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# TRAFFIC IMPACT STUDY

For

**The Easton  
940 Easton Avenue  
Franklin Township  
Somerset County, New Jersey**

*Prepared For:*

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**LANGAN**

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## EXECUTIVE SUMMARY

Langan Engineering and Environmental Services has prepared this traffic impact study for The Easton, a residential community proposed to replace the former Kmart building within Rutgers Plaza in Franklin Township, Somerset County, New Jersey.

Rutgers Plaza is bounded by Easton Avenue (County Route 527) on the east and north, John F. Kennedy Boulevard on the west and north, existing retail development to the east and south, and existing residential development to the west and south.

The project site is currently occupied by a 106,480 square-foot (sf) Kmart retail store. The existing retail store is part of the Rutgers Plaza consisting of 268,224 sf of retail space, which is supported by 1,257 parking spaces. Access to Rutgers Plaza is provided via one un-signalized right-in/right-out driveway along Easton Avenue and one un-signalized driveway along John. F Kennedy Boulevard, which provides right-in ingress only and left-out/right-out egress.

The proposed residential building will replace the existing Kmart retail building and provide 200 multifamily residential units. The residential building will share the two existing Rutgers Plaza driveways and internal circulation system creating a mixed use retail/ residential community. Langan has estimated the number of vehicular trips the proposed residential units will generate based on data compiled for Land Use Code 220 (Multifamily Housing (Low-Rise)) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11<sup>th</sup> edition. Langan estimates that the residential units will generate approximately 85 total trips (20 enter, 65 exit) during the weekday morning peak hour, 107 total trips (67 enter, 40 exit) during the weekday evening peak hour, and 82 total trips (41 enter, 41 exit) during the Saturday midday peak hour. We also estimated the trip generation of the existing 106,480 sf retail building if re-occupied by retailers. The vacant retail space, re-occupied with retailers, would generate approximately 183 total trips (114 enter, 70 exit) during the weekday morning peak hour, 553 total trips (271 enter, 282 exit) during the weekday evening peak hour, and 662 total trips (344 enter, 318 exit) during the Saturday midday peak hour. On a typical weekday, the residential community will generate approximately 679 entering and exiting trips as compared to a retail building re-occupancy which would generate approximately 5,030 entering and exiting trips across a weekday. Similarly, on a Saturday, the residential community would generate approximately 455 entering and exiting vehicles as compared to approximately 5,564 entering and exiting trips generated by tenants of the retail building.

We determined the directional distribution of the site-generated trips based on an examination of census data, demographic data, a Journey-to-Work model, and existing and expected travel patterns in the study area. We conducted capacity analyses at the following intersections:

- Easton Avenue (CR 527) and John F. Kennedy Boulevard
- Easton Avenue (CR 527) and Site Driveway
- John F. Kennedy Boulevard and Site Driveway

The proposed residential development will generate less peak hour and daily traffic as compared to re-occupancy of the 106,480 sf retail building. The reduction in site-generated trips associated with the proposed development program will result in a reduced traffic impact by Rutgers Plaza to the operations of the surrounding intersections, when compared to the retail store traffic impacts. In addition, the site design is in accordance with current standards and will provide adequate access, circulation and parking supply

## **INTRODUCTION**

Langan Engineering and Environmental Services has prepared this traffic impact study for The Easton, a residential multi-family building proposed to replace the former Kmart building within Rutgers Plaza in Franklin Township, Somerset County. The proposed residential building will provide 200-residential units with supporting amenity space.

### **Project Description**

The proposed redevelopment will consist of a 200-unit multi-family building. The site is designated as Block 385, Lot 2.07, according to Franklin Township tax maps. Figure 1, contained in Appendix A, shows the location of the site. Rutgers Plaza is bounded by Easton Avenue (County Route 527) on the east and north, John F. Kennedy Boulevard on the west and north, existing retail development to the east and south, and existing residential development to the west and south.

The project site is currently occupied by a 106,480 square foot (sf) retail building. The existing retail building is part of the Rutgers Plaza consisting of 268,224 sf of retail space, which is supported by 1,257 parking spaces. Access to Rutgers Plaza is provided via one un-signalized right-in/right-out driveway along Easton Avenue and one un-signalized driveway along John. F Kennedy Boulevard, which provides right-in ingress only and left-out/right-out egress.

The proposed residential building will replace the existing retail building and provide 200 multifamily residential units. The residential building will share the two existing Rutgers Plaza driveways and the internal circulation system within Rutgers Plaza.

The site is designed to continue to provide efficient circulation for all design vehicles (passenger cars, trucks and emergency vehicles). 1,105 passenger car parking spaces are proposed to serve the entire Rutgers Plaza, inclusive of the proposed residential development.

### **Study Area**

We conducted capacity analyses at the following intersections:

- Easton Avenue (CR 527) and John F. Kennedy Boulevard
- Easton Avenue (CR 527) and Site Driveway
- John F. Kennedy Boulevard and Site Driveway

An inventory of the physical road conditions is presented in the section "Description of Existing Conditions."

## **Scope of Study**

Langan undertook the following steps to prepare this study in accordance with standard traffic engineering methodologies:

1. Conducted a field examination of the site and surrounding road network to inventory physical and regulatory conditions including the number of lanes, lane assignments, channelization, traffic-control devices, lateral clearances and other factors that limit traffic capacity.
2. Conducted a series of turning movement traffic counts at the study intersection identified in the previous section. We conducted counts on a typical weekday from 7:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM and a typical Saturday from 10:00 AM to 4:00 PM. We then identified existing weekday morning and evening, and Saturday midday peak hour traffic volumes based on the traffic count data.
3. Established 2023 Existing traffic volumes using the collected traffic count data.
4. Established 2026 Projected traffic volumes by applying the New Jersey Department of Transportation (NJDOT) Somerset County growth factor of 1.25 percent per year to the adjusted existing traffic volumes.
5. Obtained information on adjacent developments in the study area that would not be accounted for with background traffic growth.
6. Established the 2026 Base traffic volumes by adding the adjacent development trips to the 2026 Projected traffic volumes.
7. Prepared peak hour trip generation estimates for the existing development based on trip generation data published by the Institute of Transportation Engineers (ITE).
8. Established 2026 No-Build Reoccupied Retail traffic volumes by adding site-generated trips to the 2026 Base traffic volumes.
9. Prepared peak hour trip generation estimates for the proposed development based on trip generation data published by the Institute of Transportation Engineers (ITE).
10. Developed trip distribution based on an examination of census data, demographic data, a Journey-to-Work model, and existing and expected travel patterns in the study area.
11. Assigned site-generated trips to the site driveways and surrounding road network based on the likely travel routes motorists will use to travel to and from the site.
12. Established 2026 Build traffic volumes by adding site-generated trips to the 2026 Base traffic volumes.
13. Performed intersection capacity analyses for the weekday morning and evening peak hours using Synchro software.

## **DESCRIPTION OF EXISTING CONDITIONS**

This section describes the roads, intersections and traffic volumes in the area of the proposed redevelopment located in Franklin Township, Somerset County, New Jersey.

### **Roads**

#### Easton Avenue (CR 527)

Easton Avenue (CR 527) is classified as an urban principal arterial and is under Somerset County jurisdiction. The roadway has a general east - west directional orientation, generally provides two travel lanes in each direction, and is separated by a concrete median within the study area. A third eastbound Auxiliary lane is provided along the frontage of Rutgers Plaza. The posted speed limit in the immediate study area is 45 mph.

#### John F. Kennedy Boulevard

John F. Kennedy Boulevard is classified as an urban minor arterial and is under Franklin Township jurisdiction. The roadway has a general east-west directional orientation, generally provides three travel lanes in the southbound direction and two travel lanes in the northbound direction, and is separated by a concrete median. The posted speed limit in the immediate study area is 40 mph.

### **Intersections**

#### Easton Avenue (CR 527) and John F. Kennedy Boulevard / Jughandle

John F. Kennedy Boulevard and a jughandle intersect Easton Avenue to form a four-leg intersection under signal control. The eastbound John F. Kennedy Boulevard provides two left-turn lanes and one right-turn lane. The westbound jughandle approach provides one shared left-turn/thru lane and one thru lane. The northbound and southbound Easton Avenue approaches each provide two thru lanes. The signal operates under three phases with a variable cycle length.

#### Easton Avenue (CR 527) and Site Driveway

The site driveway intersects Easton Avenue to form a T-shaped intersection under stop-control. The eastbound site driveway approach provides one channelized right-turn lane and is stop-controlled. The northbound Easton Avenue approach provides two through lanes. The southbound Easton Avenue approach provides two thru lanes and one shared thru/channelized right-turn lane.

#### John F. Kennedy Boulevard and Site Driveway / Jughandle

The site driveway and a jughandle intersect John F. Kennedy Boulevard to form a four-leg intersection under stop-control. The eastbound John F. Kennedy Boulevard approach provides



two thru lanes and one right-turn lane. The westbound John F. Kennedy Boulevard provides two thru lanes. The northbound site driveway approach provides one left-turn lane and one channelized right-turn lane, and is stop-controlled. The southbound jughandle approach provides one left-turn lane and one channelized right-turn lane, and is stop-controlled. Northbound left-turning traffic uses the median opening to execute a two-stage left-turn. Southbound left-turning traffic has an exclusive acceleration lane to merge with eastbound traffic.

### **Traffic Volumes**

To examine traffic conditions near the development, turning movement traffic counts were conducted during the weekday morning, evening and Saturday midday peak periods on a typical weekday and Saturday at the study intersections. Specifically, turning movement counts were conducted on Thursday, June 1, 2023, from 7:00 AM to 9:00 AM and from 3:00 PM to 7:00 PM, and on Saturday, June 3, 2023, from 10:00 AM to 4:00 PM.

The traffic counts identify distinct times during the weekday morning and evening hours when traffic experienced its highest levels. According to the traffic count data collected, the weekday morning peak hour occurs from 7:15 AM to 8:15 AM, the weekday evening peak hour occurs from 4:45 PM to 5:45 PM, and the Saturday midday peak hour occurs from 12:00 PM to 1:00 PM.

Figure 2 illustrates the existing weekday morning and evening, and Saturday midday peak hour traffic volumes. Summaries of the manual traffic counts are contained in Appendix B.

## **ESTIMATE OF FUTURE CONDITIONS**

This section of the report covers background traffic growth, adjacent developments, site-generated trips, trip distribution, and future traffic volumes. We anticipate the project will be complete by the end of 2026. Accordingly, we projected traffic volumes to include existing traffic, new traffic created by background growth, and approved adjacent developments to derive the 2026 Base traffic volumes. We added the reoccupied Kmart site-generated trips to the 2026 Base traffic volumes to derive the 2026 No-Build Reoccupied traffic volumes. We added the residential site-generated trips to the 2026 Base traffic volumes to derive the 2026 Build traffic volumes.

### **Background Traffic Growth**

We increased the 2023 Existing traffic volumes by a conservative compounded annual growth rate of 1.25 percent, established by NJDOT for Somerset County for short-term growth projections to establish the 2026 Projected traffic volumes. Figure 3 shows the 2026 Projected traffic volumes.

In addition to general background traffic growth, there are prior and pending approvals for developments near the site that could increase traffic on the site driveways and surrounding road network. In preparing the future traffic projections, we included traffic from the approved McDonald's restaurant at Rutgers Plaza. We derived traffic for this adjacent development based on data compiled from its traffic study and assigned trips to the roadway network using the existing Rutgers Plaza trip distributions. Figure 4 shows the McDonald's traffic volumes. We added the McDonald's trips to the 2026 Projected traffic volumes to derive the 2026 Base traffic volumes, shown on Figure 5.

### **Site-Generated Trips**

We prepared trip generation estimates for the proposed apartment building using data compiled for Land Use Code 220 (Multifamily Housing (Low-Rise)) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11<sup>th</sup> Edition.

Table 1 summarizes the estimated trip generation of the proposed redevelopment during peak hours.

**Table 1 – Trip Generation Estimates Proposed Residential**

Directional Distribution	Trips
<b>Weekday Morning Peak Hour</b>	
Enter	20
Exit	65
Total	85
<b>Weekday Evening Peak Hour</b>	
Enter	67
Exit	40
Total	107
<b>Saturday Midday Peak Hour</b>	
Enter	41
Exit	41
Total	82
<b>Weekday Daily Trips</b>	
Total	1348
<b>Saturday Trips</b>	
Total	910

We accounted for the trip generation of the existing retail using ITE Land Use Code 821 (Shopping Plaza) to identify the trips that could be generated by the re-occupancy of the existing 106,480 s.f retail building. We compared the trip generation estimates of the proposed residential redevelopment with the trip generation estimates of the Kmart building at full occupancy.

Table 2 compares the trip generation of both the existing and proposed land uses.

**Table 2 – Trip Generation Comparison**

Time Period	Existing Kmart Store	Proposed Residential	Trip Difference
<b>Weekday Morning Peak Hour</b>			
Enter	114	20	-94
Exit	70	65	-5
Total	184	85	-99
<b>Weekday Evening Peak Hour</b>			
Enter	271	67	-204
Exit	282	40	-242
Total	553	107	-446
<b>Saturday Midday Peak Hour</b>			
Enter	344	41	-303
Exit	318	41	-277
Total	662	82	-580
<b>Daily Trips</b>			
Total	7190	1357	-5833
<b>Saturday Trips</b>			
Total	8632	910	-7722

As shown in Table 2, there is a significant projected decrease in traffic generated by Rutgers Plaza redesigned as a mixed-use development with the proposed residential building replacing the existing retail building. Consequently, the proposed residential project will reduce the traffic impact of Rutgers Plaza on the adjacent roadway network.

**Trip Distribution**

We determined the directional distribution of the reoccupied retail using the existing distributions at the Rutgers Plaza site driveways. We determined the directional distribution of the residential site-generated trips based on an examination of census demographic data, a journey-to-work model, and existing and expected travel patterns in the study area. Table 3 shows the directional distribution of site traffic.

**Table 3 – Trip Distribution**

<b>Direction (To/From)</b>	<b>Arrival &amp; Departure Distributions</b>
Easton Avenue (CR 527) (North)	45%
Easton Avenue (CR 527) (South)	35%
John F. Kennedy Boulevard (West)	20%
<b>Total</b>	<b>100%</b>

The arrival and departure distributions associated with the proposed redevelopment are shown on Figure 8.

**No-Build Reoccupied Traffic Volumes**

We derived the 2026 No-Build Reoccupied traffic volumes by adding the total site-generated trips of the Kmart, shown in Figure 6, to the 2026 Base traffic volumes, shown in Figure 5.

Figure 7 shows the 2026 No-Build Reoccupied traffic volumes.

**Build Traffic Volumes**

We derived the 2026 Build traffic volumes by adding the total site-generated trips of the proposed redevelopment, shown in Figure 9, to the 2026 Base traffic volumes, shown in Figure 5.

Figure 10 shows the 2026 Build traffic volumes.

## **ANALYSIS OF TRAFFIC OPERATIONS**

This section describes the capacity analysis we conducted to assess traffic operations for the No-Build and Build conditions. Capacity analysis provides an indication of the adequacy of road facilities to serve traffic demand.

### **Level of Service Criteria**

Level of Service (LOS) is the term used to denote different operating conditions that occur on a given road segment under various traffic volume demands. LOS is a qualitative measure that considers a number of factors including road geometry, speed, travel delay and freedom to maneuver. LOS designations range from A to F and provide an index of operational qualities of a road segment or an intersection. LOS A represents the best operating conditions; LOS F represents the worst.

LOS designations are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection. For unsignalized intersections, the analysis considers the operation of all movements that conflict with other movements, such as main-line left turns and traffic exiting a side street. The evaluation criteria used to analyze the study area intersections are based on the Highway Capacity Manual, 7th edition, (HCM), published by the Transportation Research Board and Synchro software.

The HCM defines LOS for signalized intersections as follows:

<b><u>LOS</u></b>	<b><u>Control Delay per Vehicle</u></b>
A	<10 sec
B	>10 and ≤20 sec
C	>20 and ≤35 sec
D	>35 and ≤55 sec
E	>55 and ≤80 sec
F	>80 sec

The HCM defines LOS for unsignalized intersections as follows:

<b><u>LOS</u></b>	<b><u>Delay Range (sec/veh)</u></b>
A	≤10 sec
B	>10 and ≤15 sec
C	>15 and ≤25 sec
D	>25 and ≤35 sec
E	>35 and ≤50 sec
F	>50 sec

## Capacity Analysis

We conducted capacity analyses for the intersections in the study area and found that the proposed residential units will result in less traffic generation as compared to re-occupancy of the retail building and improved levels of service (LOS) as the reoccupied retail building. Table 4 summarizes the 2026 No-Build Reoccupied and 2026 Build levels of service at each relevant study intersection during the weekday morning and evening, and Saturday midday peak hours. Following are discussions pertaining to each of the intersections analyzed for the redevelopment. The capacity analyses' worksheets are contained in Appendix C.

**Table 4 – Intersection Capacity Analysis Summary**

Location	Movement	2023 No-Build Condition Reoccupied Kmart			2023 Build Condition Proposed Residential			
		AM	PM	SAT	AM	PM	SAT	
<b>Signalized Intersection</b>								
Easton Avenue (CR 527) and John F. Kennedy Boulevard	EB	L	D (49.8)	D (43.1)	D (42.7)	D (52.8)	D (41.6)	D (40.5)
		R	A (9.1)	A (7.6)	B (11.3)	A (8.4)	A (7.7)	B (11.4)
	WB	L,T	D (42.4)	E (69.8)	E (61.7)	D (41.9)	D (52.4)	D (46.0)
	NB	T	C (32.6)	D (45.9)	C (25.3)	C (31.4)	D (39.4)	C (24.0)
	SB	T	C (24.1)	D (31.2)	C (27.9)	C (24.0)	C (28.4)	C (25.1)
	<b>Overall</b>		<b>C (33.8)</b>	<b>D (42.6)</b>	<b>C (33.9)</b>	<b>C (34.2)</b>	<b>D (36.8)</b>	<b>C (29.5)</b>
<b>Unsignalized Intersections</b>								
Easton Avenue (CR 527) and Site Driveway	EB	R	C (16.2)	E (36.7)	E (45.5)	C (16.9)	C (21.9)	C (24.1)
John F. Kennedy Boulevard and Site Driveway	NB	L	E (40.7)	F(232.9)	F(122.9)	E (41.3)	F (64.7)	E (38.5)
		R	B (12.7)	B (12.5)	B (12.8)	B (12.9)	B (11.9)	B (12.1)
	SB	L	B (14.8)	C (15.8)	C (16.4)	C (15.4)	B (14.9)	C (15.1)
		R	B (13.2)	C (15.4)	B (11.8)	B (13.1)	C (15.4)	B (11.8)

Based on Synchro Software \*Level of Service (Average vehicle delay [seconds per vehicle])

### Easton Avenue (CR 527) and John F. Kennedy Boulevard

This signalized intersection is expected to operate at an overall LOS C during the weekday morning and Saturday midday peak hours, and at an overall LOS D during the weekday evening peak hour under the No-Build Reoccupied condition. Under the Build condition, the intersection is expected to continue to operate at an overall LOS C during the weekday morning and Saturday midday peak hours, and at an overall LOS D during the weekday evening peak hour.

### Easton Avenue (CR 527) and Site Driveway

The site driveway approach at this stop-controlled intersection are expected to operate at LOS C during the weekday morning peak hour and at LOS E during both the weekday evening and Saturday midday hours under the No-Build Reoccupied condition. Under the Build condition, the site driveway approach is expected to operate at LOS C during the weekday morning and evening, and Saturday midday peak hours.



### John F. Kennedy Boulevard and Site Driveway

All movements at this stop-controlled intersection are expected to operate at LOS E or better during the weekday morning and evening, and Saturday midday peak hours under the No-Build Reoccupied condition, with the exception of the northbound left-turn movement, which is expected to operate at LOS F during the weekday evening and Saturday midday peak hours. Under the Build condition, all movements are expected to continue to operate at LOS E or better during the weekday morning and evening, and Saturday midday peak hours under the No-Build Reoccupied condition, with the exception of the northbound left-turn movement, which is expected to operate at LOS F during the weekday evening peak hour. The delays at this intersection are significantly improved under the Build condition.

### **SITE PLAN REVIEW**

We have reviewed the site plan for the proposed residential development. In particular, we focused on access, circulation and parking supply, which the following items address:

- Site access is provided via one stop-controlled right-in/right-out driveway along Easton Avenue and one stop-controlled driveway along John. F Kennedy Boulevard, which provides right-in ingress only and left-out/right-out egress.
- The passenger car parking provides 9 feet wide and 18 feet long perpendicular parking spaces served by 24 foot or greater wide drive aisles. These parking space dimensions are consistent with current parking design standards.
- 1,105 passenger car parking spaces are proposed to serve the Rutgers Plaza, inclusive of the proposed residential development, which meets the required parking supply of 1,105 parking spaces, by Ordinance. Accordingly, we anticipate that the parking supply will adequately accommodate the site parking demands.

Based on our review, we believe convenient access, efficient circulation and adequate parking will be provided for the site.

## **CONCLUSIONS**

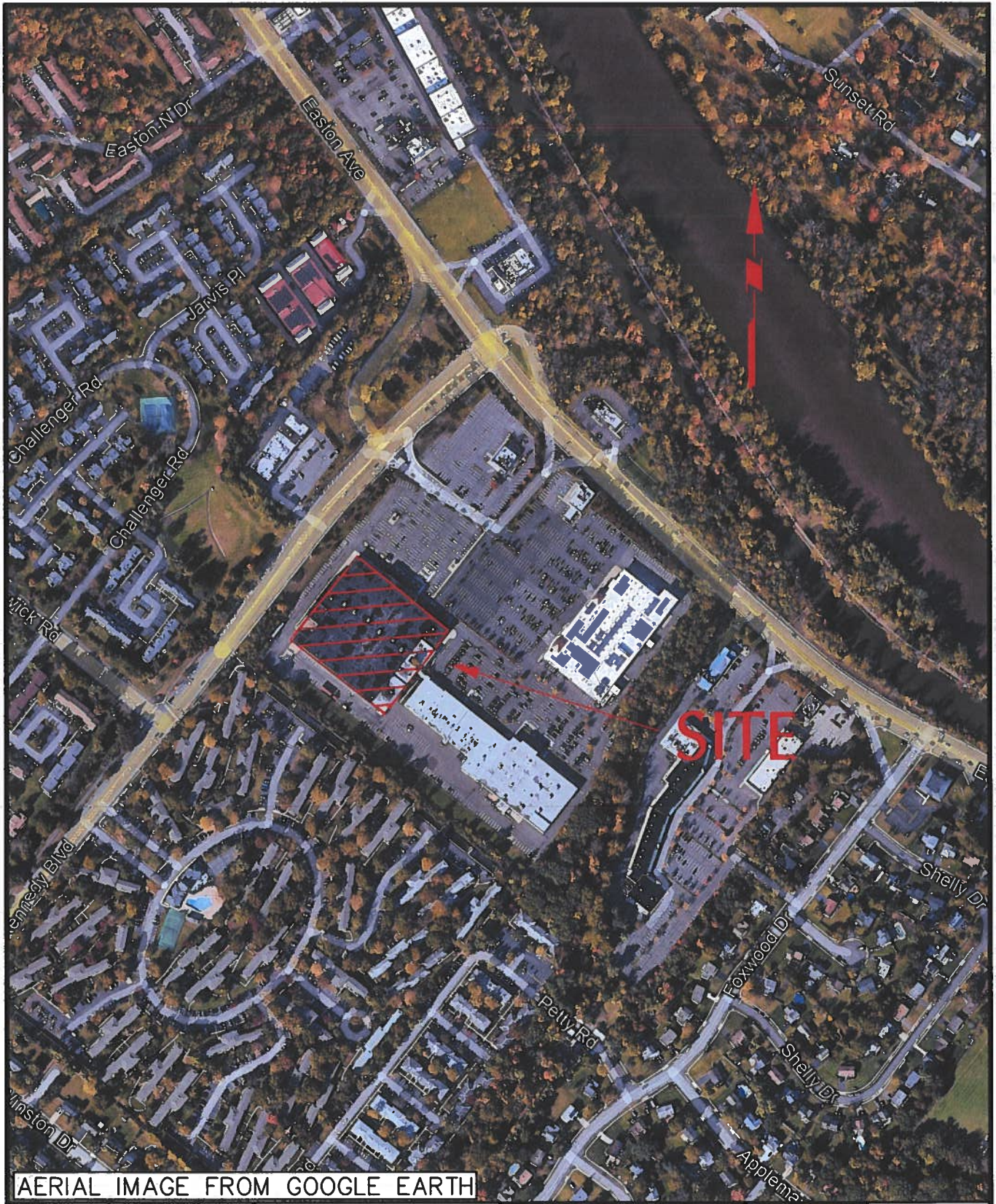
We have concluded that the proposed residential development will generate less peak hour and daily traffic as compared to traffic generated by occupancy of the existing 106,480 sf retail building. The reduction in site-generated trips associated with the proposed development program will result in a reduced traffic impact on the operations of the driveways and surrounding roadways and intersections, when compared to the retail store traffic impacts. In addition, the site design is in accordance with current standards and will provide adequate access, circulation and parking supply.

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**APPENDIX A**  
**FIGURES**

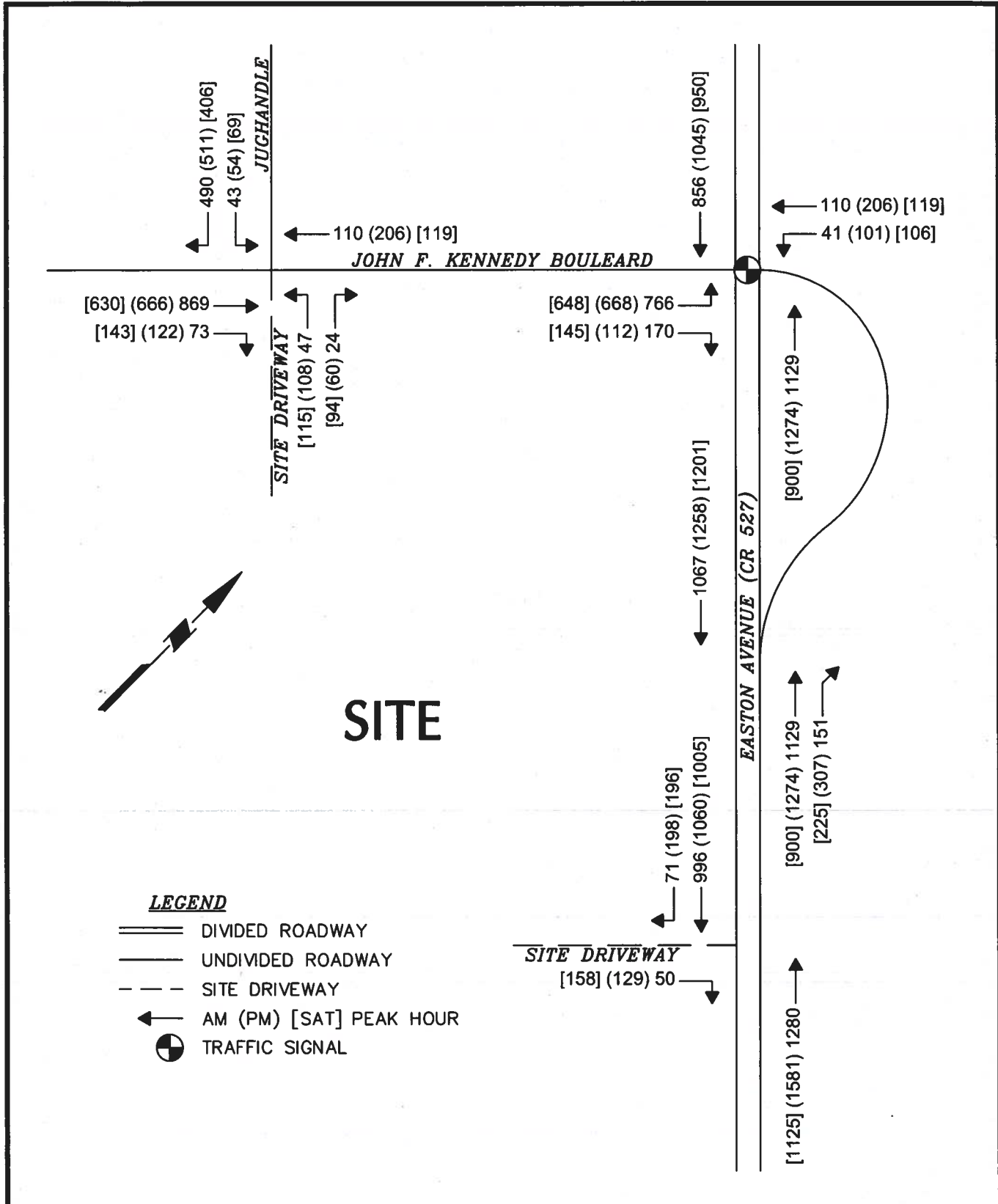




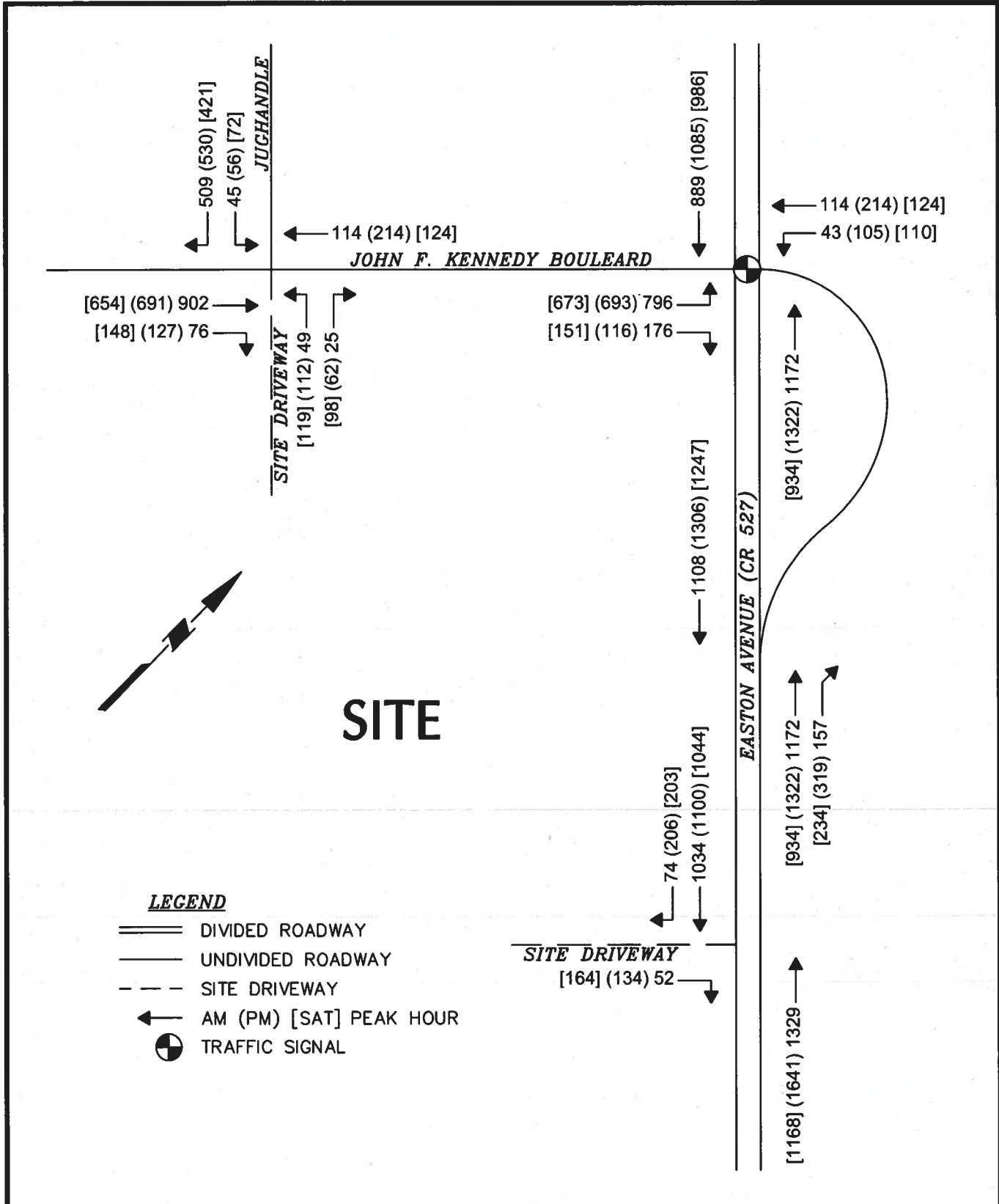
AERIAL IMAGE FROM GOOGLE EARTH

<b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400	Project	Drawing Title	Project No.	Drawing No.
	<b>THE EASTON</b>	<b>SITE LOCATION MAP</b>	130173902	<b>FIGURE</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY		Date 10/24/2023	<b>1</b>
			Drawn By JEG	Sheet 1 of 10
			Checked By KAP	

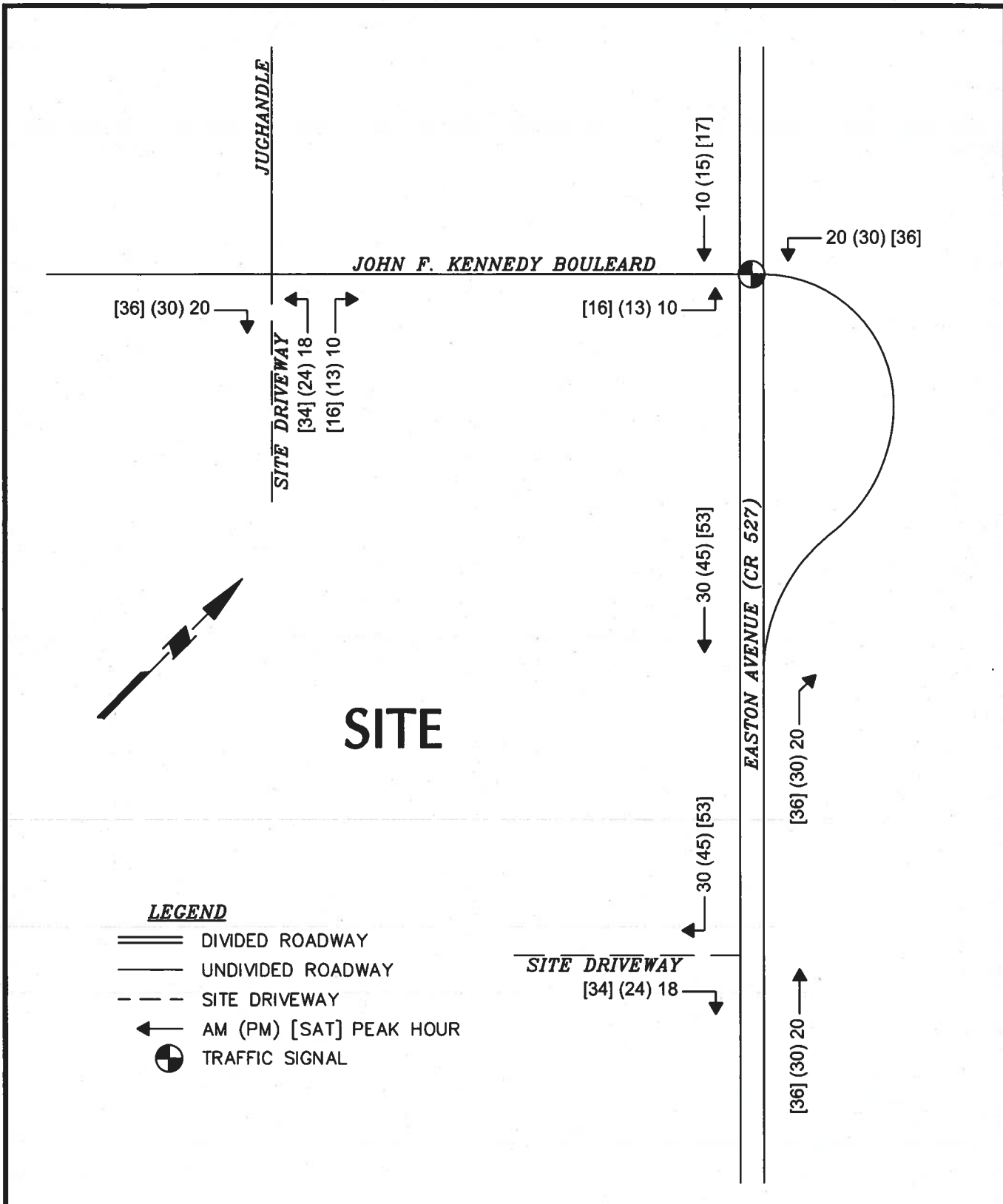




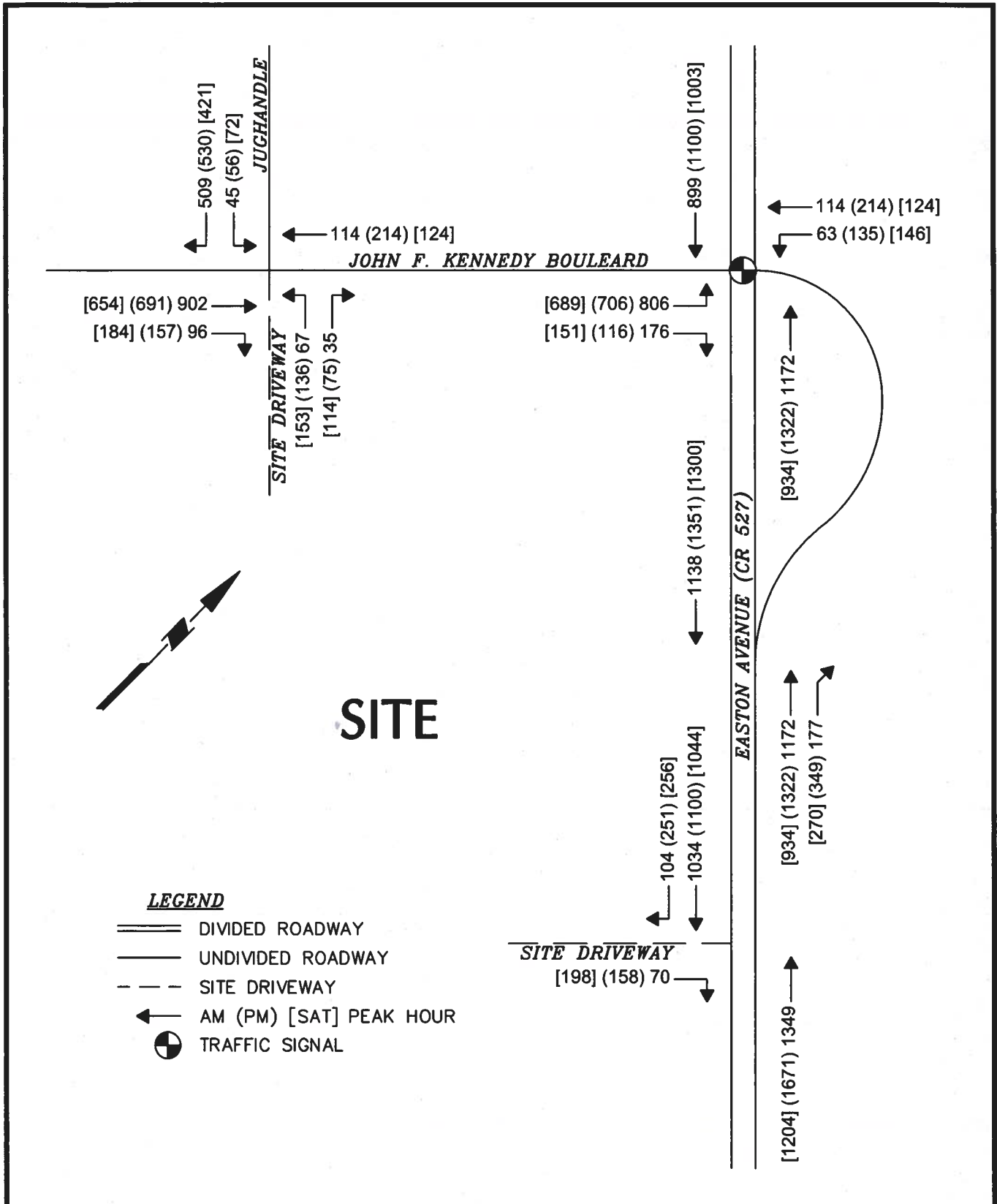
<b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400	Project	Drawing Title	Project No.	Drawing No.	
	<b>THE EASTON</b> BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY	<b>2023 EXISTING TRAFFIC VOLUMES</b>	130173902	<b>FIGURE 2</b>	
			Date		10/24/2023
			Drawn By		JEG
			Checked By	KAP	
				Sheet 2 of 10	



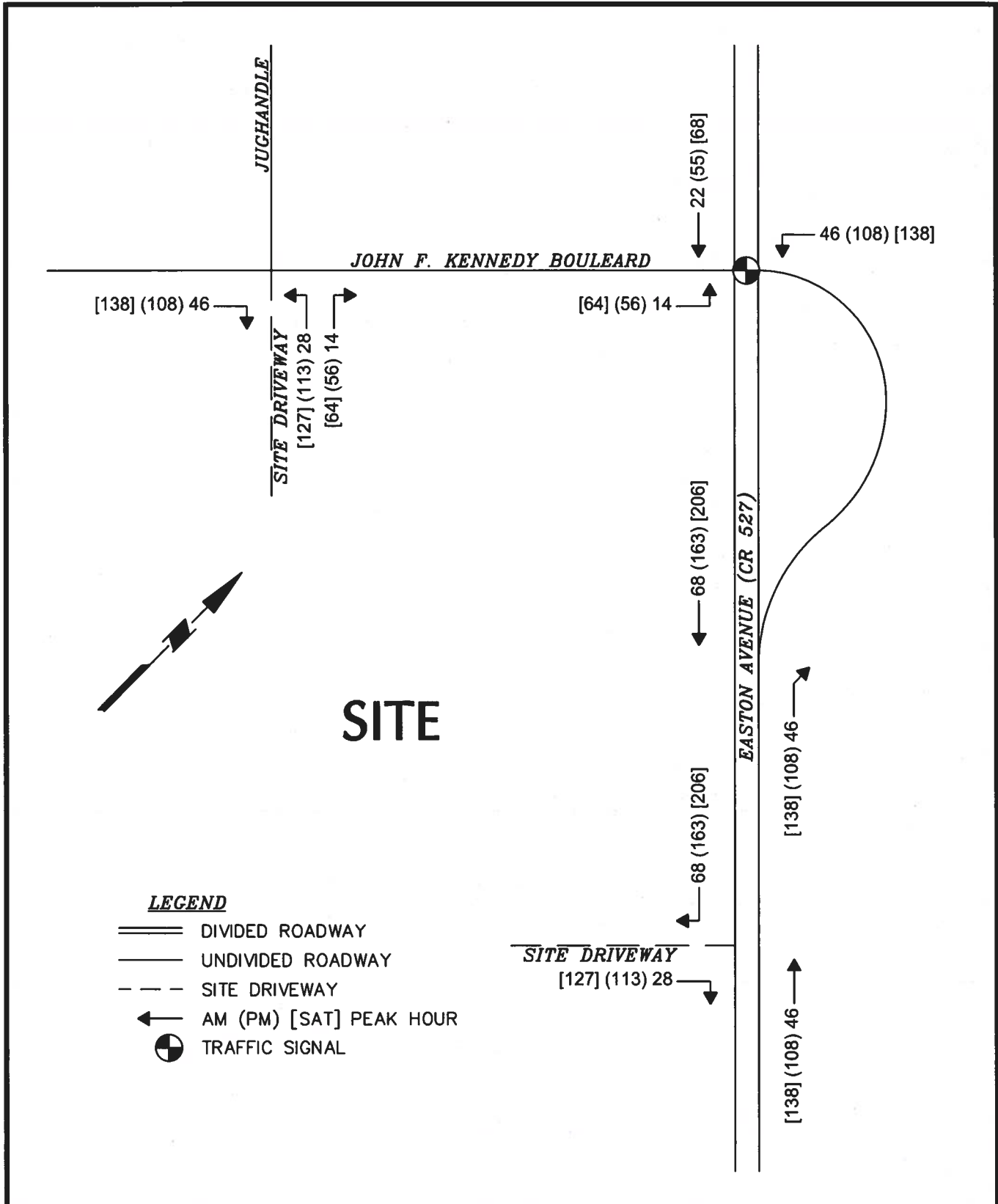
<b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No 24GA27996400	Project	Drawing Title	Project No.	Drawing No.	
	<b>THE EASTON</b> BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY	<b>2026 PROJECTED TRAFFIC VOLUMES</b>	130173902	<b>FIGURE 3</b> Sheet 3 of 10	
			Date		10/24/2023
			Drawn By		JEG
			Checked By	KAP	



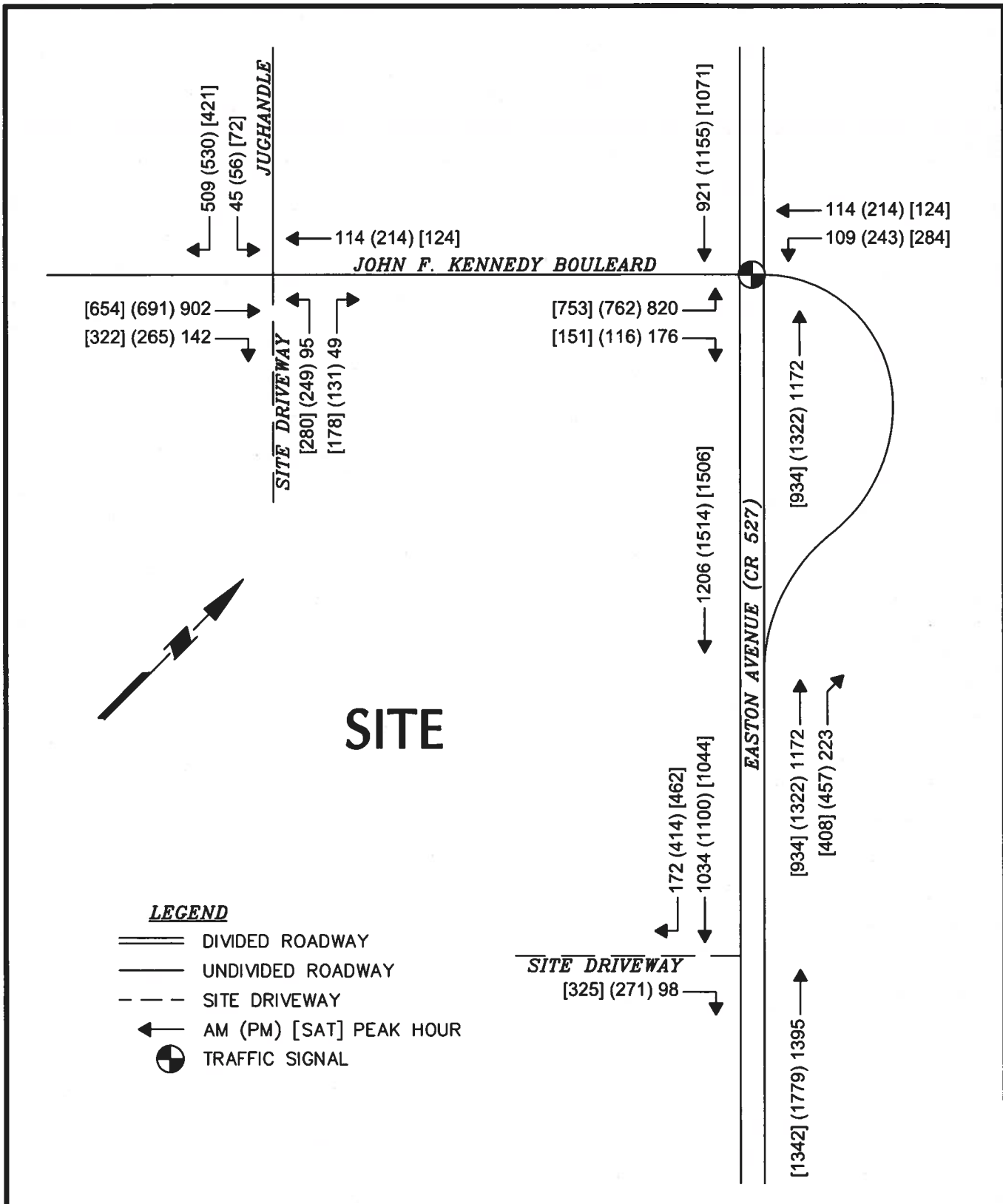
<b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400	Project	Drawing Title	Project No.	Drawing No.
	<b>THE EASTON</b>	<b>ADJACENT DEVELOPMENT TRAFFIC VOLUMES</b>	130173802	<b>FIGURE 4</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY		Date 10/24/2023	Sheet 4 of 10
			Drawn By JEG	
			Checked By KAP	



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	<b>THE EASTON</b>	<b>2026 BASE TRAFFIC VOLUMES</b>	130173902	<b>FIGURE 5</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY		Date 10/24/2023	Sheet 5 of 10
			Drawn By JEG	
			Checked By KAP	

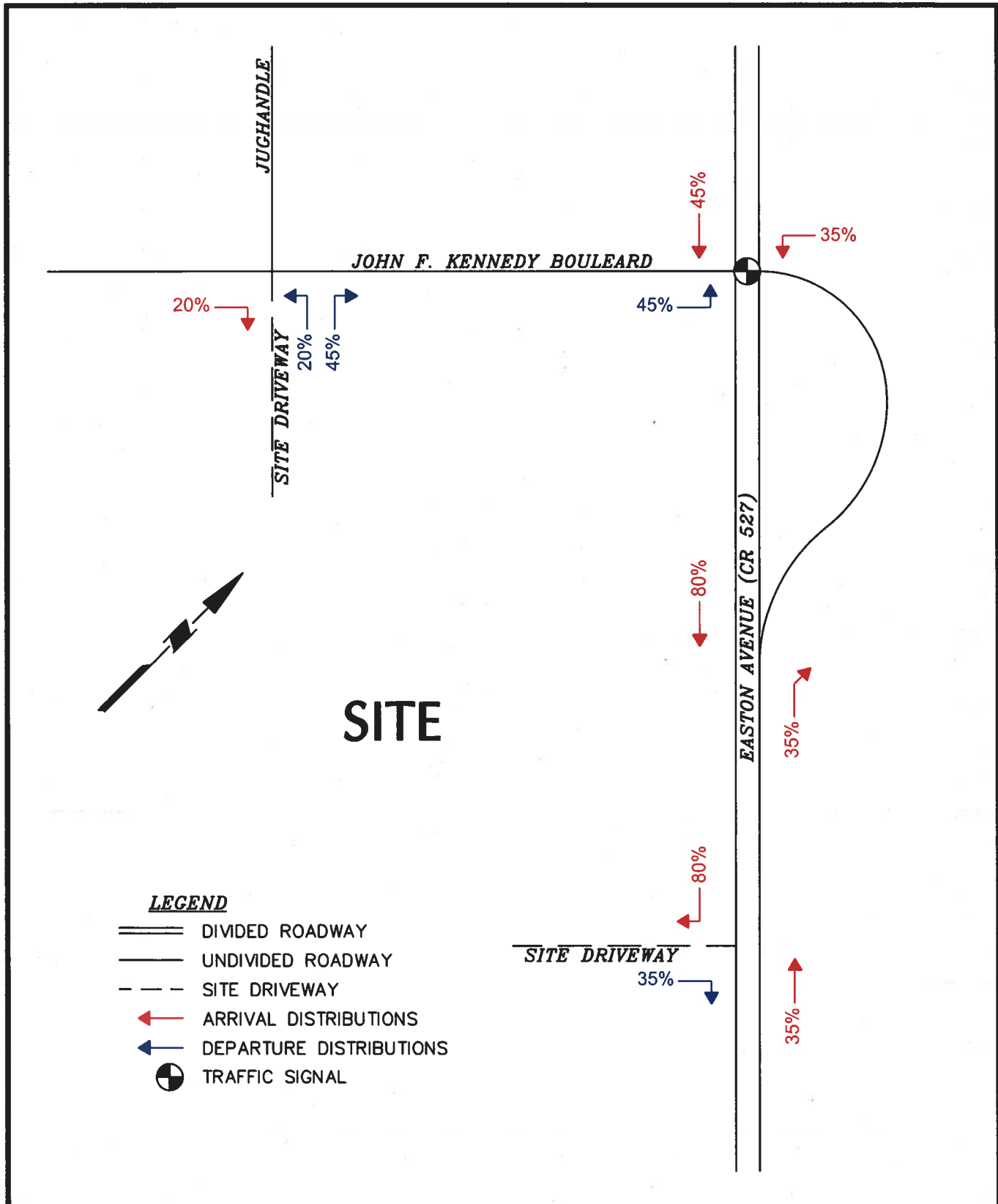


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	<b>THE EASTON</b>	<b>TOTAL TRIPS REOCCUPIED RETAIL</b>	130173902	<b>FIGURE</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY		Date 10/24/2023	<b>6</b>
			Drawn By JEG	Sheet 6 of 10
			Checked By KAP	

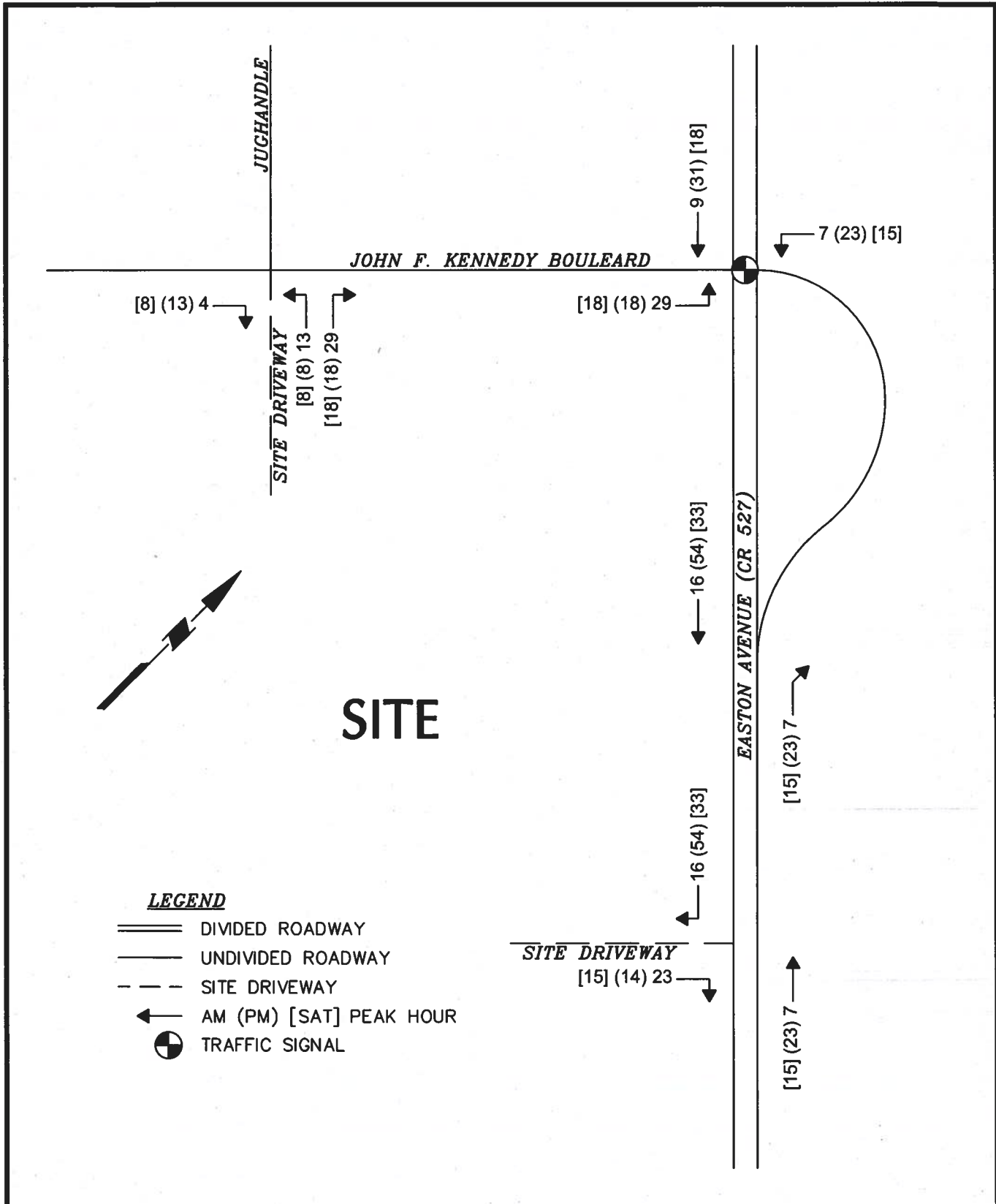


<b>LANGAN</b> Langan Engineering and Environmental Services, Inc. 1 University Square Drive, Suite 110 Princeton, NJ 08540 T: 609.282.8000 F: 609.282.8001 www.langan.com NJ Certificate of Authorization No.24GA27996400	Project	Drawing Title	Project No.	Drawing No.
	<b>THE EASTON</b>	<b>2026 NO-BUILD REOCCUPIED TRAFFIC VOLUMES</b>	130173902	<b>FIGURE 7</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY		Date 10/24/2023	7
			Drawn By JEG	Sheet 7 of 10
			Checked By KAP	

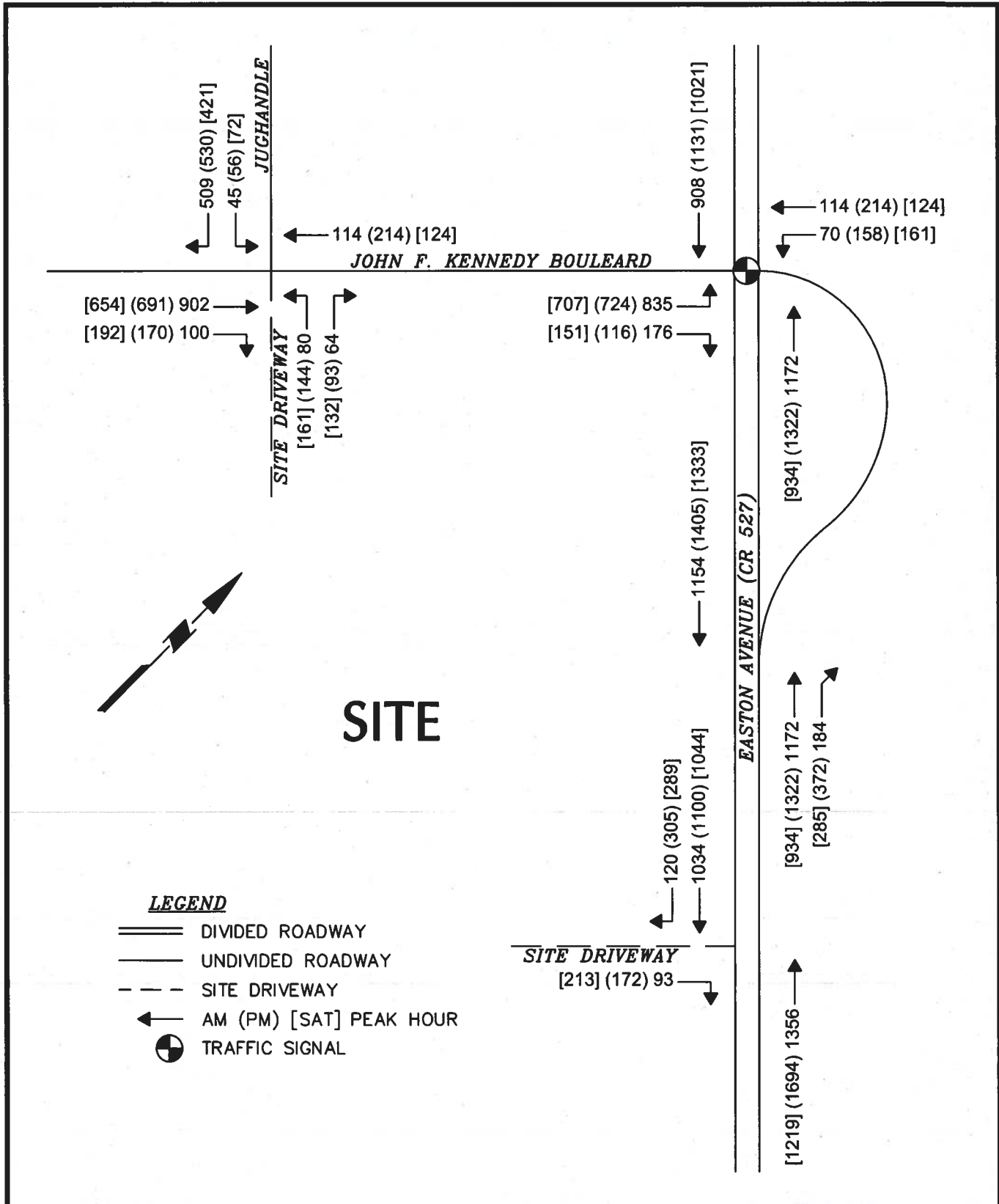




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	<b>THE EASTON</b>	<b>ARRIVAL &amp; DEPARTURE DISTRIBUTIONS</b>	130173902	<b>FIGURE 8</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP SOMERSET COUNTY NEW JERSEY		Date	
			10/24/2023	
			Drawn By	Sheet 8 of 10
			JEG	
			Checked By	
			KAP	



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	<b>THE EASTON</b>	<b>TOTAL SITE-GENERATED TRIPS</b>	130173902	<b>FIGURE 9</b>
	BLOCK 385, LOT 2.07 FRANKLIN TOWNSHIP		Date	
	SOMERSET COUNTY NEW JERSEY		10/24/2023	
			Drawn By	Sheet 9 of 10
			JEG	
			Checked By	
			KAP	



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Project  
**THE EASTON**  
 BLOCK 385, LOT 2.07  
 FRANKLIN TOWNSHIP  
 SOMERSET COUNTY NEW JERSEY

Drawing Title  
**2026 BUILD TRAFFIC VOLUMES**

Project No.  
 130173902  
 Date  
 10/24/2023  
 Drawn By  
 JEG  
 Checked By  
 KAP

Drawing No.  
**FIGURE 10**  
 Sheet 10 of 10

**APPENDIX B  
TRAFFIC COUNTS**

**Easton Avenue (CR 527) & JFK Boulevard  
Turning Movement Count  
Weekday AM & PM Peak Hours  
Thursday, June 1, 2023**

File Name : 1-Easton&JFKTHU  
Site Code : 00000000  
Start Date : 6/1/2023  
Page No : 1

Start Time	JFK BOULEVARD			JFK BOULEVARD			EASTON AVENUE (CR 527)			EASTON AVENUE (CR 527)			Int. Total
	Left	Right	App. Total	Left	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
07:00 AM	144	21	165	5	16	21	255	255	170	170	170	170	611
07:15 AM	212	45	257	13	14	27	253	253	230	230	230	230	767
07:30 AM	187	34	221	3	33	36	317	317	213	213	213	213	787
07:45 AM	177	41	218	11	34	45	270	270	211	211	211	211	744
<b>Total</b>	<b>720</b>	<b>141</b>	<b>861</b>	<b>32</b>	<b>97</b>	<b>129</b>	<b>1095</b>	<b>1095</b>	<b>824</b>	<b>824</b>	<b>824</b>	<b>824</b>	<b>2909</b>
08:00 AM	156	41	197	14	26	40	289	289	202	202	202	202	728
08:15 AM	149	40	189	9	18	27	223	223	237	237	237	237	676
08:30 AM	160	32	192	13	25	38	246	246	193	193	193	193	669
08:45 AM	148	32	180	15	25	40	249	249	199	199	199	199	668
<b>Total</b>	<b>613</b>	<b>145</b>	<b>758</b>	<b>51</b>	<b>94</b>	<b>145</b>	<b>1007</b>	<b>1007</b>	<b>831</b>	<b>831</b>	<b>831</b>	<b>831</b>	<b>2741</b>

\*\*\* BREAK \*\*\*

Start Time	JFK BOULEVARD			JFK BOULEVARD			EASTON AVENUE (CR 527)			EASTON AVENUE (CR 527)			Int. Total
	Left	Right	App. Total	Left	Thru	App. Total	Thru	App. Total	Thru	App. Total	Thru	App. Total	
03:00 PM	160	30	190	19	40	59	260	260	236	236	236	236	745
03:15 PM	175	31	206	18	34	52	272	272	225	225	225	225	755
03:30 PM	193	32	225	20	35	55	291	291	221	221	221	221	792
03:45 PM	190	35	225	25	42	67	295	295	267	267	267	267	854
<b>Total</b>	<b>718</b>	<b>128</b>	<b>846</b>	<b>82</b>	<b>151</b>	<b>233</b>	<b>1118</b>	<b>1118</b>	<b>949</b>	<b>949</b>	<b>949</b>	<b>949</b>	<b>3146</b>
04:00 PM	177	38	215	32	36	68	323	323	254	254	254	254	860
04:15 PM	180	28	208	35	52	87	296	296	249	249	249	249	840
04:30 PM	187	18	205	24	32	56	314	314	258	258	258	258	833
04:45 PM	167	23	190	25	49	74	328	328	256	256	256	256	848
<b>Total</b>	<b>711</b>	<b>107</b>	<b>818</b>	<b>116</b>	<b>169</b>	<b>285</b>	<b>1261</b>	<b>1261</b>	<b>1017</b>	<b>1017</b>	<b>1017</b>	<b>1017</b>	<b>3381</b>
05:00 PM	183	20	203	23	51	74	316	316	252	252	252	252	845
05:15 PM	161	33	194	31	50	81	322	322	279	279	279	279	876
05:30 PM	157	36	193	22	55	77	306	306	258	258	258	258	834
05:45 PM	147	39	186	24	47	71	295	295	263	263	263	263	815
<b>Total</b>	<b>648</b>	<b>128</b>	<b>776</b>	<b>100</b>	<b>203</b>	<b>303</b>	<b>1239</b>	<b>1239</b>	<b>1052</b>	<b>1052</b>	<b>1052</b>	<b>1052</b>	<b>3370</b>
06:00 PM	146	28	174	22	39	61	291	291	265	265	265	265	791



Easton Avenue (CR 527) & JFK Boulevard  
 Turning Movement Count  
 Weekday AM & PM Peak Hours  
 Thursday, June 1, 2023

File Name : 1-Easton&JFKTHU  
 Site Code : 00000000  
 Start Date : 6/1/2023  
 Page No : 2

Start Time	JFK BOULEVARD			App. Total	JFK BOULEVARD			App. Total	EASTON AVENUE (CR 527)			App. Total	Int. Total
	Eastbound				Westbound				Northbound				
	Left	Right			Left	Thru			Thru				
06:15 PM	121	32		153	27	49		76	225		273		727
06:30 PM	159	49		208	16	51		67	224		274		773
06:45 PM	126	39		165	33	37		70	259		219		713
<b>Total</b>	<b>552</b>	<b>148</b>		<b>700</b>	<b>98</b>	<b>176</b>		<b>274</b>	<b>999</b>		<b>1031</b>		<b>3004</b>
<b>Grand Total</b>	<b>3962</b>	<b>797</b>		<b>4759</b>	<b>479</b>	<b>890</b>		<b>1369</b>	<b>6719</b>		<b>5704</b>		<b>18551</b>
Apprch %	83.3	16.7		25.7	35	65		7.4	100		30.7		177.53
Total %	21.4	4.3		96.1	2.6	4.8		94.8	36.2		30.7		95.7
% Lights	3793	780		4573	471	877		1348	6368		5464		17753
% Trucks	95.7	97.9		96.1	98.3	98.5		98.5	94.8		95.8		95.7
% Buses	151	11		162	8	9		17	310		184		673
% Trucks	3.8	1.4		3.4	1.7	1		1.2	4.6		3.2		3.6
% Buses	18	6		24	0	4		4	4.1		56		125
% Buses	0.5	0.8		0.5	0	0.4		0.3	0.6		0.6		0.7

**Easton Avenue (CR 527) & JFK Boulevard**  
**Turning Movement Count**  
**Weekday AM & PM Peak Hours**  
**Thursday, June 1, 2023**

**File Name : 1-Easton&JFKTHU**  
**Site Code : 00000000**  
**Start Date : 6/1/2023**  
**Page No : 3**

Start Time	JFK BOULEVARD Eastbound			JFK BOULEVARD Westbound			EASTON AVENUE (CR 527) Northbound			EASTON AVENUE (CR 527) Southbound			Int. Total
	Left	Right	App. Total	Left	Thru	App. Total	Thru	App. Total	Thru	App. Total			
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
07:15 AM	212	45	257	13	14	27	253	253	230	230	767		
07:30 AM	187	34	221	3	33	36	317	317	213	213	787		
07:45 AM	177	41	218	11	34	45	270	270	211	211	744		
08:00 AM	156	41	197	14	26	40	289	289	202	202	728		
Total Volume	732	161	893	41	107	148	1129	1129	856	856	3026		
% App. Total	82	18	.869	27.7	72.3	.822	100	100	100	100	.961		
PHF	.863	.894	.869	.732	.787	.822	.890	.890	.930	.930	.961		
Lights	699	157	856	38	104	142	1039	1039	807	807	2844		
% Lights	95.5	97.5	95.9	92.7	97.2	95.9	92.0	92.0	94.3	94.3	94.0		
Trucks	30	4	34	3	2	5	78	78	40	40	157		
% Trucks	4.1	2.5	3.8	7.3	1.9	3.4	6.9	6.9	4.7	4.7	5.2		
Buses	3	0	3	0	1	1	12	12	9	9	25		
% Buses	0.4	0	0.3	0	0.9	0.7	1.1	1.1	1.1	1.1	0.8		
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	167	23	190	25	49	74	328	328	256	256	848		
05:00 PM	183	20	203	23	51	74	316	316	252	252	845		
05:15 PM	161	33	194	31	50	81	322	322	279	279	876		
05:30 PM	157	36	193	22	55	77	306	306	258	258	834		
Total Volume	668	112	780	101	205	306	1272	1272	1045	1045	3403		
% App. Total	85.6	14.4	.961	33	67	.944	100	100	100	100	.971		
PHF	.913	.778	.961	.815	.932	.944	.970	.970	.936	.936	.971		
Lights	646	110	756	99	204	303	1235	1235	1023	1023	3317		
% Lights	96.7	98.2	96.9	98.0	99.5	99.0	97.1	97.1	97.9	97.9	97.5		
Trucks	21	2	23	2	1	3	31	31	17	17	74		
% Trucks	3.1	1.8	2.9	2.0	0.5	1.0	2.4	2.4	1.6	1.6	2.2		
Buses	1	0	1	0	0	0	6	6	5	5	12		
% Buses	0.1	0	0.1	0	0	0	0.5	0.5	0.5	0.5	0.4		

**Easton Avenue (CR 527) & JFK Boulevard  
Turning Movement Count  
Saturday Midday Peak Hour  
Saturday, June 3, 2023**

File Name : 1-Easton&JFKSAT  
Site Code : 00000000  
Start Date : 6/3/2023  
Page No : 1

**Groups Printed - Lights - Trucks - Buses**

Start Time	JFK BOULEVARD Eastbound			App. Total	JFK BOULEVARD Westbound			App. Total	EASTON AVENUE (CR 527) Northbound			EASTON AVENUE (CR 527) Southbound			Int. Total
	Left	Right	Thru		Left	Thru	App. Total		Thru	App. Total	Thru	App. Total	Thru	App. Total	
10:00 AM	150	31	28	181	20	48	175	206	192	192	596				
10:15 AM	140	20	19	160	39	39	206	206	200	200	605				
10:30 AM	153	38	20	191	13	33	184	184	168	168	576				
10:45 AM	183	38	15	221	19	34	233	233	212	212	700				
<b>Total</b>	<b>626</b>	<b>127</b>	<b>82</b>	<b>753</b>	<b>72</b>	<b>154</b>	<b>798</b>	<b>798</b>	<b>772</b>	<b>772</b>	<b>2477</b>				
11:00 AM	176	36	28	212	22	50	206	206	225	225	693				
11:15 AM	147	37	30	184	26	56	216	216	225	225	681				
11:30 AM	142	36	21	178	24	45	239	239	207	207	669				
11:45 AM	164	36	26	200	19	45	208	208	225	225	678				
<b>Total</b>	<b>629</b>	<b>145</b>	<b>105</b>	<b>774</b>	<b>91</b>	<b>196</b>	<b>869</b>	<b>869</b>	<b>882</b>	<b>882</b>	<b>2721</b>				
12:00 PM	149	30	28	179	26	54	234	234	245	245	712				
12:15 PM	177	34	32	211	31	63	222	222	260	260	756				
12:30 PM	157	48	33	205	32	65	226	226	211	211	707				
12:45 PM	164	33	13	197	27	40	218	218	227	227	682				
<b>Total</b>	<b>647</b>	<b>145</b>	<b>106</b>	<b>792</b>	<b>116</b>	<b>222</b>	<b>900</b>	<b>900</b>	<b>943</b>	<b>943</b>	<b>2857</b>				
01:00 PM	184	16	30	200	31	61	245	245	219	219	725				
01:15 PM	148	27	20	175	27	47	236	236	201	201	659				
01:30 PM	145	29	30	174	36	66	248	248	239	239	727				
01:45 PM	173	35	22	208	30	52	228	228	226	226	714				
<b>Total</b>	<b>650</b>	<b>107</b>	<b>102</b>	<b>757</b>	<b>124</b>	<b>226</b>	<b>957</b>	<b>957</b>	<b>885</b>	<b>885</b>	<b>2825</b>				
02:00 PM	161	36	20	197	27	47	241	241	228	228	713				
02:15 PM	124	31	25	155	21	46	254	254	228	228	683				
02:30 PM	160	30	13	190	28	41	238	238	211	211	680				
02:45 PM	162	29	26	191	30	56	254	254	185	185	686				
<b>Total</b>	<b>607</b>	<b>126</b>	<b>84</b>	<b>733</b>	<b>106</b>	<b>190</b>	<b>987</b>	<b>987</b>	<b>852</b>	<b>852</b>	<b>2762</b>				
03:00 PM	144	25	29	169	30	59	224	224	215	215	667				
03:15 PM	131	24	21	155	18	39	230	230	186	186	655				
03:30 PM	142	25	32	167	24	56	253	253	225	225	699				
03:45 PM	146	31	20	177	30	50	247	247	225	225	699				
<b>Total</b>	<b>563</b>	<b>105</b>	<b>102</b>	<b>668</b>	<b>102</b>	<b>204</b>	<b>954</b>	<b>954</b>	<b>857</b>	<b>857</b>	<b>2683</b>				



Easton Avenue (CR 527) & JFK Boulevard  
Turning Movement Count  
Saturday Midday Peak Hour  
Saturday, June 3, 2023

File Name : 1-Easton&JFKSAT  
Site Code : 00000000  
Start Date : 6/3/2023  
Page No : 2

	JFK BOULEVARD				Groups Printed - Lights - Trucks - Buses				EASTON AVENUE (CR 527)				Int. Total
	Eastbound		Westbound		Left	Thru	App. Total	Thru	App. Total	Thru	App. Total	Southbound	
Grand Total	3722	755	4477	581	611	1192	5465	5465	5191	100	5191	16325	
Approch %	83.1	16.9		48.7	51.3		100		31.8	100			
Total %	22.8	4.6	27.4	3.6	3.7	7.3	33.5	33.5	31.8	31.8	31.8		
Lights	3660	748	4408	577	604	1181	5345	5345	5092	98.1	5092	16026	
% Lights	98.3	99.1	98.5	99.3	98.9	99.1	97.8	97.8	97.8	98.1	98.1	98.2	
Trucks	58	6	64	4	7	11	116	116	95	95	95	286	
% Trucks	1.6	0.8	1.4	0.7	1.1	0.9	2.1	2.1	1.8	1.8	1.8	1.8	
Buses	4	1	5	0	0	0	4	4	4	4	4	13	
% Buses	0.1	0.1	0.1	0	0	0	0.1	0.1	0.1	0.1	0.1	0.1	



**Easton Avenue (CR 527) & Site Driveway**  
**Turning Movement Count**  
**Weekday AM & PM Peak Hours**  
**Thursday, June 1, 2023**

File Name : 2-Easton&SiteTHU  
Site Code : 00000000  
Start Date : 6/1/2023  
Page No : 1

Start Time	SITE DRIVEWAY			EASTON AVENUE (CR 527)			EASTON AVENUE (CR 527)			Int. Total
	Eastbound			Northbound			Southbound			
	Right	App. Total	Thru	App. Total	Thru	Right	App. Total	Thru		
07:00 AM	9	9	269	269	182	13	195	195	473	
07:15 AM	11	11	283	283	254	23	277	277	571	
07:30 AM	11	11	340	340	246	9	255	255	606	
07:45 AM	12	12	315	315	241	18	259	259	586	
<b>Total</b>	<b>43</b>	<b>43</b>	<b>1207</b>	<b>1207</b>	<b>923</b>	<b>63</b>	<b>986</b>	<b>986</b>	<b>2236</b>	
08:00 AM	16	16	314	314	231	21	252	252	582	
08:15 AM	15	15	240	240	268	16	284	284	539	
08:30 AM	9	9	272	272	219	17	236	236	517	
08:45 AM	8	8	280	280	224	24	248	248	536	
<b>Total</b>	<b>48</b>	<b>48</b>	<b>1106</b>	<b>1106</b>	<b>942</b>	<b>78</b>	<b>1020</b>	<b>1020</b>	<b>2174</b>	
*** BREAK ***										
03:00 PM	19	19	315	315	248	38	286	286	620	
03:15 PM	33	33	324	324	232	37	269	269	626	
03:30 PM	25	25	348	348	233	39	272	272	645	
03:45 PM	33	33	366	366	281	45	326	326	725	
<b>Total</b>	<b>110</b>	<b>110</b>	<b>1353</b>	<b>1353</b>	<b>994</b>	<b>159</b>	<b>1153</b>	<b>1153</b>	<b>2616</b>	
04:00 PM	33	33	382	382	282	47	329	329	744	
04:15 PM	33	33	374	374	260	54	314	314	721	
04:30 PM	35	35	365	365	241	51	292	292	692	
04:45 PM	26	26	397	397	251	52	303	303	726	
<b>Total</b>	<b>127</b>	<b>127</b>	<b>1518</b>	<b>1518</b>	<b>1034</b>	<b>204</b>	<b>1238</b>	<b>1238</b>	<b>2883</b>	
05:00 PM	33	33	389	389	247	44	291	291	713	
05:15 PM	35	35	407	407	286	57	343	343	785	
05:30 PM	35	35	388	388	273	45	318	318	741	
05:45 PM	38	38	365	365	277	48	325	325	728	
<b>Total</b>	<b>141</b>	<b>141</b>	<b>1549</b>	<b>1549</b>	<b>1083</b>	<b>194</b>	<b>1277</b>	<b>1277</b>	<b>2967</b>	
06:00 PM	50	50	359	359	268	44	312	312	721	

Easton Avenue (CR 527) & Site Driveway  
Turning Movement Count  
Weekday AM & PM Peak Hours  
Thursday, June 1, 2023

File Name : 2-Easton&SiteTHU  
Site Code : 00000000  
Start Date : 6/1/2023  
Page No : 2

Start Time	SITE DRIVEWAY Eastbound			EASTON AVENUE (CR 527) Northbound			EASTON AVENUE (CR 527) Southbound			Int. Total
	Right	App. Total	Thru	App. Total	Thru	Right	App. Total	Thru		
06:15 PM	33	33	308	308	271	57	328	271	669	
06:30 PM	38	38	289	289	306	34	340	340	667	
06:45 PM	25	25	322	322	237	51	288	237	635	
<b>Total</b>	<b>146</b>	<b>146</b>	<b>1278</b>	<b>1278</b>	<b>1082</b>	<b>186</b>	<b>1268</b>	<b>1082</b>	<b>2692</b>	
<b>Grand Total</b>	<b>615</b>	<b>615</b>	<b>8011</b>	<b>8011</b>	<b>6058</b>	<b>884</b>	<b>6942</b>	<b>6058</b>	<b>15568</b>	
<b>Apprch %</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>87.3</b>	<b>12.7</b>	<b>44.6</b>	<b>87.3</b>	<b>14931</b>	
<b>Total %</b>	<b>4</b>	<b>4</b>	<b>51.5</b>	<b>51.5</b>	<b>38.9</b>	<b>5.7</b>	<b>44.6</b>	<b>38.9</b>	<b>95.9</b>	
<b>% Lights</b>	<b>606</b>	<b>606</b>	<b>7640</b>	<b>7640</b>	<b>5812</b>	<b>873</b>	<b>6685</b>	<b>5812</b>	<b>14931</b>	
<b>% Trucks</b>	<b>98.5</b>	<b>98.5</b>	<b>95.4</b>	<b>95.4</b>	<b>95.9</b>	<b>98.8</b>	<b>96.3</b>	<b>95.9</b>	<b>95.9</b>	
<b>% Buses</b>	<b>6</b>	<b>6</b>	<b>311</b>	<b>311</b>	<b>177</b>	<b>9</b>	<b>186</b>	<b>177</b>	<b>503</b>	
<b>% Trucks</b>	<b>1</b>	<b>1</b>	<b>3.9</b>	<b>3.9</b>	<b>2.9</b>	<b>1</b>	<b>2.7</b>	<b>2.9</b>	<b>3.2</b>	
<b>% Buses</b>	<b>3</b>	<b>3</b>	<b>60</b>	<b>60</b>	<b>69</b>	<b>2</b>	<b>71</b>	<b>69</b>	<b>134</b>	
<b>% Buses</b>	<b>0.5</b>	<b>0.5</b>	<b>0.7</b>	<b>0.7</b>	<b>1.1</b>	<b>0.2</b>	<b>1</b>	<b>1.1</b>	<b>0.9</b>	

**Easton Avenue (CR 527) & Site Driveway  
Turning Movement Count  
Weekday AM & PM Peak Hours  
Thursday, June 1, 2023**

File Name : 2-Easton&SiteTHU  
Site Code : 00000000  
Start Date : 6/1/2023  
Page No : 3

Start Time	SITE DRIVEWAY		EASTON AVENUE (CR 527)		EASTON AVENUE (CR 527)		App. Total	Int. Total
	Right	Eastbound	Thru	Northbound	Thru	Southbound		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1								
07:15 AM	11		283		254	23	277	571
07:30 AM	11		340		246	9	255	606
07:45 AM	12		315		241	18	259	586
08:00 AM	16		314		231	21	252	582
Total Volume	50		1252		972	71	1043	2345
% App. Total	100		100		93.2	6.8	104.3	234.5
PHF	.781		.921		.957	.772	.941	.967
Lights	46		1165		921	70	991	2202
% Lights	92.0		93.1		94.8	98.6	95.0	93.9
Trucks	1		73		42	1	43	117
% Trucks	2.0		5.8		4.3	1.4	4.1	5.0
Buses	3		14		9	0	9	26
% Buses	6.0		1.1		0.9	0	0.9	1.1
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1								
Peak Hour for Entire Intersection Begins at 04:45 PM								
04:45 PM	26		397		251	52	303	726
05:00 PM	33		389		247	44	291	713
05:15 PM	35		407		286	57	343	785
05:30 PM	35		388		273	45	318	741
Total Volume	129		1581		1057	198	1255	2965
% App. Total	100		100		84.2	15.8	125.5	296.5
PHF	.921		.971		.924	.868	.915	.944
Lights	129		1534		1032	197	1229	2892
% Lights	100		97.0		97.6	99.5	97.9	97.5
Trucks	0		39		16	1	17	56
% Trucks	0		2.5		1.5	0.5	1.4	1.9
Buses	0		8		9	0	9	17
% Buses	0		0.5		0.9	0	0.7	0.6

**Easton Avenue (CR 527) & Site Driveway**  
**Turning Movement Count**  
**Saturday Midday Peak Hour**  
**Saturday, June 3, 2023**

**File Name : 2-Easton&SiteSAT**  
**Site Code : 00000000**  
**Start Date : 6/3/2023**  
**Page No : 1**

**Groups Printed - Lights - Trucks - Buses**

Start Time	SITE DRIVEWAY			EASTON AVENUE (CR 527)			EASTON AVENUE (CR 527)			Int. Total
	Right	App. Total	Thru	Northbound	App. Total	Thru	Southbound	App. Total		
10:00 AM	32	32	227	227	227	206	43	249	508	
10:15 AM	31	31	222	222	222	199	42	241	494	
10:30 AM	27	27	218	218	218	193	38	231	476	
10:45 AM	29	29	245	245	245	231	38	269	543	
<b>Total</b>	<b>119</b>	<b>119</b>	<b>912</b>	<b>912</b>	<b>912</b>	<b>829</b>	<b>161</b>	<b>990</b>	<b>2021</b>	
11:00 AM	32	32	248	248	248	239	45	284	564	
11:15 AM	33	33	269	269	269	246	47	293	595	
11:30 AM	45	45	281	281	281	219	41	260	586	
11:45 AM	32	32	250	250	250	235	48	283	565	
<b>Total</b>	<b>142</b>	<b>142</b>	<b>1048</b>	<b>1048</b>	<b>1048</b>	<b>939</b>	<b>181</b>	<b>1120</b>	<b>2310</b>	
12:00 PM	37	37	296	296	296	248	53	301	634	
12:15 PM	48	48	285	285	285	276	50	326	659	
12:30 PM	39	39	284	284	284	249	49	298	621	
12:45 PM	34	34	259	259	259	232	44	276	569	
<b>Total</b>	<b>158</b>	<b>158</b>	<b>1124</b>	<b>1124</b>	<b>1124</b>	<b>1005</b>	<b>196</b>	<b>1201</b>	<b>2483</b>	
01:00 PM	32	32	282	282	282	219	52	271	585	
01:15 PM	39	39	260	260	260	206	39	245	544	
01:30 PM	38	38	294	294	294	255	45	300	632	
01:45 PM	30	30	263	263	263	238	43	281	574	
<b>Total</b>	<b>139</b>	<b>139</b>	<b>1099</b>	<b>1099</b>	<b>1099</b>	<b>918</b>	<b>179</b>	<b>1097</b>	<b>2335</b>	
02:00 PM	40	40	292	292	292	251	35	286	618	
02:15 PM	33	33	296	296	296	232	47	279	608	
02:30 PM	44	44	273	273	273	212	36	248	565	
02:45 PM	35	35	313	313	313	208	36	244	592	
<b>Total</b>	<b>152</b>	<b>152</b>	<b>1174</b>	<b>1174</b>	<b>1174</b>	<b>903</b>	<b>154</b>	<b>1057</b>	<b>2383</b>	
03:00 PM	26	26	290	290	290	222	45	267	583	
03:15 PM	39	39	278	278	278	249	30	279	596	
03:30 PM	30	30	297	297	297	202	39	241	568	
03:45 PM	42	42	295	295	295	231	43	274	611	
<b>Total</b>	<b>137</b>	<b>137</b>	<b>1160</b>	<b>1160</b>	<b>1160</b>	<b>904</b>	<b>157</b>	<b>1061</b>	<b>2358</b>	

Easton Avenue (CR 527) & Site Driveway  
Turning Movement Count  
Saturday Midday Peak Hour  
Saturday, June 3, 2023

File Name : 2-Easton&SiteSAT  
Site Code : 00000000  
Start Date : 6/3/2023  
Page No : 2

	SITE DRIVEWAY		EASTON AVENUE (CR 527)		EASTON AVENUE (CR 527)		Int. Total
	Right	App. Total	Thru	App. Total	Thru	Right	
Grand Total	847	847	6517	6517	5498	1028	13890
Apprch %	100		100		84.2	15.8	
Total %	6.1	6.1	46.9	46.9	39.6	7.4	47
Lights	847	847	6379	6379	5403	1017	13646
% Lights	100	100	97.9	97.9	98.3	98.9	98.2
Trucks	0	0	134	134	91	11	236
% Trucks	0	0	2.1	2.1	1.7	1.1	1.7
Buses	0	0	4	4	4	0	8
% Buses	0	0	0.1	0.1	0.1	0	0.1

Groups Printed - Lights - Trucks - Buses







**JFK Boulevard & Jughandle/Site Driveway**  
 Turning Movement Count  
 Weekday AM & PM Peak Hours  
 Thursday, June 1, 2023

File Name : 3-JFK&SiteTHU  
 Site Code : 00000000  
 Start Date : 6/1/2023  
 Page No : 1

Start Time	JFK BOULEVARD			JFK BOULEVARD			SITE DRIVeway			JUGHANDLE			Int. Total
	Thru	Right	App. Total	Thru	Right	App. Total	Left	Right	App. Total	Left	Right	App. Total	
07:00 AM	166	15	181	18	8	26	5	13	19	16	98	114	326
07:15 AM	249	19	268	14	13	27	6	19	25	8	103	111	412
07:30 AM	206	13	219	33	12	45	9	21	21	11	142	153	426
07:45 AM	218	22	240	35	12	47	5	17	17	10	144	154	446
<b>Total</b>	<b>839</b>	<b>69</b>	<b>908</b>	<b>100</b>	<b>45</b>	<b>145</b>	<b>25</b>	<b>70</b>	<b>70</b>	<b>45</b>	<b>487</b>	<b>532</b>	<b>1610</b>
08:00 AM	196	19	215	28	10	38	4	14	14	14	101	115	372
08:15 AM	168	15	183	20	8	28	14	22	22	10	116	126	351
08:30 AM	179	23	202	24	10	34	7	17	17	8	105	113	356
08:45 AM	167	28	195	28	13	41	9	22	22	7	118	125	370
<b>Total</b>	<b>710</b>	<b>85</b>	<b>795</b>	<b>100</b>	<b>41</b>	<b>111</b>	<b>34</b>	<b>75</b>	<b>75</b>	<b>39</b>	<b>440</b>	<b>479</b>	<b>1449</b>
*** BREAK ***													
03:00 PM	174	29	203	39	16	55	12	28	28	11	127	138	408
03:15 PM	179	30	209	34	17	51	17	34	34	9	135	144	421
03:30 PM	203	24	227	35	19	54	17	36	36	6	119	125	423
03:45 PM	190	37	227	43	21	64	17	38	38	9	133	142	450
<b>Total</b>	<b>746</b>	<b>120</b>	<b>866</b>	<b>151</b>	<b>73</b>	<b>224</b>	<b>63</b>	<b>136</b>	<b>136</b>	<b>35</b>	<b>514</b>	<b>549</b>	<b>1702</b>
04:00 PM	197	34	231	36	30	66	23	53	53	6	111	117	437
04:15 PM	179	29	208	54	32	86	26	58	58	9	114	123	443
04:30 PM	169	34	203	32	21	53	22	43	43	5	112	117	395
04:45 PM	157	31	188	49	31	80	14	45	45	14	140	154	436
<b>Total</b>	<b>702</b>	<b>128</b>	<b>830</b>	<b>171</b>	<b>114</b>	<b>245</b>	<b>85</b>	<b>199</b>	<b>199</b>	<b>34</b>	<b>477</b>	<b>511</b>	<b>1711</b>
05:00 PM	180	33	213	51	29	80	20	49	49	11	137	148	461
05:15 PM	159	37	196	51	27	78	14	35	35	11	122	122	404
05:30 PM	165	21	186	55	27	82	12	39	39	18	123	141	421
05:45 PM	160	31	191	47	28	75	12	40	40	12	137	149	427
<b>Total</b>	<b>664</b>	<b>122</b>	<b>786</b>	<b>204</b>	<b>105</b>	<b>309</b>	<b>58</b>	<b>163</b>	<b>163</b>	<b>52</b>	<b>508</b>	<b>560</b>	<b>1713</b>
06:00 PM	159	31	190	40	24	64	16	40	40	5	135	140	410

**JFK Boulevard & Jughandle/Site Driveway  
Turning Movement Count  
Weekday AM & PM Peak Hours  
Thursday, June 1, 2023**

File Name : 3-JFK&SiteTHU  
Site Code : 00000000  
Start Date : 6/1/2023  
Page No : 2

Start Time	JFK BOULEVARD Eastbound				JFK BOULEVARD Westbound				SITE DRIVEWAY Northbound				JUGHANDLE Southbound				Int. Total
	Thru	Right	App. Total		Thru	Right	App. Total		Left	Right	App. Total		Left	Right	App. Total		
06:15 PM	135	48	183		50	50	50		35	16	51		5	128	133	417	
06:30 PM	179	28	207		51	51	51		27	24	51		15	114	129	438	
06:45 PM	137	26	163		38	38	38		25	23	48		12	122	134	383	
<b>Total</b>	<b>610</b>	<b>133</b>	<b>743</b>		<b>179</b>	<b>179</b>	<b>179</b>		<b>111</b>	<b>79</b>	<b>190</b>		<b>37</b>	<b>499</b>	<b>536</b>	<b>1648</b>	
<b>Grand Total</b>	<b>4271</b>	<b>657</b>	<b>4928</b>		<b>905</b>	<b>905</b>	<b>905</b>		<b>489</b>	<b>344</b>	<b>833</b>		<b>242</b>	<b>2925</b>	<b>3167</b>	<b>9833</b>	
<b>Apprch %</b>	<b>86.7</b>	<b>13.3</b>			<b>100</b>				<b>58.7</b>	<b>41.3</b>			<b>7.6</b>	<b>92.4</b>			
<b>Total %</b>	<b>43.4</b>	<b>6.7</b>	<b>50.1</b>		<b>9.2</b>	<b>9.2</b>			<b>5</b>	<b>3.5</b>	<b>8.5</b>		<b>2.5</b>	<b>29.7</b>	<b>32.2</b>		
<b>Lights</b>	<b>4112</b>	<b>650</b>	<b>4762</b>		<b>889</b>	<b>889</b>			<b>482</b>	<b>339</b>	<b>821</b>		<b>240</b>	<b>2771</b>	<b>3011</b>	<b>9483</b>	
<b>% Lights</b>	<b>96.3</b>	<b>98.9</b>	<b>96.6</b>		<b>98.2</b>	<b>98.2</b>			<b>98.6</b>	<b>98.5</b>	<b>98.6</b>		<b>99.2</b>	<b>94.7</b>	<b>95.1</b>	<b>96.4</b>	
<b>Trucks</b>	<b>138</b>	<b>2</b>	<b>140</b>		<b>11</b>	<b>11</b>			<b>5</b>	<b>5</b>	<b>10</b>		<b>1</b>	<b>124</b>	<b>125</b>	<b>286</b>	
<b>% Trucks</b>	<b>3.2</b>	<b>0.3</b>	<b>2.8</b>		<b>1.2</b>	<b>1.2</b>			<b>1</b>	<b>1.5</b>	<b>1.2</b>		<b>0.4</b>	<b>4.2</b>	<b>3.9</b>	<b>2.9</b>	
<b>Buses</b>	<b>21</b>	<b>5</b>	<b>26</b>		<b>5</b>	<b>5</b>			<b>2</b>	<b>0</b>	<b>2</b>		<b>1</b>	<b>30</b>	<b>31</b>	<b>64</b>	
<b>% Buses</b>	<b>0.5</b>	<b>0.8</b>	<b>0.5</b>		<b>0.6</b>	<b>0.6</b>			<b>0.4</b>	<b>0</b>	<b>0.2</b>		<b>0.4</b>	<b>1</b>	<b>1</b>	<b>0.7</b>	

**JFK Boulevard & Jughandle/Site Driveway**  
**Turning Movement Count**  
**Weekday AM & PM Peak Hours**  
**Thursday, June 1, 2023**

File Name : 3-JFK&SiteTHU  
Site Code : 00000000  
Start Date : 6/1/2023  
Page No : 3

Start Time	JFK BOULEVARD Eastbound			JFK BOULEVARD Westbound			SITE DRIVEWAY Northbound			JUGHANDLE Southbound			Int. Total
	Thru	Right	App. Total	Thru	App. Total	Left	Right	App. Total	Left	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
07:15 AM	249	19	268	14	14	13	6	19	8	103	111	412	
07:30 AM	206	13	219	33	33	12	9	21	11	142	153	426	
07:45 AM	218	22	240	35	35	12	5	17	10	144	154	446	
08:00 AM	196	19	215	28	28	10	4	14	14	101	115	372	
Total Volume	869	73	942	110	110	47	24	71	43	490	533	1656	
% App. Total	92.3	7.7	100	100	110	66.2	33.8	71	8.1	91.9	8.1	100	
PHF	.872	.830	.879	.786	.786	.904	.667	.845	.768	.851	.865	.928	
Lights	839	72	911	107	107	46	22	68	42	467	509	1595	
% Lights	96.5	98.6	96.7	97.3	97.3	97.9	91.7	95.8	97.7	95.3	95.5	96.3	
Trucks	28	0	28	2	2	1	2	3	1	20	21	54	
% Trucks	3.2	0	3.0	1.8	1.8	2.1	8.3	4.2	2.3	4.1	3.9	3.3	
Buses	2	1	3	1	1	0	0	0	0	3	3	7	
% Buses	0.2	1.4	0.3	0.9	0.9	0	0	0	0	0.6	0.6	0.4	
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	157	31	188	49	49	31	14	45	14	140	154	436	
05:00 PM	180	33	213	51	51	29	20	49	11	137	148	461	
05:15 PM	159	37	196	51	51	21	14	35	11	111	122	404	
05:30 PM	165	21	186	55	55	27	12	39	18	123	141	421	
Total Volume	661	122	783	206	206	108	60	168	54	511	565	1722	
% App. Total	84.4	15.6	100	100	100	64.3	35.7	168	9.6	90.4	9.4	100	
PHF	.918	.824	.919	.936	.936	.871	.750	.857	.750	.913	.917	.934	
Lights	643	122	765	205	205	107	59	166	54	493	547	1683	
% Lights	97.3	100	97.7	99.5	99.5	99.1	98.3	98.8	100	96.5	96.8	97.7	
Trucks	17	0	17	1	1	1	1	2	0	15	15	35	
% Trucks	2.6	0	2.2	0.5	0.5	0.9	1.7	1.2	0	2.9	2.7	2.0	
Buses	1	0	1	0	0	0	0	0	0	3	3	4	
% Buses	0.2	0	0.1	0	0	0	0	0	0	0.6	0.5	0.2	

**JFK Boulevard & Jughandle/Site Driveway**  
**Turning Movement Count**  
**Saturday MIDDAY Peak Hour**  
**Saturday, June 3, 2023**

File Name : 3-JFK&SitesAT  
Site Code : 00000000  
Start Date : 6/3/2023  
Page No : 1

Start Time	JFK BOULEVARD			JFK BOULEVARD			SITE DRIVEWAY			JUGHANDLE			Int. Total
	Thru	Right	App. Total	Thru	App. Total	Left	Right	App. Total	Left	Right	App. Total		
10:00 AM	152	26	178	19	19	14	12	26	14	68	82	82	305
10:15 AM	135	31	166	20	20	17	14	31	19	88	107	107	324
10:30 AM	156	34	190	14	14	21	15	36	21	88	109	109	349
10:45 AM	173	32	205	19	19	28	21	49	16	90	106	106	379
Total	616	123	739	72	72	80	62	142	70	334	404	404	1357
11:00 AM	187	36	223	22	22	28	23	51	12	82	94	94	390
11:15 AM	139	38	177	26	26	22	23	45	12	85	97	97	345
11:30 AM	147	33	180	25	25	30	25	55	17	95	112	112	372
11:45 AM	151	51	202	19	19	20	28	48	20	93	113	113	382
Total	624	158	782	92	92	100	99	199	61	355	416	416	1489
12:00 PM	146	36	182	27	27	30	14	44	18	84	102	102	355
12:15 PM	161	34	195	31	31	28	30	58	15	107	122	122	406
12:30 PM	161	38	199	34	34	27	31	58	12	119	131	131	422
12:45 PM	162	35	197	27	27	30	19	49	24	96	120	120	393
Total	630	143	773	119	119	115	94	209	69	406	475	475	1576
01:00 PM	159	38	197	32	32	27	22	49	15	88	103	103	381
01:15 PM	149	54	203	26	26	26	16	42	15	96	111	111	382
01:30 PM	128	38	166	35	35	16	25	41	16	114	130	130	372
01:45 PM	171	35	206	29	29	28	27	55	16	95	111	111	401
Total	607	165	772	122	122	97	90	187	62	393	455	455	1536
02:00 PM	155	27	182	26	26	30	28	58	11	97	108	108	374
02:15 PM	145	34	179	22	22	20	10	30	10	94	104	104	335
02:30 PM	152	27	179	28	28	20	22	42	9	93	102	102	351
02:45 PM	158	26	184	30	30	15	19	34	16	93	109	109	357
Total	610	114	724	106	106	85	79	164	46	377	423	423	1417
03:00 PM	138	40	178	29	29	31	17	48	14	79	93	93	348
03:15 PM	129	28	157	18	18	27	13	34	20	87	107	107	335
03:30 PM	126	31	157	25	25	21	21	48	15	90	105	105	336
03:45 PM	142	36	178	29	29	22	18	40	15	92	107	107	354
Total	535	135	670	101	101	101	69	170	64	348	412	412	1353

**JFK Boulevard & Jughandle/Site Driveway**  
Turning Movement Count  
Saturday MIDDAY Peak Hour  
Saturday, June 3, 2023

File Name : 3-JFK&SitesAT  
Site Code : 00000000  
Start Date : 6/3/2023  
Page No : 2

	JFK BOULEVARD			JFK BOULEVARD			SITE DRIVEMWAY			JUGHANDLE			Int. Total
	Thru	Right	App. Total	Thru	App. Total	Left	Right	App. Total	Left	Right	App. Total		
Grand Total	3622	838	4460	612	612	578	493	1071	372	2213	2585	8728	
Apprch %	81.2	18.8		100		54	46		14.4	85.6			
Total %	41.5	9.6	51.1	7	7	6.6	5.6	12.3	4.3	25.4	29.6		
Lights	3568	832	4400	606	606	572	487	1059	368	2148	2516	8581	
% Lights	98.5	99.3	98.7	99	99	99	98.8	98.9	98.9	97.1	97.3	98.3	
Trucks	49	6	55	6	6	6	6	12	4	59	63	136	
% Trucks	1.4	0.7	1.2	1	1	1	1.2	1.1	1.1	2.7	2.4	1.6	
Buses	5	0	5	0	0	0	0	0	0	6	6	11	
% Buses	0.1	0	0.1	0	0	0	0	0	0	0.3	0.2	0.1	

**JFK Boulevard & Jughandle/Site Driveway  
Turning Movement Count  
Saturday Middy Peak Hour  
Saturday, June 3, 2023**

File Name : 3-JFK&SitesAT  
Site Code : 00000000  
Start Date : 6/3/2023  
Page No : 3






















Start Time	JFK BOULEVARD Eastbound			JFK BOULEVARD Westbound			SITE DRIVEWAY Northbound			JUGHANDLE Southbound			Int. Total
	Thru	Right	App. Total	Thru	App. Total	Left	Right	App. Total	Left	Right	App. Total		
Peak Hour Analysis From 12:00 PM to 12:45 PM - Peak 1 of 1													
12:00 PM	146	36	182	27	27	30	14	44	18	84	102	355	
12:15 PM	161	34	195	31	31	28	30	58	15	107	122	406	
12:30 PM	161	38	199	34	34	27	31	58	12	119	131	422	
12:45 PM	162	35	197	27	27	30	19	49	24	96	120	393	
Total Volume	630	143	773	119	119	115	94	209	69	406	475	1576	
% App. Total	81.5	18.5		100		55	45		14.5	85.5			
PHF	.972	.941	.971	.875	.875	.958	.758	.901	.719	.853	.906	.934	
Lights	619	143	762	119	119	114	93	207	69	390	459	1547	
% Lights	98.3	100	98.6	100	100	99.1	98.9	99.0	100	96.1	96.6	98.2	
Trucks	11	0	11	0	0	1	1	2	0	13	13	26	
% Trucks	1.7	0	1.4	0	0	0.9	1.1	1.0	0	3.2	2.7	1.6	
Buses	0	0	0	0	0	0	0	0	0	3	3	3	
% Buses	0	0	0	0	0	0	0	0	0	0.7	0.6	0.2	



**APPENDIX C**  
**CAPACITY ANALYSES**

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
Weekday AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 			 			 	
Traffic Volume (vph)	814	0	176	88	114	0	0	1172	0	0	911	0
Future Volume (vph)	814	0	176	88	114	0	0	1172	0	0	911	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frnt	0.850											
Flt Protected	0.950				0.979							
Satd. Flow (prot)	3335	0	1568	0	3374	0	0	3343	0	0	3406	0
Flt Permitted	0.950				0.979							
Satd. Flow (perm)	3335	0	1568	0	3374	0	0	3343	0	0	3406	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	146											
Link Speed (mph)	40			40			45			45		
Link Distance (ft)	444			191			247			272		
Travel Time (s)	7.6			3.3			3.7			4.1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	3%	7%	3%	0%	0%	8%	0%	0%	6%	0%
Adj. Flow (vph)	848	0	183	92	119	0	0	1221	0	0	949	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	848	0	183	0	211	0	0	1221	0	0	949	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	34			24			5			5		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	25			25			40			20		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9		15	9		15	9	
Number of Detectors	1	1		1	2		2		2		2	
Detector Template	Left	Right		Left	Thru		Thru		Thru		Thru	
Leading Detector (ft)	20	20		20	100		100		100		100	
Trailing Detector (ft)	0	0		0	0		0		0		0	
Detector 1 Position(ft)	0	0		0	0		0		0		0	
Detector 1 Size(ft)	20	20		20	6		6		6		6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	
Detector 2 Position(ft)					94		94		94		94	
Detector 2 Size(ft)					6		6		6		6	
Detector 2 Type					CI+Ex		CI+Ex		CI+Ex		CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0		0.0		0.0		0.0	
Turn Type	Prot	Perm		Perm	NA		NA		NA		NA	
Protected Phases	4			8			2				6	
Permitted Phases			4	8								
Detector Phase	4	4		8	8			2				6
Switch Phase												

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0		7.0	7.0	7.0			36.0			36.0	
Minimum Split (s)	12.0		12.0	12.0	12.0			43.0			43.0	
Total Split (s)	30.0		30.0	17.0	17.0			43.0			43.0	
Total Split (%)	33.3%		33.3%	18.9%	18.9%			47.8%			47.8%	
Maximum Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	5.0		5.0		5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0			3.0	
Recall Mode	None		None	None	None			C-Min			C-Min	
Act Effct Green (s)	24.6		24.6		10.5			37.9			37.9	
Actuated g/C Ratio	0.27		0.27		0.12			0.42			0.42	
v/c Ratio	0.93		0.34		0.54			0.87			0.66	
Control Delay	49.8		9.1		42.4			32.6			24.1	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	49.8		9.1		42.4			32.6			24.1	
LOS	D		A		D			C			C	
Approach Delay		42.5			42.4			32.6			24.1	
Approach LOS		D			D			C			C	
90th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
90th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
70th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
70th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
50th %ile Green (s)	25.0		25.0	10.9	10.9			37.1			37.1	
50th %ile Term Code	Max		Max	Gap	Gap			Coord			Coord	
30th %ile Green (s)	25.0		25.0	9.7	9.7			38.3			38.3	
30th %ile Term Code	Max		Max	Gap	Gap			Coord			Coord	
10th %ile Green (s)	23.1		23.1	7.9	7.9			42.0			42.0	
10th %ile Term Code	Gap		Gap	Gap	Gap			Coord			Coord	
Stops (vph)	729		39		186			993			709	
Fuel Used(gal)	18		1		4			22			15	
CO Emissions (g/hr)	1248		87		281			1538			1042	
NOx Emissions (g/hr)	243		17		55			299			203	
VOC Emissions (g/hr)	289		20		65			356			241	
Dilemma Vehicles (#)	0		0		10			63			51	
Queue Length 50th (ft)	240		16		60			330			225	
Queue Length 95th (ft)	#353		66		95			#476			302	
Internal Link Dist (ft)		364			111			167			192	
Turn Bay Length (ft)												
Base Capacity (vph)	926		541		449			1407			1433	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.92		0.34		0.47			0.87			0.66	

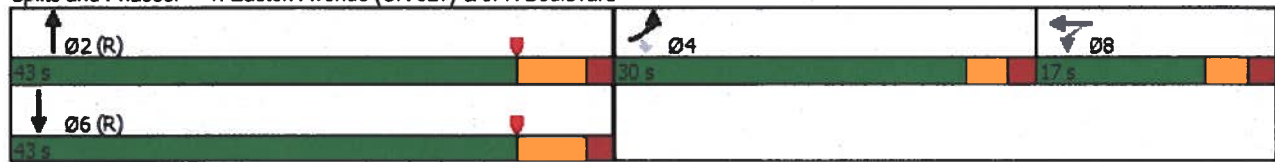
Intersection Summary

**Lanes, Volumes, Timings**  
**1: Easton Avenue (CR 527) & JFK Boulevard**

**2026 No-Build Condition**  
**Weekday AM Peak Hour**

Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 33.8	Intersection LOS: C
Intersection Capacity Utilization 71.5%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

**Splits and Phases: 1: Easton Avenue (CR 527) & JFK Boulevard**





Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔		↗		↕↕			↕↕			↕↕	
Traffic Volume (vph)	766	0	116	244	214	0	0	1322	0	0	1155	0
Future Volume (vph)	766	0	116	244	214	0	0	1322	0	0	1155	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frnt	0.850											
Flt Protected	0.950				0.974							
Satd. Flow (prot)	3400	0	1583	0	3463	0	0	3505	0	0	3539	0
Flt Permitted	0.950				0.974							
Satd. Flow (perm)	3400	0	1583	0	3463	0	0	3505	0	0	3539	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	109											
Link Speed (mph)	40				40				45			
Link Distance (ft)	444				191				247			
Travel Time (s)	7.6				3.3				3.7			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	2%	2%	1%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	790	0	120	252	221	0	0	1363	0	0	1191	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	790	0	120	0	473	0	0	1363	0	0	1191	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	34			24				5				
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	25			25				40				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9			15	9		15	9
Number of Detectors	1	1		1	2		2		2		2	
Detector Template	Left	Right		Left	Thru		Thru		Thru		Thru	
Leading Detector (ft)	20	20		20	100		100		100		100	
Trailing Detector (ft)	0	0		0	0		0		0		0	
Detector 1 Position(ft)	0	0		0	0		0		0		0	
Detector 1 Size(ft)	20	20		20	6		6		6		6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex		CI+Ex		CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	
Detector 2 Position(ft)					94				94			
Detector 2 Size(ft)					6				6			
Detector 2 Type					CI+Ex				CI+Ex			
Detector 2 Channel												
Detector 2 Extend (s)					0.0				0.0			
Turn Type	Prot	Perm		Perm	NA			NA		NA		
Protected Phases	4				8			2		6		
Permitted Phases	4			8								
Detector Phase	4	4		8	8			2		6		
Switch Phase												

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0		7.0	7.0	7.0			36.0			36.0	
Minimum Split (s)	12.0		12.0	12.0	12.0			43.0			43.0	
Total Split (s)	30.0		30.0	17.0	17.0			43.0			43.0	
Total Split (%)	33.3%		33.3%	18.9%	18.9%			47.8%			47.8%	
Maximum Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0			3.0	
Recall Mode	None		None	None	None			C-Min			C-Min	
Act Effect Green (s)	24.0		24.0	13.0	13.0			36.0			36.0	
Actuated g/C Ratio	0.27		0.27	0.14	0.14			0.40			0.40	
v/c Ratio	0.87		0.24	0.99dl	0.99dl			0.97			0.84	
Control Delay	43.1		7.6	69.8	69.8			45.9			31.2	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	43.1		7.6	69.8	69.8			45.9			31.2	
LOS	D		A	E	E			D			C	
Approach Delay		38.5			69.8			45.9			31.2	
Approach LOS		D			E			D			C	
90th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
90th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
70th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
70th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
50th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
50th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
30th %ile Green (s)	24.6		24.6	12.4	12.4			36.0			36.0	
30th %ile Term Code	Gap		Gap	Max	Max			Coord			Coord	
10th %ile Green (s)	20.5		20.5	16.5	16.5			36.0			36.0	
10th %ile Term Code	Gap		Gap	Max	Max			Coord			Coord	
Stops (vph)	691		23	388	388			1152			994	
Fuel Used(gal)	16		1	11	11			29			22	
CO Emissions (g/hr)	1106		53	793	793			2013			1520	
NOx Emissions (g/hr)	215		10	154	154			392			296	
VOC Emissions (g/hr)	256		12	184	184			466			352	
Dilemma Vehicles (#)	0		0	23	23			70			64	
Queue Length 50th (ft)	217		5	~152	~152			391			314	
Queue Length 95th (ft)	#309		45	#250	#250			#547			404	
Internal Link Dist (ft)		364			111			167			192	
Turn Bay Length (ft)												
Base Capacity (vph)	944		518	499	499			1402			1415	
Starvation Cap Reductn	0		0	0	0			0			0	
Spillback Cap Reductn	0		0	0	0			0			0	
Storage Cap Reductn	0		0	0	0			0			0	
Reduced v/c Ratio	0.84		0.23	0.95	0.95			0.97			0.84	

Intersection Summary

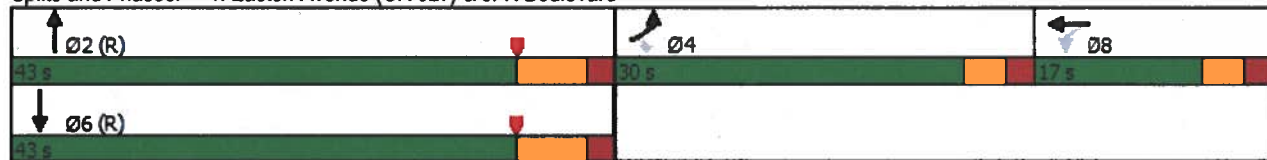


Lanes, Volumes, Timings  
 1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
 Weekday PM Peak Hour

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.97  
 Intersection Signal Delay: 42.6 Intersection LOS: D  
 Intersection Capacity Utilization 85.2% ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 1: Easton Avenue (CR 527) & JFK Boulevard



Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
Saturday Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔		↔		↔↔			↔↔			↔↔	
Traffic Volume (vph)	751	0	151	281	124	0	0	934	0	0	1071	0
Future Volume (vph)	751	0	151	281	124	0	0	934	0	0	1071	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frnt	0.850											
Flt Protected	0.950			0.967								
Satd. Flow (prot)	3433	0	1599	0	3443	0	0	3505	0	0	3574	0
Flt Permitted	0.950			0.967								
Satd. Flow (perm)	3433	0	1599	0	3443	0	0	3505	0	0	3574	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	109											
Link Speed (mph)	40			40			45			45		
Link Distance (ft)	444			191			247			272		
Travel Time (s)	7.6			3.3			3.7			4.1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	1%	2%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	791	0	159	296	131	0	0	983	0	0	1127	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	791	0	159	0	427	0	0	983	0	0	1127	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	34			24			5			5		
Link Offset(ft)	0			0			0			0		
Crosswalk Width(ft)	25			25			40			20		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2			2			2	
Detector Template	Left		Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20		20	20	100			100			100	
Trailing Detector (ft)	0		0	0	0			0			0	
Detector 1 Position(ft)	0		0	0	0			0			0	
Detector 1 Size(ft)	20		20	20	6			6			6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)				94			94			94		
Detector 2 Size(ft)				6			6			6		
Detector 2 Type				CI+Ex			CI+Ex			CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)				0.0			0.0			0.0		
Turn Type	Prot		Perm	Perm	NA			NA			NA	
Protected Phases	4				8			2			6	
Permitted Phases			4	8								
Detector Phase	4		4	8	8			2			6	
Switch Phase												

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 No-Build Condition  
Saturday Middy Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0		7.0	7.0	7.0			36.0			36.0	
Minimum Split (s)	12.0		12.0	12.0	12.0			43.0			43.0	
Total Split (s)	30.0		30.0	17.0	17.0			43.0			43.0	
Total Split (%)	33.3%		33.3%	18.9%	18.9%			47.8%			47.8%	
Maximum Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	5.0		5.0		5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0			3.0	
Recall Mode	None		None	None	None			C-Min			C-Min	
Act Effct Green (s)	23.9		23.9		12.5			36.6			36.6	
Actuated g/C Ratio	0.27		0.27		0.14			0.41			0.41	
v/c Ratio	0.87		0.31		1.21dl			0.69			0.78	
Control Delay	42.7		11.3		61.7			25.3			27.9	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	42.7		11.3		61.7			25.3			27.9	
LOS	D		B		E			C			C	
Approach Delay		37.5			61.7			25.3			27.9	
Approach LOS		D			E			C			C	
90th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
90th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
70th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
70th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
50th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
50th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
30th %ile Green (s)	24.4		24.4	12.6	12.6			36.0			36.0	
30th %ile Term Code	Gap		Gap	Max	Max			Coord			Coord	
10th %ile Green (s)	20.3		20.3	13.8	13.8			38.9			38.9	
10th %ile Term Code	Gap		Gap	Gap	Gap			Coord			Coord	
Stops (vph)	678		44		357			745			899	
Fuel Used(gal)	15		1		9			16			19	
CO Emissions (g/hr)	1080		86		664			1089			1339	
NOx Emissions (g/hr)	210		17		129			212			260	
VOC Emissions (g/hr)	250		20		154			252			310	
Dilemma Vehicles (#)	0		0		20			52			60	
Queue Length 50th (ft)	217		21		128			240			288	
Queue Length 95th (ft)	#307		69		#218			311			371	
Internal Link Dist (ft)		364			111			167			192	
Turn Bay Length (ft)												
Base Capacity (vph)	953		522		477			1424			1452	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.83		0.30		0.90			0.69			0.78	

Intersection Summary



**Lanes, Volumes, Timings**  
**1: Easton Avenue (CR 527) & JFK Boulevard**

**2026 No-Build Condition**  
**Saturday Midday Peak Hour**

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	33.9
Intersection LOS:	C
Intersection Capacity Utilization:	80.3%
ICU Level of Service:	D
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.
dl	Defacto Left Lane. Recode with 1 though lane as a left lane.

**Splits and Phases: 1: Easton Avenue (CR 527) & JFK Boulevard**



Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗		↖		↖↗			↕			↕	
Traffic Volume (vph)	835	0	176	70	114	0	0	1172	0	0	908	0
Future Volume (vph)	835	0	176	70	114	0	0	1172	0	0	908	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frnt	0.850											
Flt Protected	0.950				0.981							
Satd. Flow (prot)	3433	0	1583	0	3472	0	0	3539	0	0	3539	0
Flt Permitted	0.950				0.981							
Satd. Flow (perm)	3433	0	1583	0	3472	0	0	3539	0	0	3539	0
Right Turn on Red	Yes			Yes			Yes			Yes		
Satd. Flow (RTOR)	160											
Link Speed (mph)	40				40				45			
Link Distance (ft)	444				191				247			
Travel Time (s)	7.6				3.3				3.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	908	0	191	76	124	0	0	1274	0	0	987	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	908	0	191	0	200	0	0	1274	0	0	987	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	34			24				5				
Link Offset(ft)	0				0				0			
Crosswalk Width(ft)	25			25				40				
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	9			15	9		15	9
Number of Detectors	1	1		1	2			2		2		
Detector Template	Left	Right		Left	Thru			Thru		Thru		
Leading Detector (ft)	20	20		20	100			100		100		
Trailing Detector (ft)	0	0		0	0			0		0		
Detector 1 Position(ft)	0	0		0	0			0		0		
Detector 1 Size(ft)	20	20		20	6			6		6		
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex			CI+Ex		CI+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0			0.0		0.0		
Detector 1 Queue (s)	0.0		0.0	0.0	0.0			0.0		0.0		
Detector 1 Delay (s)	0.0		0.0	0.0	0.0			0.0		0.0		
Detector 2 Position(ft)					94			94		94		
Detector 2 Size(ft)					6			6		6		
Detector 2 Type					CI+Ex			CI+Ex		CI+Ex		
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0		0.0		
Turn Type	Prot	Perm		Perm	NA			NA		NA		
Protected Phases	4			8				2		6		
Permitted Phases			4	8								
Detector Phase	4	4		8	8			2		6		
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0	7.0			36.0		36.0		

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Weekday AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.0		12.0	12.0	12.0			43.0			43.0	
Total Split (s)	30.0		30.0	17.0	17.0			43.0			43.0	
Total Split (%)	33.3%		33.3%	18.9%	18.9%			47.8%			47.8%	
Maximum Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	5.0		5.0		5.0			7.0			7.0	
<b>Lead/Lag</b>												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0			3.0	
Recall Mode	None		None	None	None			C-Min			C-Min	
Act Effct Green (s)	25.0		25.0		10.2			37.8			37.8	
Actuated g/C Ratio	0.28		0.28		0.11			0.42			0.42	
v/c Ratio	0.95		0.34		0.51			0.86			0.66	
Control Delay	52.8		8.4		41.9			31.4			24.0	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	52.8		8.4		41.9			31.4			24.0	
LOS	D		A		D			C			C	
Approach Delay		45.1			41.9			31.4			24.0	
Approach LOS		D			D			C			C	
90th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
90th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
70th %ile Green (s)	25.0		25.0	11.6	11.6			36.4			36.4	
70th %ile Term Code	Max		Max	Gap	Gap			Coord			Coord	
50th %ile Green (s)	25.0		25.0	10.5	10.5			37.5			37.5	
50th %ile Term Code	Max		Max	Gap	Gap			Coord			Coord	
30th %ile Green (s)	25.0		25.0	9.3	9.3			38.7			38.7	
30th %ile Term Code	Max		Max	Gap	Gap			Coord			Coord	
10th %ile Green (s)	25.0		25.0	7.6	7.6			40.4			40.4	
10th %ile Term Code	Max		Max	Gap	Gap			Coord			Coord	
Stops (vph)	738		36		167			990			707	
Fuel Used(gal)	19		1		4			22			15	
CO Emissions (g/hr)	1310		83		253			1515			1037	
NOx Emissions (g/hr)	255		16		49			295			202	
VOC Emissions (g/hr)	304		19		59			351			240	
Dilemma Vehicles (#)	0		0		8			64			51	
Queue Length 50th (ft)	260		13		56			338			232	
Queue Length 95th (ft)	#384		64		90			#486			312	
Internal Link Dist (ft)		364			111			167			192	
<b>Turn Bay Length (ft)</b>												
Base Capacity (vph)	953		555		462			1486			1486	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.95		0.34		0.43			0.86			0.66	

**Intersection Summary**

Area Type: Other

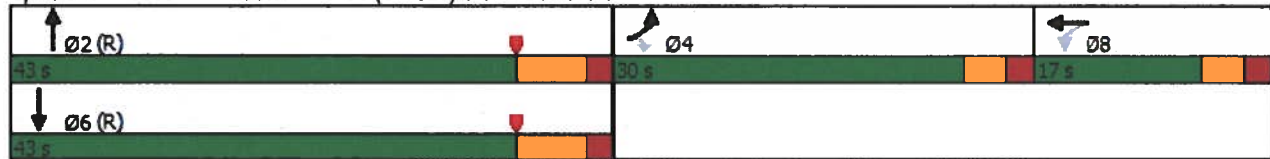


Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Weekday AM Peak Hour

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 72.1%	ICU Level of Service C
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 1: Easton Avenue (CR 527) & JFK Boulevard



Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔		↗		↕↕			↕↕			↕↕	
Traffic Volume (vph)	724	0	116	158	214	0	0	1322	0	0	1131	0
Future Volume (vph)	724	0	116	158	214	0	0	1322	0	0	1131	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr <sub>t</sub>			0.850									
Fl <sub>t</sub> Protected	0.950				0.979							
Satd. Flow (prot)	3400	0	1583	0	3485	0	0	3505	0	0	3539	0
Fl <sub>t</sub> Permitted	0.950				0.979							
Satd. Flow (perm)	3400	0	1583	0	3485	0	0	3505	0	0	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109									
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		444			191			247			272	
Travel Time (s)		7.6			3.3			3.7			4.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	2%	2%	1%	0%	0%	3%	0%	0%	2%	0%
Adj. Flow (vph)	746	0	120	163	221	0	0	1363	0	0	1166	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	746	0	120	0	384	0	0	1363	0	0	1166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			24			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		25			25			40			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2			2			2	
Detector Template	Left		Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20		20	20	100			100			100	
Trailing Detector (ft)	0		0	0	0			0			0	
Detector 1 Position(ft)	0		0	0	0			0			0	
Detector 1 Size(ft)	20		20	20	6			6			6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Perm	Perm	NA			NA			NA	
Protected Phases	4				8			2			6	
Permitted Phases			4	8								
Detector Phase	4		4	8	8			2			6	
Switch Phase												

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Weekday PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0		7.0	7.0	7.0			36.0			36.0	
Minimum Split (s)	12.0		12.0	12.0	12.0			43.0			43.0	
Total Split (s)	30.0		30.0	17.0	17.0			43.0			43.0	
Total Split (%)	33.3%		33.3%	18.9%	18.9%			47.8%			47.8%	
Maximum Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0		0.0			0.0			0.0	
Total Lost Time (s)	5.0		5.0		5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0			3.0	
Recall Mode	None		None	None	None			C-Min			C-Min	
Act Effct Green (s)	23.3		23.3		12.3			37.4			37.4	
Actuated g/C Ratio	0.26		0.26		0.14			0.42			0.42	
v/c Ratio	0.85		0.24		0.81			0.94			0.79	
Control Delay	41.6		7.7		52.4			39.4			28.4	
Queue Delay	0.0		0.0		0.0			0.0			0.0	
Total Delay	41.6		7.7		52.4			39.4			28.4	
LOS	D		A		D			D			C	
Approach Delay		36.9			52.4			39.4			28.4	
Approach LOS		D			D			D			C	
90th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
90th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
70th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
70th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
50th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
50th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
30th %ile Green (s)	22.5		22.5	13.9	13.9			36.6			36.6	
30th %ile Term Code	Gap		Gap	Gap	Gap			Coord			Coord	
10th %ile Green (s)	19.2		19.2	11.6	11.6			42.2			42.2	
10th %ile Term Code	Gap		Gap	Gap	Gap			Coord			Coord	
Stops (vph)	659		23		336			1126			952	
Fuel Used(gal)	15		1		8			27			20	
CO Emissions (g/hr)	1033		53		565			1869			1424	
NOx Emissions (g/hr)	201		10		110			364			277	
VOC Emissions (g/hr)	239		12		131			433			330	
Dilemma Vehicles (#)	0		0		18			70			62	
Queue Length 50th (ft)	201		5		113			391			305	
Queue Length 95th (ft)	269		45		#186			#547			392	
Internal Link Dist (ft)		364			111			167			192	
Turn Bay Length (ft)												
Base Capacity (vph)	944		518		479			1455			1469	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.79		0.23		0.80			0.94			0.79	

Intersection Summary

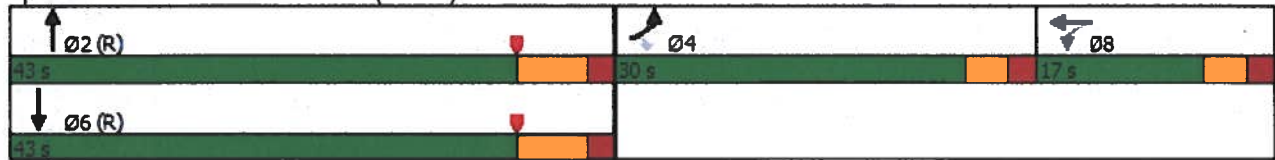


**Lanes, Volumes, Timings**  
**1: Easton Avenue (CR 527) & JFK Boulevard**

**2026 Build Condition**  
**Weekday PM Peak Hour**

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.94  
 Intersection Signal Delay: 36.8 Intersection LOS: D  
 Intersection Capacity Utilization 81.0% ICU Level of Service D  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 1: Easton Avenue (CR 527) & JFK Boulevard**



Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Saturday Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔		↗		↔↔			↕↕			↕↕	
Traffic Volume (vph)	707	0	151	161	124	0	0	934	0	0	1021	0
Future Volume (vph)	707	0	151	161	124	0	0	934	0	0	1021	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr <sub>t</sub>			0.850									
Flt Protected	0.950				0.973							
Satd. Flow (prot)	3433	0	1599	0	3473	0	0	3505	0	0	3574	0
Flt Permitted	0.950				0.973							
Satd. Flow (perm)	3433	0	1599	0	3473	0	0	3505	0	0	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109									
Link Speed (mph)		40			40			45			45	
Link Distance (ft)		444			191			247			272	
Travel Time (s)		7.6			3.3			3.7			4.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	1%	2%	0%	0%	0%	3%	0%	0%	1%	0%
Adj. Flow (vph)	744	0	159	169	131	0	0	983	0	0	1075	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	744	0	159	0	300	0	0	983	0	0	1075	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		34			24			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		25			25			40			20	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		1	1	2			2			2	
Detector Template	Left		Right	Left	Thru			Thru			Thru	
Leading Detector (ft)	20		20	20	100			100			100	
Trailing Detector (ft)	0		0	0	0			0			0	
Detector 1 Position(ft)	0		0	0	0			0			0	
Detector 1 Size(ft)	20		20	20	6			6			6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex			CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Perm	Perm	NA			NA			NA	
Protected Phases	4				8			2			6	
Permitted Phases			4	8								
Detector Phase	4		4	8	8			2			6	
Switch Phase												

Lanes, Volumes, Timings  
1: Easton Avenue (CR 527) & JFK Boulevard

2026 Build Condition  
Saturday Midday Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0		7.0	7.0	7.0			36.0			36.0	
Minimum Split (s)	12.0		12.0	12.0	12.0			43.0			43.0	
Total Split (s)	30.0		30.0	17.0	17.0			43.0			43.0	
Total Split (%)	33.3%		33.3%	18.9%	18.9%			47.8%			47.8%	
Maximum Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
Yellow Time (s)	3.0		3.0	3.0	3.0			5.0			5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0			2.0			2.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0		3.0	3.0	3.0			3.0			3.0	
Recall Mode	None		None	None	None			C-Min			C-Min	
Act Effct Green (s)	23.4		23.4	11.4	11.4			38.2			38.2	
Actuated g/C Ratio	0.26		0.26	0.13	0.13			0.42			0.42	
v/c Ratio	0.83		0.32	0.68	0.68			0.66			0.71	
Control Delay	40.5		11.4	46.0	46.0			24.0			25.1	
Queue Delay	0.0		0.0	0.0	0.0			0.0			0.0	
Total Delay	40.5		11.4	46.0	46.0			24.0			25.1	
LOS	D		B	D	D			C			C	
Approach Delay		35.4			46.0			24.0			25.1	
Approach LOS		D			D			C			C	
90th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
90th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
70th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
70th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
50th %ile Green (s)	25.0		25.0	12.0	12.0			36.0			36.0	
50th %ile Term Code	Max		Max	Max	Max			Coord			Coord	
30th %ile Green (s)	23.0		23.0	11.5	11.5			38.5			38.5	
30th %ile Term Code	Gap		Gap	Gap	Gap			Coord			Coord	
10th %ile Green (s)	19.0		19.0	9.5	9.5			44.5			44.5	
10th %ile Term Code	Gap		Gap	Gap	Gap			Coord			Coord	
Stops (vph)	642		44		266			728			821	
Fuel Used(gal)	14		1		6			15			17	
CO Emissions (g/hr)	998		86		413			1056			1205	
NOx Emissions (g/hr)	194		17		80			205			234	
VOC Emissions (g/hr)	231		20		96			245			279	
Dilemma Vehicles (#)	0		0		15			52			57	
Queue Length 50th (ft)	200		21		86			240			270	
Queue Length 95th (ft)	267		69		130			311			347	
Internal Link Dist (ft)		364			111			167			192	
Turn Bay Length (ft)												
Base Capacity (vph)	953		522		463			1488			1516	
Starvation Cap Reductn	0		0		0			0			0	
Spillback Cap Reductn	0		0		0			0			0	
Storage Cap Reductn	0		0		0			0			0	
Reduced v/c Ratio	0.78		0.30		0.65			0.66			0.71	

Intersection Summary

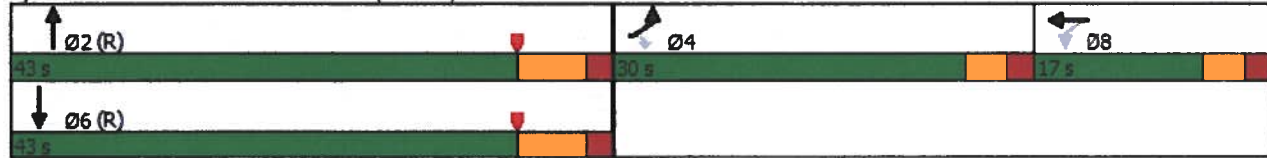


**Lanes, Volumes, Timings**  
**1: Easton Avenue (CR 527) & JFK Boulevard**

**2026 Build Condition**  
**Saturday Midday Peak Hour**

Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

**Splits and Phases: 1: Easton Avenue (CR 527) & JFK Boulevard**



HCM 6th TWSC  
2: Easton Avenue (CR 527) & Site Driveway

2026 No-Build Condition  
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↑↑	
Traffic Vol, veh/h	0	85	0	1374	1034	141
Future Vol, veh/h	0	85	0	1374	1034	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	8	0	7	5	1
Mvmt Flow	0	88	0	1416	1066	145

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	533	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.26	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.98	-	-	-
Pot Cap-1 Maneuver	0	409	0	-	0
Stage 1	0	-	0	-	0
Stage 2	0	-	0	-	0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	409	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 409	-
HCM Lane V/C Ratio	- 0.214	-
HCM Control Delay (s)	- 16.2	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.8	-

HCM 6th TWSC  
2: Easton Avenue (CR 527) & Site Driveway

2026 No-Build Condition  
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↕↕	
Traffic Vol, veh/h	0	276	0	1780	1100	415
Future Vol, veh/h	0	276	0	1780	1100	415
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	2	1
Mvmt Flow	0	294	0	1894	1170	441

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	585	-	0	- 0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-
Pot Cap-1 Maneuver	0	393	0	-	- 0
Stage 1	0	-	0	-	- 0
Stage 2	0	-	0	-	- 0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	393	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 393	-
HCM Lane V/C Ratio	- 0.747	-
HCM Control Delay (s)	- 36.7	-
HCM Lane LOS	- E	-
HCM 95th %tile Q(veh)	- 6	-



HCM 6th TWSC  
2: Easton Avenue (CR 527) & Site Driveway

2026 No-Build Condition  
Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑↑	
Traffic Vol, veh/h	0	323	0	1339	1044	459
Future Vol, veh/h	0	323	0	1339	1044	459
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	1	1
Mvmt Flow	0	344	0	1424	1111	488

Major/Minor	Minor2	Major1	Major2	Major2
Conflicting Flow All	-	556	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	7.1	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.9	-	-
Pot Cap-1 Maneuver	0	410	0	-
Stage 1	0	-	0	-
Stage 2	0	-	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	-	410	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 410	-
HCM Lane V/C Ratio	- 0.838	-
HCM Control Delay (s)	- 45.5	-
HCM Lane LOS	- E	-
HCM 95th %tile Q(veh)	- 7.9	-

HCM 6th TWSC  
2: Easton Avenue (CR 527) & Site Driveway

2026 Build Condition  
Weekday AM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑↑	↑↑↑	
Traffic Vol, veh/h	0	93	0	1356	1034	120
Future Vol, veh/h	0	93	0	1356	1034	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	101	0	1474	1124	130

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	562	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-
Pot Cap-1 Maneuver	0	403	0	-	0
Stage 1	0	-	0	-	0
Stage 2	0	-	0	-	0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	403	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 403	-
HCM Lane V/C Ratio	- 0.251	-
HCM Control Delay (s)	- 16.9	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 1	-



HCM 6th TWSC  
2: Easton Avenue (CR 527) & Site Driveway

2026 Build Condition  
Weekday PM Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		↑↑	↑↑↑	
Traffic Vol, veh/h	0	172	0	1694	1100	305
Future Vol, veh/h	0	172	0	1694	1100	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	2	1
Mvmt Flow	0	183	0	1802	1170	324

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	585	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-
Pot Cap-1 Maneuver	0	393	0	-	0
Stage 1	0	-	0	-	0
Stage 2	0	-	0	-	0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	393	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 393	-
HCM Lane V/C Ratio	- 0.466	-
HCM Control Delay (s)	- 21.9	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 2.4	-

HCM 6th TWSC  
2: Easton Avenue (CR 527) & Site Driveway

2026 Build Condition  
Saturday Midday Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑↑	
Traffic Vol, veh/h	0	213	0	1219	1044	289
Future Vol, veh/h	0	213	0	1219	1044	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	1	1
Mvmt Flow	0	227	0	1297	1111	307

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	556	-	0	- 0
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	-
Pot Cap-1 Maneuver	0	410	0	-	- 0
Stage 1	0	-	0	-	- 0
Stage 2	0	-	0	-	- 0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	410	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 410	-
HCM Lane V/C Ratio	- 0.553	-
HCM Control Delay (s)	- 24.1	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 3.2	-

HCM 6th TWSC  
3: Site Driveway/Jughandle & JFK Boulevard

2026 No-Build Condition  
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑		↓		↑	↓		↑
Traffic Vol, veh/h	0	902	121	0	114	0	82	0	43	45	0	509
Future Vol, veh/h	0	902	121	0	114	0	82	0	43	45	0	509
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	50	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	1	0	3	0	2	0	8	2	0	5
Mvmt Flow	0	970	130	0	123	0	88	0	46	48	0	547

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	-	-	0	1032	-	485	608	-	62
Stage 1	-	-	-	-	-	-	970	-	-	123	-	-
Stage 2	-	-	-	-	-	-	62	-	-	485	-	-
Critical Hdwy	-	-	-	-	-	-	7.54	-	7.06	7.54	-	7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.52	-	3.38	3.52	-	3.35
Pot Cap-1 Maneuver	0	-	-	0	-	0	187	0	512	380	0	980
Stage 1	0	-	-	0	-	0	272	0	-	868	0	-
Stage 2	0	-	-	0	-	0	942	0	-	532	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 83	-	512	346	-	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	-	-	415	-	-
Stage 1	-	-	-	-	-	-	272	-	-	868	-	-
Stage 2	-	-	-	-	-	-	416	-	-	484	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	31.1	13.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	SBLn1	SBLn2
Capacity (veh/h)	186	512	-	-	-	415	980
HCM Lane V/C Ratio	0.474	0.09	-	-	-	0.117	0.558
HCM Control Delay (s)	40.7	12.7	-	-	-	14.8	13.2
HCM Lane LOS	E	B	-	-	-	B	B
HCM 95th %tile Q(veh)	2.3	0.3	-	-	-	0.4	3.6

Notes  
 --: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM 6th TWSC  
3: Site Driveway/Jughandle & JFK Boulevard

2026 No-Build Condition  
Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	32.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑		↘		↗	↘		↗
Traffic Vol, veh/h	0	691	266	0	214	0	254	0	135	56	0	530
Future Vol, veh/h	0	691	266	0	214	0	254	0	135	56	0	530
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	50	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	1	0	1	0	2	0	0	4
Mvmt Flow	0	743	286	0	230	0	273	0	145	60	0	570

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	858	-	372	602	-	115
Stage 1	-	-	-	-	-	-	743	-	-	230	-	-
Stage 2	-	-	-	-	-	-	115	-	-	372	-	-
Critical Hdwy	-	-	-	-	-	-	7.52	-	6.94	7.5	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.32	3.5	-	3.34
Pot Cap-1 Maneuver	0	-	-	0	-	0	~ 252	0	625	388	0	909
Stage 1	0	-	-	0	-	0	375	0	-	758	0	-
Stage 2	0	-	-	0	-	0	880	0	-	626	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 94	-	625	298	-	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 202	-	-	392	-	-
Stage 1	-	-	-	-	-	-	375	-	-	758	-	-
Stage 2	-	-	-	-	-	-	328	-	-	481	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	156.4	15.4
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	SBLn1	SBLn2
Capacity (veh/h)	202	625	-	-	-	392	909
HCM Lane V/C Ratio	1.352	0.232	-	-	-	0.154	0.627
HCM Control Delay (s)	232.9	12.5	-	-	-	15.8	15.4
HCM Lane LOS	F	B	-	-	-	C	C
HCM 95th %tile Q(veh)	15.5	0.9	-	-	-	0.5	4.6

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
3: Site Driveway/Jughandle & JFK Boulevard

2026 No-Build Condition  
Saturday Midday Peak Hour

Intersection												
Int Delay, s/veh	20.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑		↑		↑	↑		↑
Traffic Vol, veh/h	0	654	319	0	124	0	278	0	176	72	0	421
Future Vol, veh/h	0	654	319	0	124	0	278	0	176	72	0	421
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	50	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	1	0	1	0	0	4
Mvmt Flow	0	703	343	0	133	0	299	0	189	77	0	453

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	770	-	352	485	-	67
Stage 1	-	-	-	-	-	-	703	-	-	133	-	-
Stage 2	-	-	-	-	-	-	67	-	-	352	-	-
Critical Hdwy	-	-	-	-	-	-	7.52	-	6.92	7.5	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.31	3.5	-	3.34
Pot Cap-1 Maneuver	0	-	-	0	-	0	~292	0	647	470	0	976
Stage 1	0	-	-	0	-	0	397	0	-	862	0	-
Stage 2	0	-	-	0	-	0	938	0	-	643	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	~157	-	647	333	-	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	~273	-	-	394	-	-
Stage 1	-	-	-	-	-	-	397	-	-	862	-	-
Stage 2	-	-	-	-	-	-	503	-	-	455	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	80.2	12.5
HCM LOS			F	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	SBLn1	SBLn2
Capacity (veh/h)	273	647	-	-	-	394	976
HCM Lane V/C Ratio	1.095	0.292	-	-	-	0.196	0.464
HCM Control Delay (s)	122.9	12.8	-	-	-	16.4	11.8
HCM Lane LOS	F	B	-	-	-	C	B
HCM 95th %tile Q(veh)	12.3	1.2	-	-	-	0.7	2.5

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM 6th TWSC  
3: Site Driveway/Jughandle & JFK Boulevard

2026 Build Condition  
Weekday AM Peak Hour

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑		↑		↑	↑		↑
Traffic Vol, veh/h	0	902	100	0	114	0	80	0	64	45	0	509
Future Vol, veh/h	0	902	100	0	114	0	80	0	64	45	0	509
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	50	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	980	109	0	124	0	87	0	70	49	0	553

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	1042	-	490	614	-	62
Stage 1	-	-	-	-	-	-	980	-	-	124	-	-
Stage 2	-	-	-	-	-	-	62	-	-	490	-	-
Critical Hdwy	-	-	-	-	-	-	7.54	-	6.94	7.54	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	-	-	6.54	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	-	-	6.54	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.52	-	3.32	3.52	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	0	184	0	524	376	0	990
Stage 1	0	-	-	0	-	0	268	0	-	867	0	-
Stage 2	0	-	-	0	-	0	942	0	-	529	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 81	-	524	326	-	990
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	-	-	395	-	-
Stage 1	-	-	-	-	-	-	268	-	-	867	-	-
Stage 2	-	-	-	-	-	-	416	-	-	459	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	28.7	13.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	SBLn1	SBLn2
Capacity (veh/h)	183	524	-	-	-	395	990
HCM Lane V/C Ratio	0.475	0.133	-	-	-	0.124	0.559
HCM Control Delay (s)	41.3	12.9	-	-	-	15.4	13.1
HCM Lane LOS	E	B	-	-	-	C	B
HCM 95th %tile Q(veh)	2.3	0.5	-	-	-	0.4	3.6

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

HCM 6th TWSC  
 3: Site Driveway/Jughandle & JFK Boulevard

2026 Build Condition  
 Weekday PM Peak Hour

Intersection												
Int Delay, s/veh	10.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑		↑		↑	↑		↑
Traffic Vol, veh/h	0	691	170	0	214	0	144	0	93	56	0	530
Future Vol, veh/h	0	691	170	0	214	0	144	0	93	56	0	530
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	50	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	0	0	1	0	1	0	2	0	0	4
Mvmt Flow	0	743	183	0	230	0	155	0	100	60	0	570

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	858	-	372	602	-	115
Stage 1	-	-	-	-	-	-	743	-	-	230	-	-
Stage 2	-	-	-	-	-	-	115	-	-	372	-	-
Critical Hdwy	-	-	-	-	-	-	7.52	-	6.94	7.5	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.32	3.5	-	3.34
Pot Cap-1 Maneuver	0	-	-	0	-	0	252	0	625	388	0	909
Stage 1	0	-	-	0	-	0	375	0	-	758	0	-
Stage 2	0	-	-	0	-	0	880	0	-	626	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 94	-	625	326	-	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	202	-	-	422	-	-
Stage 1	-	-	-	-	-	-	375	-	-	758	-	-
Stage 2	-	-	-	-	-	-	328	-	-	526	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	44	15.4
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	SBLn1	SBLn2
Capacity (veh/h)	202	625	-	-	-	422	909
HCM Lane V/C Ratio	0.767	0.16	-	-	-	0.143	0.627
HCM Control Delay (s)	64.7	11.9	-	-	-	14.9	15.4
HCM Lane LOS	F	B	-	-	-	B	C
HCM 95th %tile Q(veh)	5.2	0.6	-	-	-	0.5	4.6

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



HCM 6th TWSC  
3: Site Driveway/Jughandle & JFK Boulevard

2026 Build Condition  
Saturday Midday Peak Hour

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑		↓		↑	↓		↑
Traffic Vol, veh/h	0	654	192	0	124	0	161	0	132	72	0	421
Future Vol, veh/h	0	654	192	0	124	0	161	0	132	72	0	421
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Stop	-	-	Stop
Storage Length	-	-	50	-	-	-	0	-	0	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	2	0	0	0	0	1	0	1	0	0	4
Mvmt Flow	0	703	206	0	133	0	173	0	142	77	0	453

Major/Minor	Major1	Major2	Minor1	Minor2								
Conflicting Flow All	-	0	0	-	-	0	770	-	352	485	-	67
Stage 1	-	-	-	-	-	-	703	-	-	133	-	-
Stage 2	-	-	-	-	-	-	67	-	-	352	-	-
Critical Hdwy	-	-	-	-	-	-	7.52	-	6.92	7.5	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	-	-	6.5	-	-
Follow-up Hdwy	-	-	-	-	-	-	3.51	-	3.31	3.5	-	3.34
Pot Cap-1 Maneuver	0	-	-	0	-	0	292	0	647	470	0	976
Stage 1	0	-	-	0	-	0	397	0	-	862	0	-
Stage 2	0	-	-	0	-	0	938	0	-	643	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	~ 157	-	647	367	-	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	-	-	432	-	-
Stage 1	-	-	-	-	-	-	397	-	-	862	-	-
Stage 2	-	-	-	-	-	-	503	-	-	502	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	26.6	12.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBT	SBLn1	SBLn2
Capacity (veh/h)	273	647	-	-	-	432	976
HCM Lane V/C Ratio	0.634	0.219	-	-	-	0.179	0.464
HCM Control Delay (s)	38.5	12.1	-	-	-	15.1	11.8
HCM Lane LOS	E	B	-	-	-	C	B
HCM 95th %tile Q(veh)	4	0.8	-	-	-	0.6	2.5

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon