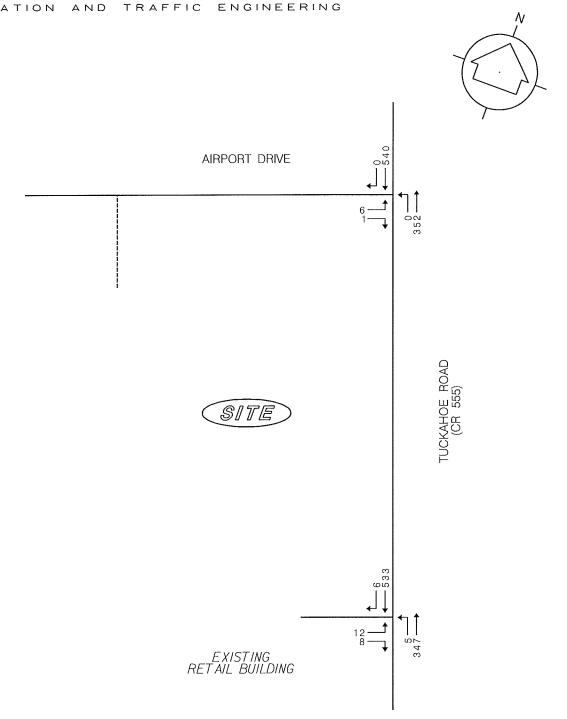


FIGURE 8 NO-BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

AIRPORT DRIVE SITE EXISTING RETAIL BUILDING

FIGURE 9 NO-BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

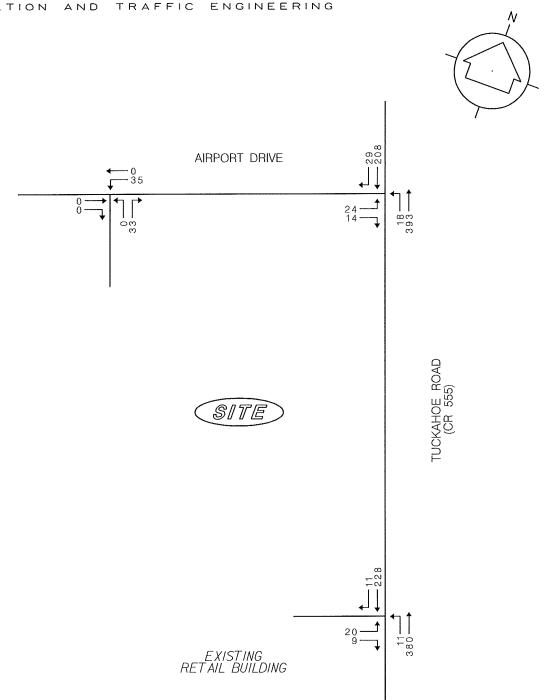


FIGURE 10 BUILD WEEKDAY AM PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

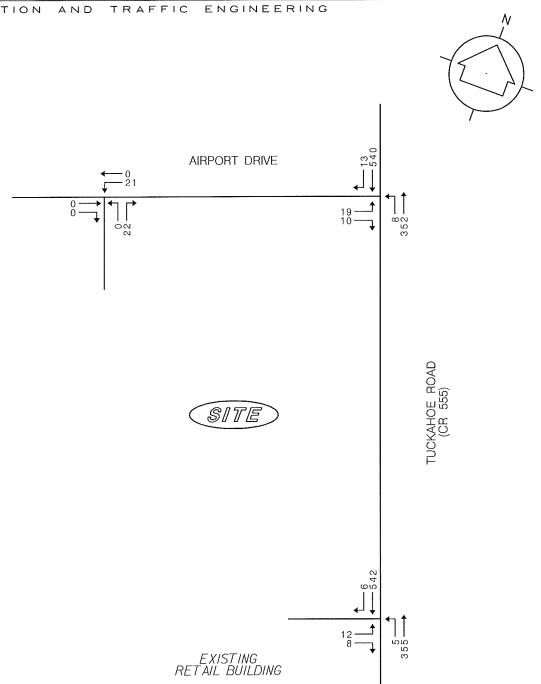


FIGURE 11 BUILD WEEKDAY PM PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

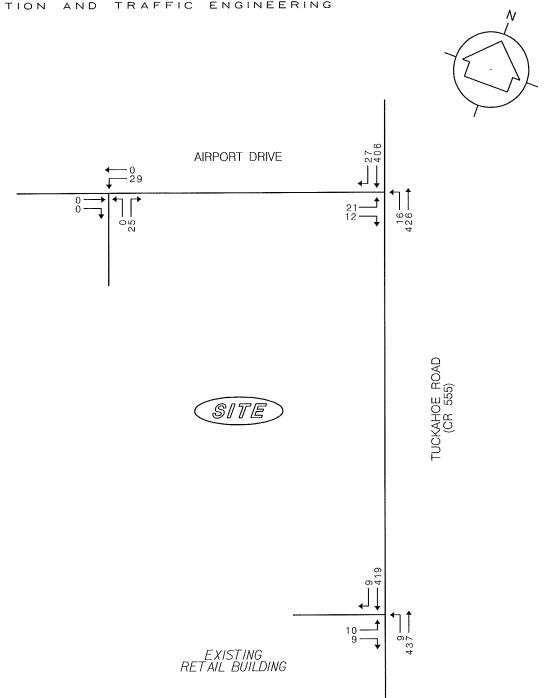
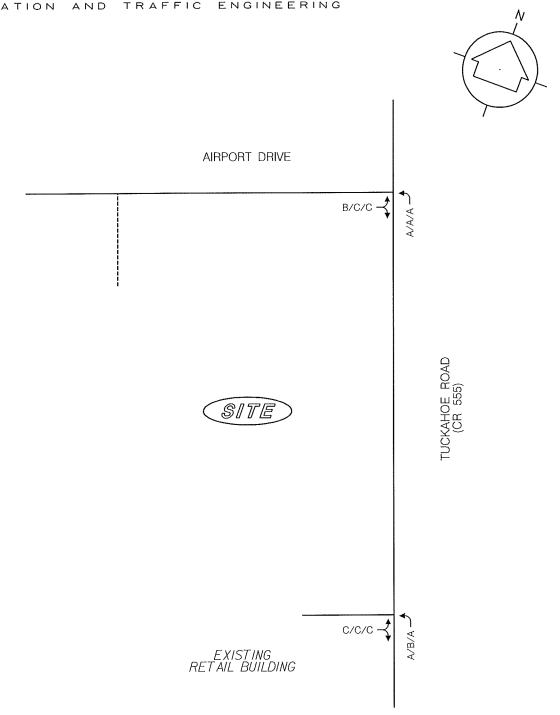


FIGURE 12
BUILD SATURDAY MIDDAY PEAK HOUR TRAFFIC VOLUMES

PEACH COUNTRY TRACTOR
SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING



LEGEND:

◆ AM/PM/SATURDAY PEAK HOUR

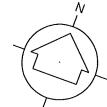
FIGURE 13 NO-BUILD LEVELS OF SERVICE

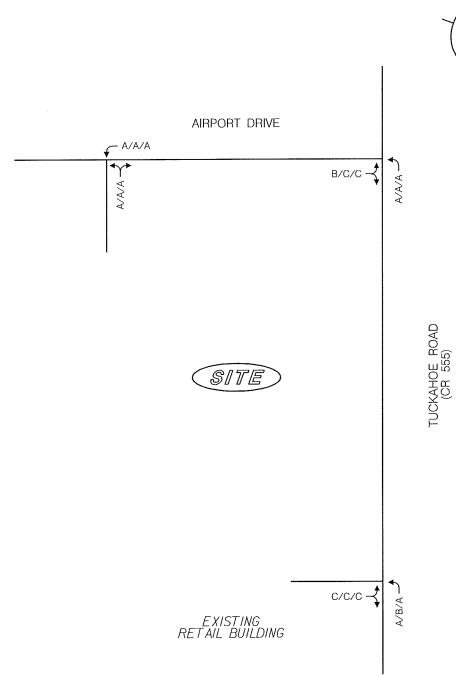
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LEGEND:

← AM/PM/SATURDAY PEAK HOUR

FIGURE 14
BUILD LEVELS OF SERVICE

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SELF-STORAGE UNITS AND EXISTING RETAIL BUILDING

20-046 DECEMBER 2020

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APPENDIX A Straight-Line Diagram

APPENDIX B

Traffic Counts

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

	Tuckahoe F		2 Axle Vehicles Tuckahoe F		Airport Ro	i.	
	Southbour		Northboun	d	Eastboun		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
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

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

		uckahoe Ro		Tı	ickahoe R	d.		Airport Rd.		
		Southbound	<u></u>	N	Vorthbound	i		astbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fro	m 07:00 AM	l to 08:45 A	M - Peak 1 of 1	1						
Peak Hour for Entire Int		egins at 07:								
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	ō	Ö	157
Total Volume	204	8	212	4	385	389	4	1	5	606
% App. Total	96.2	3.8		1	99		80	20	Ĭ	000
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 Fro	m 04:00 PM	to 05:45 PI	M - Peak 1 of 1							
Peak Hour for Entire Int	ersection Be	gins at 05:0	00 PM							
05:00 PM	143	0	143	0	87	87	5	4	6	236
05:15 PM	101	0	101	Ŏ	94	94	0	Ó	0	230 195
05:30 PM	131	0	131	ñ	86	86	1	ν O	1	218
05:45 PM	154	0	154	ő	78	78	ó	٥	ó	
Total Volume	529	0	529	0	345	345	6	1	7	232 881
% App. Total	100	0	1	Õ	100	0.10	85.7	14.3	,	001
PHF	.859	.000	.859	.000	.918	.918	.300	.250	.292	.933
Passenger and 2 Axle Vehicles	526	0	526	0	345	345	6	1	.232	<u>.933</u> 878
% Passenger and 2 Axle Vehicles	99.4	0	99.4	Õ	100	100	100	100	100	99.7
Buses and Heavy Vehicles	3	0	3	ŏ	0	0	0	0	0	99.1 3
% Buses and Heavy Vehicles	0.6	0	0.6	ő	ŏ	ő	Ö	0	0	0.3

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

	Tuckahoe F		Tuckahoe	Rd.	Airport		
	Southbour	nd	Northbou		Eastbo		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
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
Appreh %	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

J. C. STONYA SI SANT		ickahoe Ro	1		ickahoe R			Airport Rd.		
	S	Southbound		Г	Northbound			Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fro	om 11:00 AM	to 01:45 P	M - 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	8.0	0	0.7	0	1.9	1.9	0	0	0	1.3

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: 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

			Buses and Hea	Tuckahoe F		Tuckahoe R	
		Client Drivew		Northboun		Southboun	
		Eastbound					Start Time
Int. Total	Right	Left	Thru	Left	Right	Thru	L
133	1	4	87	0	3	38	07:00 AM
143	0	2	78	10	5	48	07:15 AM
175	4	9	100	3	4	55	07:30 AM
167	4	6	105	3	2	47	07:45 AM
618	9	21	370	16	14	188	Total
135	1	2	70	0	5	57	08:00 AM
144	0	3	84	5	0	52	08:15 AM
151	4	4	86	1	3	53	08:30 AM
169	2	3	98	3	3	60	08:45 AM
599	7	12	338	9	11	222	Total
							*** BREAK ***
227	0	2	101	1	1	122	04:00 PM
237	1	2 2	98	1	0	135	04:15 PM
210	0	2	72	2	0	134	04:30 PM
211	2	1	88	2	2	116	04:45 PM
885	3	7	359	6	3	507	Total
236	5	7	82	0	4	138	05:00 PM
195	2	3	83	0	2	105	05:15 PM
209	2	Ō	87	0	1	119	05:30 PM
211	3	1	65	2	7	133	05:45 PM
851	12	11	317	2	14	495	Total
2953	31	51	1384	33	42	1412	Grand Total
2000	37.8	62.2	97.7	2.3	2.9	97.1	Apprch %
	1	1.7	46.9	1.1	1.4	47.8	Total %
2816	19	24	1354	19	16	1384	Passenger and 2 Axle Vehicles
95.4	61.3	47.1	97.8	57.6	38.1	98	% Passenger and 2 Axle Vehicles
137	12	27	30	14	26	28	Buses and Heavy Vehicles
4,6	38.7	52.9	2.2	42,4	61.9	2	% Buses and Heavy Vehicles

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: 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

	Tuckahoe Rd.			_	Tuckahoe R	łd.	C	ient Drivev	vay	
		Southbound	t		Northboune			Eastbound		
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 Al	VI to 08:45 A	M - Peak 1 c	f 1						
Peak Hour for Entire In	tersection E	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
MA 00:80	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 Fr	om 04:00 PN	M to 05:45 P	M - Peak 1 o	f 1						
Peak Hour for Entire In	itersection B	legins 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

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: 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

	Tuckahoe I		Tuckah	oe Rd.	Client D	riveway	
	Southbour	nd	Northb	ound	Eastb	ound	
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
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

	· · · · · · · · · · · · · · · · · · ·	uckahoe Ro Southbound			Tuckahoe R		С	lient Drivew Eastbound	- 1	
										1 4 70 7 3
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis Fr				f 1						
Peak Hour for Entire In	tersection Be	egins 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

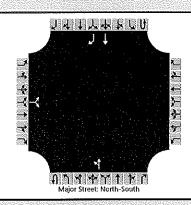
	Signalized	Unsignalized
LOSA	Less than 10.0 sec/veh	Less than 10.0 sec/veh
В	10.0 to 20.0 sec/veh	10.0 to 15.0 sec/veh
C	20.0 to 35.0 sec/veh	15.0 to 25.0 sec/veh
D	35.0 to 55.0 sec/veh	25.0 to 35.0 sec/veh
${f E}$	55.0 to 80.0 sec/veh	35.0 to 50.0 sec/veh
\mathbf{F}	Greater than 80.0 sec/veh	Greater than 50.0 sec/veh

APPENDIX D

Capacity/LOS Analysis Worksheets – Existing Conditions

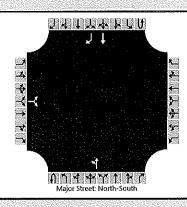
HCS7 Two-Way Stop-Control Report

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								



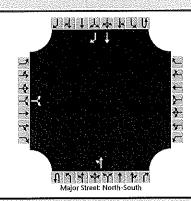
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	Т	R	U		ī	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	1υ	1	2	3	4U	4	5	6
Number of Lanes	NAME	0	1	0		0	0	0	0	0	4	0	0	0	1	1
Configuration			LR							LT					Τ	R
Volume (veh/h)		4		1		MANA	Willia.	6.05	1915	4	385		11111	14.75	204	8
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked	N. A.			N. A.M.	TRUE,		MAN	કામનુ	3.4.47	51.54	111111	- Milita	10.5%	V 4.3.4 11.3.4		14,011
Percent Grade (%)		(0													
Right Turn Channelized	1,2,1,2,2										14 14, 144	15,15	Mark and M	0	eritri (e.,	
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7,1		6.2						4.1						
Critical Headway (sec)		6.40	N. A.	6.20		N. Company	1975, S. F 17 25 1975	17.71	Parking.	4.10	33.75	100				N(30), N3 N4, 1447
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30				HARR		2.20		WAR	1444	N. C.		
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)			6					ALL PARTY AND DESCRIPTION OF THE PARTY AND DE		4						
Capacity, c (veh/h)			472					Aliana Aliana		1344	Parties.		N. S. S.	A STATE	THE	
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0	valvini.	NEXE,			(h) Ni		0.0	0.000	Na bit				
Control Delay (s/veh)			12.7		Çec-10					7.7						
Level of Service (LOS)	HAR	14,545	В	N.	N/NA	224	14 15		Maria	Α			75.75	THE STATE OF	NAME.	M. S.
Approach Delay (s/veh)		12	2.7				C		-	0	,1					
Approach LOS	NAA.		3	33550	NAMES.											

HCS7 Two-Way Stop-Control Report Site Information General Information Tuckahoe Rd/Airport Drive DHH Intersection Analyst Jurisdiction Horner & Canter Assoc Monroe Twp Agency/Co. East/West Street Airport Drive Date Performed 12/16/2020 Tuckahoe Road 2020 North/South Street Analysis Year 0.93 PM Peak Hour Peak Hour Factor Time Analyzed 0.25 Intersection Orientation North-South Analysis Time Period (hrs) **Project Description** 20-046 Peach Country Tractor



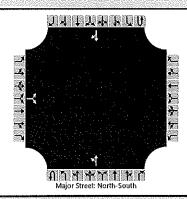
Vehicle Volumes and Adju	ıstme	nts															
Approach		East	ound			West	oound			North	bound			South	bound		
Movement	U	L	T	R	υ		ा	R	υ	L	Т	R	υ	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	14	0	YEN	0	0	0	-0	0	11.0	0	0	0	11	1.	
Configuration			LR							LT					T	R	
Volume (veh/h)	1811183	6		30 1 N	With the	10.54	0.45		1577	0	345	3,540	N. A.A.		529	0	
Percent Heavy Vehicles (%)		0		0						0							
Proportion Time Blocked	\$15.55°						OATS.	BAR PÉ				1932	100000	1 (142)	NAMES NA	Fig. 9.	
Percent Grade (%)			0														
Right Turn Channelized	333				NEE N				NEW Y	s in pie	ereline,	No					
Median Type Storage				Undi	vided	ded											
Critical and Follow-up He	adwa	ys					63 62 75. 63 62 62										
Base Critical Headway (sec)		7.1		6,2						4.1							
Critical Headway (sec)		6.40	NEWS.	6,20	VENE:		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	AVIII	V. S. C. S. C.	4,10		14 (c)	12.75				
Base Follow-Up Headway (sec)		3,5		3.3						2.2							
Follow-Up Headway (sec)		3,50	William.	3.30			Kan	FALLY.		2.20		ENE	HAVA	W. S.			
Delay, Queue Length, and	Leve	l of S	ervice														
Flow Rate, v (veh/h)			8							0							
Capacity, c (veh/h)			315							1014	ust.		4800			EAR	
v/c Ratio			0.02							0.00							
95% Queue Length, Q ₉₅ (veh)	ÇA. SA	WW.	0.1		With the	BAAAN		11 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (0.0		1114	AMA	Alle	Ville	11/2/1/2	
Control Delay (s/veh)			16.7							8.6							
Level of Service (LOS)	MERCH	MA	С		1874					Α	NAME:	Wig.		13.33	(VVII)	Ni Ni	
Approach Delay (s/veh)		10	6.7	·						C	0.0						
Approach LOS			c Hillian		12 12 12 12 12 12 12 12 12 12 12 12 12 1	i i productivi. Transportation	ggarki sa					(stynes)					

HCS7 Two-Way Stop-Control Report Site Information **General Information** DHH Intersection Tuckahoe Rd/Airport Drive Horner & Canter Assoc Jurisdiction Monroe Twp Agency/Co. Airport Drive 12/16/2020 East/West Street Date Performed 2020 North/South Street Tuckahoe Road Analysis Year Peak Hour Factor 0.90 SAT Peak Hour Time Analyzed 0.25 Intersection Orientation Analysis Time Period (hrs) North-South 20-046 Peach Country Tractor Project Description



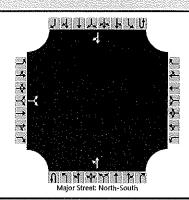
	Eastb	ound			Westl	oound			North	bound			South	bound	
U	VI.	īΤ	R	U	N _L in	ET.	R	U	J.L.	i j	R	U	ήĽ.	T	R
	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6.
	0	11.5	0		0	0	0	0	0	1	0	0	0	1	11.5
		LR							LT					Т	R
HAR.	6	in a	2				33.35		4	418	in NE	His '		398	10
	0		0						0						
	15,150		4.14	N. S.	MANA.			11375	33.33	i www.			5000		10,000
	()													
				Stable:		North His			a Na kuru in ni		ty si Sillay	N.S.	Ν	lo	Tau Teragay au
			Undi	vided											
adwa	ys														
	7.1		6.2						4.1						
	6.40	WWW	6.20	W. COLON	i Nie	\$3.50	Midd	10(N)	4.10				N. S.		100
	3.5		3.3						2.2						
	3.50		3.30		TENER.				2,20						
Leve	l of Se	ervice													
		9							4						
	NEW YE	348	jari.	N. A.		5034			1118					1888	Wilk
		0,03							0.00						
14.3 (1.3.3)	WAV.	0.1	V909			THE STATE	Ų() VIII		0.0	196000			YEN'	With:	N. S.
		15.6				Ĭ			8.2		ļ				
ı	1														50.00
1.41	N _E NE	iic iii					ijani,		Α				N. S.	ana.	11111
	adwa	U L 10 0 0 6 0 0 7.1 6.40 3.50	10	U L T R 10 11 12 0 1 0 LR 6 2 0 0 0 0 0 0 0 0 10 10 10 10		T			I		U	U		V	U I I I R U I I R U I I R U I I I R U I I I I

HCS7 Two-Way Stop-Control Report Site Information **General Information** Analyst DHH Intersection Tuckahoe Rd/Site Access Jurisdiction Agency/Co. Horner & Canter Assoc Monroe Twp 12/16/2020 Date Performed 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



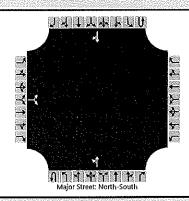
Approach		Eastb	ound			Westl	bound			North	bound			South	bound		
Movement	ΰ	VLV	ान	R	Ü	L	T	R	U		T	R	U	NL N	ो	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes	V.S.	0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)	WWW	20		9	MILAN	William	WATE:	48.5	HAR	11	359		Mili		211	11.	
Percent Heavy Vehicles (%)		75		67						46							
Proportion Time Blocked	3.534	HANNE.	NAME.	an An				AN A	15.44	MAAA	5474 fe f	gwien ite	4345	1547.5	Night:	H4 45	
Percent Grade (%)		()	-													
Right Turn Channelized												Test."	saisata kiji.				
Median Type Storage				Undi	vided												
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		7.15	Mari	6.87		THE STATE			HAR.	4,56			1999	Walt.	4546	April 1	
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		4.18		3.90					No.	2.61	HHID		49.55		Viis	NAME:	
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)			33							12							
Capacity, c (veh/h)			383			MaAA la Historia				1098							
v/c Ratio			0.09							0.01							
95% Queue Length, Q ₉₅ (veh)	Villa Silvering Villa Silvering		0.3	V. (1)	N. S.					0.0	130 th		Webs.	NEED	355	MARKET NORTH	
Control Delay (s/veh)			15.3							8.3							
Level of Service (LOS)	NA ABI		С	ESSE.		YES	US 18	NEW		Α	1471171 1441471				HEAR	igair	
Approach Delay (s/veh)		15	5.3			K		In-rouse consumer		0	.4						
Approach LOS	Allymani.		d shipsin		ANTE												

HCS7 Two-Way Stop-Control Report General Information Site Information DHH Analyst Intersection Tuckahoe Rd/Site Access Agency/Co. Horner & Canter Assoc Jurisdiction Monroe Twp Date Performed 12/16/2020 East/West Street Site Access 2020 Analysis Year 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



Approach		Eastb	ound			West	bound			North	bound			South	bound		
Movement	U	i.	Т	R	υ	机点	T	R	U	J.C.Y.	T	R	υ	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes	100 M	0	1	0		0	0	0	0	0	11	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)	i (NAS)	12		8				高級	15000	5	340		Mag-W	NESS	523	6	
Percent Heavy Vehicles (%)		17		38						80							
Proportion Time Blocked		N. A.	NEW A	YSE	PARTE:	1646	ESTA							45.41	HAN!	NEED	
Percent Grade (%)		()														
Right Turn Channelized	200 M									History P.A.	A James		THE STATE				
Median Type Storage				Undi	vided												
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)		7.1		6.2						4,1							
Critical Headway (sec)	EINE	6.57	1313	6.58	NAME.	Year	HAR		niki:	4.90						11,741	
Base Follow-Up Headway (sec)		3.5		3,3						2.2							
Follow-Up Headway (sec)	NIN	3.65	MANA.	3.64	SERVICE		Menail			2.92	NAME.			MARK	V. 1985	MANT	
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)			21							5				.,,			
Capacity, c (veh/h)	Minist Ministra		329				HANA	<u> </u>	ania Alikar	714		NAME:	35515				
v/c Ratio		***************************************	0.06			2000				0.01		:	***************************************				
95% Queue Length, Q ₉₅ (veh)			0.2				1411		11555	0.0		Market					
Control Delay (s/veh)			16.7					***************************************		10.1							
Level of Service (LOS)	10000	V2.V2	c	TEXAS	A. Harri	TENES.				В	SSE		MARE		inak	WAY.	
Approach Delay (s/veħ)		16	.7							0.	.2			WATER CONTROL OF THE PROPERTY			
Approach LOS		(A PARES	danie.				unijijumi									

HCS7 Two-Way Stop-Control Report General Information Site Information Analyst DHH Intersection Tuckahoe Rd/Site Access Jurisdiction Agency/Co. Horner & Canter Assoc 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 North-South Analysis Time Period (hrs) 0.25 Intersection Orientation Project Description 20-046 Peach Country Tractor



Vehicle Volumes and Adju	1												1				
Approach		Eastb	ound			West	ound	,			bound		ļ.,	South	bound		
Movement	U	L	1	R	U	VAL B	Τ	R	U	WL V	ी	R	U	WL W	Τ	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0	47.5	0	0	0	0	0	1	0	0	0	11	0	
Configuration			LR							LT						TR	
Volume (veh/h)	in Hi	10	Nedaki	. 9			14011	Harri	13.55	9	417	NO.			401	9	
Percent Heavy Vehicles (%)		70		44						44							
Proportion Time Blocked		MARK	THE STATE OF	ATUR	MARK	1883		Antoinet Antoinet	THE NEW	44.00	11.11	115174	10000	Napa			
Percent Grade (%))														
Right Turn Channelized	Harris	HARMH						Children.							eralityler i	er (r. Ne.	
Median Type Storage		····		Undi	vided			··········					•				
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		7.10		6.64		N. S. S.	MANE.	HAR		4.54	A STATE	###		NEAR			
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)	WHA!	4.13		3.70					ANANA.	2.60	MARKE	MARK!		MARK			
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)			21	· · · · · · · · · · · · · · · · · · ·						10							
Capacity, c (veh/h)	NAME:	33143	302				3.45	náma a Sasti		912		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			11).6%	hii:	
v/c Ratio			0.07							0.01							
95% Queue Length, Q ₉₅ (veh)		1000	0,2	Will	âW.			NIVE,		0.0							
Control Delay (s/veh)			17.8							9.0					"		
Level of Service (LOS)			С	NAS.			MAN.	VIII.	BENE)	Α	93(3)	\$10 m		Rajê	RVIER		
Approach Delay (s/veh)		17	7.8			,	L			0	,3						
Approach LOS			č V V IVV		Bakk)							No. of Association					

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:

Avg. 1000 Sq. Ft. GFA: 65

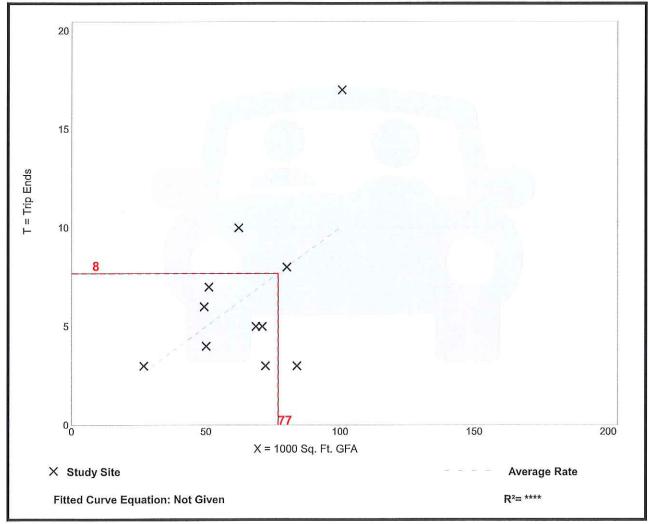
Directional Distribution: 60% entering, 40% exiting

11

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



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

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

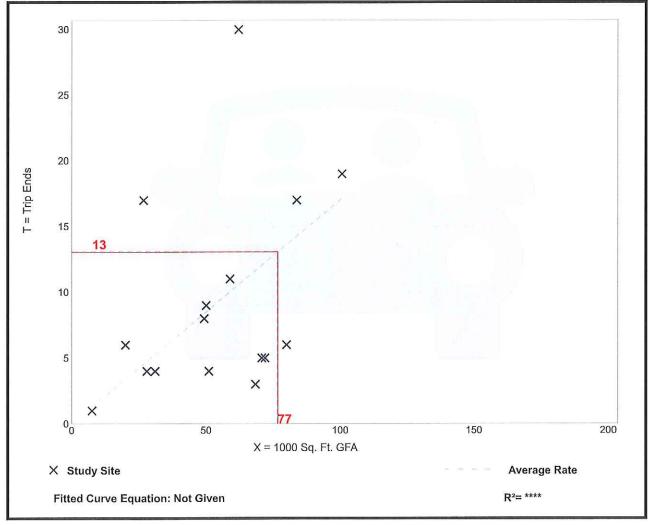
Avg. 1000 Sq. Ft. GFA: 54

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

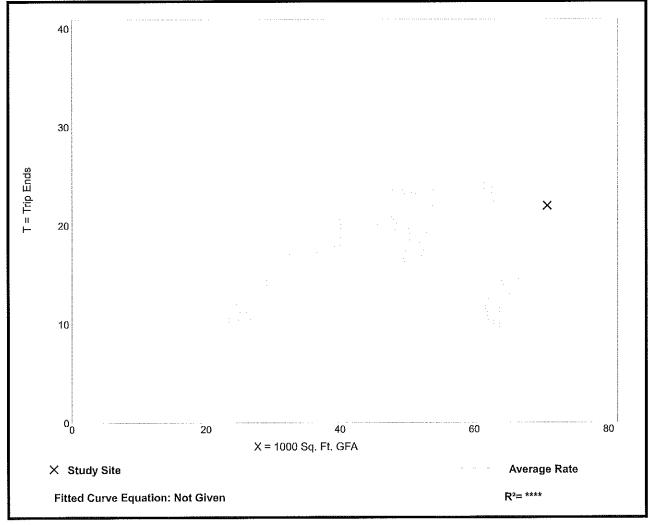
Directional Distribution: 59% entering, 41% exiting

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



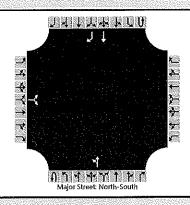
APPENDIX F

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



Approach		Eastb	ound			West	oound			North	oound			South	bound	
Movement	U	41 . 74	ा	R	U	SES.	T.	R	U	I_{Lee}	ir 🤄	R	U	L	Т	R
Priority		10	11	12		7	8	9	10	1	2	3	4U	4	5	6
Number of Lanes		0	11 13	0	NEW YEAR	0	0	0	0 -	0	自当	0	0	0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)		4		1	Minin			1.7753		4	393		This is	Maria N	208	8
Percent Heavy Vehicles (%)		0		0	-					0						
Proportion Time Blocked		100,000	William		THE STATE	HNN				- NACA 25-5	1970			MENE ST	N 1 B 343	N. S. S.
Percent Grade (%))													
Right Turn Channelized					MAN				10.50	CONTRACT:	enenet	in Hil	150	N	o	
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)	Table 1	6.40		6,20		e e e e e e e e e e e e e e e e e e e		Harris Andrews		4.10		1.2.2.2.2.3				HWE
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3,50	VIII III	3.30	WAR.	WEEK.			HARA	2.20			W. S.			
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			6							4						
Capacity, c (veh/h)	\$25.50 \$25.50 \$4		465						3333	1339		ENA SE		A STATE		
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)		MAR	0.0					41114	11.73	0.0	33.3			NAME.		1445
Control Delay (s/veh)			12.8							7,7						
		<u> </u>			***************************************											

Level of Service (LOS)

Approach LOS

Approach Delay (s/veh)

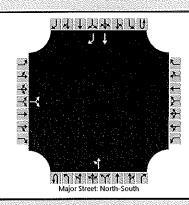
Vehicle Volumes and Adjustments

В

12.8

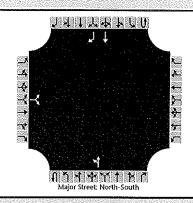
0.1

HCS7 Two-Way Stop-Control Report **General Information Site Information** Tuckahoe Rd/Airport Drive Intersection DHH Analyst Horner & Canter Assoc Jurisdiction Monroe Twp Agency/Co. Airport Drive 12/16/2020 East/West Street Date Performed Tuckahoe Road North/South Street 2022 Analysis Year 0,93 PM Peak Hour - No-Build Peak Hour Factor Time Analyzed Analysis Time Period (hrs) 0.25 Intersection Orientation North-South **Project Description** 20-046 Peach Country Tractor



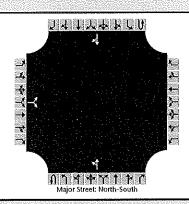
Approach		Eastb	ound			Westl	oound			North	bound			South	bound	
Movement	\U -	WL N	T_{AA}	R	U	¥ï L }	T	R	U	L	Т	R	U	L in	τ	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	YES	0	1	0		0	0	0	0	0	1	0	0	0	1	1
Configuration			LR							LT					T	R
Volume (veh/h)	TOTAL	6		Militi		NAME:	1,514	200		0	352				540	0
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked		Mark		111111			ija.	E 74 744		\$ 5 S	19474	743.5%	11,75.77	1,0 1,7 1,9		NEE
Percent Grade (%)			0													
Right Turn Channelized	N. H. ST.		A SHIELDS		à a a s	haran.				iji, sari			14, 11	N	lo	See esti
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20	THE STATE		iniki		(1,539)	4.10		V. H. H.		5,000		Sing.
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30	VIII.				Divid	2.20		QEV 188	MARK	A PORT	83	
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			8							0			***************************************			
Capacity, c (veh/h)	H. N.		307			11.11	Yan N	W.S.		1003					MANA	
v/c Ratio			0.02							0.00						
95% Queue Length, Q ₉₅ (veh)	(See E		0.1	Milita	MAN	N.M.	N.W.		Birth	0.0	HAME	NO.				
Control Delay (s/veh)		ASSESSMENT ASSESSMENT	17.0							8.6						
Level of Service (LOS)	WHY		C		1857	Ų SA	P. CO.		NAME.	Α	13.00		MARIN.		MIA.	1 (1)
Approach Delay (s/veh)		17	7.0			5				0	.0					
Approach LOS	17.0 C						41/61444	Bajahasa Bajahasa	4.6.149.79		Bag Green	e i i se e e i i j	5335.5	e in this trip		

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 - No-Build Peak Hour Factor 0.90 Intersection Orientation North-South Analysis Time Period (hrs) 0.25 Project Description 20-046 Peach Country Tractor



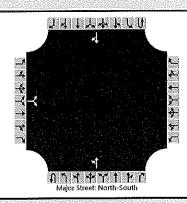
Approach		Facti	ound		i	West	oound		1	North	bound		<u> </u>	South	bound	
Movement		Lasti	т	R	U	L		ъ	υ							T -
	U	,			U		iT.ii	R		L	T	R	U	L	Т	R
Priority	1930	10	11	12	11 11 11 1	7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	NE INT	0	1	0		0	0	0	0	0	1	0	0	0	न अ	1
Configuration			LR							LT					Т	R
Volume (veh/h)		6	7654	2	Make	A BUNG	1.4154			4	426	.3343.	14,711		406	10
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked				VENE	USER			WAG.			N. S. C.	1,54.54	Milit	NA B		
Percent Grade (%)		()													
Right Turn Channelized		Para			254				i jaran i		- 11-4 T 1		2.71	N	lo	4 4 4
Median Type Storage				Undi	vided								<u> </u>			# # WWW.
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)	N.).	6.40	94.75	6.20					N. S.	4.10	Mail:	0.5413	1000	warin.	TENE	
Base Follow-Up Headway (sec)		3.5		3.3						2.2					······································	
Follow-Up Headway (sec)		3.50		3,30			Villa ve Villa ve	Rink		2.20	8888	2000			Na Va	W
Delay, Queue Length, and	Leve	of Se	ervice													
Flow Rate, v (veh/h)			9							4						
Capacity, c (veh/h)			340	THE STATE	14 A A A 1 B 1 B A 2 A 5 B	in and			, iii iii	1110		10-4-17 10-14-17				483
v/c Ratio		***	0.03					***************************************		0.00						
95% Queue Length, Q ₉₅ (veh)	NEW	Maria.	0.1	11000	Mass	N. S.		N. M.		0.0	LANGUE.	NACE,			1114	
Control Delay (s/veh)	V-14-		15,9							8,3					·	
Level of Service (LOS)	REE		С	Mana					113.134	Α		ja nag			1943	14.5000
Approach Delay (s/veh)		15								0.	1		V.			
Approach LOS			20.00	54,535,55	Nagret along	ing hard regard		3 4 (2 4 4 4 4 4 4		i National	11, 5 5 7			The state of the		

HCS7 Two-Way Stop-Control Report General Information Site Information DHH Intersection Tuckahoe Rd/Site Access Analyst Agency/Co. Horner & Canter Assoc Jurisdiction Monroe Twp 12/16/2020 East/West Street Site Access Date Performed 2022 North/South Street Tuckahoe Road Analysis Year Peak Hour Factor 0.89 Time Analyzed AM Peak Hour - No-Build Analysis Time Period (hrs) 0.25 Intersection Orientation North-South Project Description 20-046 Peach Country Tractor



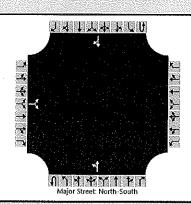
Approach		Eastk	ound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	\$1.55	T	R	U	LF 25	ं क	R	U	7. F 7.	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	10.71 (23.2	0	34 3	0		0	0	0	0 .	0	1	0	0	0	1	0
Configuration			LR						,	LT						TR
Volume (veh/h)		20		9	NAME:	N. S.		Part, Sc	N/SEC	11	366	MAN		150.0343	215	11
Percent Heavy Vehicles (%)		75		67						46						
Proportion Time Blocked	WHY.	NY SA		MARI	MARIE				1444	etta Pak	i protesti.	8.870		No. 10	3.5%,	NO.
Percent Grade (%)			0													
Right Turn Channelized		HINN			AND I			Papa and S	8.000				Sec. 1			
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6,2						4.1						
Critical Headway (sec)		7.15		6.87	White	HAN)	VALUE OF	(MAX)	Very	4.56		NAM.	į irisi			Alter.
Base Follow-Up Headway (sec)		3.5		3.3						2,2						
Follow-Up Headway (sec)	WHA	4.18		3.90		100		100	SERVEY.	2.61	AN SH	in in		Verein		NAM
Delay, Queue Length, and	Leve	l of S	ervice													
Flow Rate, v (veh/h)			33							12		·				
Capacity, c (veh/h)			377			NAME OF THE PARTY				1093						
v/c Ratio			0.09					İ	1	0.01						
95% Queue Length, Q ₉₅ (veh)	(Color)	W.	0.3	MAN.	Militar			14.5	1555	0.0	17.54	3144 <u>1</u>			\$2.718.83	1,5114
Control Delay (s/veh)			15,5			··········				8.3						
Level of Service (LOS)	V.		c			Viet.	1990 H		350.30	Α			15.55	5,000	HA.	
Approach Delay (s/veh)		1:	5.5	Samuel Comments				Constant and Constant	· · · · · · · · · · · · · · · · · · ·	0).4			e de la constant de l		
Approach LOS	15.5				WHEN SEC				49,80	The entree of	sate that they	Mara Aug	74.54		Ng Da Day ees a	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$

HCS7 Two-Way Stop-Control Report Site Information **General Information** Intersection Tuckahoe Rd/Site Access DHH Analyst Jurisdiction Monroe Twp Horner & Canter Assoc Agency/Co. East/West Street Site Access Date Performed 12/16/2020 Tuckahoe Road North/South Street Analysis Year 2022 Peak Hour Factor 0.94 PM Peak Hour - No-Build Time Analyzed Analysis Time Period (hrs) 0.25 Intersection Orientation North-South **Project Description** 20-046 Peach Country Tractor



Approach		Easto	ound			West	ound			North	bound			Southi	bound	
Movement	Ni ÜLE	VIL I	ंग के	R	U		्रा.	R	U	10 L 1	ं ग	R	U	133	Ť	[√] .R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	\$45 a c	0	া ব	0	TANK!	0	0	0	0	0	111	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)	NAMES	12		8	Parties,		3.50	sti sii		5	347	1,5,744	34.4		533	6
Percent Heavy Vehicles (%)		17		38						80						
Proportion Time Blocked		NAME:	MENER	Mari		SVEN		3,44	1979.55	0.03%)	,055A-)		Thirty serve		11.11.	14 2,543
Percent Grade (%)		()													
Right Turn Channelized					HAIL)		igland v					, granda				
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)	N. S.	6.57	MARI	6.58						4.90			HANNA AND A			
Base Follow-Up Headway (sec)		3.5		3.3					<u> </u>	2.2						
Follow-Up Headway (sec)		3.65		3.64	Į į į	A MARI			CAREN	2,92	0.00			V		
Delay, Queue Length, and	Leve	l of So	ervice													
Flow Rate, v (veh/h)		- in international con-	21							5						
Capacity, c (veh/h)			322							706		450	Visit in			11,137 21,221
v/c Ratio			0.07							0.01						
95% Queue Length, Q ₉₅ (veh)	VEVE	N. S.	0.2			Marian.				0.0	Bala		Majasi			1
Control Delay (s/veh)			17.0							10.1	· · · · · · · · · · · · · · · · · · ·					
Level of Service (LOS)	Ų:	SEN	(ic.)		QUE.					В	3.000	10 P.	N. S.	N. Na	TARRE	
Approach Delay (s/veh)		17	7.0	5_WWW.27///						O	.2					
Approach LOS			č sasti	antika (45.14				50000	Bij selbe bij	an entrette		A, trail is			H. H. A. A.

HCS7 Two-Way Stop-Control Report General Information Site Information DHH Analyst 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

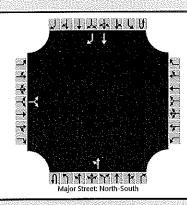


1	Eastb	ound			West	oound			North	bound			South	bound	
Ü	T. C.	ा	R	Ü	i E	ा	R	U	AL E	1	R	U	AL N	Т	R
	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
	0	1	0	Sim	0	0	0	0	0	1	0	0	0	1	0
		LR							LT						TR
in the	10	inii	9	W. Die	BAR	1000	English	46 V.	9	425	10,100			409	9
	70		44						44						
	Mark			N. S.	WAR.	The Co			NAME:	A State		H.	11000000	19715	
	()													
		HARR						NEX1			te Uteri.	1			4,14,1,1
			Undi	vided											
adwa	ys														
	7.1		6,2						4.1						
	7.10	THE NE	6.64		W. W.	ğüilli.		313.44	4.54	i i i i i i i i i i i i i i i i i i i		Willia		10 10 10 10 10 10 10 10 10 10 10 10 10 1	
	3.5		3.3						2.2	/////////////////////////////////////		040-0-04-0-0-0		, <u>.</u>	
	4.1 3		3.70	MARK					2.60				N. S.	ŠV.	
Leve	of Se	rvice													-
		21							10						a transport of the
		295						TANK.	904		SHEET	VIII.		STANK.	MARK
		0.07	***************************************						0.01						
WWW	MAN	0.2	W. W.	Ne il	Alte.	VEN CE	N.		0.0	SESSE	N. E.	data	Paris (Veni	
		18.1							9.0			TT THE PARTY OF TH			
3,51,53,55,5	200000	_	19,503,03	şarası.	44443	NAMY	14/100	NI VENN	Α	23.5333	45.55	1117.00	4, 14 (4.4)	NAMES (3355
	4,3,14,34	C	30000	34.3			2.3.4.2.3.3	A		1.5		1.1 (4.4)			
	adwa	U L 10 0 10 70 70 adways 7.1 7.10 3.5 4.13	U	U L T R 10 11 12 0 1 0 1 0 LR 10 9 70 44	U L T R U 10 11 12 0 1 0 9 10 9 70 44 10 9 70 44 Undivided adways 7.1 6.2 7.10 6.64 3.5 3.3 3.3 4.13 3.70 Level of Service 21 295 3 0.07 4 0.2 1	U L T R U L 10 11 12 7 0 1 0 0 1 LR 0 0 70 44 0 70 44 0 10 70 0 Undivided adways 7.1 6.2 0 7.10 6.64 0 3.5 3.3 3.9 0 Level of Service 21 0 0.07 0 0.02 0 0 0	U L T R U L T 10 11 12 7 8 0 1 1 0 0 0 LR 0 9 0 0 70 44 0 0	U L T R U L T R 9 10 11 12 7 8 9 0 1 0 0 0 0 0 0 LR 0 9 0 0 0 70 44 0 0 0 0 0 Undivided Adways 7.1 6.2 0 0 0 0 7.10 6.64 0 0 0 0 4.13 3.5 3.3 3.0 0 0 0 Level of Service 21 295 0 0.07		U	U L T R U L T R U L T R U L T R U L T R U L T R U L T C R I U L T C C C C C C C C C C C C C C C C C C	U	U	U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L L T R U L T R U L L T R U L	U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T R U L T T R U L T T R U L T T R U L T T T T T T T T T T T T T T T T T T

APPENDIX G

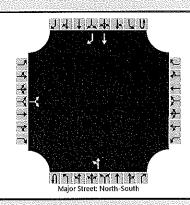
Capacity/LOS Analysis Worksheets – Build Conditions

HCS7 Two-Way Stop-Control Report Site Information General Information Tuckahoe Rd/Airport Drive Intersection DHH Analyst Jurisdiction Monroe Twp Horner & Canter Assoc Agency/Co. Airport Drive East/West Street Date Performed 12/16/2020 Tuckahoe Road North/South Street 2022 Analysis Year Peak Hour Factor 0.90 AM Peak Hour - Build Time Analyzed Analysis Time Period (hrs) 0.25 Intersection Orientation North-South Project Description 20-046 Peach Country Tractor



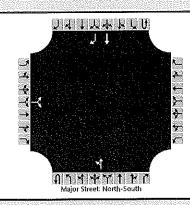
Vehicle Volumes and Adju		Republika minimus	1			147	oound			North	- a n d			South	bound	
Approach	. 5 . 5	Eastb							. No. 11 (1)				11 1			
Movement	U	AL A	ें 🕶	R	U	\ L	Σ:T Si	R	U	L	Т	R	U	L	T	R
Priority	:	10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes	N. C.	0	11	0		0	0	0	0	0	11 13	0	0	0	1	1
Configuration			LR							LT					Т	R
Volume (veh/h)	HAM	24	497.5	14		TO SHADE	N. C.			18	393	3 4 3 4 3			208	29
Percent Heavy Vehicles (%)		10		10						10						
Proportion Time Blocked	RESE		NNE	19-00-000 19-00-000 19-00-000	MENN			hww.	HANG.		NACT.	58.53	19479 1911	1900		
Percent Grade (%)		()													
Right Turn Channelized	SHOR				45.50	willial			74.75.45					. Signal V	o	ali se se s
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys				41 20 20 1										
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)	Mark Control	6,50		6.30		No. 125			(10.75)	4.20					****	
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)	YEAR.	3.59		3.39	WHEE.			MERCE	BUSE	2.29			NAME		VIOLEN.	
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			42							20						
Capacity, c (veh/h)	Versie.		471						3153	1256			5, 5, 5, 5, 7, 7, 7	4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	14 f t 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
v/c Ratio			0.09	-		***************************************				0,02						
95% Queue Length, Q ₉₅ (veh)	W. N. S		0.3		N. S.		AND NO	N. E.		0.0	Jahri				No.	
Control Delay (s/veh)			13,4					***************************************	<u> </u>	7.9						
Level of Service (LOS)		41144	В			19 M	YAT SH		10.00	Α		N. A. A. A.	12.53		Mark.	1,741,17
Approach Delay (s/veh)		13	3.4				*		400000000000000000000000000000000000000	0	.5	M				
Approach LOS	444		В		141,141		ÇNEN HE	t in the track		4215	111,7943.19		2000	rs v Allt sagt	ranga, Wil	

HCS7 Two-Way Stop-Control Report Site Information **General Information** Tuckahoe Rd/Airport Drive Intersection DHH Analyst Horner & Canter Assoc Jurisdiction Monroe Twp Agency/Co. Airport Drive 12/16/2020 East/West Street Date Performed Tuckahoe Road North/South Street 2022 Analysis Year Peak Hour Factor 0.93 PM Peak Hour - Build Time Analyzed Analysis Time Period (hrs) 0.25 Intersection Orientation North-South **Project Description** 20-046 Peach Country Tractor



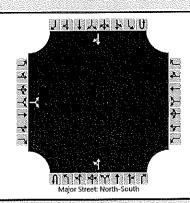
Approach		Eastb	ound			Westb	oound		l	North	oound			South	oound	
Movement	U	i Lini	T	R	U	į L	ंग ः	R	ΝÜ	F L	ी 🗄	R	U	L	Т	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0	3,631	0	0	0	0	0	1 . \	0	0	0	1	1
Configuration			LR							LT					Т	R
Volume (veh/h)	4.00	19	Marie Cr.	10		THE THE	1,541			8	352			14.74	540	13
Percent Heavy Vehicles (%)		10		10						10						
Proportion Time Blocked	1000000	753,753		333	NINE		11,754	18,000	114.25		1 1 1 1	2012	State	3 4 4 5 4 5 5 4 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6		
Percent Grade (%)		()													
Right Turn Channelized			WALLE.							y to a transfer of			١	N	0	ja men
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1				<u> </u>		
Critical Headway (sec)	ANE	6.50	NO.	6.30	250.55			N. S.		4,20			13,75	MANA		11.11.11
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.59		3.39		NES		ANCE	Vival	2.29			NINN.		MAN	
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			31						<u> </u>	9						
Capacity, c (veh/h)	VIII (iii)		317					31.153		943			1,500			
v/c Ratio			0.10							0.01						
95% Queue Length, Q ₉₅ (veh)	HAR.	16,535	0.3		NAM.	127.14	NATE:	14,50	ia tak	0.0	75 1444	54,45	14.5		Settin)	Pegatia
Control Delay (s/veh)			17,6							8.9						
Level of Service (LOS)	New Y	184	i C				254.70		Ex 134	Α	11.5		142 y - 1	(4.14.1)		
Approach Delay (s/veh)	1	17	7.6							0	.3					
Approach LOS	Migraph.	Markey.	c Maria					in the site of	19.4342				144.1			er kala

	HCS7 Two-Way Stop	o-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		



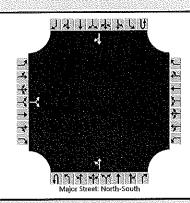
Approach		Eastb	ound			West	oound			North	bound			Southl	bound	
Movement	U	L	T	R	Ü	YEW	YT.	R	U	H _L H	т	R	U	: F ,	т :	R
Priority		10	11	12		7	8	9	1บ	1	2	3	4U	4	5	6
Number of Lanes		0	1	0	1500.0	0	0	0	0	0	1	0	0	0	1	1
Configuration			LR							LT					Т	R
Volume (veh/h)	11/4	21	378-33	12	ANTH	N. H. H. N.		5, 5, 5		16	426	75.53	Harris I		406	27
Percent Heavy Vehicles (%)		10		10						10						
Proportion Time Blocked		Constitution of the Consti	J. N. H			PARES.	WATER OF	1/ 2	25.25.53	3.134	有关数		10000			
Percent Grade (%)		()													
Right Turn Channelized	3,44		PART HIT		NAME OF					garan kun	teras) a este			N	o	
Median Type Storage				Undi	vided								*****			
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1						<u> </u>
Critical Headway (sec)		6.50		6.30						4.20						3.11.
Base Follow-Up Headway (sec)		3.5		3.3						2.2	<u> </u>					
Follow-Up Headway (sec)		3,59		3.39		HON			100000	2.29		BA W			HANGE!	
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)		ľ	37	odian						18						
Capacity, c (veh/h)	VIII.		336		hills:					1041	i iyaya b		12.13.13			1.13.14 1.13.14
v/c Ratio			0,11							0.02						
95% Queue Length, Q ₉₅ (veh)	ji vezi		0.4	VIII.		1833	No.	SEE SEE		0.1		1:1743	134,74,7		14.4	
Control Delay (s/veh)			17.0							8,5						
Level of Service (LOS)			С	NAM:	#4 FE		Mar (1.74		Α	114, 1,1	13.54				
Approach Delay (s/veh)		11	7.0							0).5					
Approach LOS	14 (4.5		С	Principal Services	MARINE N.		A HARRY		1 3 4 5 4 5	or, Alexandra, a			\$40,544		er Need State	- 1 (1) (1)

HCS7 Two-Way Stop-Control Report **Site Information General Information** Tuckahoe Rd/Site Access DHH Intersection Analyst Jurisdiction Monroe Twp Agency/Co. Horner & Canter Assoc 12/16/2020 East/West Street Site Access Date Performed Tuckahoe Road Analysis Year 2022 North/South Street 0.89 Peak Hour Factor Time Analyzed AM Peak Hour - Build 0,25 Analysis Time Period (hrs) North-South Intersection Orientation 20-046 Peach Country Tractor **Project Description**



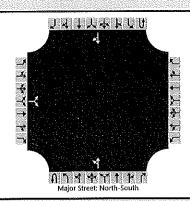
Approach		Eastb	ound			West	oound			North	bound			South	bound	
Movement	U	L	ST.	R	U	i.	ा	R	Ú	aail ()	T	R	Ü	Ĺ	ंग ः	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	3.1	0		0	0	0	0	0	1	.0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)	7:09	20	1423	9	4144		paralise)		117413	11	380	*****			228	11
Percent Heavy Vehicles (%)		75		67						46						
Proportion Time Blocked	38.00	123 No. 4, 1 173 No. 4,	MAN AN		NAME.			211.5		16 (A. 2.12)		11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1545-11	1,714	13.5.50	
Percent Grade (%)		()													
Right Turn Channelized						finali Table			14.1		11 54 57			15.00		
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1					<u> </u>	
Critical Headway (sec)		7.15	AND THE	6.87			\$51.X)	11111	4.50	4.56						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.18		3.90				MAR	33.000	2,61			MANA		HVHV	
Delay, Queue Length, and	Leve	l of Se	ervice													
Flow Rate, v (veh/h)			33							12						
Capacity, c (veh/h)		UMA	362	BW.		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)				1079				mil	6,335	13.13
v/c Ratio			0.09							0.01						
95% Queue Length, Q ₉₅ (veh)			0,3		NATE:	Man	SER	No.	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	0.0			No.		NEW PROPERTY.	
3370 Quede Leingan das (van)			15.9							8,4						
Control Delay (s/veh)	i					7.1. 5. 4. 4.		1.5 (4.5)	1,34,5,5	Α		1000	15,53	11 11 11		100
	\$2.545 14.545		C	Nyse	l Hills	1000										
Control Delay (s/veh)	12 V. 12 V. 12 1 V. 12 V. 12 1 V. 12 V. 12 1 V. 12 V. 12 1 V. 12 V.	1!	C 5.9					<u> </u>			l .4					

HCS7 Two-Way Stop-Control Report Site Information **General Information** Tuckahoe Rd/Site Access Intersection DHH Analyst Monroe Twp Jurisdiction Agency/Co. Horner & Canter Assoc 12/16/2020 East/West Street Site Access Date Performed Tuckahoe Road North/South Street Analysis Year 2022 0.94 Peak Hour Factor Time Analyzed PM Peak Hour - Build 0.25 Analysis Time Period (hrs) North-South Intersection Orientation 20-046 Peach Country Tractor Project Description



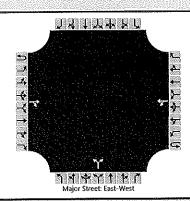
Approach		Eastb	ound			Westl	oound		l	North	bound			Southi	oound	
Movement	U	il Linii	VT.	R	Ü		धन ध	R	ែប្រ	L	7 4	R	Ù	L	Τ	R
Priority		10	11	12		7	8	9	1U	1	2.	3	4U	4	5	6
Number of Lanes	455	0	33 4 3	0		0	0	0	0	0	1	0 %	0	0	1	0
Configuration			L R							LT						TR
Volume (veh/h)		12		8	G. MAR					5	355				542	6
Percent Heavy Vehicles (%)		17		38						80						
Proportion Time Blocked	Name of the second	100	NA.	William		14.14	NOS	14.44 14.44	1134	1	A STATE OF	MARK	V-174	N. V.		
Percent Grade (%)		()													
Right Turn Channelized	MARCH.							įsinos						19-5011-59		
Median Type Storage				Undi	vided											
Critical and Follow-up He	adwa	ys														
Base Critical Headway (sec)		7.1		6.2						4.1				<u> </u>		
Critical Headway (sec)		6.57	19,436	6.58			3,444	NAME:		4.90		, alikua			10.30	
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.65		3.64					thairi	2.92	trian.		14,13,1	1,374.13		
Delay, Queue Length, and	l Leve	l of Se	ervice													
Flow Rate, v (veh/h)			21							5						
Capacity, c (veh/h)	W. V. A. A.		315	LANCE OF THE SECOND		Willia.				700						MAR
v/c Ratio			0.07							0.01						
95% Queue Length, Q ₉₅ (veh)		T. A.	0.2	į lings	131577		1555,000		sjanihi.	0.0				19/9/2007	544	
Control Delay (s/veh)			17.3							10.2						
Level of Service (LOS)			C		TONE	1,111		NEG NA	13,14.3	В			741.4			
Approach Delay (s/veh)		1	7.3							0	.2					
Approach LOS	1	Ç. N. P.	C .				AND TH		44.4.5.5.5	Page 124	, en See ee en.		- Teacher	1 (14) 12 (2)	4.41.74	A A Chief

HCS7 Two-Way Stop-Control Report Site Information General Information Tuckahoe Rd/Site Access Intersection DHH Analyst Jurisdiction Monroe Twp Agency/Co. Horner & Canter Assoc 12/16/2020 East/West Street Site Access Date Performed Tuckahoe Road Analysis Year 2022 North/South Street 0.89 Peak Hour Factor Time Analyzed SAT Peak Hour - Build Analysis Time Period (hrs) 0.25 Intersection Orientation North-South 20-046 Peach Country Tractor Project Description



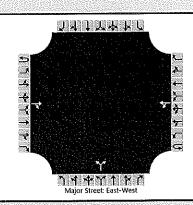
Approach		Facth	ound		Westbound					North	bound		Southbound				
Movement		L	T.	R	U	W. H	Т	R	U	1,11	1	R	Ü	Ĺ	Т	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	:4]	0		0	0	0	0	0	1	0	0	0	15	0	
Configuration			LR							LT			,			TR	
Volume (veh/h)		10	NA SA	9			(NA)		<u> </u>	9	437	54.734.	W.,		419	9	
Percent Heavy Vehicles (%)		70		44	<u></u>			<u> </u>		44							
Proportion Time Blocked			V. C.	N. S.	48.55		15.55	<u> </u>		(par	13.7775		1111111111		15, 445	171444.5	
Percent Grade (%)			0	1				<u>. </u>			***************************************			<u></u>		***************************************	
Right Turn Channelized									N. S.			Jahania esi			[441 [4]]		
Median Type Storage				Undi	vided												
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)		7,1		6,2						4.1						<u> </u>	
Critical Headway (sec)		7.10	N. Carlot	6.64	YN die	THE ST	WANT.			4.54	3,533						
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)	WW	4.13		3.70						2.60	herry	\$300	\$950 EV			Majir	
Delay, Queue Length, and	Leve	l of S	ervice														
Flow Rate, v (veh/h)			21							10							
Capacity, c (veh/h)		10 K) 4.4 (10 K) 4.6	286	Valley.		13.31.53	VI.V.	11 A A A 4 2 2 3 A A	HAA	895	EMA						
v/c Ratio			0.07					ĺ		0,01							
95% Queue Length, Q ₉₅ (veh)	Ų LANG	V.	0.2					i jira		0.0	States	3,333	Niji s		10.50	19.43	
Control Delay (s/veh)			18.6		and the second					9.1							
Level of Service (LOS)	N. S. S.		C	11111111111111111111111111111111111111		1818	NAME:		HA M	Α	- Paris	434,434			14,700	N. S.	
Approach Delay (s/veh)		1.	B.6				********			0	.3						
Approach LOS	С			NATION SERVICE			VA 1 - 1, N, N;										

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											



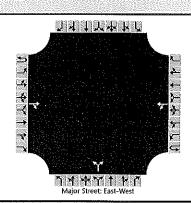
Approach		Eastb	ound			West	oound			North	bound		Southbound				
Movement	U	L	ेंग हैं	R	υ	L	11 T	R	U	TILL!	Ţ	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	1 1	0		0	TAN 1	0	MB 40	0	0	10.	
Configuration				TR		LT					LR						
Volume (veh/h)		UNA	0	0		35	0		15 (15-1)	0	5,413.7	33	QUA.		N. M.		
Percent Heavy Vehicles (%)						20				0		20					
Proportion Time Blocked	BANK	34.5	11.50		agininear Personal		177		13.54			1,144.	No.	1 3,5V	3.13		
Percent Grade (%)										(0						
Right Turn Channelized								les Apr			Market				23535		
Median Type Storage				Undi	vided												
Critical and Follow-up He	adway	ys															
Base Critical Headway (sec)						4.1				7.1		6.2					
Critical Headway (sec)	THE STATE	William		NAME		4.30	11/13		N. S.	6.40		6.40	S.,	viet)	A. Marit	133	
Base Follow-Up Headway (sec)						2.2				3,5		3.3					
Follow-Up Headway (sec)						2.38				3.50		3.48			HIM		
Delay, Queue Length, and	Leve	l of Se	ervice														
Flow Rate, v (veh/h)				T		39					37						
Capacity, c (veh/h)		MIN		N. S.		1513		301M			1034						
v/c Ratio						0.03					0.04						
95% Queue Length, Q ₉₅ (veh)	vą, siej		No.	VALLE.	Mirani.	0.1	Marke			VINAL	0.1	Hitsi:	THE STATE		Terral,		
Control Delay (s/veh)						7.4					8.6						
Level of Service (LOS)	3334	NAME:	ANIE	1933		Α		ing).	14.1143	Mark	Α	N 14.51		A STATE			
Approach Delay (s/veh)			e			7	'.4			8	3.6						
Approach LOS									4.5.4.4.4.11	1	Α	ga, Sarana					

HCS7 Two-Way Stop-Control Report **General Information Site Information** Airport Drive/Site Acc DHH Intersection Analyst Monroe Twp Jurisdiction Agency/Co. Horner & Canter Assoc 12/16/2020 East/West Street Airport Drive Date Performed Site Access Analysis Year 2022 North/South Street 0.93 Peak Hour Factor Time Analyzed PM Peak Hour - Build Analysis Time Period (hrs) 0.25 East-West Intersection Orientation 20-046 Peach Country Tractor Project Description



Approach		Eastb	ound		Westbound					North	oound		Southbound				
Movement	U	L	T.	R	iiu ii	\L\\	\T €	R	Ü	L	T	R	Ū	L	Т :::	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	ា	0	14.75	0	1	0		0	0	0	
Configuration				TR		LT					LR						
Volume (veh/h)	NA.	150,000	0	0		21	0	No. 84		0		22		1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			
Percent Heavy Vehicles (%)						20				0		20					
Proportion Time Blocked	North.		YAR		MANER	11.5	N/AH		15,15					525 E			
Percent Grade (%)										()						
Right Turn Channelized					N. C.	Distriction						ert e tw		16.511.53			
Median Type Storage				Undi	vided							***************************************					
Critical and Follow-up He	adwa	ys															
Critical and Follow-up He Base Critical Headway (sec)	adwa	ys L				4.1				7.1		6.2					
	adwa	ys 				4.1 4.30				7.1 6,40		6.2 6.40					
Base Critical Headway (sec)	adwa	ys 															
Base Critical Headway (sec) Critical Headway (sec)	adwa					4.30				6,40		6.40					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)			ervice			4.30 2.2				6,40 3.5		6.40 3.3					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)			ervice			4.30 2.2				6,40 3.5	24	6.40 3.3					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and			ervice			4.30 2.2 2.38				6,40 3.5	24 1034	6.40 3.3					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h)			ervice			4.30 2.2 2.38				6,40 3.5		6.40 3.3					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)			ervice			2.2 2.38 2.38 2.3 1513				6,40 3.5	1034	6.40 3.3					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Pelay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio			ervice			2.2 2.38 2.38 2.3 1513 0.01				6,40 3.5	1034 0.02	6.40 3.3					
Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₉₅ (veh)			ervice			2.2 2.38 2.38 2.3 1513 0.01 0.0				6,40 3.5	1034 0.02 0.1	6.40 3.3					

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											



Approach		Eastb	ound			Westl	bound			North	bound		Southbound				
Movement	U L T R				U	L	т	R	U	L	Т.	R	U	Ľ.	Т	R	
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12	
Number of Lanes	0	0	1	0	0	0	11	0		0	ां े	0	14.15	0	0	0	
Configuration				TR		LT					LR					Ì	
Volume (veh/h)	Water	ATTEN	0	0	Medity	29	0	13.43	And E. A. St.	0		25		Mg 1 Mi	in the stage	70.00	
Percent Heavy Vehicles (%)						20				0		20					
Proportion Time Blocked	W.S.						(Halis)	1,111,	142,443			dan.	Magazine.	14,11,4,1		1, 1,	
Percent Grade (%)										()	•				•	
Right Turn Channelized	12,940		Berend.		Hode				Milita		1-11:15			1872 (3)		. 5.,5.5	
Median Type Storage				Undi	vided							.,					
Critical and Follow-up He	adwa	ys															
Base Critical Headway (sec)						4,1				7.1		6,2					
Critical Headway (sec)		NO.				4.30	AHA)		M. Table	6.40	AND A	6,40	N/A		Tan S		
Base Follow-Up Headway (sec)						2.2				3.5		3.3				The same of the sa	
Follow-Up Headway (sec)						2.38		MAN		3.50	YEAR.	3.48			Palata Villa		
Delay, Queue Length, and	Leve	of Se	ervice														
Flow Rate, v (veh/h)						32					28						
Capacity, c (veh/h)	Walking.	MARA		UNE	Sing	1513	i ini				1034	, Maria	48.5		68.665	Significant of the significant o	
v/c Ratio						0.02					0.03						
95% Queue Length, Q ₉₅ (veh)	MAR				W.	0.1	ANTE	1155	HERE		0.1		NAME OF	W. Han			
Control Delay (s/veh)						7.4				***************************************	8.6				VII (10 10 10 10 10 10 10 10 10 10 10 10 10 1		
Level of Service (LOS)		10 (10 (10 (10 (10 (10 (10 (10 (10 (10 (18,530	MAN.		Α	11:04:1	4503		10.000	Α				MAR	1,100	
Approach Delay (s/veh)		***************************************			(7.	4	1	<u> </u>	8.	6					L	
Approach LOS									31:33.51	1							

APPENDIX H

Left-Turn Lane Warrant Analysis Worksheets

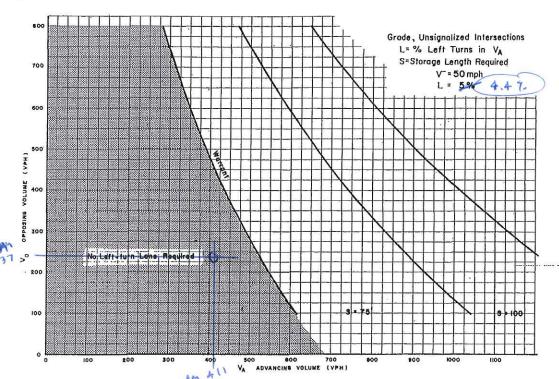


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

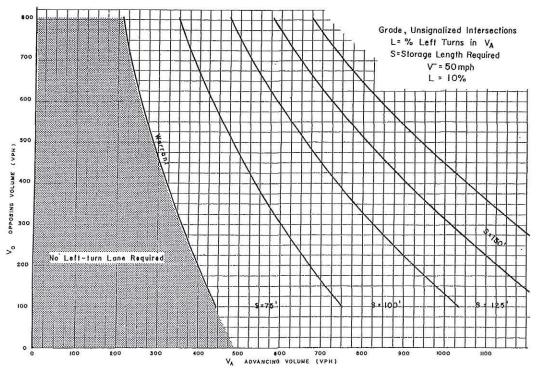


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

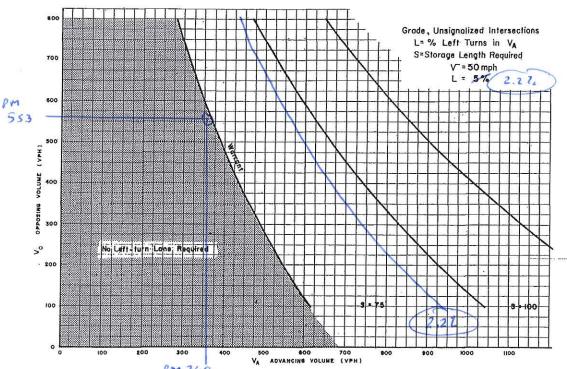


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

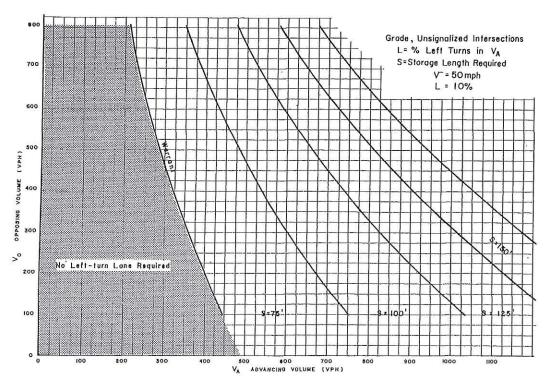


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

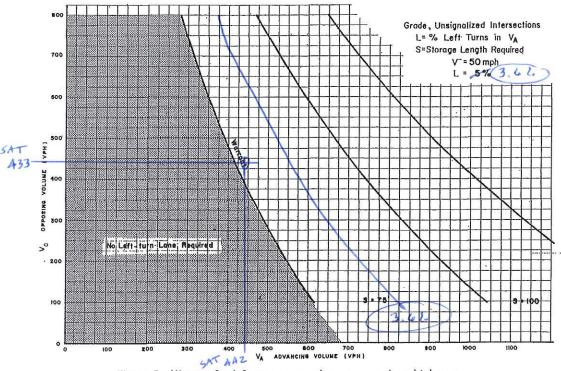


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

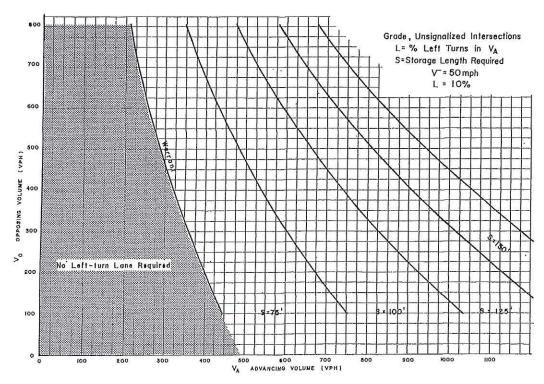


Figure 9. Warrant for left-turn storage lanes on two-lane highways.

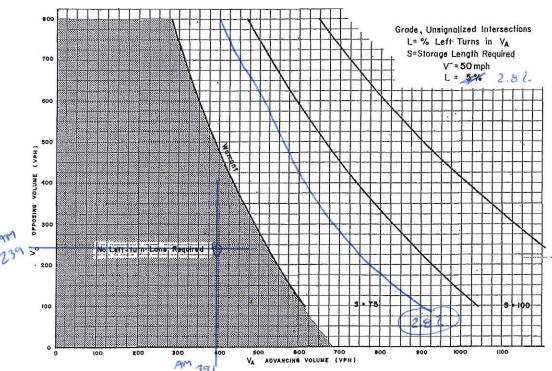


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

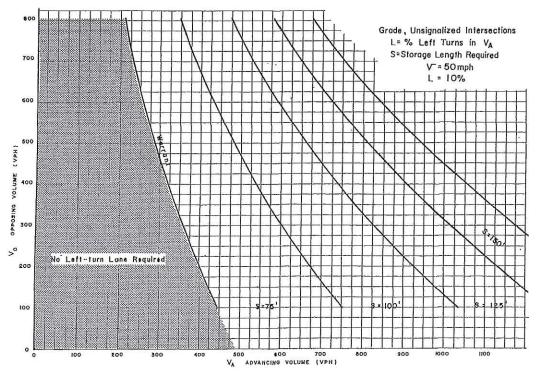
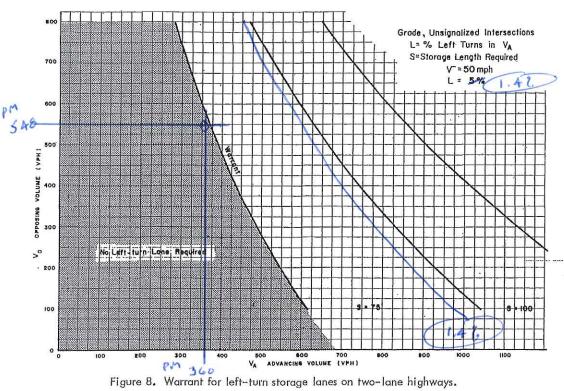


Figure 9. Warrant for left-turn storage lanes on two-lane highways.



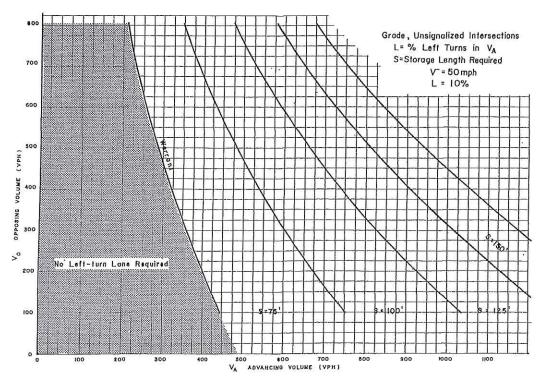


Figure 9. Warrant for left-turn storage lanes on two-lane highways.



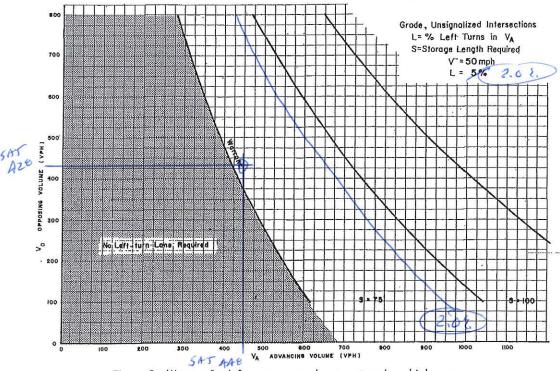


Figure 8. Warrant for left-turn storage lanes on two-lane highways.

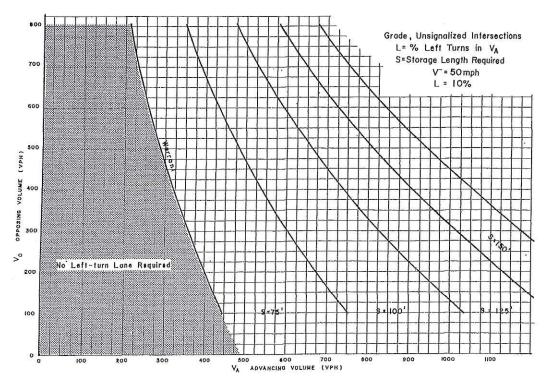


Figure 9. Warrant for left-turn storage lanes on two-lane highways.